October 10, 2007

Mr. Kevin C. Christenson
City of Hamilton
71 Main St. West
City Hall, 2nd Floor
Hamilton, ON L8P 4Y5

Dear Mr. Christenson:

RE: PPW65-07 - Waterdown/Aldershot Transportation Master Plan Phase 2 Study - Update (Deferred from meeting held September 12, 2007)

This will confirm that the Council of the Regional Municipality of Halton, at its meeting held Wednesday, October 10, 2007 adopted the following resolution:

1. THAT Regional Council endorse the preferred East-West solution (including the widening of Dundas Street) identified in the Phase 2 Waterdown/Aldershot Transportation Master Plan as outlined in Report No. PPW65-07.

2. THAT Regional Council endorse a North-South solution identical to that contained in the City of Burlington resolution, more particularly:

a. THAT Regional Council endorse the City of Burlington’s position that Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate options for a phased implementation of the 4-lane Waterdown Road that would include an initial 3-lane option as illustrated in Figure 1 of Engineering Department Report E-42/07, dated June 6, 2007 along with additional transportation considerations and/or design modifications as follows:

i. Increased road width only from 13.3 meters to 14.2 meters (i.e. minimum road width to accommodate 4-lanes)
ii. Inclusion of a multi-use off-road pathway up to 4.0 meters on one side of the road only
iii. Detailed evaluation of a counter-flow traffic control option utilizing 3-lanes to provide increased peak hour capacity in order to delay for as long as feasible, or possibly eliminate the need to reconfigure Waterdown Road to four lanes;

iv. That Hamilton implement a viable public transportation system with a utilization experience of 5% to service the OPA 28 lands at 80% build out.
b. AND FURTHER THAT Regional Council endorse the City of Burlington's position that prior to build-out of the OPA 28 lands defined as not greater than 6,500 units, the City of Burlington undertake a separate Environmental Assessment (EA) Study pertaining to the reconfiguration of Waterdown Road to four lanes from Hwy. 403 to Mountain Brow Road;

c. AND FURTHER THAT Regional Council endorse the City of Burlington's position that Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate detailed alternatives and confirm a preferred design allowing King Road to remain open as a two lane roadway as illustrated in Figure 2 of Engineering Department Report E-42/07, dated June 6, 2007.

3. THAT the Regional Clerk forward a copy of Report No. PPW65-07 to the City of Burlington, City of Hamilton, Niagara Escarpment Commission, and Conservation Halton.

Enclosed please find a copy of Report PPW153-07 for your information. Please note that the resolution adopted by Council differs from the staff recommendation in the report. If you have any questions, please do not hesitate to contact Mr. Peter Crockett, Commissioner of Planning and Public Works.

Sincerely,

Susan Lathan, Deputy Clerk

c. Peter Crockett, Commissioner of Planning and Public Works
The Regional Municipality of Halton

Report To: Chair and Members of the Planning and Public Works Committee
From: Peter M. Crockett, P. Eng., Commissioner of Planning and Public Works
Date: August 28, 2007
Report No. - Re: PPW65-07 - Waterdown/Aldershot Transportation Master Plan Phase 2 Study - Update

RECOMMENDATION

1. THAT Regional Council endorse the preferred East-West solution (including the widening of Dundas Street) identified in the Phase 2 Waterdown/Aldershot Transportation Master Plan as outlined in Report No. PPW65-07.

2. THAT Regional Council endorse the preferred North-South solution (widening of Waterdown Road to 4 lanes) identified in the Phase 2 Waterdown/Aldershot Transportation Master Plan as outlined in Report No. PPW65-07.

3. THAT the Regional Clerk forward a copy of Report No. PPW65-07 to the City of Burlington, City of Hamilton, Niagara Escarpment Commission, and Conservation Halton.

REPORT

The purpose of Report PPW65-07 is to present the recommendations from the Waterdown/Aldershot Transportation Master Plan as prepared by Dillon Consulting Limited and seek endorsement from Council to proceed in coordination with the City of Burlington and the City of Hamilton with Phase 3 and 4 of the Waterdown/Aldershot Transportation Master Plan.

Background

The Waterdown/Aldershot Transportation Master Plan was undertaken to address the need to accommodate both existing and planned development within the Study Area and more specifically urban growth for the Waterdown urban expansion lands (OPA No. 28 to the Official Plan of the former Town of Flamborough). In order to accommodate this growth a plan which provided a balance between road, transit, pedestrian, and cycling networks was required.

Growth in Waterdown and Town of Flamborough OPA No. 28

In 1992, the Council for the Former Town of Flamborough approved a “Preferred Growth Strategy” to allow for the expansion of the urban area around Waterdown. As part of the amendment, it was recommended that Waterdown North and Upcountry Lands be placed within the urban boundary (Attachment #1). OPA No. 28 as noted was initially adopted in 1992;
however, a revised version was ultimately approved by the Provincial Cabinet in June 2002 by Order in Council 1262/2002, in response to a series of appeals. These appeals also resulted in the Waterdown South lands being added to the urban area of Waterdown. Cabinet’s approval of OPA No. 28 and the related agreement was contingent upon development within the urban expansion area awaiting the completion of:

- Master Environmental Assessment Transportation Study (i.e. Waterdown/Aldershot Transportation Master Plan);
- Class Environmental Assessment for the Dundas Waste Water Treatment Plant Expansion/Diversion (completed);
- Waterdown South Sub-watershed Study (ongoing);
- Secondary Plans where Council deems necessary (Waterdown North to Committee March 20, 2007, Upcountry Phase 1 Draft Approved, Waterdown South is Ongoing).

The approved expansion of the urban boundary in the Waterdown Area included approximately 2000 residential units in 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. The Cabinet decision, however, does permit some interim development stages to proceed ahead of the completion of the Master Environmental Assessment Transportation Study and the Secondary Plans subject to meeting certain criteria. The interim development of 700 residential units has been approved.

It should be noted that Halton Region was not a party to the Minutes of Settlement; however, the City of Burlington was a party to the Minutes of Settlement along with the former Town of Flamborough and various property owners.

In 1999, a Master Environmental Assessment Transportation Network Master Plan was undertaken by the City of Burlington, Halton Region, the former Town of Flamborough, and the former Region of Hamilton-Wentworth. The purpose of the study was to identify a future transportation network to accommodate urban development in the communities of Waterdown and Aldershot. This report did not receive Council approval from any of the municipalities. Since the 1999 Study there have been a number of changes, including the amalgamation of the former Town of Flamborough with the City of Hamilton, the expansion of the Waterdown urban area (OPA No. 28 through Order in Council) as well as a number of changes to the existing road network (i.e. opening of Highway 407, future Highway 403/Waterdown Road Interchange, etc.). It should be noted that updated transportation modelling information (2001 TTS and Census) became available as well as updated natural areas information.

Waterdown/Aldershot Transportation Master Plan

In 2003, Halton Region, the City of Burlington, and the City of Hamilton initiated Phases 1 and 2 of the Waterdown/Aldershot Transportation Master Plan given that the 1999 study had no status and the significant lapse in time. This Master Plan is being prepared in accordance with the Municipal Class Environmental Assessment (EA) process.
Phase 1 of the Waterdown/Aldershot Transportation Master plan was completed in 2004 and concluded:

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

Phase 2 of the Waterdown/Aldershot Transportation Master Plan was initiated in late 2004. The Class Environmental Assessment process requires that all reasonable and feasible alternatives be considered to address the problems and opportunities. Therefore, Phase 2 examined a wide range of alternatives to address the transportation network requirements to meet future demands. The types of improvements considered included roads, transit, rail, walking, bicycling as well as transportation supply management and transportation demand management.

Alternative Solutions

The following alternative solutions were carried forward and evaluated as part of the Waterdown/Aldershot Transportation Master Plan:

- Do Nothing
- Transit
- Transportation Demand Management (TDM)
- Roadway Alternatives

Do Nothing - A 2021 “do nothing” scenario was established to confirm the need for road capacity improvements. It was determined that additional north-south and east-west road capacity was needed to accommodate growth up to 2021.

Transit - Transit alone will not solve the road capacity deficiency identified in Phase 1, however, transit solutions will form a component of the recommended solutions in the Transportation Master Plan. Transit opportunities in the Waterdown area to increase the transit mode split for both local and interregional trips was included in the analysis.

Transportation Demand Management (TDM) Alternatives - TDM strategies attempt to reduce the number of single occupant vehicles by promoting walking, cycling, public transit and ride sharing as alternatives. These measures will form a component of the recommended solutions in the Transportation Master Plan.
It should be noted that an alternative which reduced single occupant vehicle travel in the study area by up to 15 per cent through increased transit use and the use of TDM measures was considered. However, this alternative did not solve the north-south or east-west transportation capacity deficiency.

Roadway Alternatives - Several corridor alternatives were developed/considered in the evaluation of alternatives to provide the needed capacity to accommodate the development proposed in the OPA 28 lands in Waterdown. Each corridor alternative assumed a five per cent transit model split and an additional five per cent reduction in vehicle trips due to TDM measures. Corridor alternatives were grouped into east-west alternatives and north-south alternatives for evaluation purposes.

A pre-screening of roadway alternatives was conducted based on their ability to solve the remaining transportation capacity problem. Alternatives that did not solve the transportation problem were not carried forward for further evaluation, which included:

- Widening of Kerns Road between Dundas Street (Regional Road 5) and North Service Road;
- Widening of Brant Street (Regional Road 18), between Dundas Street (Regional Road 5) and Highway 403;
- Widening of No. 1 Sideroad between Evans Road and Cedar Springs Road;
- Widening of Dundas Street (Regional Road 5) to 4-lanes between Highway 6 and Brant Street (A 4-lane/6-lane Dundas Street widening option was reviewed); and
- Improving the existing 2-lane King Road (no Waterdown Road improvements).

The evaluation of corridor improvements consisted of 4 east-west corridor improvement alternatives and 3 north-south corridor improvement alternatives that were identified as being able to solve the roadway capacity deficiencies and are presented in the following Table.
<table>
<thead>
<tr>
<th>Option 1 – King/Waterdown Road Geometric Improvements (Both 2-lane roads)</th>
<th>Road Options Description</th>
<th>ROW Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Geometric improvements to Waterdown Road from Highway 403 to Dundas Street (maintain as 2-lanes)</td>
<td>42-80 m (for both King &amp; Waterdown)</td>
</tr>
<tr>
<td></td>
<td>New Waterdown Road ROW north of Mountain Brow Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>King Road requires two sections of new ROW (2-lanes) with geometric improvements to sections of the existing King Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widening of North Service Road between King Road and Waterdown to 4-lanes</td>
<td></td>
</tr>
<tr>
<td>Option 2 – Waterdown Road Widening &amp; Geometric Improvements</td>
<td>Geometric improvements and widen Waterdown Road to 4-lanes from Highway 403 to Dundas Street</td>
<td>50-80 m</td>
</tr>
<tr>
<td></td>
<td>New Waterdown Road ROW north of Mountain Brow Road</td>
<td></td>
</tr>
<tr>
<td></td>
<td>King Road remains as is</td>
<td></td>
</tr>
<tr>
<td>Option 3 – King Road Geometric Improvements &amp; Waterdown Road Widening</td>
<td>Widen Waterdown Road to 4-lanes (no geometric improvements)</td>
<td>42-80 m (for both King (&amp; Waterdown)</td>
</tr>
<tr>
<td></td>
<td>New Waterdown Road ROW north of Mountain Brow Road, King Road requires two sections of new ROW</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Geometric improvements to King Road from Highway 403 to Dundas Street</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Widening of North Service Road between King Road and Waterdown Road</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>East-West Alternatives</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Option 1 – New North Road</td>
<td>New north road with 2-lanes</td>
<td>26-32 m</td>
</tr>
<tr>
<td></td>
<td>New North Link “By-pass” from Dundas Street West at Rock Chapel Road to Dundas Street East, east of Evans</td>
<td></td>
</tr>
<tr>
<td>Option 2 – Parkside Drive Widening</td>
<td>Widen Parkside Drive to 4-lanes</td>
<td>30-43 m</td>
</tr>
<tr>
<td></td>
<td>Parkside Drive from Dundas Street West at Rock Chapel Road to Dundas Street East, east of Evans</td>
<td></td>
</tr>
<tr>
<td>Option 3 – Dundas Street Widening</td>
<td>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</td>
<td>30-39 m (urban cross section)</td>
</tr>
<tr>
<td>Option 4 – Parkside Drive Widening &amp; New North Road</td>
<td>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</td>
<td>26-43 m</td>
</tr>
</tbody>
</table>
Alternative Evaluation

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.

In order to measure the potential effect of an alternative corridor on specific criteria, one or more indicators were assigned. It should be noted that the east-west options could be combined with any of the north-south options; therefore, it was determined that the north-south alternatives could be compared independently of the east-west alternatives (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.

Preferred Alternative

The preferred corridor alternative (see Attachment #1) as recommended in Phase 2 of the Waterdown/Aldershot Transportation Master Plan included the following:

North-South Solution

- Geometric improvements and widen Waterdown Road to 4 lanes from Highway 403 to Mountain Brow Road;
- Widen eastern section of Mountain Brow Road to 4 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.

King Road to remain at 2 lanes. The need for geometric improvements and/or access restrictions to the existing King Road to remain open as a 2-lane road in the future would be evaluated in Phase 3 of the EA Study.
East-West Solution

- Starting in the west, a new 2-lane North Link at 26 to 32 m ROW from Dundas Street West at Rock Chapel Road 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 4 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 Street; and
- Dundas Street widening to 6 lanes from Brant Street to the new north-south ROW.

It should be noted that the widening of Dundas Street from Guelph Line (Regional Road 1) to the Halton Region/City of Hamilton Boundary was identified as part of the Halton Transportation Master Plan (June 2004). This improvement is currently planned outside (2019) of the Roads Capital Projects Budget (2007 to 2016). Staff will review the timing of this project as Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan proceed.

Public Consultation

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. Theses information centres were held 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 and 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 and 27, 2005, in Aldershot and Waterdown, respectively, 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, discussion of community issues, and next steps.

In addition to the Public Information Centres, four Stakeholder Advisory Committee meetings were held to obtain input from community stakeholders on all stages of the development of the Draft Transportation Master Plan.

City of Burlington

It should be noted that there was strong public opposition for the preferred North/South Alternative and the Widening of Waterdown Road. In Spring 2006, the City of Burlington
presented the findings of Phase 2 of the Waterdown/Aldershot Transportation Master Plan to Burlington Council including the preferred Waterdown Road alternative. The recommendations also included a staged implementation for the widening of Waterdown Road, which included a 4-lane road platform initially marked as a 3-lane cross-section with on-road bike lanes with the commitment to undertake a separate EA Study to determine if 4 lanes on Waterdown Road between Highway 403 and Mountain Brow Road are needed when the OPA No. 28 lands are built out. It was also recommended that a safety audit of the existing King Road escarpment crossing be undertaken to determine if improvements are needed to maintain King Road as a 2-lane road from a safety perspective for the future OPA No. 28 traffic.

Burlington Council tabled the above recommendations and directed City of Burlington staff to report back with more information on a 3-lane Waterdown Road option, including consideration of bike lanes within a permanent 3-lane configuration, as well as minor improvements to King Road to enhance the north-south capacity. It was also requested that the “Status Quo” option (leave Waterdown Road and King Road as 2-lane roads) be considered.

City of Burlington staff undertook the requested investigation which included a safety and capacity review of King Road which identified several safety issues that would need to be addressed if Waterdown Road was to be widened to 3 lanes in order to accommodate the traffic generated by the OPA No. 28 lands. The improvements to King Road would be substantial including an approximate 12 metre cut of the Niagara Escarpment, which is not considered desirable given the significant environmental impacts. Even with the “Status Quo” option some improvements to King Road would be required such as the reduction to 1 lane at the escarpment or closure at the escarpment.

In a March 2007 Report to the City of Burlington Council (March 19, 2007), it was recommended by City of Burlington Council that:

"THAT Item No. CD-47-07-1 of Community Development Committee Report No. 5-07, be replaced in its entirety with the following:

"THAT staff be directed to report back in May 2007 on the Waterdown Aldershot Transportation Master Plan and the Kern's Road Environmental Assessment (Item CD-47-07-Parts A & B) with recommendations for moving forward with the Environmental Assessment process while incorporating a solution that respects the rights of affected property owners, beautifies the roadway and calms traffic for public safety and pedestrian access; and

THAT staff report back on the feasibility of increasing the north-south capacity to accommodate OPA 28 growth demands including the following:

- Waterdown Road to be constructed as a 3-lane roadway with bike lanes within a minimum acceptable pavement platform with features, if possible, similar to the Niagara Parkway and which may include multi-use paths and grass boulevards on both sides, centre of the road planted island treatments and roadside streetscape such as grass boulevard, trees, shrubs, etc."
• King Road - review the opportunities of increasing capacity of King Road by developing a 2-lane roadway based on a combined urban road (north of North Service Road to Bayview Park) and a more environmentally sensitive parkway road design standard (north of Bayview Park to Mountain Brow Road above the Niagara Escarpment); and

THAT staff also provide council with the preliminary details of potential residential property impacts related to the proposed widening of Waterdown Road; and

THAT staff also include a consolidated summary of the various issues and recommendations raised by the public in the numerous delegations presented at the February 27th Public Information Centers and the March 5th Community Development Committee meeting; and

THAT staff also report back on other matters related to the future development of OPA 28 Lands in Waterdown including status and requirements for the South Waterdown Sub Watershed Study and a cost sharing agreement with the City of Hamilton.

In June 2007, City of Burlington staff responded to City of Burlington Council with an Information Report. The conclusions from this report noted that based on the feasibility review of constructing a 3-lane Waterdown Road with bike lanes within a minimum acceptable pavement platform with features similar to the Niagara Parkway (multi-use paths and grass boulevards, planted centre island treatments and roadside streetscape, etc.) the cost of construction is estimated at approximately $18.2 million including property costs. It was noted that this option represents an enhanced road design with pedestrian and cycling facilities; however, it provides less additional north-south capacity when compared to the previously recommended 4-lane Waterdown Road option.

A 2-lane King Road option was also assessed by the City of Burlington which included a maximum 10 per cent vertical grade and 40 km/h design horizontal curves at the escarpment crossing at an estimated construction cost of approximately $7.3 million. City of Burlington staff noted that this improvement would be more environmentally sensitive while meeting the minimum requirements to keep King Road open at the escarpment crossing in order to safely support higher traffic volumes from OPA 28 development.

Based on the City of Burlington staff report, the following was recommended:

"THAT the findings of the Phase 2 Waterdown/Aldershot Transportation Master Plan Study Report from Dillon Consulting be received; and

THAT the Director of Engineering be directed to proceed with Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan in conjunction with the City of Hamilton and the Region of Halton, subject to the following conditions:

(i) THAT Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate options for a phased implementation of the 4-lane Waterdown Road that would include an initial 3-lane option as illustrated in Figure 1 of Engineering Department Report E-42/07, dated June 6, 2007 along with additional transportation considerations and/or design modifications as follows:"
Increased road width from 13.3 meters to 14.2 meters (i.e. minimum road width to accommodate 4-lanes)
Inclusion of a multi-use off-road pathway up to 4.0 meters on one side of the road only
Detailed evaluation of a counter-flow traffic control option utilizing 3-lanes to provide increased peak hour capacity in order to delay for as long as feasible, or possibly eliminate the need to reconfigure Waterdown Road to four lanes; and

(ii) THAT prior to build-out of the OPA 28 lands, the City of Burlington undertake a separate Environmental Assessment (EA) Study pertaining to the reconfiguration of Waterdown Road to four lanes from Hwy. 403 to Mountain Brow Road; and

(iii) THAT Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate detailed alternatives and confirm a preferred design allowing King Road to remain open as a two lane roadway as illustrated in Figure 2 of Engineering Department Report E-42/07, dated June 6, 2007; and

(iv) THAT a cost-sharing agreement with the City of Hamilton for the north-south road improvements be finalized to the satisfaction of the Director of Engineering, City Treasurer and City Solicitor and that the Director of Engineering report back to Council for final approval when an agreement is reached; and

(v) THAT priority be given to the Phase 3 work required to fully address all of the detailed design questions raised by Waterdown Road residents including, but not limited to, confirmation of the road alignment, impacts to individual properties and land acquisition requirements; and

THAT the Director of Engineering report back to Council on the Phase 3 preferred design alternative for Waterdown Road and King Road as part of consideration and approval of the Phase 4 Waterdown/Aldershot Transportation Master Plan Environmental Study Report; and

THAT the Director of Planning be directed to initiate an amendment to the Burlington Official Plan to clarify the policies relating to Waterdown Road.

Implications to Regional Roads

Dundas Street (Regional Road 5)

The widening of Dundas Street from Guelph Line to the Halton Region/City of Hamilton Boundary was identified as part of the Halton Transportation Master Plan (June 2004). This improvement is currently planned outside (2019) of the Roads Capital Projects Budget (2007 to 2016). This widening is consistent with the Phase 2 recommendations for the east-west solution. Staff will review the timing of this project as Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan proceed.
Brant Street (Regional Road 18)

Halton Region staff has reviewed the Phase 2 Report and is in support of the preferred option to widen Waterdown Road to 4 lanes. However, it was recognized that any restrictions on Waterdown Road (at 4 lanes) may shift a portion of this north-south traffic to other north-south roads in the area such as Brant Street.

Brant Street is an urban 4-lane road, classified as a major arterial according to the Region’s Official Plan, which connects Dundas Street (Regional Road 5) to QEW/Highway 403. This corridor is fully developed with primarily commercial land-use in the southern portion and predominately residential development in the northern section. The southern portion is extremely busy with higher volumes of traffic as compared to the northern section.

Currently, two intersections within the Brant Street corridor are at capacity during both the AM and PM peak hours. They are Brant Street & Dundas Street and Brant Street & North Service Road. Of the two peak periods, the PM peak hour is approximately 20 per cent busier.

Below is a summary outlining each intersection’s critical movements, volume-to-capacity ratio, and Level of Service (LOS). The PM peak hour is reported as it is busier with more saturated conditions.

<table>
<thead>
<tr>
<th>Brant Street @</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Critical Movement</td>
</tr>
<tr>
<td>Dundas Street</td>
<td>NB LT</td>
</tr>
<tr>
<td>North Service</td>
<td>WB LT</td>
</tr>
<tr>
<td>Road</td>
<td>WB T</td>
</tr>
<tr>
<td></td>
<td>NB LT</td>
</tr>
<tr>
<td></td>
<td>NB T</td>
</tr>
<tr>
<td></td>
<td>SB LT</td>
</tr>
</tbody>
</table>

The Region will be resurfacing Brant Street from North Service Road to Dundas Street during Summer 2007. While there may be some opportunity for minor operational improvements (i.e. signal timing adjustments, etc.), there are no planned capital improvements along the Brant Street corridor. It should be noted that any capacity expansion within the southerly section of Brant Street would have significant property impacts and would require separate study.

FINANCIAL/PROGRAM IMPLICATIONS

The widening of Dundas Street from Guelph Line to the Halton Region/City of Hamilton Boundary was identified as part of the Halton Transportation Master Plan (June 2004). This improvement is currently planned outside (2019) of the Roads Capital Projects 10-year plan (2007 to 2016). Staff will review the timing of this project as Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan proceed.
Staff from the Region will continue in the cost sharing agreement for Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan with Hamilton and Burlington in a similar arrangement as was used for the first phases. Any Capital funding from Halton Region would need to be incorporated into the 2007/2008 Development Charges Study and future budget processes depending on the timing and speed of development of the OPA No. 28 lands.

RELATIONSHIP TO THE STRATEGIC PLAN

This report is consistent with the 2007 Planning and Public Works Committee Plan, Theme 1: "Control and Manage Growth for Sustainable Communities", Goal 2 - "Strengthen the transportation system for all modes of transportation to meet Halton's needs."

Respectfully submitted,

Peter M. Crockett P. Eng.
Commissioner of Planning and Public Works

Approved by

Pat Moyle
Chief Administrative Officer

If you have any questions on the content of this report, please contact:

<table>
<thead>
<tr>
<th>Name</th>
<th>Tel.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mary Lou Tanner</td>
<td># 7966</td>
</tr>
<tr>
<td>Andrew Head</td>
<td># 7475</td>
</tr>
<tr>
<td>Melissa Green-Battiston</td>
<td># 7213</td>
</tr>
</tbody>
</table>