SUBJECT: Waterdown/Aldershot Transportation Master Plan Phase 2 (PW05073a) - (Ward 15 with City Wide Implications)

RECOMMENDATION:

(a) That the Phase 2 Waterdown/Aldershot Transportation Master Plan Study Report from Dillon Consulting Ltd. be endorsed.

(b) That the City of Hamilton, in coordination with the City of Burlington and the Region of Halton, proceed with Phase 3,4,5 of the Waterdown/Aldershot Transportation Master Plan (TMP) Study (Municipal Class Environmental Assessment (EA) process - June 2000). Phases 3,4,5 must also include the items in the original terms of reference for this study that was approved by the City of Burlington and the Former Town of Flamborough and as noted in the Order in Council approving OPA 28. The next phases of the EA process will:

(i) Provide detailed alternative design concept for the preferred solution and environmental study report.

(ii) Address the concerns and questions raised at the Public Information Centres in Phase 2 that are design details properly addressed in Phases 3 and 4.

(c) That a copy of the Report PW05073a be forwarded to the City of Burlington the Regional Municipality of Halton, Niagara Escarpment Commission and the Conservation Authorities.

Scott Stewart, C.E.T.
General Manager
EXECUTIVE SUMMARY:

The City of Hamilton in conjunction with the City of Burlington, and the Regional Municipality of Halton is finalizing Phase 2 of the Waterdown / Aldershot Transportation Master Plan using the Municipal Class Environmental Assessment (EA) process. The Master Plan is based on the urban boundary expansion (OPA No 28 to the Official Plan of the former Town of Flamborough) adopted by the former Town of Flamborough, and the former Region of Hamilton-Wentworth. This amendment established detailed policies and land-use planning to guide future development in the expanded urban settlement area of Waterdown. The plan is intended to allow the development of the transportation system of the OPA 28 lands in an orderly, effective and economical manner. It will provide direction for the planning and implementation of a balanced road, transit, pedestrian and bicycle network.

Since the last report to Council in June 2005, staff have taken the preferred alternative from Phase 2 of the Master Plan to a series of Public Information Centres. The preferred alternatives for the North/South and the East/West, have both been received with a large amount of concern from the public. There has been a remarkable amount of thought/effort put into the public presentations. All of the public opinions have been gathered and responses provided throughout the project.

A Stakeholder Advisory Committee (SAC) meeting was also held in October to gather input from the committee on the Draft report. Several public delegations were allowed and additional inputs accepted. Since the preferred alternatives were presented to Council and the public there have been numerous questions and concerns regarding the selection. The Technical Committee have responded to each issue raised and believe the preferred alternative represents the best solution for the area. With the impending development and secondary planning, it is imperative that a preferred route be selected and endorsed.

The following Table 1 summarizes the cost of the roads and transit growth infrastructure by municipal jurisdiction.

Table 1
Waterdown/Aldershot Transportation Master Plan Cost Summary

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Hamilton</th>
<th>Growth - DC's</th>
<th>Burlington</th>
<th>Halton</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>New east west link</td>
<td>$14,015,000</td>
<td>$14,015,000</td>
<td></td>
<td>13,100,000</td>
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</tr>
<tr>
<td>Waterdown Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>13,100,000</td>
</tr>
<tr>
<td>Mountain Brow</td>
<td>5,100,000</td>
<td>4,998,000</td>
<td></td>
<td></td>
<td>7,050,000</td>
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<tr>
<td>Dundas Street</td>
<td>3,500,000</td>
<td>3,325,000</td>
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<td></td>
<td>7,050,000</td>
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<tr>
<td>Dundas / Brant Int.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,850,000</td>
</tr>
<tr>
<td>Dundas</td>
<td>1,200,000</td>
<td>1,140,000</td>
<td></td>
<td></td>
<td>1,340,000</td>
</tr>
<tr>
<td>East/West/#6</td>
<td>1,200,000</td>
<td>1,140,000</td>
<td></td>
<td></td>
<td>1,340,000</td>
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<tr>
<td>East/West/Centre st.</td>
<td>600,000</td>
<td>570,000</td>
<td></td>
<td></td>
<td>1,170,000</td>
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<td>King Road/North service</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,438,000</td>
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<td>Traffic management</td>
<td>250,000</td>
<td>237,500</td>
<td></td>
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<td>487,500</td>
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<td>Transit</td>
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<td><strong>Total</strong></td>
<td>$28,565,000</td>
<td>$25,425,500</td>
<td>$14,538,000</td>
<td>$8,900,000</td>
<td>$52,003,000</td>
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</table>
The current cost estimates of the Waterdown/Aldershot Transportation Master Plan total $52 million. The cost of the infrastructure contained within Hamilton’s municipal boundaries total $28 million of which approximately $25.4 million would be collected from future City-wide Development Charges. The City currently has in it’s growth Capital budget approximately $17 million budgeted and the balance ($11.5 m) will be added to it’s Development Charges during the next By-law amendment scheduled for late spring 2006.

Staff had commissioned C.N. Watson to prepare a Discussion Paper regarding Inter-Municipal Transportation Cost –Sharing and their conclusions included the facts that:

1. The precedent that cost sharing for roads growth infrastructure would set regarding growth traffic flows between municipalities and resultant growth infrastructure cost requirements.
   - “Halton Region has not funded works outside of their jurisdictional area nor had any outside municipalities funded works in Halton”, as was also the case in “Peel, York, Toronto and Durham”.

2. The fact that the City of Hamilton’s roads service component ($5,300 – Single Detached Unit) in it’s current Development Charges By-law has limited capacity based on past 10-year service levels.

BACKGROUND:

The recommendations within this report primarily affect Ward 15 with City wide implications.

Growth in Waterdown:

The City of Hamilton received Order in Council 1262/2002, dated June 19, 2002 from the Province with respect to the approval of Official Plan Amendment No. 28, in the Former Town of Flamborough and the Memorandum of Agreement between the various property owners, the Former Town of Flamborough and the City of Burlington. The approved expansion of the Urban Boundary in the Waterdown Area would add approximately 2000 residential units to the North Waterdown Area, approximately 1000 units to the Upcountry Estates development area and approximately 3500 residential units to the South (East) Waterdown Area, south of Dundas Street. However, the revised version of OPA 28, including Waterdown South, and related Memorandum of Agreement approved by the Cabinet in June 2002 by Order in Council 1262/2002, put the majority of development within the urban expansion area on hold awaiting the completion of:

- A Class Environmental Assessment for the Dundas Waste water treatment plan expansion/diversion (completed);
- A Master EA Transportation study, including an implementation plan approved by the City of Burlington and Town of Flamborough;
- Secondary plans where Council deems necessary; and,
- A financing strategy for the preferred solution be determined once the EA process has been completed
The Cabinet decision does permit, however, some interim development stages to proceed ahead of the completion of the Master EA Transportation Study and the Secondary Plans subject to meeting certain criteria.

**Transportation Planning for Waterdown Growth:**

The previous Aldershot/Waterdown Transportation Master Plan Study, undertaken by Stantec Consulting Ltd. in September 1999, was not finalized due to the impending amalgamation to create the new City of Hamilton. Since the previous study was not approved by the Region of Halton, the Former Town of Flamborough, the City of Burlington or the Region of Hamilton-Wentworth, it was determined that the conclusions and recommendations of the previous study should be reviewed and updated. This was required to determine current validity, current transportation network constraints, current environmental constraints and planned transportation network improvements. Further, the previous Stantec study, if it were previously approved, would be approaching the 5 Year review period, which is a general requirement for Master Plans, prepared under the Municipal Class Environmental Assessment, June 2000. Consequently, the EA process was designed to address all of the above issues.

Phase 1 of the Waterdown/Aldershot Transportation Master Plan Study Update dated April 2004 and prepared by SNC Lavalin Engineers and Constructors Ltd. concluded:

i) The need for additional east-west capacity in the overall transportation network in the Waterdown North and Waterdown East/Burlington area, due to the development of OPA 28 lands, has been confirmed.

ii) The need for additional north-south capacity in the overall transportation network in the Waterdown/Aldershot/Burlington area, due to development of OPA 28 lands, has been confirmed.

iii) All options to provide additional east-west and north-south capacity in the overall transportation network, to accommodate the additional demands due to the development of OPA 28 lands, need to be considered in Phase 2 of the Waterdown/Aldershot Transportation Master Plan (Municipal Class EA process - June 2000).

The Phase I report was endorsed by Council on June 29, 2005. Both Halton Regional Council and Burlington City Council also endorsed the Phase I report.

Five years have passed since the Stantec report (that was never adopted), along with numerous changes in the area that have taken place. A number of changes to the existing roads (Opening of Highway 407, potential Highway 403 interchange with King Road withdrawn, Highway 403 and Waterdown Road interchange, Highway 6 restricted access facility), the amalgamation of the former Town of Flamborough into the City of Hamilton, and the approval of OPA 28 expansion of the Waterdown urban area; along with a range of environmental constraints (Provincial Greenbelt Plan, new Watershed study). As a result of this time lapse and all of the changes that have taken place, a new Master plan was initiated in 2003 to confirm Phase 1 of the MEA Class EA for the municipal projects; which provide the overall framework and guide the transportation planning process. The Waterdown/Aldershot Master EA Transportation Network Study, July 2004, reviewed the validity of the 1999 Transportation Master Plan and identified the need for additional east/west and north/south capacity in the study area network when the OPA 28 lands are developed. Once the need was identified the Phase 2 work
was initiated, the scope of which was to define the preferred alternative. Report PW05073a is intended to finalize the Phase 2 process. The MEA Class EA will provide the overall framework and guide transportation planning processes for the development of the Waterdown/Aldershot area.

The preferred road improvement solution from the analysis undertaken in Phase 2 of the Municipal Class EA Process for the Waterdown/Aldershot TMP, August 2005 prepared by Dillon Consulting Ltd., is that “The Problem” identified in Phase 1 - lack of east/west and north/south capacity can be addressed by:

1. Implementing the necessary transit service and transportation demand management measures to achieve a ten percent reduction in single occupant automobile travel; consistent with the City-wide TMP Transportation Demand Management (TDM) Policies and City-wide TMP Transit Services Strategy;
2. Constructing a new east/west roadway generally between Parkside Drive and the greenbelt boundary from Highway 6 dropping to Parkside Drive just west of Robson Road, and then following Parkside Drive to a new roadway along the east boundary of the Upcountry development area; (See Appendix A)
3. A north/south widening of Waterdown Road between Highway 403 and Mountain Brow, the widening of Mountain Brow Road to a new north/south link joining this road with Dundas Street, through the Waterdown South Secondary Plan area;
4. Widening Dundas Street between the “new east/west link” and Brant Street to a six-lane cross-section - or some other way to provide additional east/west capacity in this area (i.e. Upper Middle Road extension);
5. Implementing, in addition to the above specific improvements and operating targets, the City-wide Walking and Cycling Policies to increase awareness and promote these modes of transportation; and
6. Widening of Highway 403 west of the Freeman Interchange (already planned by MTO).

The Phase 2 Report for the Class EA Waterdown/Aldershot Transportation Master Plan has been completed. Subject to Council’s approval of Report PW05073a the City will proceed with the next phases of the Municipal Class EA process (alternative designs for preferred solution). The purpose of the Waterdown / Aldershot Transportation Master Plan’s next phases is to complete Master Plan and Design requirements of the Municipal Class Environmental Assessment, June 2000. These Phases must include the detailed design concepts for the preferred solution recommended in Phase 2, the Environmental Study Report (ESR) and the Implementation of the preferred solution.

Although the majority of the development will occur in the Waterdown community, some of the key transportation network improvements identified to-date to support the OPA 28 fall outside the City of Hamilton jurisdiction.

**ANALYSIS/RATIONALE:**

This section provides an overview of the transportation options and the identification of the preferred transportation solution.
Alternative Solutions

The Class EA process requires that only reasonable and feasible alternatives be considered to address the problems and opportunity. The following alternatives were considered for the Waterdown/Aldershot Transportation Master Plan:

Do-nothing:

The Ontario Class EA Act requires the consideration of the “do-nothing” scenario. The do-nothing scenario would mean that there would be no improvements to transportation infrastructure in the study area although transportation demand would increase as a result of new land development. The impact of the “do-nothing” scenario on the transportation system was modelled.

A “Do-nothing” modelling scenario was tested that placed the 2021 traffic demands on the roadway using the existing (2001) roadway network and modal splits. Without any road modifications or reductions in modal split (proportion of non-vehicle travel methods) or auto occupancy, peak period traffic on primary corridors in Waterdown will reach critical capacity before 2021 with the development of the OPA 28 lands.

Our standards for transportation capacity are measured on the basis of volume of traffic on the roadway to the capacity of the roadway (number of cars). This is called the volume to capacity ratio or v/c ratio. We consider our roadways and/or intersections to be at full capacity when the v/c ratio is 0.85 or greater. For the Do Nothing scenario, east-west traffic will continue to be concentrated on Dundas Street, which will exceed capacity east of Main Street with a peak hour volume to capacity (v/c) ratio reaching up to 1.33 in the peak direction. Parkside Drive, east of Robson Road will also reach a point of critical capacity during the peak periods, with a v/c ratio of 0.95 during the AM peak hour in the peak direction. Links to Dundas Street and Brant Street from Parkside Drive (Evans Road and No. 1 Side Road) will also be operating at or near capacity. In Burlington, Highway 403 and much of Plains Road will also operate at or near capacity in the peak direction during peak hours.

North-south traffic outside of Waterdown relies on four primary connections to Highway 403/Baseline Rd: Highway 6, Waterdown Road, King Road, and Brant Street. In the do-nothing scenario, all four roads will operate at or near capacity in the peak direction during the peak periods. Sections of Highway 6, Waterdown Road and King Road will operate beyond capacity, with a v/c ratio of 1.12, 1.18 and 1.02 respectively. This scenario would result in significant traffic congestion. This alternative will not be pursued further. Other alternatives were also reviewed and discarded since they did not solve the problem identified in the phase 1 work.

Another scenario was modelled based on known road improvements and changes in modal split and travel demand. The scenario assumed a full interchange on Waterdown Road at Highway 403, the widening of Highway 403 from six to eight lanes, the introduction of transit service in Waterdown, resulting in an overall five percent reduction in automobile trips, and the introduction of transportation demand management initiatives, further reducing automobile trips by five percent. With these initiatives, congestion issues still continue on the majority of the corridors described above.
Improved Public Transit:

Although there are currently no transit services within the Waterdown area, local and interregional transit services exist in the community of Aldershot and adjacent to the study area.

Given that there is currently no transit service in the area, it was assumed that a transit mode split of five percent could be achieved in the study area. This mode split was assumed in all the transportation capacity modelling work.

As improved public transit in the study area can solve some of the transportation problem, it was retained as part of the overall solution. As it is not possible to solve the entire transportation problem through improved transit, other possible solutions are required.

Higher transit mode splits were evaluated (up to fifteen percent) however, these did not solve the problem and would be quite unrealistic to achieve within the study-planning horizon.

New Roadway Capacity:

The approach considered all modes of travel to solve the transportation problem prior to increasing the capacity on the road network. This included transit, Transportation Demand Management (TDM), cycling and walking. A 2021 “Do nothing” scenario was modelled which conservatively reduced single occupant automobile travel in the study area by up to fifteen percent through increased transit use and use of Transportation Demand Management measures. This fifteen percent decrease in automobile use also did not solve the north-south or east-west transportation capacity deficiency.

Several corridor alternatives were considered in the evaluation to provide the needed capacity to accommodate the development proposed in the OPA 28 lands in Waterdown. Each corridor alternative assumed a five percent transit model split and an additional five percent reduction in vehicle trips due to Transportation Demand Management (TDM) measures. Corridor alternatives were grouped into east-west alternatives and north-south alternatives for evaluation purposes.

A pre-screening of corridor alternatives was conducted based on their ability to solve the transportation capacity problem. Alternatives that did not solve the problem were screened from further consideration. These include:

- Road improvements on Kerns Road between Dundas Street and North Service Road;
- Widening of Brant Street, between Dundas Street and the QEW;
- Widening of No. 1 Sideroad between Evans Road and Cedar Springs Road;
- Widening of Dundas Street to four lanes between Highway 6 and Brant Street (a four lane/six lane Dundas Street widening option was examined); and
- Improving King Road on its’ own (with no improvement to Waterdown Road).

The King Road two lane option was screened out because an improved two lane King Road on its own does not solve the road capacity problem. Also considered was the potential widening of King Road to four lanes. However, a four lane King Road would also not solve the problem as:
• Traffic, as demonstrated in the transportation model, would only be drawn to King Road when Waterdown Road was entirely clogged with congestion;
• King Road does not provide a direct route to Highway 403 via the Waterdown Road interchange; and
• Less efficient connection to the Aldershot Transit Station.

The study team was also presented with a proposal for the East West Transportation Route by the local residents. The proposal essentially was to restrict the turning movements and parking, on the Dundas Street corridor, allowing four lanes through the downtown core section and at the same time upgrading/widening Parkside Drive to possibly three lanes. A thorough review was done of this proposal, but at the conclusion of the evaluation it was determined that the proposal did not solve the roadway capacity problem - the additional east-west capacity would still be required.

As a result of this pre-screening exercise, three north-south options and four east-west road improvement options were identified as being able of solving the roadway capacity deficiencies and are presented for further review.

The road improvement alternatives were developed as “corridors” and should not necessarily be considered as the specific routes. As well, it may be possible to reduce the ROW widths for a number of roadway sections and thus, reduce the level of “footprint” effects. The specific route and required ROW will need to be identified as part of future Class EA/road design work.

**ALTERNATIVES FOR CONSIDERATION:**

A number of possible transportation solutions to resolve the road capacity problem were initially identified including:

• Do-nothing;
• Improved public transit;
• Transportation demand management; and
• New roadway capacity.

Attempts were made to solve as much of the problem as possible through non-roadway solutions such as improved public transit and Transportation Demand Management (TDM) measures. These solutions are considered preferred as they result in less reliance on the automobile and result in less environmental effects.
### Alternative Road Improvement Options

<table>
<thead>
<tr>
<th>Option</th>
<th>Road Options Description</th>
<th>ROW Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North-South Alternatives</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **Option 1** – King/Waterdown Road Geometric Improvements (Both 2 lane roads) | • Geometric improvements to Waterdown Road from Highway 403 to Dundas Street (maintain as 2 lanes)  
• New Waterdown Road ROW north of Mountain Brow Road  
• King Road requires two sections of new ROW (2 lanes) with geometric improvements to sections of the existing King Road  
• Widening of North Service Road between King Road and Waterdown to 4 lanes | 42-80 m (for both King & Waterdown) |
| **Option 2** – Waterdown Road Widening & Geometric Improvements | • Geometric improvements and widen Waterdown Road to 4 lanes from Highway 403 to Dundas Street  
• New Waterdown Road ROW north of Mountain Brow Road  
• King Road remains as is | 50-80 m |
| **Option 3** – King Road Geometric Improvement & Waterdown Road Widening | • Widen Waterdown Road to 4 lanes (no geometric improvements)  
• New Waterdown Road ROW north of Mountain Brow Road, King Road requires two sections of new ROW  
• Geometric improvements to King Road from Highway 403 to Dundas Street  
• Widening of North Service Road between King Road and Waterdown | 42-80 m (for both King (& Waterdown)) |
| **East-West Alternatives** | | |
| **Option 1** – New North Road | • New north road with 2 lanes  
• New North Link “By-pass” from Dundas Street West at Rock Chapel Road to Dundas Street East, east of Evans | 26-32 m |
| **Option 2** – Parkside Drive Widening | • Widen Parkside Drive to 4 lanes  
• Parkside Drive from Dundas Street West at Rock Chapel Road to Dundas Street East, east of Evans | 30-43 m |
| **Option 3** – Dundas Street Widening | • Widening of Dundas Street to 4-lanes from Rock Chapel Road to Highway 6 at 30m ROW, to 6-lanes from Highway 6 to Berry Hill Avenue at 43m ROW, to 4-lanes from Berry Hill Avenue to a point just east of Pamela Street at 30m ROW, and to 6-lanes from just east of Pamela Street to Dundas Street, east of Evans Road at 36m ROW | 30–39 m (urban cross section) |
| **Option 4** – Parkside Drive Widening & New North Road | • Starting at the west, new 2-lane North Link “By-pass” ROW from Dundas Street West at Rock Chapel Road continuing as a new northern “by-pass” ROW, then swinging south past Centre Street to connect with Parkside Drive east of Churchill Avenue. Widening Parkside Drive to 4 lanes to Evans Road. Then a new connecting link from a point east of Evans Road heading south to connect with Dundas Street | 26-43 m |

To guide the assessment and evaluation of the alternatives, a set of evaluation criteria and indicators were developed. The evaluation criteria were organized on the basis of
the following five criteria groups that represent the broad environmental components or areas of concern that the evaluation was based on:

- Natural Environment - addresses the potential for effects to natural environmental features (terrestrial and aquatic);
- Social Environment - addresses the potential for effects to people, community features and cultural features;
- Economic Environment - addresses the potential for effects to business and economic development activity;
- Cost - addresses the capital cost of the alternative; and
- Transportation Service - addresses the level of improved transportation service that the alternative provides.

As all of the east-west options could be combined with any of the north-south options, it was determined the north-south alternatives could be compared independently of the east-west alternatives. As a result, two separate evaluations were conducted. The evaluations were conducted on the basis of the evaluation criteria/indicators, the collected data and the relative importance of the criteria/indicators.

Since all road improvement options were considered capable of solving the transportation problem, the option that was identified to have the least overall impact were considered as the preferred option. The approach to select the preferred east-west options and preferred north-south option involved the following three steps:

- Criteria Importance Levels,
- Simple Additive Weighting Runs and
- Rationalization of Preferred Option

These are all consistent with EA practice in Ontario.

**The Preferred Road Improvement Solution:**

Based on the assessment and comparative evaluation work as described, the preferred road improvement solution was identified as:

**North-South Solution**

- Geometric improvements and widen Waterdown Road to four lanes from Highway 403 to Mountain Brow Road;
- Widen eastern section of Mountain Brow Road to four lanes east of Waterdown Road to the new north-south Waterdown Road ROW; and
- New Waterdown Road ROW north of Mountain Brow Road to connect with Dundas Street through the OPA 28 future development lands.

It is noted that during the Phase 2 Report review, options for closure of King Road and Kerns Road were presented for discussion. There has been considerable feedback against these options; it is also noted that King Road carries some capacity for the north-south solution. On this basis, staff do not recommend pursuing the closure of King Road and Kerns Road any further at this time.

**East-West Solution**

- Starting at the west, a new two lane Link at 26 to 32 m ROW from Highway 6 at approximately 4th Concession continuing as a new northern link;
• The ROW then swings south past Centre Street to connect with Parkside Drive east of Churchill Avenue;
• Widening Parkside Drive to four lanes (30-32 m ROW) to the eastern edge of the “Up Country” development block;
• New north-south ROW along the eastern edge of the “Up Country” development block between Parkside Drive and Dundas; and
• Dundas Street widening to six lanes from Brant Street to the new north-south ROW.

It is noted that for the 2021 scenario, the new road extension west of Highway 6 is not required. It is assumed that the new northern ROW would intersect with Highway 6 at grade.

The preferred road improvement solution is shown in Appendix A.

**Summary of Transportation Solutions for the Waterdown / Aldershot Area**

It can be summarized from the analysis undertaken in Phase 2 of the Municipal Class EA Process for the Waterdown/Aldershot TMP that “The Problem” identified in Phase 1 - lack of east/west and north/south capacity can be addressed by:

• Implementing the necessary transit service and transportation demand management measures to achieve a 10% reduction in single occupant automobile travel; consistent with the City-wide TMP TDM Policies and City-wide TMP Transit Services Strategy;
• Constructing a new east/west roadway generally between Parkside Drive and the greenbelt boundary from Highway 6 dropping to Parkside Drive just west of Robson Road, and then following Parkside Drive to a new roadway along the east boundary of the Upcountry development area;
• A north/south widening of Waterdown Road between Highway 403 and Mountain Brow, the widening of Mountain Brow Road to a new north/south link joining this road with Dundas Street, through the Waterdown South Secondary Plan area;
• Widening Dundas Street between the “new link” and Brant Street to a six-lane cross-section;
• Implementing, in addition to the above specific improvements and operating targets, the City-wide Walking and Cycling Policies to increase awareness and promote these modes of transportation; and
• Widening of Highway 403 west of the Freeman Interchange.

Therefore, the preferred system will operate as follows:

<table>
<thead>
<tr>
<th></th>
<th>2021 Modelled Capacity</th>
<th>2021 Modelled Volume</th>
<th>v/c</th>
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<tbody>
<tr>
<td><strong>Critical North/South Screenline</strong></td>
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</tr>
<tr>
<td>Waterdown north of North Service Road</td>
<td>1,800</td>
<td>1,500</td>
<td>0.83</td>
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<tr>
<td>King Road north of North Service Road</td>
<td>500</td>
<td>446</td>
<td>0.89</td>
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<td><strong>Total</strong></td>
<td>2,300</td>
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<tr>
<td><strong>Critical East/West Screenline</strong></td>
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<td></td>
</tr>
<tr>
<td>Dundas west of New Link</td>
<td>2,000</td>
<td>1,711</td>
<td>0.86</td>
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<tr>
<td>Parkside Road</td>
<td>1,800</td>
<td>1,198</td>
<td>0.65</td>
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<tr>
<td><strong>Total</strong></td>
<td>3,800</td>
<td>2,889</td>
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</table>
Some individual links within the road network may still be required to function at levels of service which approach capacity - modelled volume-to-capacity ratio greater than 0.85, as illustrated in the table above. Overall the network will be able to function within the City’s standard level of service.

**Waterdown Road/Mountain Brow Road Preliminary Design**

The selection of Waterdown Road/Mountain Brow Road as the preferred north/south corridor generated considerable concern from residents fronting on these roadways or living close to the corridor. Therefore, preliminary designs have been undertaken to illustrate a potential “alternative design” for this corridor, recognizing that alternative detailed designs will be developed and assessed as part of future Phases 3 and 4 of the Municipal Class EA Process.

One alternative design for this corridor was developed and included in the report. This design is not meant to prejudice the future Phases 3 and 4 works. It is presented to demonstrate one way to address concerns expressed through the public consultation process.

This particular concept:

- Minimizes property impacts;
- Minimizes the displacement of homes in the vicinity of Waterdown Road/Mountain Brow Road; and
- Provides the necessary capacity to accommodate forecasted traffic by the year 2021.

What this highlights is that as the level of detail increases in future phases of the Class EA process, some of the impacts can be mitigated through detailed route selection and design treatments.

**Staging Plan**

The staging plan presents the timelines when the recommended infrastructure improvements must be in place to support the forecasted growth. The current network can accommodate approximately 500 new units in the Upcountry and Waterdown South area, before reaching capacity. Therefore, improvements are required to accommodate the other 6,000 units to be developed in OPA 28. At a growth rate of 500 units per year (based on current construction industry estimates), OPA 28 lands will be built out by 2018. Therefore, it must be stressed that the infrastructure must be in place before the development is allowed to fill the OPA28 lands.

As population and employment grows within the study area, infrastructure must be built when the need arises so as to accommodate the demand. Thus, the roadway improvements must be staged in a timely fashion so that they are built to accommodate growing traffic demand, and alleviate traffic congestion. The staging plan analysis evaluated the roadway network adjacent to the three areas of OPA 28 (Waterdown South, Upcountry, and Waterdown North) and estimated the infrastructure needed as each area develops, being cognizant that the infrastructure improvements should be in place prior to the growth.
In terms of staging the various roadway improvements and measures identified through the strategies, plans, and guidelines, a preliminary staging plan has been developed based on the four planning horizon years evaluated in the TMP.

The staging plan is presented by major strategy.

<table>
<thead>
<tr>
<th>Implement Prior to:</th>
<th>2006</th>
<th>2011</th>
<th>2016</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>North/South</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Waterdown Road widening to 4 lanes between Highway 403 and Mountain Brow</td>
<td></td>
<td>X</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Brow Road improvements between Waterdown Road and link to Dundas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widening of Mountain Brow Road between Waterdown Road and link to Dundas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>East/West</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>New East/West corridor between Centre Street and Highway 6</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>New East/West corridor between Centre Street and Parkside Drive</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parkside Drive widening between East/West Corridor and link to Dundas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>North/South link to between Parkside Drive and Dundas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Widen Dundas to 6 lanes from North/South link to Brant Street</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. Coordination required with Halton Region as the Region has this section programmed for widening to six lanes by 2016.

**Next Steps**

In terms of the future steps for the TMP, there is a need for immediate attention to some aspects of the plan and a need to identify “tracking” measures for the longer-term implementation needs. More specifically, some of the recommendations in the TMP strategies, plans and guidelines will require further coordination, study, analysis and/or design.

The following future steps simply note the “next” step in the process for the short, medium and long term.

<table>
<thead>
<tr>
<th>Time Frame</th>
<th>Principal Municipality</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>City of Hamilton</td>
</tr>
<tr>
<td><strong>Short Term (0 to 5 years)</strong></td>
<td></td>
</tr>
<tr>
<td>• Undertake Phase 3, 4 and 5 of the Municipal Class Environmental Assessment Planning and Design Process for the preferred north/south option – the Widening of Waterdown Road/Mountain Brow Road Corridor between Highway 403 and Dundas Street</td>
<td>X</td>
</tr>
<tr>
<td>• Undertake Phase 3, 4 and 5 of the Municipal Class Environmental Assessment Planning and Design Process for the preferred east/west option – the “hybrid” alignment between Highway No. 6 and Dundas Street</td>
<td>X</td>
</tr>
<tr>
<td>• Evaluate opportunities to implement TDM measures in Waterdown/ Aldershot</td>
<td>X</td>
</tr>
<tr>
<td>• Undertake transit operation’s analyses to confirm appropriate infrastructure/plant to service the Waterdown/Aldershot area</td>
<td>X</td>
</tr>
<tr>
<td>• Undertake a preliminary route assessment to determine the feasibility of extending Upper Middle Road west to Kerns Road</td>
<td>X</td>
</tr>
<tr>
<td>Time Frame</td>
<td>Principal Municipality</td>
</tr>
<tr>
<td>----------------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td></td>
<td>City of Hamilton</td>
</tr>
<tr>
<td></td>
<td>X</td>
</tr>
<tr>
<td>• Continue to participate in GTA-wide and MTO transportation planning initiatives</td>
<td>X</td>
</tr>
<tr>
<td>• Construct the interchange improvements at Highway 403 and Waterdown Road</td>
<td></td>
</tr>
<tr>
<td>• Liaise with the MTO regarding the widening of Highway 403 from the Freeman Interchange to Highway 6</td>
<td>X</td>
</tr>
<tr>
<td>Medium Term (5 to 10 years)</td>
<td>X</td>
</tr>
<tr>
<td>• Continue to participate in GTA-wide and MTO transportation planning initiatives</td>
<td>X</td>
</tr>
<tr>
<td>• Liaise with the MTO regarding the widening of Highway 403 from the Freeman Interchange to Highway 6</td>
<td>X</td>
</tr>
<tr>
<td>Long Term (10+ years)</td>
<td>X</td>
</tr>
<tr>
<td>• Widen Dundas Street to six-lanes from Brant to the intersection with the East/West Hybrid link</td>
<td>X</td>
</tr>
<tr>
<td>• Continue to participate in GTA-wide and MTO transportation planning initiatives</td>
<td>X</td>
</tr>
<tr>
<td>• Liaise with the MTO regarding the widening of Highway 403 from the Freeman Interchange to Highway 6</td>
<td>X</td>
</tr>
<tr>
<td>• Undertake transit operation’s analyses to confirm appropriate infrastructure/plant to service the Waterdown/Aldershot area</td>
<td>X</td>
</tr>
</tbody>
</table>

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Roadway Financing Alternatives:**

Having established a transportation strategy to the year 2021, the next critical step is to define its cost and funding source(s).

A Capital Expenditure Plan for the Waterdown/Aldershot network to 2021 has been developed as part of this master plan study. The plan is divided into:

- Road Widening/New Alignments;
- Transit Costs (Capital and Operations);
- New Intersections/Traffic Management; and
- New/Improved Interchanges with Provincial Freeways.

Costing is based on benchmark costs and typical cross-sections. The benchmark costs contain normal engineering and construction contingency allowance, and were confirmed by Hamilton, Burlington and Halton staff. Benchmark costs were developed for the north/south and east/west preferred solutions.

The funding for the capital expenditure plan is shared among Existing Development ("Non-Growth" - current tax base) and the anticipated development ("Growth").

Most new construction will be funded by "Growth" via development charges. However, deductions for benefit to existing development are included where necessary, although these deductions are minor (5%).
For road widenings and new alignments, growth will be allocated 100% of the costs after deducting costs for repaving existing lanes. If the widening is over a major structure, the estimated rehabilitation cost of the existing structure will be deducted as a benefit to existing development.

The Plan also includes projects in the Traffic Management category. These projects are primarily intersection improvements involving new turning lanes (or lengthening of existing turning lanes) and perhaps signalization. To recognize that the traffic management projects will produce smoother riding surfaces, geometric improvements and updated signal technology, a 5% deduction will be applied to projects at existing intersections as a benefit to existing development.

The preferred “system” for the study area contains one widening of an existing roadway and one new alignment, for the north/south and east/west options respectively. The north/south option is estimated to cost $18.2 million and the east/west is estimated to cost $17 million. There are additional costs beyond the above figures, with the total transportation network costs to be approximately $52 million.

The projects presented in this section, their estimated costs and the allocation of these costs are presented in the table below. Council should be made aware that the recommendations from this study carry approximately a $52 million dollar cost.
## Estimated Costs and Allocation

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Road Widening/ New Alignment</th>
<th>Transit</th>
<th>New/Improved Interchanges</th>
<th>Category</th>
<th>Estimated Cost</th>
<th>Allocation % (1)</th>
<th>Allocation $$</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. New east/west link</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$14,015,000</td>
<td>100%</td>
<td>$14,015,000</td>
</tr>
<tr>
<td>2. Widening of Waterdown Road between Highway 403 and Mountain Brow Rd</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$13,100,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>3. Widening of Mountain Brow Rd / New link between Mountain Brow Rd and Dundas Street</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$5,100,000</td>
<td>98%</td>
<td>2%</td>
</tr>
<tr>
<td>4. Widening Dundas Street between the &quot;new link&quot; and Hamilton/Halton boundary to a six-lane cross-section</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$3,500,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>5. Widening Dundas Street between the Hamilton/Halton Boundary and Brant Street to a six-lane cross-section (2)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$7,050,000</td>
<td>75%</td>
<td>25%</td>
</tr>
<tr>
<td>6. Dundas/Brant Intersection (2)</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$1,850,000</td>
<td>50%</td>
<td>50%</td>
</tr>
<tr>
<td>7. Dundas/New Link Intersection</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$1,200,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>8. East/West Link/Highway 6 Intersection</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$1,200,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>9. East/West Link/Centre Street Intersection</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$600,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td>10. King Road/North Service Road Intersection</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$1,438,000</td>
<td>97%</td>
<td>3%</td>
</tr>
<tr>
<td>11. Traffic Management</td>
<td>✔</td>
<td></td>
<td></td>
<td></td>
<td>$250,000</td>
<td>95%</td>
<td>5%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$49,303,000</td>
<td></td>
<td>$45,491,000</td>
</tr>
</tbody>
</table>

### TRANSPORT

| Transit - Capital (4) | ✔ | | | | $2,700,000 | TBD | TBD | TBD |

### TOTAL

|  |  |  |  |  | **$52,003,000** |  | **$45,491,000** | **$3,812,000** |

---

(1) The growth/non-growth allocation has been estimated based on the transportation assessment. This may be refined as part of the Development Charges update review process.

(2) Included in the Halton Region Development Charge.

(3) A component of this is included in the Burlington Development Charge.

(4) Transit operating costs not included in the estimated cost.
Transit
Based on the service plan presented in this study, the annual operating costs and capital costs were estimated to provide local transit service into Waterdown as illustrated above. Several assumptions were used in this cost estimate:

- Bus purchase cost is $450,000;
- HSR would need to purchase required buses for peak period service;
- Hourly operating cost of $72.55;
- Six hours of peak service per day, including reverse routing;
- Weekday service between 5:45 am and 10:30 pm;
- 45 minute cycle length per trip (including dwell time); and
- No weekend service (although not costed, the need for this service will be determined through more detailed operational studies).
- A mini-terminal location and cost will need to be identified in Waterdown – this will be done as part of the detailed transit service planning.

Intersection Improvements / Traffic Management
Based on this review, intersection improvements will be required as presented below:

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Improvement</th>
<th>Estimated Cost (Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dundas/Brant</td>
<td>Intersection Improvements / Auxiliary lanes (Dual westbound left)</td>
<td>$1.85 M</td>
</tr>
<tr>
<td>Dundas/New Link</td>
<td>New intersection and signals</td>
<td>$1.2 M</td>
</tr>
<tr>
<td>East/West Link/Highway 6</td>
<td>New intersection and signals</td>
<td>$1.2 M</td>
</tr>
<tr>
<td>East/West Link/Centre Street</td>
<td>New intersection and signals</td>
<td>$0.6 M</td>
</tr>
<tr>
<td>Waterdown/Mountain Brow</td>
<td>Roundabout or traffic control signal</td>
<td>Included in costs presented in Section 7.1</td>
</tr>
<tr>
<td>King Road/North Service Road</td>
<td>Auxiliary lanes (westbound right turn)</td>
<td>$0.238 M</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$5.088 M</strong></td>
</tr>
</tbody>
</table>

In addition to the “infrastructure” costing presented above, the City should budget $250,000 for “traffic management” measures such as transit priority signals or queue jump lanes, to be determined at a more detailed stage of analysis.

It is important to note that the above financial information relates to solving the transportation problem - the through traffic routes needed to serve the growth in Waterdown. This is not to say that other localized transportation issues that arise from growth (e.g. traffic to and from schools; traffic on existing roads to local services such as shopping areas, arenas, libraries etc.). During the preparation of the 2004 Development Charges By-law, staff included localized road improvements such as Parkside Drive, Centre Road, and Hamilton Drive in the By-law as there will be improvements required from growth for the localized transportation issues.

Staffing
A significant portion of Public Works staff time in the Capital Planning and Implementation Division will be required for project management, technical analysis, attendance at Public Information Centres, etc.
Legal
Should Council not approve the funding and completion of the Waterdown/Aldershot Transportation Master Plan, it is likely that the City will be subject to Planning Act appeals and litigation from land owners that have current investment in the municipal infrastructure required to service the lands in the OPA 28 lands.

Council requested a Legal Opinion regarding the implications of altering OPA 28. The opinion was presented in camera to Committee of the Whole and will be released shortly.

POLICIES AFFECTING PROPOSAL:
The recommendations in the Waterdown/Aldershot Transportation Master Plan are consistent with the Regional Official Plan, Town of Flamborough Official Plan and will not alter or contravene any City policy.

RELEVANT CONSULTATION:
A Summary of the public comments and responses are attached in the Report. All comments received are being addressed in the study report. In developing the public consultation and communications plan for the Waterdown/Aldershot Transportation Master Plan, the Study Team retained a neutral third-party expert in public consultation and communications - Lura Consulting.

Throughout this project, all public comments have been provided with replies. The public comments have resulted in changes to the project - through alterations to the evaluation criteria, alterations to the road options, and in some instances providing more detailed explanation of the reasoning behind study components. However, there is still opposition in the Waterdown Community to the study recommendations. This is attributed to two issues: there is general opposition to the growth in Waterdown from OPA 28 and there are more localized issues/concerns/opposition to the roadway solutions. The study team has worked diligently to incorporate the public feedback into the recommended road network.

Outside Agencies - The project commencement and public meeting notices were circulated to appropriate government agencies. The technical committee for this project consisted of representatives of City of Hamilton, City of Burlington, Region of Halton, Ministry of Transportation, Conservation Halton, Niagara Escarpment Commission and Hamilton Conservation Authority.

Prior to the preparation of this report the following Agencies have been contacted:
City of Burlington - Planning and Engineering Departments
Region of Halton Transportation Planning Division
Niagara Escarpment Commission
Conservation Halton
Hamilton Conservation Authority
Ministry of Transportation of Ontario
Ministry of Natural Resources
Ministry of the Environment
North Waterdown Land Owners Group
South (East) Waterdown Land Owners Group
Public Information Centres (PIC) - Newspaper notices were published in City Connections in the Hamilton Spectator, Burlington Post and the Flamborough Review, to notify the public of the PIC meetings in advance. In addition, information was posted on the study web page at the City, as well as links from Burlington and Halton.

A total of three rounds of public consultations were held through the study process. The first presentation and open house was held on October 24 and 26, 2004, in Aldershot and Waterdown, respectively, to review the study scope, objectives, process, and schedule along with the existing and future transportation needs and environmental considerations in the Development of the Waterdown/Aldershot Transportation Master Plan. Over 250 people were in attendance. The second open house was held on April 20/21, 2005, in Aldershot and Waterdown, respectively, with 500 people in attendance to review the work and schedule. Information presented included the Environmental Assessment undertaken as part of Phase 2, the Preferred Transportation Network and Supporting Policies, and next steps. The third open house was held on September 26/27, 2005, to present the Draft Transportation Master Plan and discussion of community issues, 350 people were in attendance. Information presented was the Draft Transportation Master Plan and discussion of community issues and next steps. It should be noted that the public opinion for those in regular attendance, was strongly in opposition to our preferred alternative. Staff have replied to each concern raised. Summary Tables of Issues and Concerns Regarding the Preferred Alternatives for each round of public consultation is attached:

Summary of Issues and Concerns Regarding the Preferred Alternatives
Public Consultation Round 1

| General Observations | • Very thorough analysis of advantages and disadvantages, comprehensive
| | • Similarities in the advantages and disadvantages identified for each option

| Input on North South and East West Options | Advantages for Existing Routes included:
| | • Less impact than new routes;
| | • In some cases, improvements needed anyway;
| | • Access to transit and GO; and
| | • Reductions in current bottlenecks.

| Disadvantages included:
| • Impacts on existing communities;
| • Intrudes on environmentally significant areas;
| • Need to maintain character of rural areas; and
| • Increases in current bottlenecks.

| For new routes or extended routes, advantages included:
| • Less impact on existing community.

| Disadvantages included:
| • Impacts on escarpment and green space; valued areas.
### Other Options
- Transit
- Alternative North/South road connecting King and North Services Rd. or Highway 403 to Dundas
- Improve Aldershot GO then plan transit
- Reverse traffic direction in rush hours
- Use Brant Street as major North/South route
- Link to Mid-Peninsula highway plan

### Input on Criteria/Factors
- Load criteria in favour of transit - link to public transit, access to GO
- Protect natural areas and environmentally sensitive areas
- Improve density to support transit
- Reduce impact on existing community
- Maintain integrity as viable Town-village
- Consider maintenance costs of new roads, vs. existing roads
- Air Quality
- Public safety; emergency planning
- Need to reduce traffic in congested areas
- Consider economic impact on taxpayers

### Summary of Issues and Concerns Regarding the Preferred Alternatives
#### Public Consultation Round 2

#### General
- Majority of participants attending both meetings were from the Waterdown Road area.
- Majority of participants from both of the meetings are opposed to the North-South option to widen Waterdown Road.
- Some participants from both meetings felt that both options, North-South and East-West appear to solve the problem, are cost effective, and provide for the least impact on residents.

#### Key Issues and Concerns
- The proposed widening of Waterdown Road is creating a great deal of anxiety and opposition in the community.
- There is a need for creative solutions to the problem.
- Many people support the North-South option of widening King Road to four lanes, using creative designs, despite the environmental impacts.
- Most people indicated that the development of Waterdown Road/Mountain Brow is not an acceptable option since there is greater social impact than the King Road option. Concern that impact on people is preferred over impact on environment, flora and fauna.
- Some people supported the Waterdown Road option, and indicated that the option to widen King Road has too many environmental impacts.
- Social impact - anxiety and concern expressed about acquisitions along Waterdown Road as details about the specific alignments are not yet available.
- Basis for the assessment - Concern expressed that the report needs to be reviewed and discussed by the public before decisions are made. The study team extended the review period to accommodate this request.
- The plan for public transit needs to be significantly strengthened. Residents use cars to get to and from Waterdown. Need to integrate the need for better public transportation in a much stronger way - not just the GO train.
- Concern that the East-West route might encourage traffic on Highway 6.
- Road safety - Enforce reasonable speed limits on busy roads; prevent
winter accidents by designing the road appropriately.

- Safety of **hikers and cyclists** on the Bruce Trail needs to be a priority.
- **Traffic** could reach capacity on King Road even if Waterdown Road is expanded.
- Connect N/S and E/W routes; this will reduce traffic congestion on Highway 5 and 6.
- Development is not welcome in Waterdown, concerns surrounding **OPA28**. Politicians encouraged to lobby for the revocation of OPA28.
- Protect **environmentally sensitive areas** and **wildlife**. Many participants support the decision to protect “23 acres”.
- Concerns that **truck traffic** will increase and continue to move through residential areas.
- Need to **continue to involve** local residents in the planning process, it was suggested that another round of public meetings are held prior to final study recommendations being made.
- Concern about the health and safety of the **children**, schools need to be built to accommodate for growth.
- Hamilton Hydro may have plans to install **hydro lines** along Parkside Drive.
- Participants would like to receive more **information** about the project.

### Summary of Issues and Concerns Regarding the Preferred Alternatives

#### Public Consultation Round 3

**General**

- Does the transportation master plan demonstrate a good flow of traffic?
- It doesn’t appear to be an efficient route; it is not a “system”;
- Concern over the difference in results between the previous Stantec study and this draft TMP;
- Has all the traffic from future commercial/retail traffic been taken into account?
- Opposition was expressed to both the east-west route, and the north-south route.
- Transit options need to be improved.

**Key Issues and Concerns**

**Parkside Drive at Hwy 6:**

- MTO made no mention of dead-ending Parkside at Hwy 6. Why is this planned?
- Impact on by-pass emptying onto a rural side road?
- Alternative: why not implement a by-pass with a cloverleaf at Centre Road?

**Costs:** Do the costs include major items such as the bridge over the Grindstone Creek, excavation for 10kms, etc?

The $12 million quoted for the east-west corridor was challenged.

**Closing of King Road:** One participant expressed opposition to this idea.

**Choice of Waterdown Road:** The choice of Waterdown Road was continually challenged. Reasons given were: fewer residences on King Road; environmental assessment skewed; assessment didn’t consider intersection at Waterdown Road, even though that appears to be the real reason that Waterdown Road was selected; could be double-counting of an ANSI and ESA on the Waterdown Road route, could be a provincially significant wetland; “looks like maize in a cornfield”. Concerns re: Mill Street North - heritage district, library, Knox Church, school safety will be compromised. Concerns about emergency access were also raised.
**Property Acquisition:** People were unaware that only 1-2 properties would likely be affected, not the 19 originally identified.

**Road Alignment:** The northerly alignment was criticized for the number of turns, in particular the east turn along Mountain Brow, and then the north turn to Dundas; Waterdown Road should be continued north rather than going east at Mountain Brow; Divert the Waterdown Road alignment west of current line (at bends - south of Mountain Brow) to avoid impact on housing - go through fields; don’t understand why only 2 lanes through subdivision.

**Detailed Design:** - The traffic circle at Mountain Brow was challenged as inappropriate. Particular concern was raised about its’ ability to divert traffic onto Mountain Brow, rather than traffic continuing north. What criterion was used to insert roundabout?

**Alternatives:** Kettles Proposal; proposal for new Option#5 East-West to be considered; Dundas Street widening would have lower costs, lower social impacts (half of the new homes are around Parkside Drive and Dundas, most people will use Dundas); need thorough assessment of King Road alone as an alternative, using creative mechanisms to cross the escarpment (costs, social impact); Evaluate Dundas/Brant Street option.

**Need for new EA** - to compare King and Waterdown properly.

**Public Transit:** TMP does not focus enough on public transit. Implement what it would take to attract users on a regular basis; stay away from buses – they detract users, think of light rail; Focus away from transit encourages urban sprawl.

**OPA 28:** Many people challenged the meaning of the conditions, and the timing of the development.

**Cost Sharing:** People raised the Question of what would happen if one of the municipalities refuses to fund the project?

**Real Estate Values:** Residents can’t sell properties, and they are being assessed for pre-study values. Need assessment to be reduced to real value.

**Future Development:** Maps don’t show real situation. Waterdown Road alignment will open up future lands to unwanted development.

- What criterion was used to establish the density in the approved OPA 28 lands?
- Can this density be lowered? If reduced to 3000 homes, then wouldn’t need to do this.

Request that the Study team consider **third party peer review** at this stage.

A Stakeholder Advisory Committee (SAC) was established at the beginning of the study with the goal of obtaining input and disseminating information to the community prior to the milestone release dates. The SAC was picked intentionally to encourage participation from various participants in the community. The Group held four meetings in total during the study period.
The Phase 2 Report for the Class EA Waterdown/Aldershot Transportation Master Plan has been completed. Subject to Council’s approval of this Report, PW05073a, the City will proceed with the next phase of the Municipal Class EA for the preferred alternatives. The Ministry of Transportation, City of Burlington, Regional Municipality of Halton, Conservation Halton, Hamilton Conservation Authority and the Niagara Escarpment Commission were kept informed and most were actively involved at all stages of the study.

Council - Staff has had numerous discussions and meetings with Ward 15 City Councillor Margaret McCarthy, and consultations with other members of Council. In addition, two formal presentations were made to the Public Works, Infrastructure & Environment Committee and Burlington’s C & CS Committee.

City of Hamilton Staff - Prior to the preparation of this report, we have contacted and met with the following Departments within the last year:
City of Hamilton Planning and Economic Development - Long Range Planning, Development Planning and Real Estate
City of Hamilton Public Works - Traffic Engineering and Operations, Capital Planning & Implementation, Transit (Hamilton Street Railway)
Corporate Services - Financial Services (Purchasing) and Budgets & Finance

CITY STRATEGIC COMMITMENT:

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes ☐ No
The public are involved in the definition and development of local solutions.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.

Economic Well-Being is enhanced. ☑ Yes ☐ No
Infrastructure and compact, mixed use development minimize land consumption and servicing costs.

Does the option you are recommending create value across all three bottom lines? ☑ Yes ☐ No

Economic Impacts - Providing a safe and affordable transportation network is a priority in planning this project.
Social Impacts - The proposed Waterdown / Aldershot Transportation Master Plan will improve the aesthetics of the community and maintain the Village character and Heritage features of the community.
Environmental Impacts - This proposal will encourage the use of several modes of transportation including transit, pedestrians and bicycles that are less polluting than automobiles. The integration of Trails and Bikeways in the Master Plan to create an “active living” community promotes good health and wellness in the community.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☑ Yes ☐ No