



**Connection of Halton Hills Drive
(Maple Avenue to Princess Anne Drive)**

Municipal Class Environmental Assessment Study

Public Information Centre #1

April 17, 2013

**Council Chambers, Civic Centre
1 Halton Hills Drive, Halton Hills**



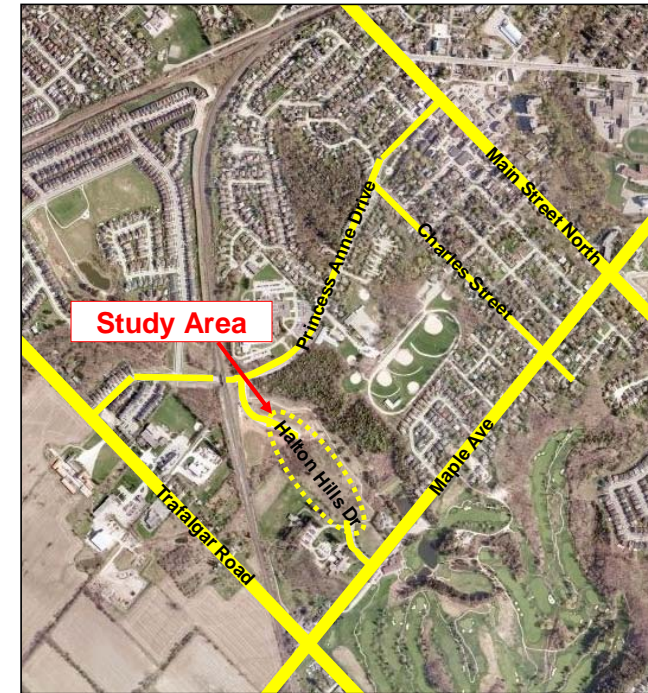
Purpose of Public Information Centre #1

- Present the study process and background information.
- Present operational needs.
- Present problem and opportunity statements.
- Present and discuss potential concepts.
- Gather public input.



Background

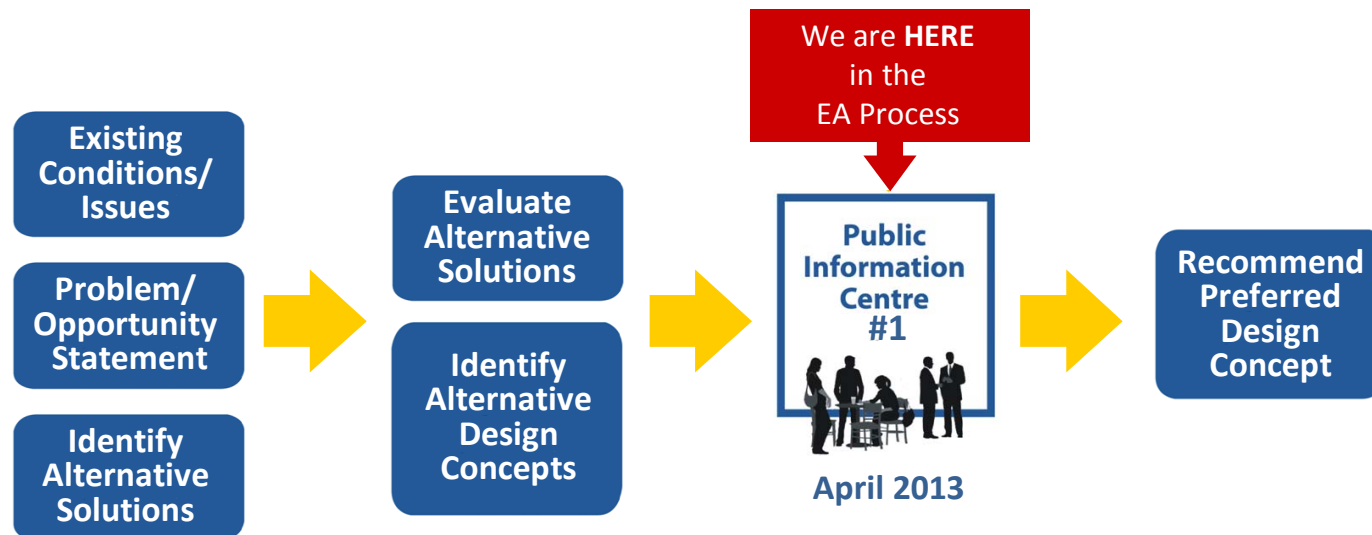
- The Halton Hills Drive study corridor is located east of Trafalgar Road. It is approximately 600 m in length and extends from Maple Avenue to Princess Anne Drive.
- Presently, Halton Hills Drive extends approximately 150 m north of Maple Avenue with access to the Town Hall and a private address; and 250 m south of Princess Anne Drive with access to Bennett Health Centre.
- The Town's 2011 Transportation Master Plan presented benefits associated with the connection of Halton Hills Drive from Maple Avenue to Princess Anne Drive.





Municipal Class Environmental Assessment Process (Class EA)

- The Study is being carried out in accordance with the planning and design process for 'Schedule B' projects as outlined in the Municipal Engineers Association "*Municipal Class Environmental Assessment*" (October 2000, as amended in 2007), which is approved under the Ontario Environmental Assessment Act.





Need and Justification

- Halton Hills Drive is currently not connected and exists as two short sections.
- Need for improved access to Town Hall, Bennett Health Centre, and residential properties.
- Future forecasted traffic volumes on Trafalgar Road will contribute to moderate traffic congestion from Maple Avenue to 15 Sideroad.
- Supports the policies of the Town of Halton Hills Official Plan, Schedule B1 – Functional Plan of Major Transportation Facilities defines Halton Hills Drive as a Collector Road.



Problem Statement and Opportunities

- **Problem Statement:**
 - The road network within the study area has limited north-south network flexibility and the lack of connectivity limits opportunities for pedestrian movement, traffic capacity, emergency service accessibility, and traffic accommodation during incidents or temporary closures.
- **Opportunities:**
 - To support long-term development goals based on the Official Plan.
 - To facilitate access to public and private facilities.
 - To address future demand on area roads and improve accessibility.



Planning Policies

- The relevant transportation-related objectives listed in the Town's OP are noted below:
 - a) facilitate the safe and efficient movement of people and goods within the Town's communities and to and from adjacent municipalities;*
 - b) establish an integrated transportation system that safely and efficiently accommodates various modes of transportation including trains, automobiles, trucks, public transit, cycling and walking;*
 - c) promote public transit, cycling and walking as energy efficient, affordable and accessible forms of travel;*
 - d) protect transportation corridors to facilitate the development of a transportation system that is compatible with and supportive of existing and future land uses;*
 - e) ensure that new roads in urban development areas are constructed safely, designed in a grid oriented street network to help distribute car and truck traffic evenly and provide access for the future operation of an efficient public transit system;*
 - f) ensure that appropriate right-of-way widths for all existing and proposed roads are provided in accordance with the Planning Act;*

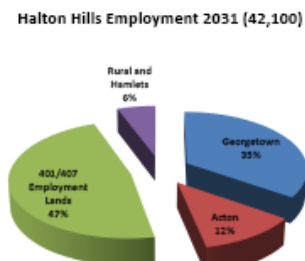
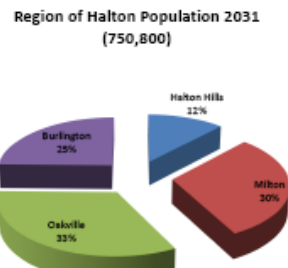
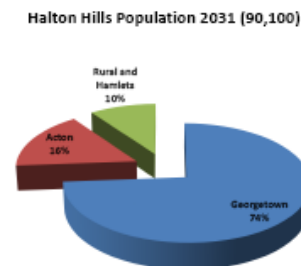
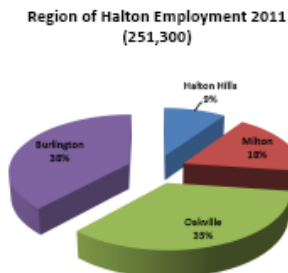
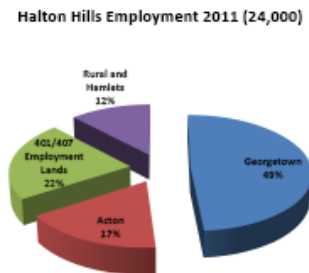
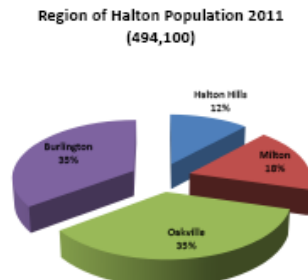
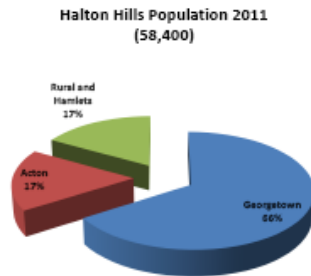


Population and Employment Growth

- The Town's Transportation Master Plan provided estimates for population and employment growth within the Town and the Region. The projected growth is consistent with the provincially mandated targets (Growth Plan for the Greater Golden Horseshoe, 2006).

Population Forecasts

Employment Forecasts





Existing Socio-Economic Environment

- Operational issues, including at-grade rail crossing.
- Lack of options for emergency vehicles.
- Bennett Health Centre, Georgetown Hospital, Golf Club, residential, park space, vegetated areas.





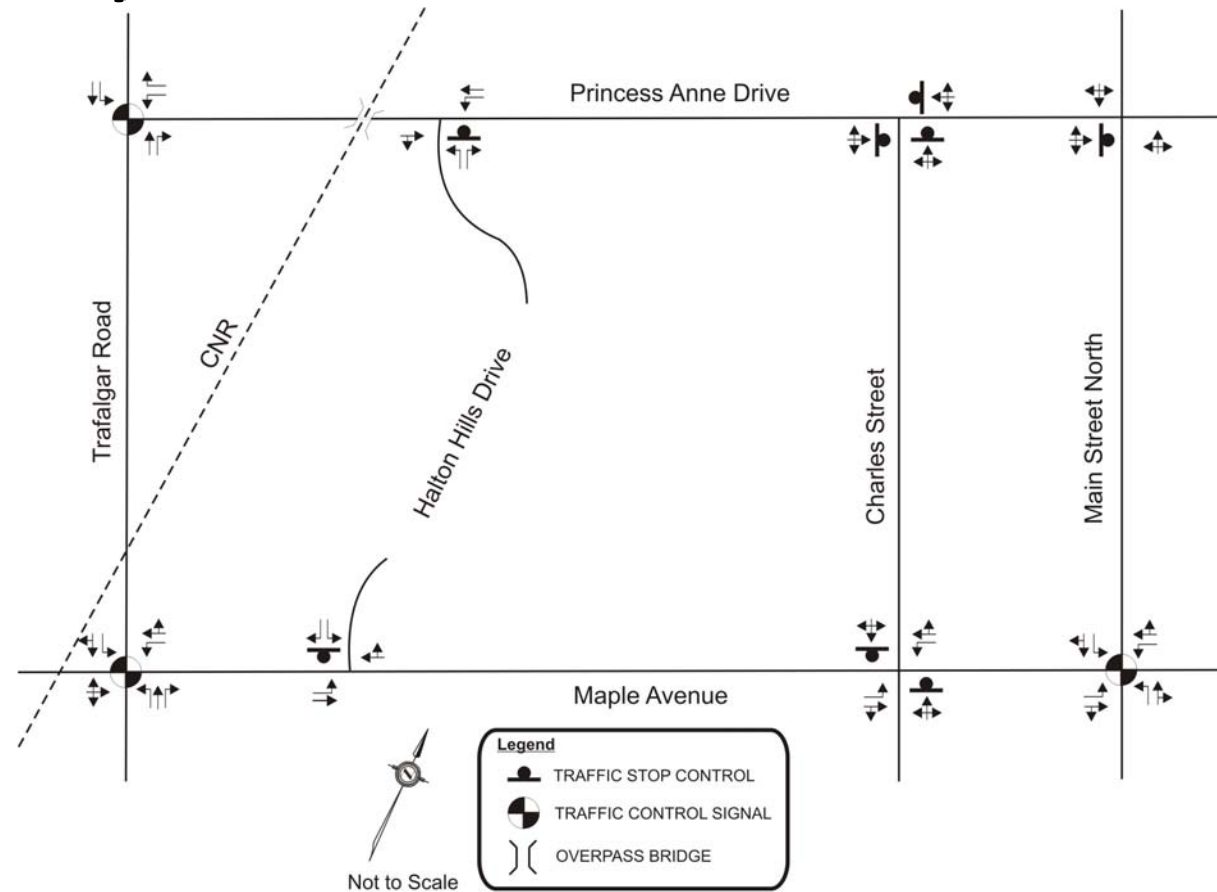
Existing Natural Environment

- **Natural Heritage:**
 - Black Creek Tributary
 - Provincially Significant Wetland has been identified by Credit Valley Conservation (CVC), including a **120 m** buffer from the existing wetland.
- **Stormwater Management:**
 - An existing temporary stormwater management pond is located within the study limits, presently serving stormwater from the Bennett Health Centre Development.
- **Vegetation:**
 - Cultural meadow.
 - Thicket.
 - Woodland.
 - Mature forest.
- **Species at Risk:**
 - Redside dace / snapping turtle (potential).



Existing Transportation Network

- **Trafalgar Road:**
 - Regional / Arterial
 - Posted 60 km/h
 - Rural 2-lane cross-section
- **Princess Anne Drive:**
 - Town / Collector
 - Assumed 50 km/h
 - Urban 2-lane cross-section
- **Maple Avenue:**
 - Regional / Arterial
 - Posted 50 km/h
 - Urban 2-lane cross-section
- The current distance from Trafalgar Road to next north-south connection east of Trafalgar Road, **Charles Street** is more than **1 km**.





Existing Transportation Network

- **Transit:**

- The Town does not currently operate local transit service; however, GO Transit provides commuter rail service from the Georgetown GO Station (approximately 2 km east of the study area).

- **Active Transportation:**

- Sidewalks on the west side of the south leg, and both sides of the north leg of Halton Hills Drive.
- Sidewalks on both sides of Princess Anne Drive.
- Sidewalks on the north side of Maple Avenue.
- No sidewalks on Trafalgar Road.
- Trail located east of the proposed Halton Hills Drive connection, between the existing north and south legs.





Existing Traffic Operations

Intersection	AM Peak Hour		PM Peak Hour	
	v/c	LOS	v/c	LOS
Trafalgar Road / Princess Anne Drive	B	0.62	B	0.40
Trafalgar Road / Maple Avenue	B	0.63	B	0.55

LOS: Level of Service

v/c: Volume to Capacity Ratio

Note: v/c > 1.0 = Over capacity; v/c > 0.90 = Approaching capacity

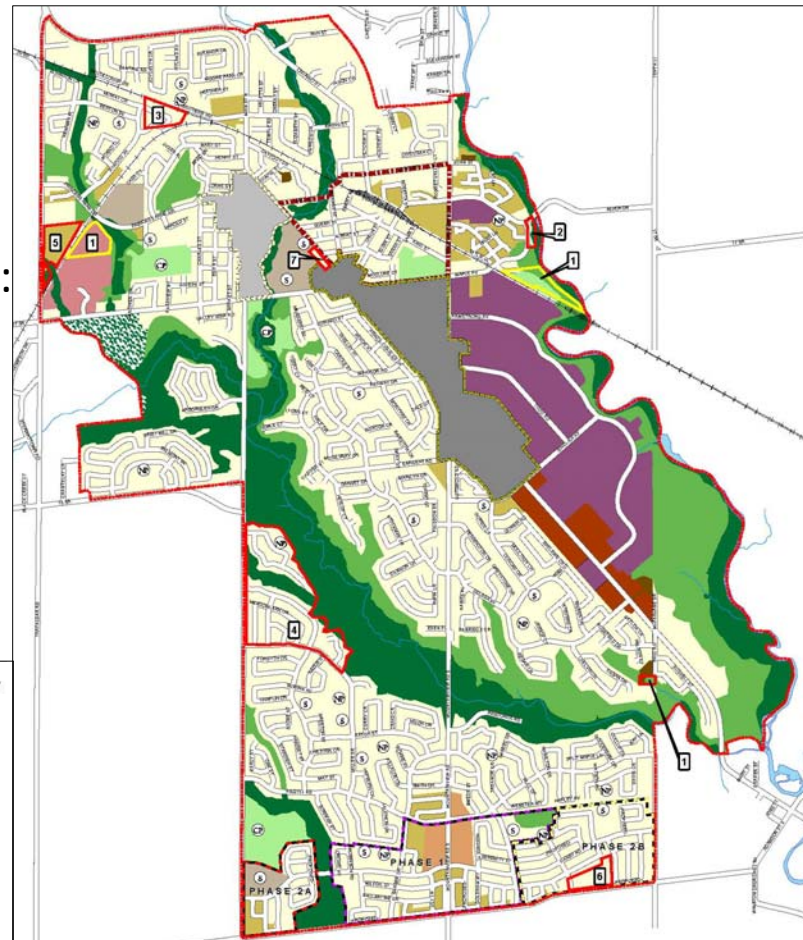
- Existing rail crossing at Trafalgar Road currently has an exposure index of 75,000:
 - This crossing does not warrant grade separation (grade separation would be warranted for an exposure index more than 200,000).
 - The at-grade rail crossing results in traffic delays and queues on Trafalgar Road.



Future Land Use

- The Georgetown Urban Area is the largest in the Town.
- Halton Hills Drive is surrounded by **Civic Centre Area** land use, as well as:
 - Medium Density Residential Area.
 - Greenlands A, Greenlands B, Major Parks and Open Space.
 - Major Institutional Area.

LIVING AREA	ENVIRONMENT & OPEN SPACE	BOUNDARIES & PHASES
LOW DENSITY RESIDENTIAL AREA	GREENLANDS A	GO STATION STUDY AREA BOUNDARY
MEDIUM DENSITY RESIDENTIAL AREA	GREENLANDS B	DOWNTOWN AREA BOUNDARY
HIGH DENSITY RESIDENTIAL AREA	MAJOR PARKS AND OPEN SPACE	COMMUNITY NODE BOUNDARY
COMMUNITY AREA	PRIVATE OPEN SPACE	URBAN BOUNDARY
DOWNTOWN AREA - SEE SCHEDULE A4	COMMUNITY PARK	PHASE 1
COMMUNITY NODE BOUNDARY - SEE SCHEDULE A5	NEIGHBOURHOOD PARK	PHASE 2A
CORRIDOR COMMERCIAL AREA	SCHOOL	PHASE 2B
SECONDARY NODE	RESIDENTIAL SPECIAL POLICY AREA	
MAJOR INSTITUTIONAL AREA	OTHER SPECIAL POLICY AREA	
GENERAL EMPLOYMENT AREA		
CIVIC CENTRE AREA		





Future Traffic Operations (2021)

Intersection	AM Peak Hour		PM Peak Hour	
	v/c	LOS	v/c	LOS
Trafalgar Road / Princess Anne Drive	B (A)	0.51 (0.49)	B (A)	0.48 (0.50)
Trafalgar Road / Maple Avenue	B (B)	0.73 (0.72)	B (B)	0.64 (0.61)

LOS: Level of Service

v/c: Volume to Capacity Ratio

Note: v/c > 1.0 = Over capacity; v/c > 0.90 = Approaching capacity

X = Without Connection; (X) = With Connection

- Reserve capacity will be required to accommodate additional development within the immediate study area.
- According to the Bennett Health Care Centre – Traffic Impact Study (October 2002):
 - Up to 25% of traffic travelling on Maple Avenue might be diverted to Halton Hills Drive Connection instead of Charles Street, resulting in improved traffic operations and network flexibility.



Alternative Solutions

Alternative “Do Nothing”:

Roadway alignment:

Maintain existing 2 legs without connection:

1 - At north (Princess Anne Drive).

2 - At south (Maple Avenue).

Stormwater management pond:

Retain the temporary stormwater management pond.





Alternative Solutions

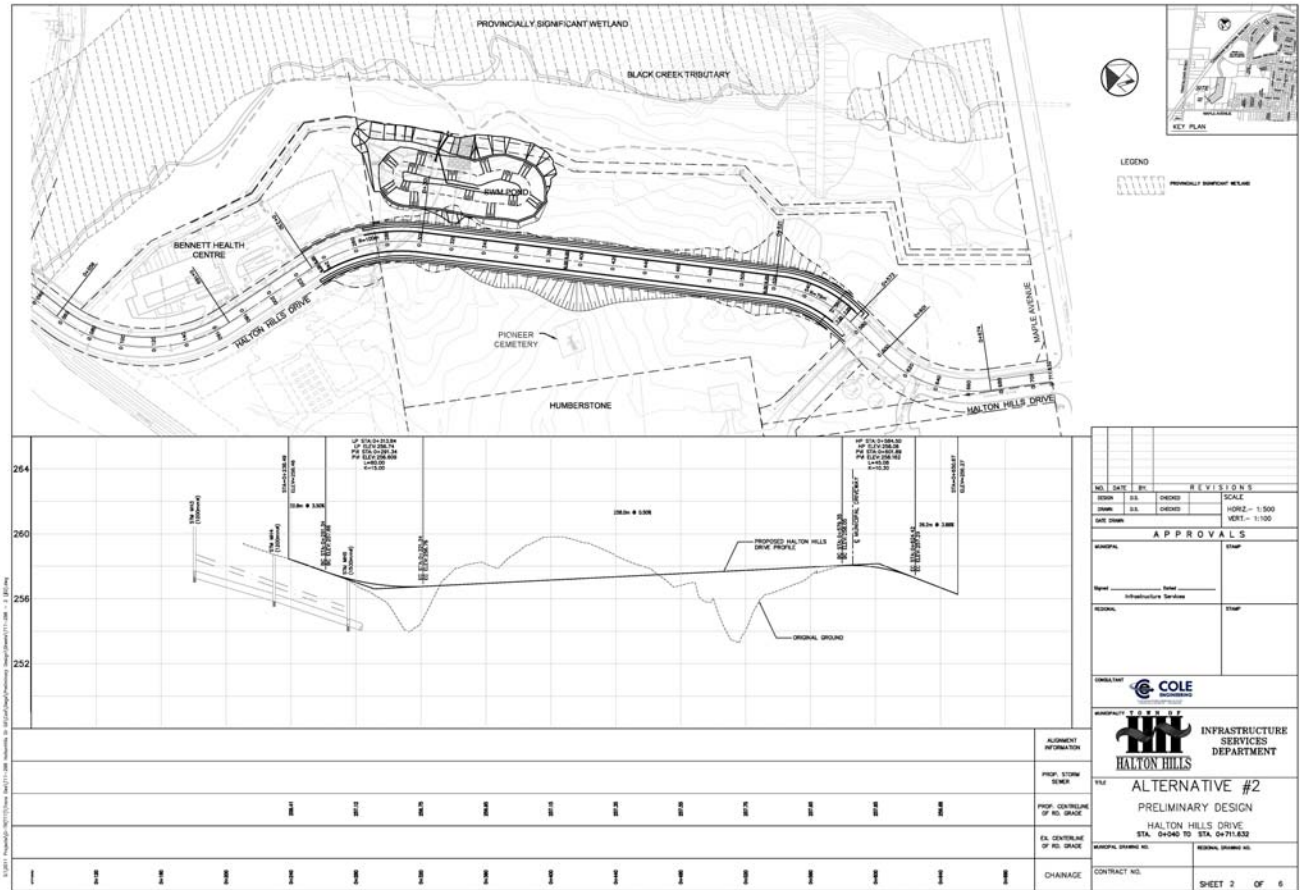
Alternative #2:

Roadway alignment:

Maintain existing curves on Halton Hills Drive.

Stormwater management pond:

A new permanent stormwater pond will be located on the east side of the alignment, in the vicinity of the existing temporary stormwater management pond.





Alternative Solutions

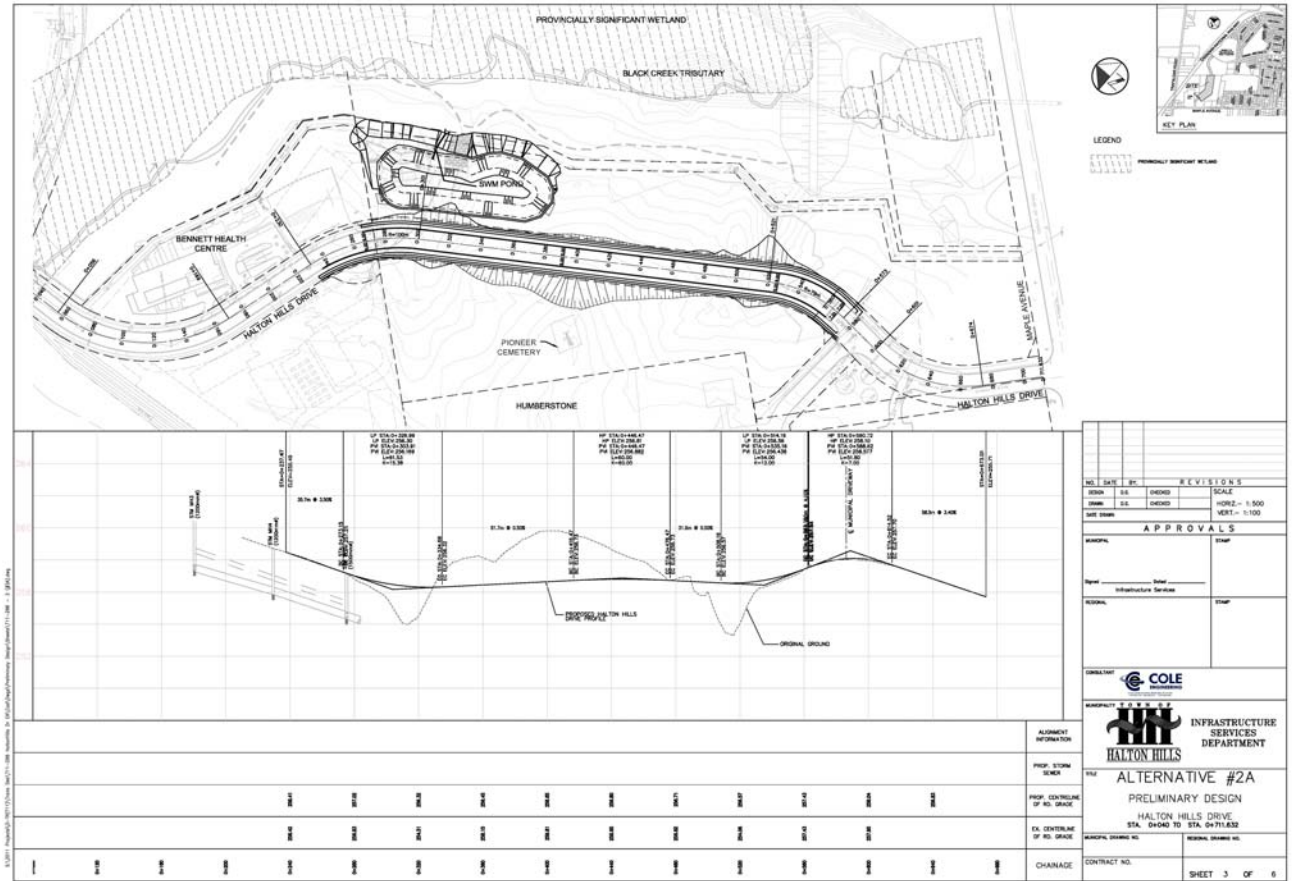
Alternative #2a:

Roadway alignment:

Maintain existing curves on Halton Hills Drive.

Stormwater management pond:

A new permanent stormwater pond will be located on the east side of the alignment, in the vicinity of the existing temporary stormwater management pond.





Alternative Solutions

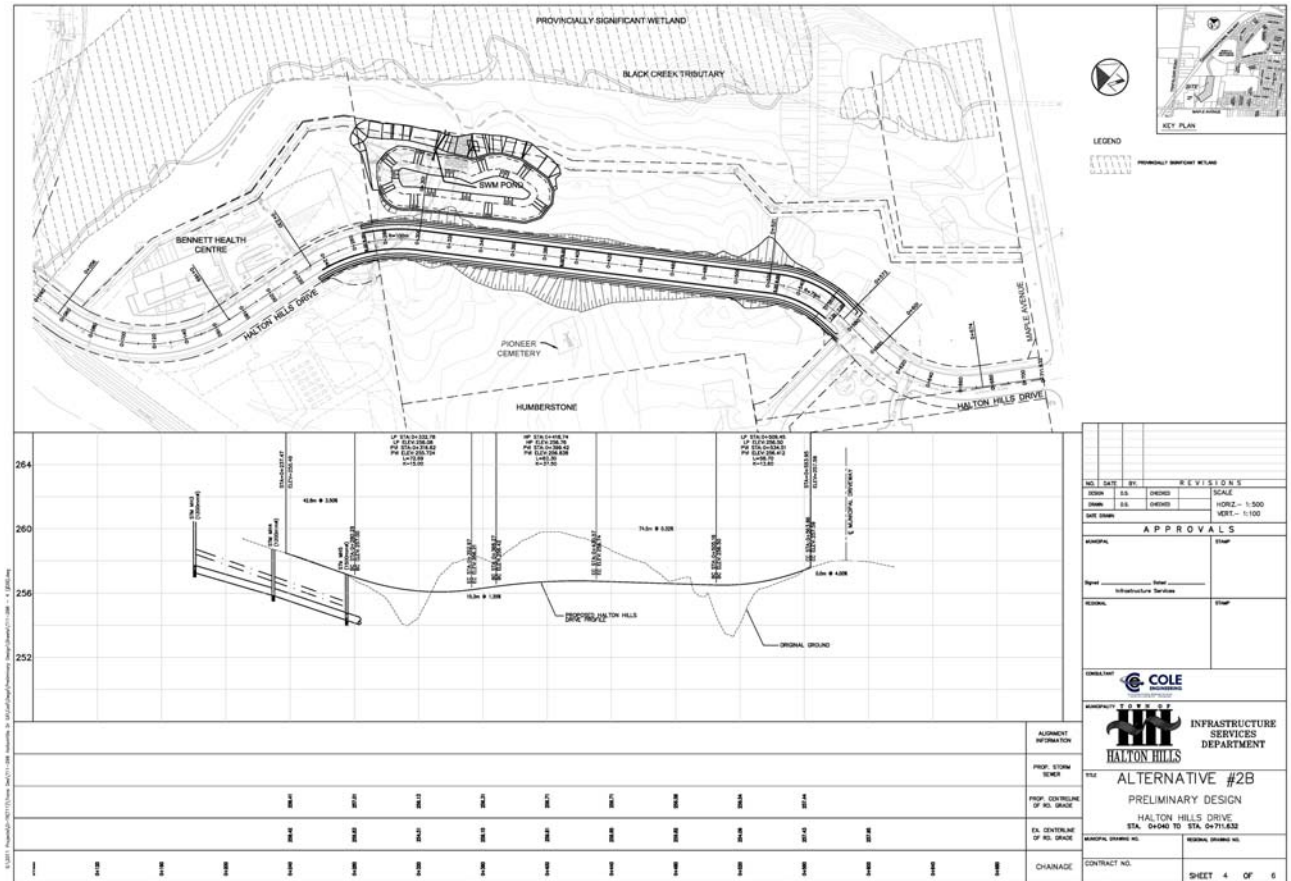
Alternative #2b:

Roadway alignment:

Maintain existing curves on Halton Hills Drive.

Stormwater management pond:

A new permanent stormwater pond will be located on the east side of the alignment, in the vicinity of the existing temporary stormwater management pond.





Alternative Solutions

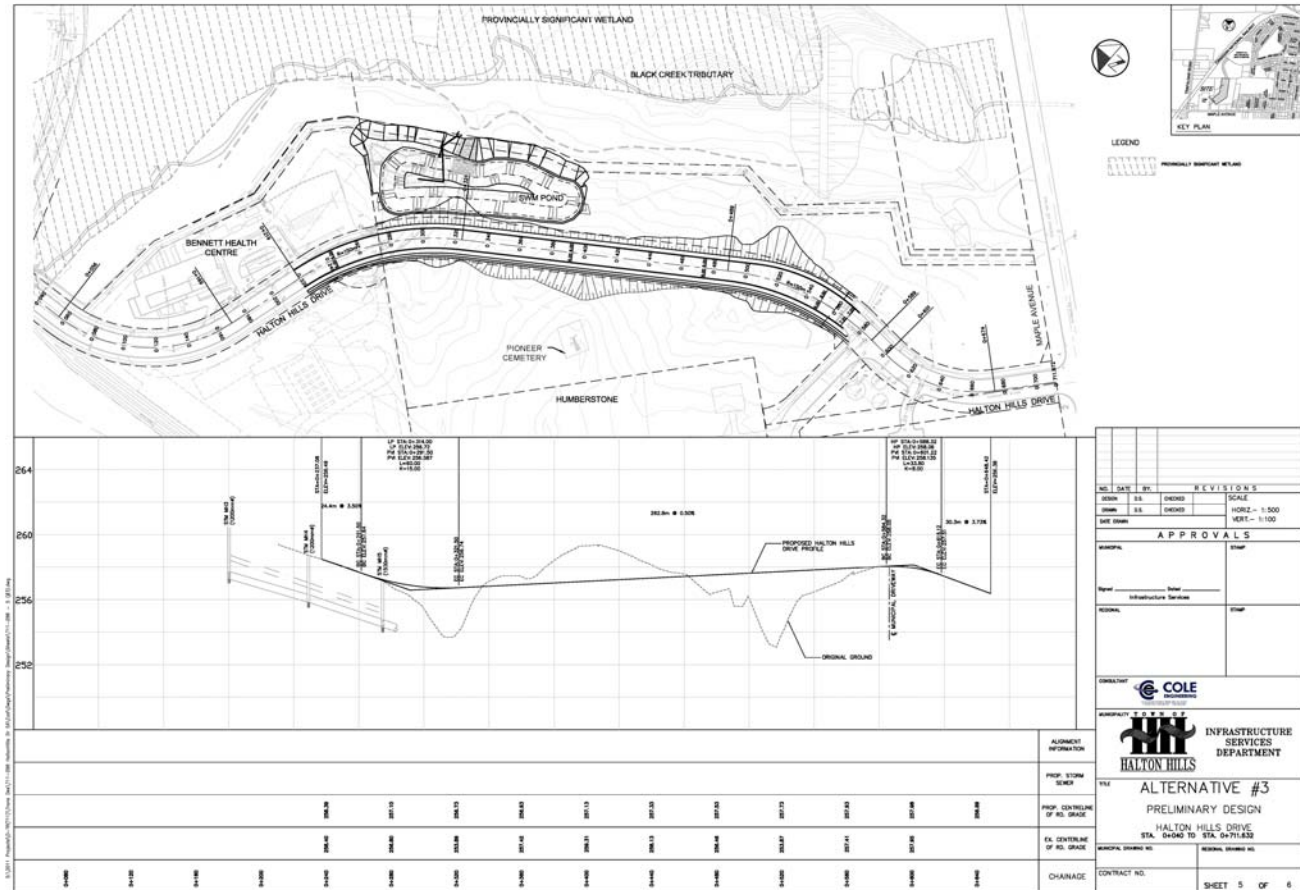
Alternative #3:

Roadway alignment:

Minor modifications to existing Halton Hills Drive curves.

Stormwater management pond:

A new permanent stormwater pond will be located on the east side of the alignment, in the vicinity of the existing temporary stormwater management pond.





Alternative Solutions

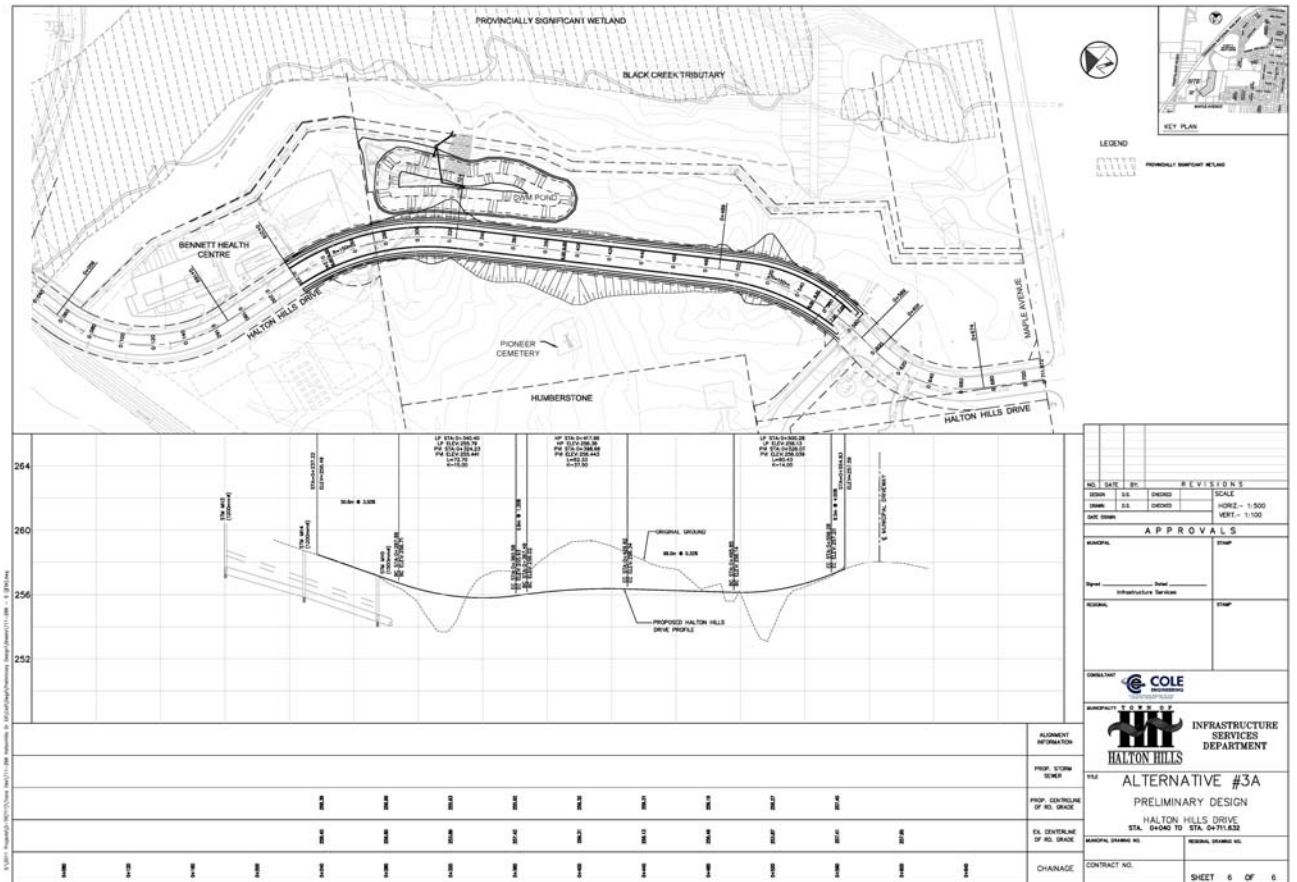
Alternative #3a:

Roadway alignment:

Minor modifications to existing Halton Hills Drive curves.

Stormwater management pond:

A new permanent stormwater pond will be located on the east side of the alignment, in the vicinity of the existing temporary stormwater management pond.





Evaluation Criteria

Transportation Service

- Corridor efficiency and level of service
- Traffic safety
- Transit operations
- Pedestrians and cyclists
- Emergency services

Socio-Economic Impacts

- Residents impacts
- Business impacts
- Visual / aesthetics, streetscape
- Air quality, noise impacts

Environmental Impacts

- Surface water, ground water impacts
- Terrestrial impacts

Engineering

- Utility relocation
- Capital costs
- Operating costs
- Property acquisition
- Future municipal services



Next Steps

- Review input from stakeholders and members of the public.
- Evaluate design alternatives and identify the preferred alternative.
- File Project Study Report – [Spring / Summer 2013](#).





Thank you for participating!

For comments and/or additional information, please contact:

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