

Town of Whitchurch-Stouffville **Burkholder Neighbourhood**

Municipal Class Environmental Assessment

June 2022

Public Information Centre # 1

The Town of Whitchurch-Stouffville acknowledges this land is the treaty territory of the **Williams Nations**. It is also the traditional territory of other **Anishinaabeg peoples**, the **Huron-Wendat**, and the **Haudenosaunee**.

We also recognize the contributions of all Indigenous peoples to this place and commit to a continued dialogue and greater respect for the land we have come to share.

This recognition of the contributions and historic importance of Indigenous peoples must also be clearly and overtly connected to our collective commitment to make the promise and the challenge of Truth and Reconciliation real in our community.



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- Welcome to the virtual Public Information Centre (PIC) for the **Burkholder Neighbourhood Class Environmental Assessment (EA) study**. This is the first of two PICs planned for this study.
- We encourage you to provide input and feedback through the project webpage at: www.cometogetherws.ca/Burkholder
- We ask that comments on this package be provided by **July 15, 2022** so that the Town can incorporate your feedback in the next phase of the study.
- With the exception of personal information, all comments will become part of the public record.

About this Public Information Centre (PIC)

Purpose of This Package



1 Introduce the study

2 Outline the Class EA process and study schedule

3 Review background information and existing conditions

4 Review problems / opportunities and outline possible solutions

5 Obtain community feedback and identify next steps

How to Get Involved



Review this information package



Attend the live virtual meeting



Provide comments and feedback on this package



Join the study mailing list or contact the Project Team

What is the Study About?



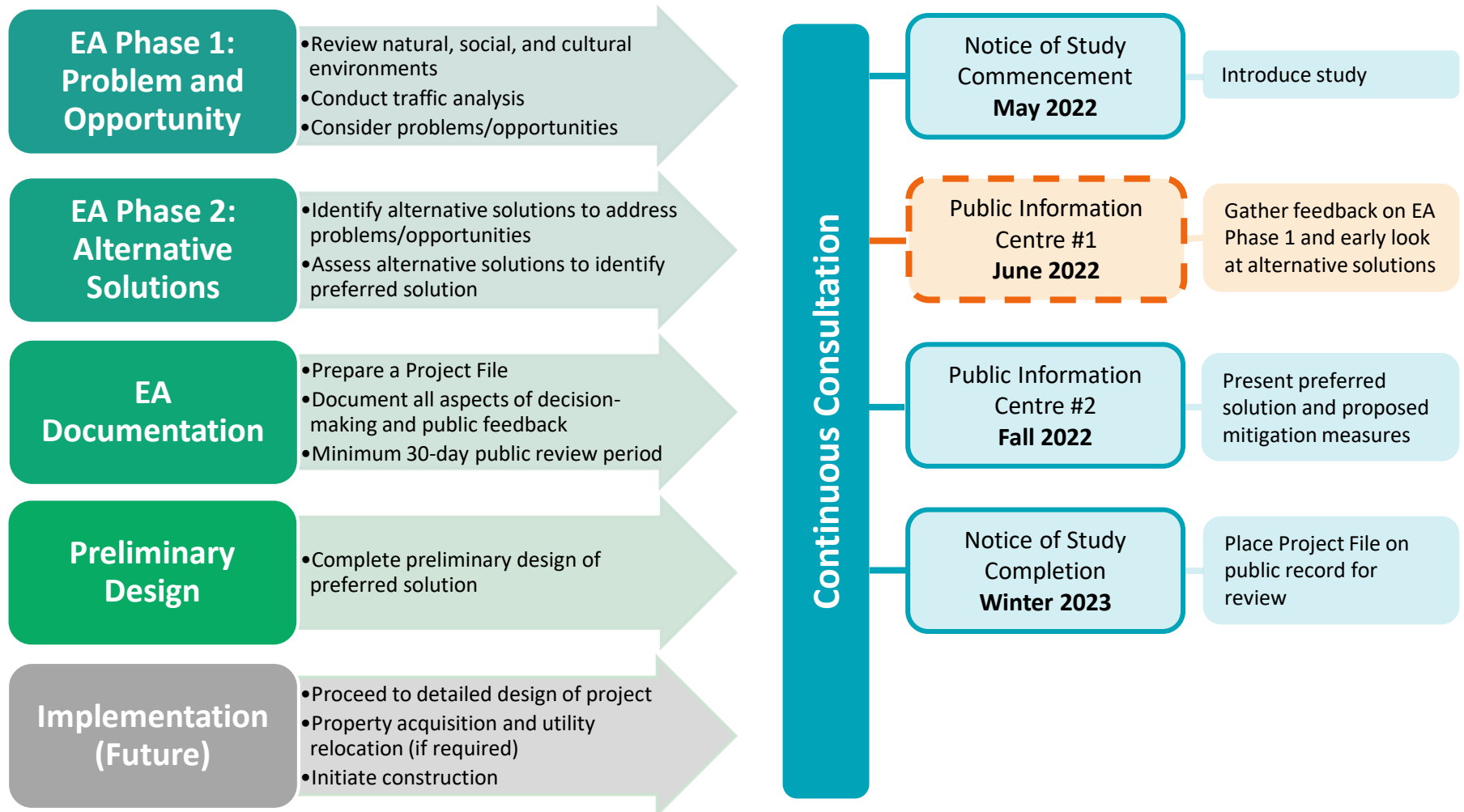
The Town of Whitchurch-Stouffville has initiated a Municipal Class Environmental Assessment (Class EA) study to explore how Burkholder Street and the Leisure Centre Driveway should function as access points to the Burkholder Neighbourhood.

The study will consider potential solutions for:

- Traffic routing
- Access
- Pedestrian safety

Study Process & Schedule

The study is following the Municipal Engineers Association (MEA) **Municipal Class Environmental Assessment** (Class EA) process for **Schedule B** projects (October 2000, as amended 2015).



Study Context - Background and History

Members of the community have raised concerns about access, speeding, and pedestrian safety related to Burkholder Street and the Leisure Center Driveway. In response to community concerns Council has made a number of decisions, including:



Council received numerous complaints regarding pedestrian safety, raised by residents

May 2018

Council approved the closing of Burkholder Street for an indefinite period

Council received numerous complaints regarding reduced access to roads to the south

December 2018

Council approved the reopening of Burkholder Street, and directed staff to further study access options

Per Council minutes, increased commuter traffic was observed and created an unsafe use of the park area

May 2019

Council directed staff to temporarily close Burkholder Street on weekends/long weekends, from May to September 2019

Town staff completed report (Report # PW-017-19) which identified potential solutions for which an Environmental Assessment (EA) study is required. Interim traffic calming improvements were also identified.

June 2019

Council directed staff to:

1. Implement traffic calming pilot study (*i.e. the existing speed bumps*)
2. Budget for a future EA study (*this study*)

The Town of Whitchurch-Stouffville Official Plan, 2020



- Supports healthy communities, by encouraging pedestrian, bicycle and wheelchair accessibility.
- Encourages walkability and bicycle movement, pedestrian safety and accessibility to existing or potential future transit.
- Where traffic problems are identified in existing areas the Town shall consider the introduction of “traffic calming” measures to assist in the resolution.
- The Class EA study area is designated Existing Residential Area, which aims to preserve the existing stable neighbourhood.

Planning for Growth Discussion Paper Official Plan Review, 2021

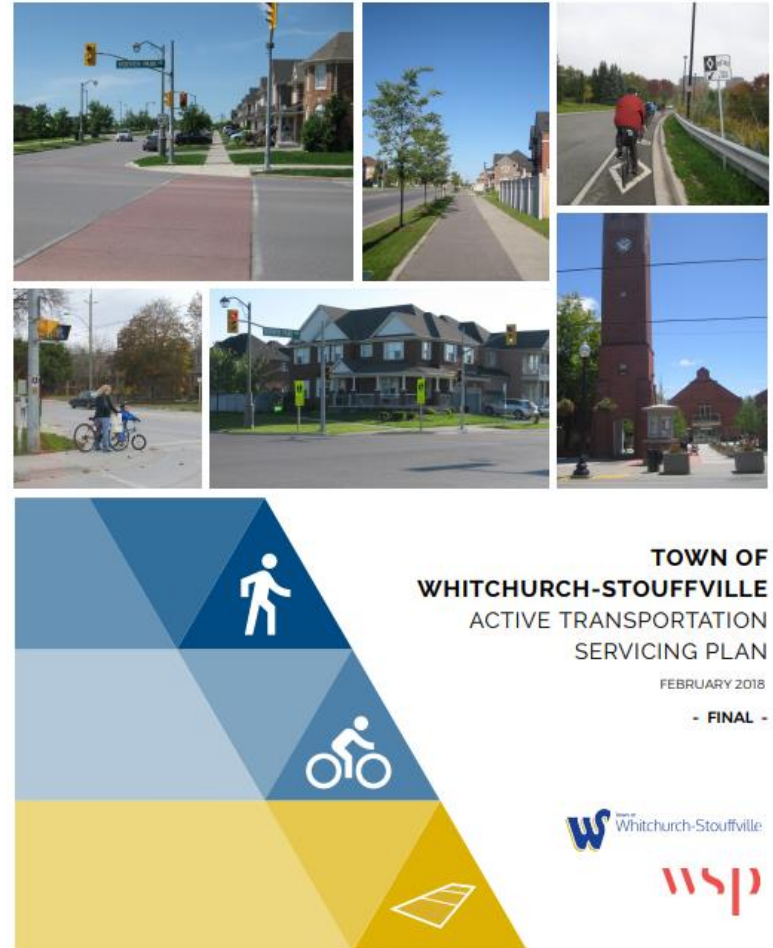


Preliminary Policy Recommendations

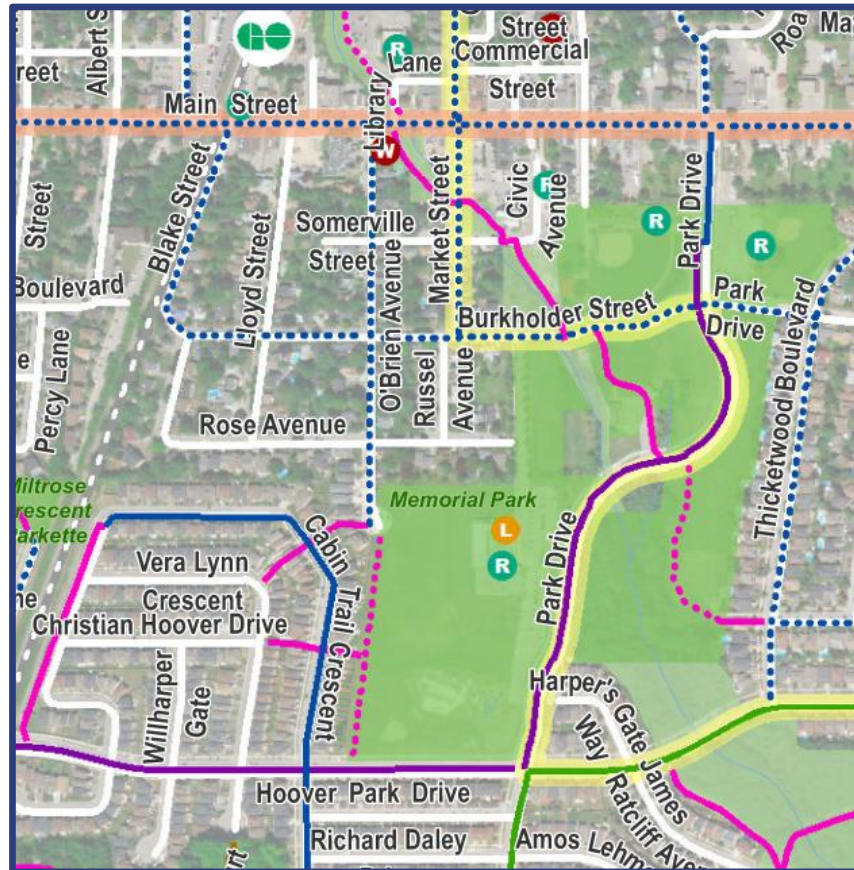
- Establish a comprehensive transportation network that allows a full range of mobility options.
- Optimize efficient movement for a variety of modes, potentially resulting in reduced capacity for cars where overall capacity increases can be achieved.
- Bring together the various road safety initiatives already in place under a Vision Zero program focused on reducing traffic-related fatalities and serious injuries for the most vulnerable users of the Town's transportation system, including pedestrians, school children, older adults, and cyclists.

- The Active Transportation Servicing Plan is the Town's blueprint to creating a more comprehensive, efficient and accessible active transportation network for residents and visitors.
- The Plan was shaped by Town staff, residents and the expertise of its study team and responds to the growing demand for active transportation.

Active Transportation Servicing Plan, 2018



- The study area is well connected within the Active Transportation network with existing and planned facilities.
- The local street network, including Burkholder Street, is planned for shared roadway/active use linking to Memorial Park, Leisure Centre & Public Library, GO Station and other destinations. Therefore traffic management is an important consideration on the local roads within the Burkholder Neighbourhood.



Existing Active Transportation Routes

SHARED	—	Shared Roadway (Signed)
	—	Rural Paved Shoulder
	—	Urban Paved Shoulder
DEDICATED	—	Bike Lane
	—	In-Boulevard Pathway
SEPARATED	—	Off-Road Multi-Use Trail
	—	Off-Road Hiking Trail

Proposed Active Transportation Routes

SHARED	- - -	Shared Roadway
	- - -	Rural Paved Shoulder
	- - -	Urban Paved Shoulder
DEDICATED	- - -	Bike Lane
	- - -	In-Boulevard Pathway
SEPARATED	- - -	Off-Road Multi-Use Trail
	- - -	Off-Road Hiking Trail

Proposed Active Transportation Routes (Development Areas)

	- - -	Shared Roadway
	- - -	Off-Road Multi-Use Trail

Memorial Park Conceptual Masterplan, 2019

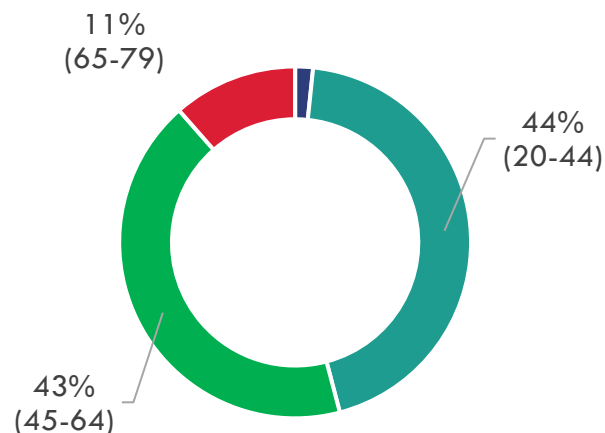


- Please note: this Class EA study is not being undertaken to implement the Memorial Park Master Plan.
- In 2018, the Town approved the new Leisure & Community Services Master Plan (LCSMP) to guide strategic decisions in the provision of parks, recreation and culture services and programs.
- The Master Plan is intended to provide residents with equitable access to programs/events and facilities that enhance and promote healthy and active living.
- As part of the LCSMP, the Memorial Park Conceptual Masterplan was proposed.
- It divided the park into eleven (11) potential zones and proposed a series of recreational and passive activities within each zone.
- Included potential changes to Burkholder Street and the Leisure Centre Driveway

What We Have Heard

There have been **61** Survey responses...

Age breakdown



Interest in the project

85%	Resident
57%	Visitor of Memorial Park
55%	Visitor of the Leisure Centre/Library
47%	Travel through to get to other destinations
28%	Visitor of the neighbourhood
2%	Business Owner

Travel within the neighbourhood



Top 4 concerns

1. Cut-through traffic to GO Station through Burkholder Street
2. Cut-through traffic to neighbourhood through Leisure Centre Parking Lot
3. Speeding
4. Safety

Common themes in the feedback

* We noted several comments were received regarding a possible opening of Rose Avenue from the Leisure Centre Driveway – this is not an option under considerations at this time.

Too many motorists speed through these neighborhoods and it is a huge safety concern. Cut through traffic is a concern.

Close Burkholder Street through the Park.

Burkholder Street is a useful connection for the neighbourhood and should not be closed.

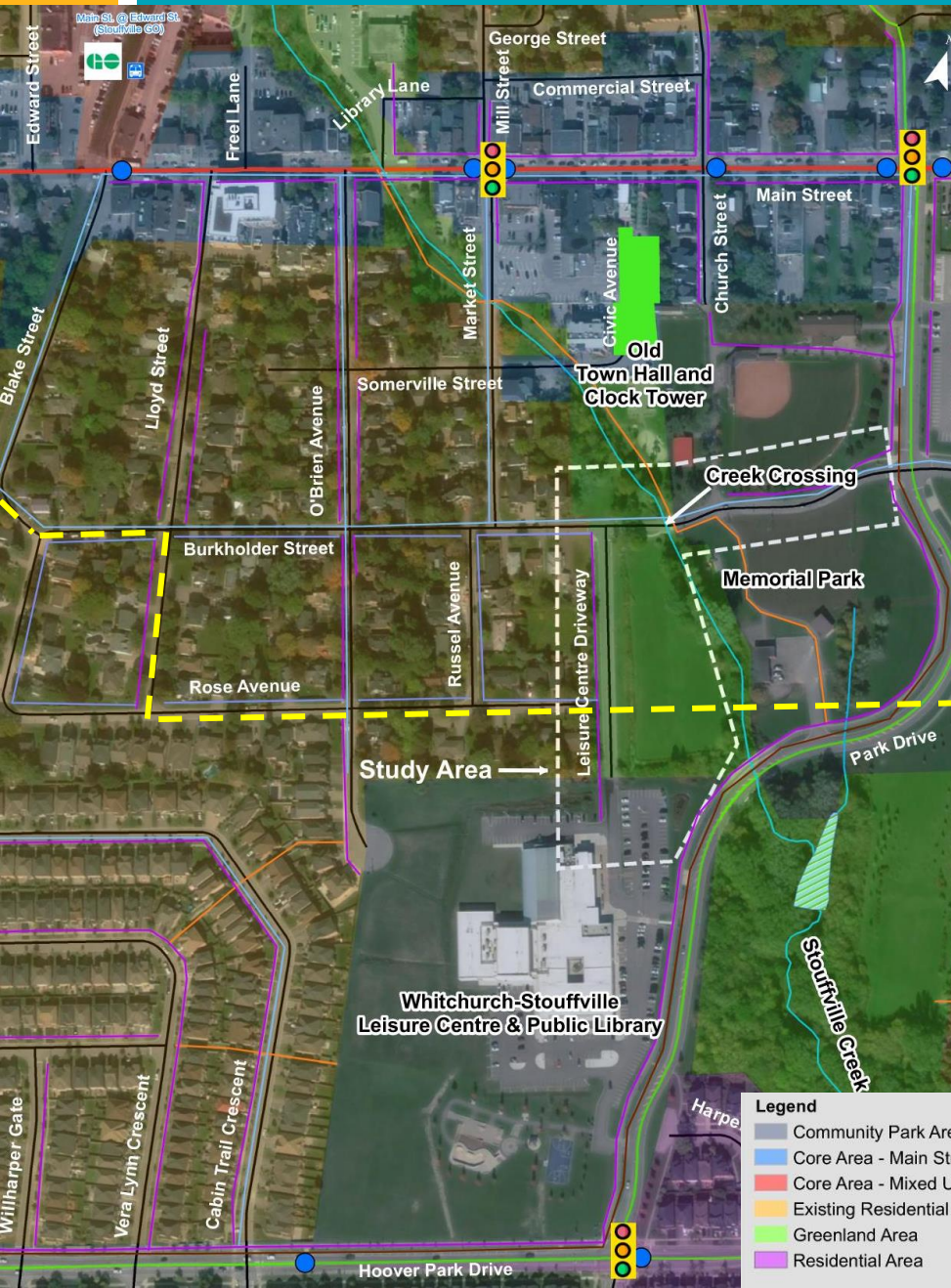
There are minimal sidewalks in the area. Much of the safety concerns could be eliminated if adequate sidewalks and crossings were installed.

Eliminate the cut through opportunity at Leisure Centre Driveway.

Enforcement at Stop Signs needed.

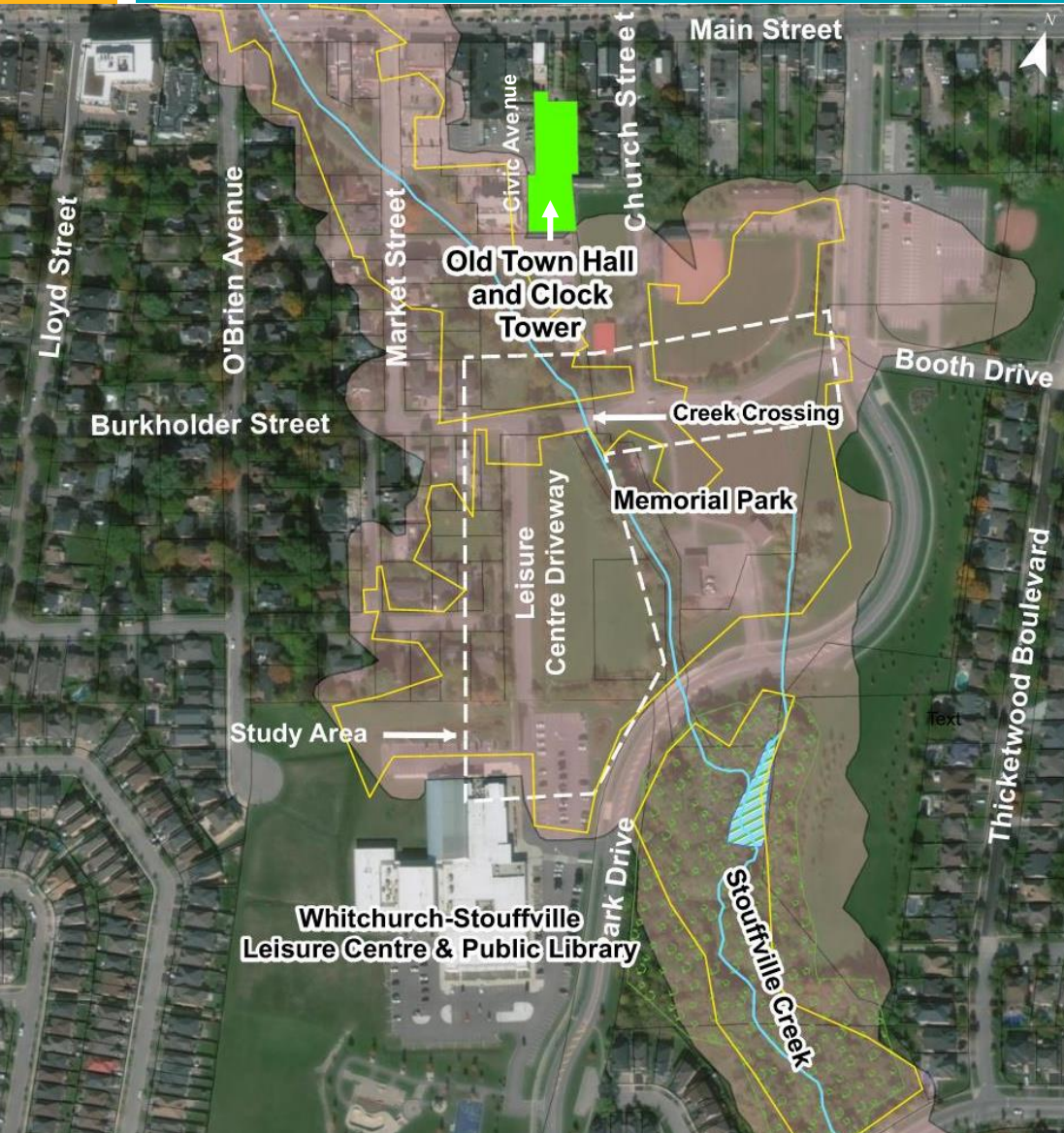
Enhance dedicated pedestrian walkways to Leisure Centre

Existing Conditions – Land Use & Transportation



- Existing land use in study area is a mix of residential area, community park area, and greenland area associated with Stouffville Creek.
- Key destinations include Memorial Park, Leisure Centre & Public Library, and GO Station.
- Connected pedestrian network with existing sidewalks on Burkholder Street (east of Leisure Centre Driveway), the Leisure Centre Driveway, and other local streets.
- Existing in-boulevard pathway on Park Drive and off-road multi-use trail along Stouffville Creek for cyclists and other active transportation modes.
- Burkholder Street is planned as a shared roadway for cyclists and vehicles. Sidewalks are planned west of Leisure Centre Driveway.

Existing Conditions – Natural Features



- Study area is within the Duffins Creek watershed
- Stouffville Creek
- Memorial Park
- Study area entirely within Toronto and Region Conservation Authority (TRCA) regulated area
- Roadways in flood plain
- One creek crossing on Burkholder Street
- Wetlands and woodlands south of Park Drive

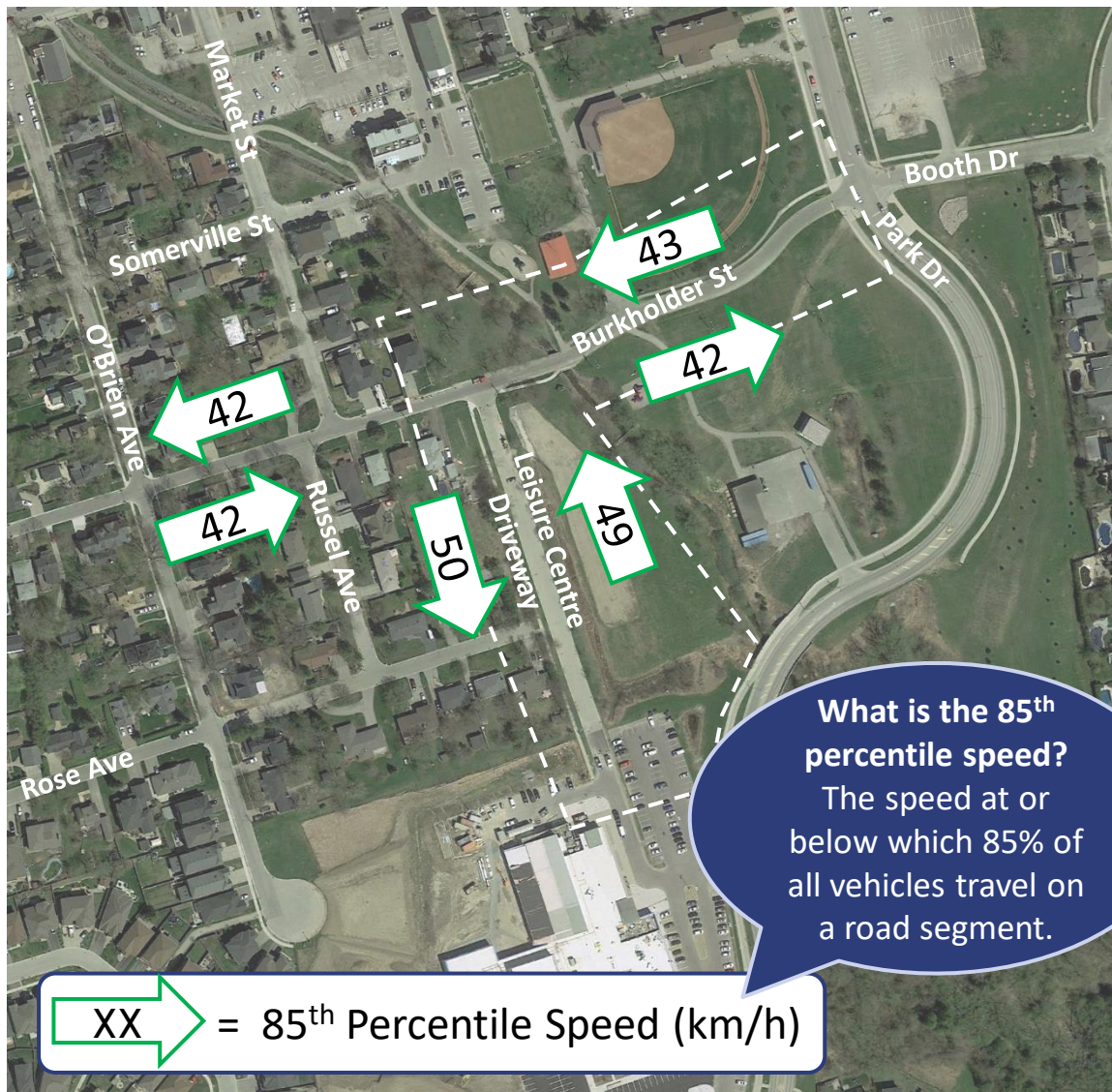


Traffic Analysis

- Undertaken to obtain traffic data and identify traffic patterns within and adjacent the study area, to inform the further development and evaluation of potential solutions. The scope includes:
 - Data collection (traffic counts at intersections and along roadways)
 - Review of collision information
 - Data Analysis
- Objectives include:
 - Confirm if speeding occurs within the study area
 - Confirm if, and how much, traffic infiltration (i.e., cut-through) is occurring
 - Provide a model through which alternatives solutions (i.e., changes to access) can be assessed to identify impacts
- Traffic data for the analysis was collected in April 2022

Traffic Analysis Cont'd

- Conclusions:
 - Drivers were generally complying with the posted speed limit and there is no apparent need for traffic calming measures (from the technical perspective).
 - No significant traffic infiltration was observed on local streets through the study area.
 - Adjacent intersections are performing well in terms of traffic operations. This would suggest the intersections could continue to operate adequately, if the option to close Burkholder Street or the Leisure Centre Driveway to vehicular traffic was selected.
- The investigation into speeding is further detailed in the next slide.
- These conclusions will be considered when assessing the different alternative solutions, as part of the next phase of this study.



Traffic Analysis Cont'd

- Posted speed is 40 km/h
- Traffic calming is typically considered to be required if the 85th percentile speed is greater than 10 km/h + above the posted speed
- While observed speeds in the study area were above the Posted Speed, they did not exceed this threshold (i.e., > 50 km/h)

Natural Environment

- Stouffville Creek is the most prominent natural feature in the study area.
- The floodplain is extensive in this area, encompassing much of Memorial Park and adjacent properties.
- Within Memorial Park, the creek is confined and riparian zone is narrow.
- South of Park Drive, the valley is characterized by woodland and wetland habitats.
- A natural heritage review is being undertaken to understand existing natural features and sensitivities. This information will help inform the decision-making process.



Cultural Heritage

- There is one designated heritage property and several listed properties around the study area. These are not likely to be impacted by the project but will be documented as part of a Cultural Heritage Evaluation Report.
- A Stage 1 Archaeological report will be prepared to document known archaeological values and archaeological potential. This will be shared with Indigenous Nations during engagement.



Residents of the Burkholder Neighbourhood have raised concerns about access, traffic speed and pedestrian safety issues regarding Burkholder Street and Leisure Centre Driveway for several years.

While temporary speed-humps have been installed, the Town requires further study to understand the potential traffic and safety concerns and identify a long-term solution.

Through the Class EA study process, there is an opportunity to formally gather public feedback, investigate traffic patterns and driver behaviour, and then develop and assess a range of potential solutions. At the conclusion of the study, recommendations will be made to Council for implementation.

Through community consultation on the Memorial Park Master Plan in 2019, two common themes emerged from resident input relating to key priorities for neighbourhood residents and park users:

Maintain Secondary
Neighbourhood Access / Egress

Calm Traffic and Improve
Pedestrian Safety

As such, this study is identifying solutions by focusing on:

1. Access Strategy:

How changes to the available routes will impact the surrounding intersections / traffic volumes on adjacent roadways

2. Traffic Calming / Safety:

What design improvements can reduce traffic speeds and improve safety for all, both road users and park users

Alternative Solutions – Access Strategy

- As part of the Memorial Park Community Consultation held in early 2019, residents identified various means of achieving improvements with respect to the key priorities highlighted on the previous slide.
- **Four commonly identified methods** of maintaining secondary access to the Burkholder Street neighbourhood **were identified by members of the public** at that time, and documented in Staff Report PW-017-19:
 1. Close the Leisure Centre driveway and Burkholder Street, east of the Leisure Centre driveway
 2. Close Burkholder Street east of the Leisure Centre driveway and keep the driveway open
 3. Close the Leisure Centre Driveway and keep Burkholder Street open
 4. Close the Burkholder Street east of the Leisure Centre driveway and re-route the driveway to connect directly to Park Drive
- **These previously identified potential solutions are being carried forward into this Class EA study for further review.** The next few slides highlight additional details about each of these options.
- **We have identified an additional potential solution (#5) and others may be identified through the course of this study.**

Alternative Solutions – Access Strategy

Do Nothing: the 'Do Nothing' alternative maintains the status quo and will be carried forward through the EA study for comparison purposes.



Leisure Centre driveway and Burkholder Street closed to through traffic



Burkholder Street closed to through traffic



Leisure Centre Driveway closed to through traffic



Burkholder Street closed to through traffic. New road connection between Park Drive and Burkholder Street



Burkholder Street and Leisure Centre Driveway remain open to through traffic and focus on traffic calming measures



1

Burkholder Street and Leisure Centre Driveway closed to through traffic

Benefits

- Focuses on recreational use of Memorial Park
- No traffic through park eliminating pedestrian safety concerns

Challenges

- Fewer alternate routes when Main Street is closed
- Out-of-way travel for residents
- Does not provide access to Park Drive



2

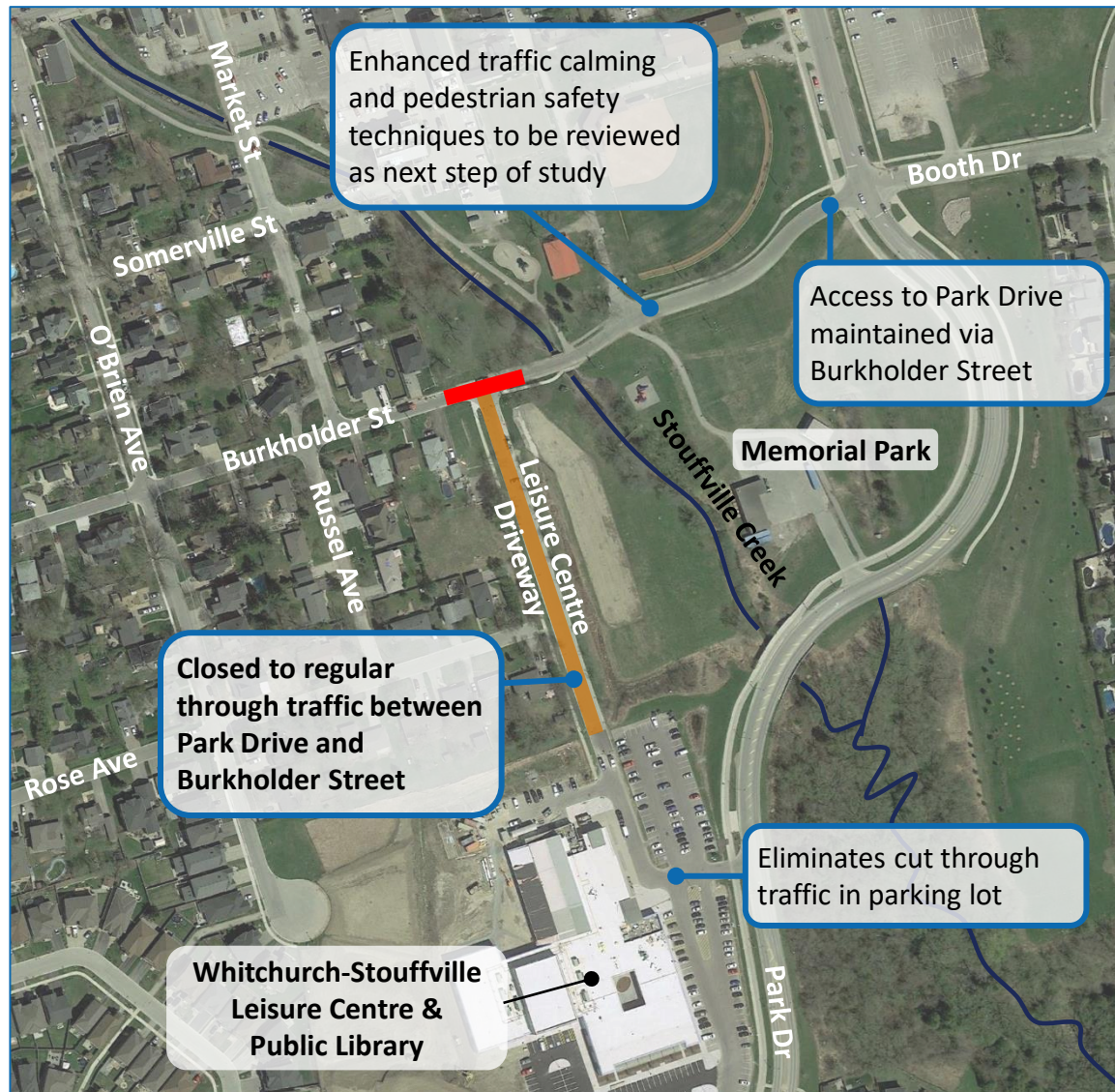
Burkholder Street, East of Leisure Centre Driveway closed to through traffic

Benefits

- Eliminates cut through traffic through Memorial Park
- Maintains access to Park Drive via Leisure Centre Driveway
- Maintains direct vehicle access from Burkholder Neighbourhood to Leisure Centre

Challenges

- Cut through traffic through Leisure Centre parking lot not ideal for parking lot safety



3

Leisure Centre Driveway closed to through traffic

Benefits

- Eliminates cut through traffic through Leisure Centre Driveway
- Maintains access to Park Drive
- Does not impact Stouffville Creek / natural environment

Challenges

- Potential increase in traffic through Memorial Park
- Eliminates direct vehicle access from Burkholder Neighbourhood to Leisure Centre



4

Burkholder Street, East of Driveway, closed to through traffic. New Roadway connection between Park Drive and Burkholder Street

Benefits

- Eliminates cut through traffic through Leisure Centre Driveway and Memorial Park
- Maintains access to Park Drive

Challenges

- Construction within TRCA Regulated area and floodplain – will be extremely difficult to mitigate loss of flood storage
- Potential impacts to Stouffville Creek / natural environment
- Geometry (intersection on curve)



5

Burkholder Street and Leisure Centre Driveway remain open to through traffic and focus on traffic calming measures

Benefits

- Roadways remain open, retaining existing access to surrounding road network
- Enhanced traffic calming (improved on existing) provides added safety benefits

Challenges

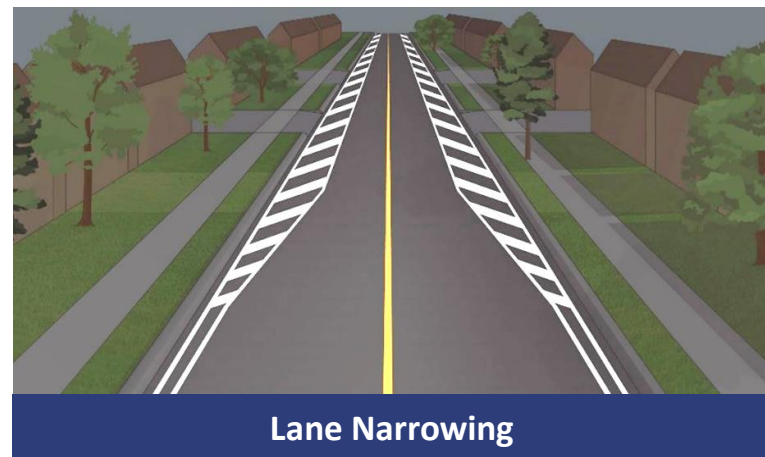
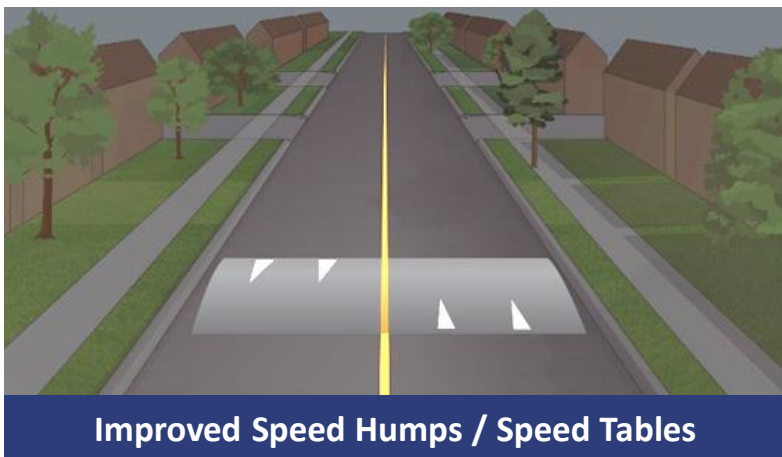
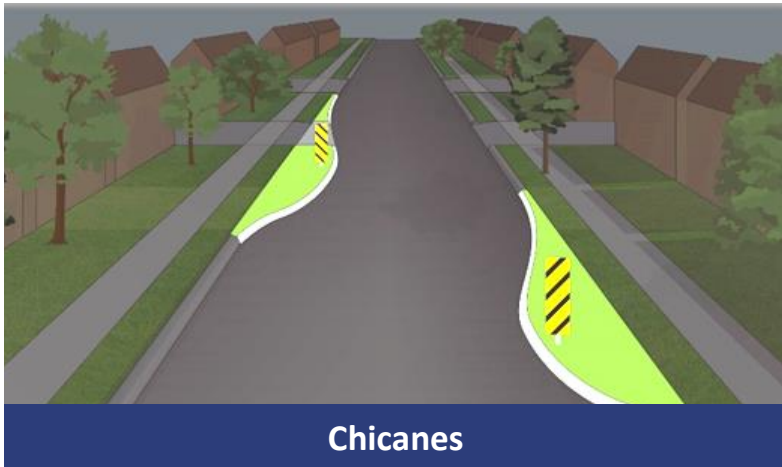
- Interaction between park users and roadway users remains a potential safety concern

In the next stage of the study, we will take a closer look at the criteria below as well as your feedback from this PIC.

Category	Consideration
Transportation	• Improved safety, access and mobility • Reduced speeding and cut-through traffic • Evaluation of travel times • Identification of traffic calming measures
Socio-Economic	• Opportunity to enhance pedestrian accessibility • Consistency with The Town of Whitchurch-Stouffville Official Plan policies • Potential noise impacts
Natural Environment	• Potential impacts to Stouffville Creek floodplain (flood conveyance, storage) • Potential impacts to aquatic and terrestrial habitat • Potential impacts to Species at Risk and their habitat
Cultural Heritage	• Potential impacts to archaeological values • Potential impacts to cultural heritage resources

Solution Refinement

Once the preferred access strategy is identified, it will undergo further design refinements, as applicable. This includes consideration of enhanced traffic calming and pedestrian safety techniques, such as:



For illustrative purposes.
Image source:
Traffic Calming
Policy and
Guidelines, City
of Kingston
(2021)

Next Steps and How to Stay Involved

Following this Public Information Centre, the Project Team will...

- Review and consider feedback from the agencies, Indigenous Nations and the public
- Confirm the list of alternative solutions
- Formally evaluate alternate solutions using the multi factor criteria
- Identify a preferred solution
- Develop design concept based on preferred solution which we will share with the public at PIC #2 in Fall 2022

How to Stay Involved



Provide your Feedback



Contact the Project Team

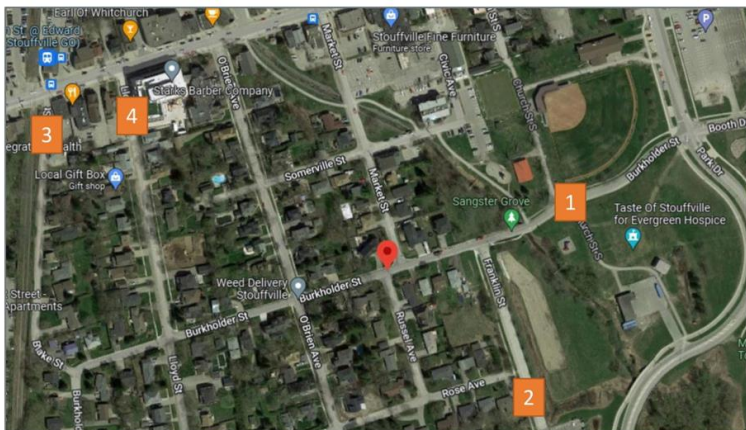
Reach out to us by email at curtis.roach@townofws.ca



Review Study Materials at
<https://www.cometogetherws.ca/burkholder>

Thank You!

Further Traffic Analysis Information



Traffic Infiltration Count Locations

5: Peak Hour Traffic Infiltration Summary

	Location	Outbound			
		Burkholder Street EB	Leisure Centre Driveway SB	Blake Street NB	Lloyd Street NB
Inbound	Burkholder Street WB		5	2	2
	Leisure Centre Driveway NB	12		3	5
	Blake Street SB	6	2		0
	Lloyd Street SB	5	5	0	

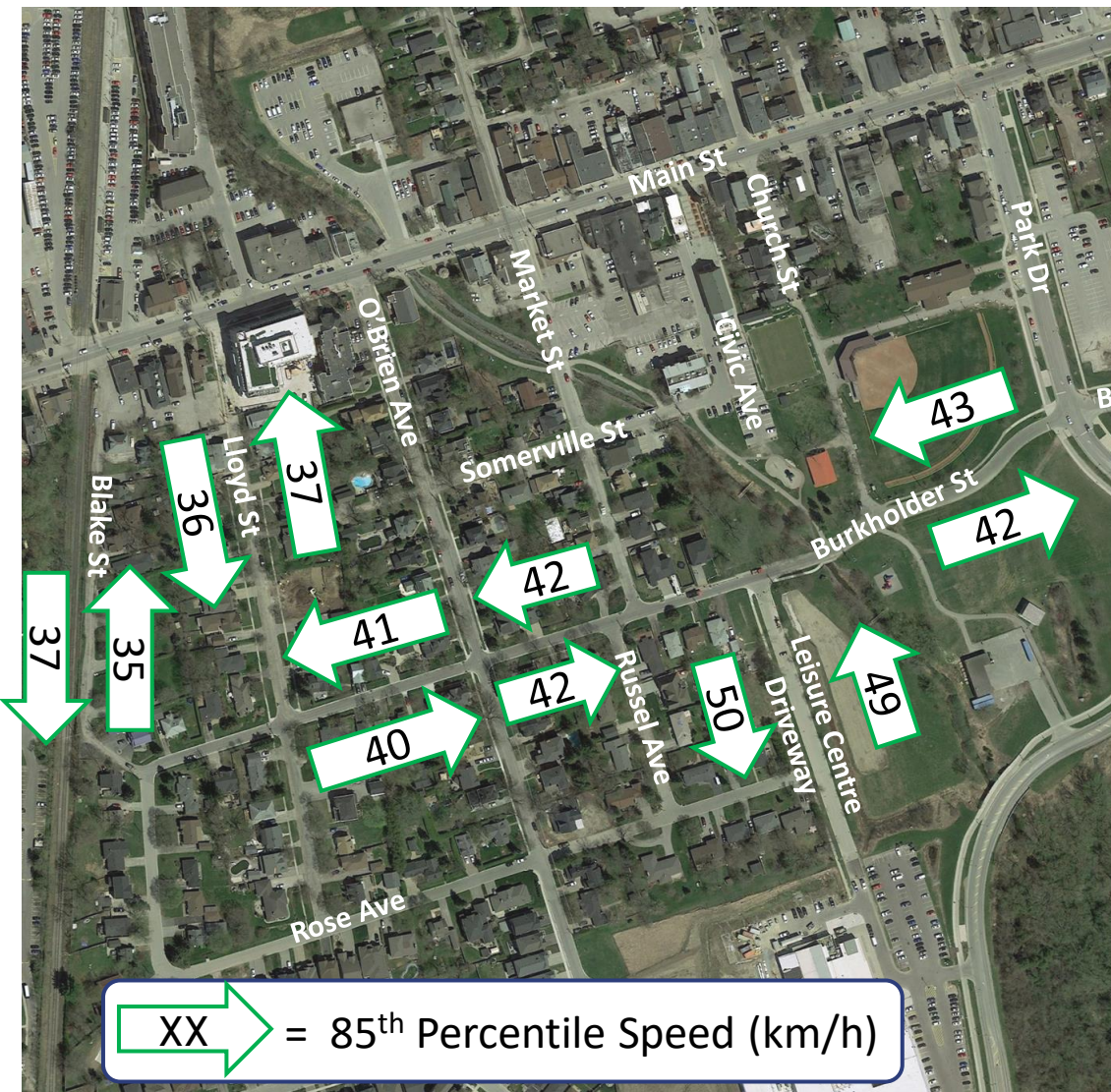
- Only inbound/outbound pairing of note (> 10 vehicles) represents vehicles leaving Leisure Centre Drive and accessing Park Drive via Burkholder Street
- Otherwise all other pairings are considered insignificant (< 10 vehicles) and thus no major traffic infiltration was identified on the local neighbourhood roads, between Main Street and Park Drive.

Speeding Analysis Results

Location	Direction	85th Percentile	Posted Speed Limit	85 th %ile exceeds Posted Speed + 10 Km/h
Burkholder St between Park Drive & Church	EB	42	40	NO
Burkholder St between Park Drive & Church	WB	43	40	NO
Burkholder St between Russel Ave & O'Brien Ave	EB	42	40	NO
Burkholder St between Russel Ave & O'Brien Ave	WB	42	40	NO
Burkholder St between O'Brien Ave & Lloyd St	EB	40	40	NO
Burkholder St between O'Brien Ave & Lloyd St	WB	41	40	NO
Leisure Centre Driveway North of Rose Ave	NB	49	40	NO
Leisure Centre Driveway North of Rose Ave	SB	50	40	NO
Blake St between Burkholder St & Main St	NB	35	40	NO
Blake St between Burkholder St & Main St	SB	37	40	NO
Lloyd St between Burkholder St & Main St	NB	37	40	NO
Lloyd St between Burkholder St & Main St	SB	36	40	NO

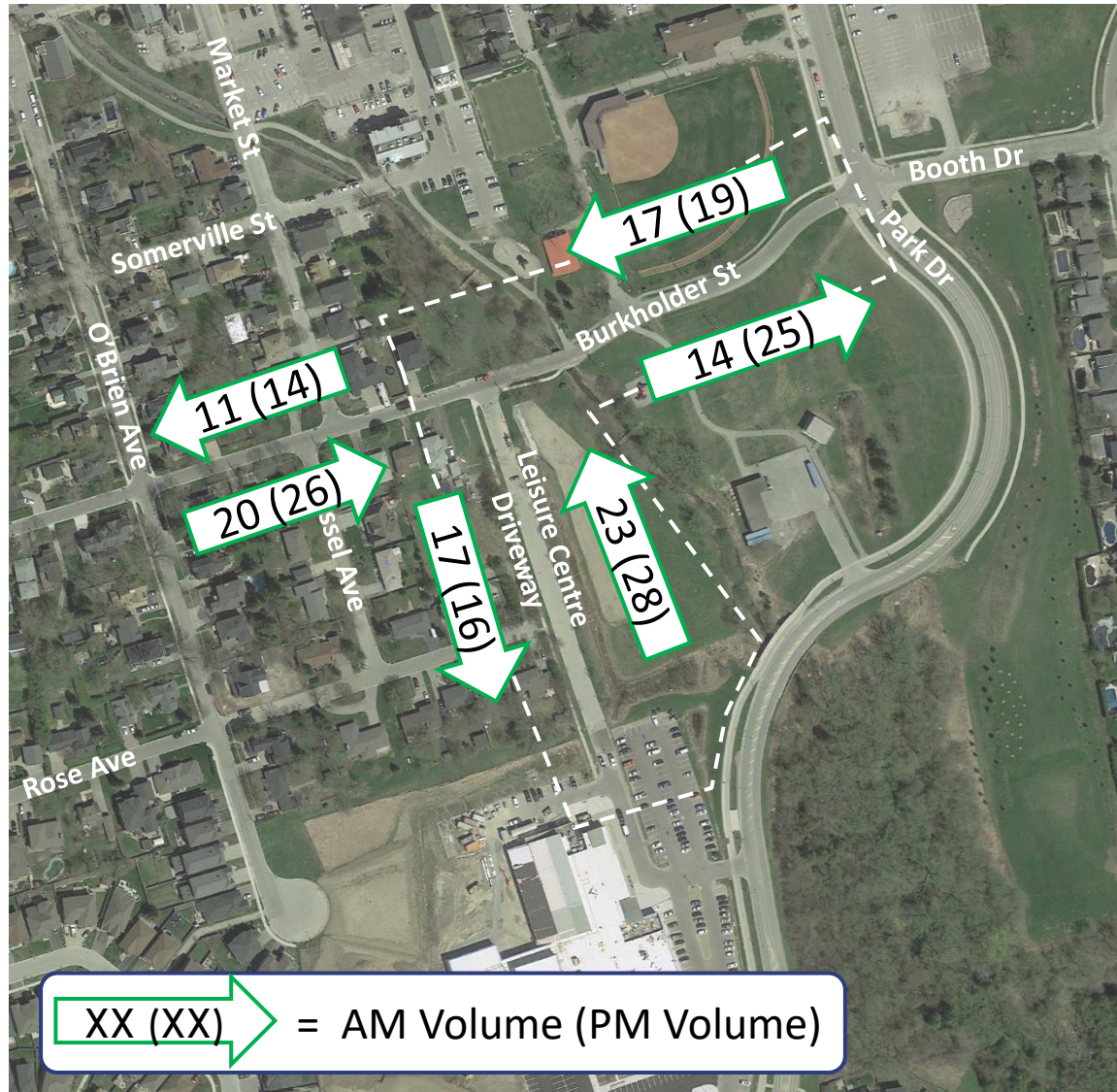
- Burkholder Street and Leisure Centre Driveway highlighted in presentation.
- Other connecting neighbourhood roads were also assessed by the traffic analysis and similarly no speeding issues / warrant for traffic calming measures were identified

Further Traffic Analysis Information Cont'd



Location	Direction	85th Percentile	Posted Speed Limit
Burkholder St between Park Drive & Church	EB	42	40
Burkholder St between Park Drive & Church	WB	43	40
Burkholder St between Russel Ave & O'Brien Ave	EB	42	40
Burkholder St between Russel Ave & O'Brien Ave	WB	42	40
Burkholder St between O'Brien Ave & Llyod St	EB	40	40
Burkholder St between O'Brien Ave & Llyod St	WB	41	40
Leisure Centre Driveway North of Rose Ave	NB	49	40
Leisure Centre Driveway North of Rose Ave	SB	50	40
Blake St between Burkholder St & Main St	NB	35	40
Blake St between Burkholder St & Main St	SB	37	40
Lloyd St between Burkholder St & Main St	NB	37	40
Lloyd St between Burkholder St & Main St	SB	36	40

Further Traffic Analysis Information Cont'd



Traffic Volumes and Data Collection

- Automatic Traffic Recorders (ATRs) were conducted April 5 to April 7, 2022. These produced volume counts and the average volume over the three days for both peak periods are detailed left (AM = 8 - 9AM, PM = 4 – 5 PM).
- Turning Movement Counts (TMCs) and Origin-Destination (traffic infiltration) data were collected between 6:00 am to 6:00 pm on April 5, 2022.