NORTH GLANBROOK INDUSTRIAL BUSINESS PARK
TRANSPORTATION MASTER PLAN

CLASS ENVIRONMENTAL ASSESSMENT

Hamilton

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August 2006

Committee of the Whole
REPORT 06-016

9:30 a.m.
July 12, 2006
Council Chambers
Hamilton City Hall
71 Main Street West, Hamilton

Present:	Mayor L. Dilanni Councillors B. Bratina, P. Bruckler, C. Collins, T. Jackson, B. Kelly, M. McCarthy, D. Mitchell, S. Merulla, B. Morelli, M. Pearson, T. Whitehead, A. Samson
Absent with regrets:	Councillor M. Ferguson – Illness Councillor D. Braden – Out of Town Councillor McHattie – Out of Town
Also Present:	G. Peace, City Manager P. Barkwell, City Solicitor K. Christenson, City Clerk M. Gallagher, Coordinator

COMMITTEE OF THE WHOLE PRESENTS REPORT 06-016 AND RESPECTFULLY RECOMMENDS:

1. **To Incorporate Certain City Land Into Various Streets by By-law (PW06002(e) (Affects Wards 7, 9 and 11) (Item 4.1)**

   (a) That the following City land be incorporated into the following streets:

Candlewood Drive	Parts 4 and 5 Plan 62R-11998	Ward 9
Fulmar Way	Part 3 Plan 62R-17514	Ward 11
Hampton Brook Way	Parts 5, 6, 7, and 8 Plan 62R-17514	Ward 11
Hollybank Way	Part 1	

	Plan 62R-17514	Ward 11
Pebble Valley Avenue	Part 3 Plan 62R-17522	Ward 11
Rosebury Way	Part 2 Plan 62R-17514	Ward 11
Springstead Avenue	Part 2 Plan 62R-17522	Ward 11
Tanglewood Drive	Blocks 106, 107 108, 109, and 112 Plan 62M-1016	Ward 11
Thames Way	Parts 4, 9, 10, and 11 Plan 62R-17514	Ward 11
Theodore Drive	Parts 5, 6, 7, 8, 9, and 10 Plan 62R-13766 Parts 3 and 6 Plan 62R-17313	Ward 7

(b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be prepared to the satisfaction of the Corporate Counsel and be enacted by Council;

(c) That the General Manager, Public Works, be authorized and directed to register the By-Laws.

2. **Red Hill Valley Project Financial Status Report – May 2006 (FCS06004f/ PW06004f) (City Wide) (Item 4.2)**

That Report (FCS06004f/PW06004f) respecting Red Hill Valley Project Financial Status Report – May 2006 be received.

3. **Intersection Control List (PW06001(e)) (Item 4.3)**

That the appropriate By-law be presented to Council to provide traffic control as follows:

	Intersection		Stop Direction		Location / Comments / Petition	Ward
	Street 1	Street 2	Existing	Requested		
(a)	Midanbury Way	Thames Way	N/C	E/B Stop	N. of White Church, W. of Up. James	11
(b)	Midanbury Way	Hollybank Way	N/C	W/B Stop	N. of White Church, W. of Up. James	11
(c)	Rosebury Way	Thames Way	N/C	E/B Stop	N. of White Church, W. of Up. James	11
(d)	Thames Way	Provident Way	N/C	N/B Stop	N. of White Church, W. of Up. James	11
(e)	Wills Cres. (N. leg)	Tanglewodd Dr.	N/C	W/B Stop	N. of Binbrook, E of Hwy 56	11
(f)	Wills Cres. (S. leg)	Tanglewood Dr.	N/C	W/B Stop	N. of Binbrook, E of Hwy 56	11
(g)	Wilbur Dr. (S. leg)	Wills Cres.	N/C	S/B Stop	N. of Binbrook, E of Hwy 56	11
(h)	Wilbur Dr. (N. leg)	Wills Cres.	N/C	N/B Stop	N. of Binbrook, E of Hwy 56	11
(i)	Maggie Johnson Dr.	Tanglewood Dr.	N/C	E/B Stop	N. of Binbrook, E of Hwy 56	11
(j)	Green Brook Dr.	Owen Pl.	N/C	E/B Stop	W. of Centennial, N. of King St. E	5
(k)	Overdale Ave.	Sunnycroft Ct.	N/C	E/B Stop	S. of Hwy 5, E of Hwy 6	15
(l)	Ray St. South	George St.	E/B & W/B	All Way	S. of King St. W, W. of Queen	1

4. McMaster Graduate Students Association – University Transit Pass (PW06085) (Item 4.4)

That Council authorize the Mayor and the City Clerk to execute the University Transit Pass Extension Agreement between McMaster Graduate Students Association, McMaster University, and the City for the period September 1, 2006, to August 31, 2007.

5. Permanent Closure of Walkway between 72 and 73 Glenview Place, Hamilton (PW06090/PED06221) (Ward 8) (Item 4.5)

That the application of 1639142 Ontario Inc. to permanently close the public walkway between 72 and 73 Glenview Place, Hamilton and transfer the lands to the abutting owners, be approved, subject to the following conditions:

(a) That the City Solicitor be authorized and direct to prepare a By-law to permanently close the walkway;

(b) That the appropriate By-law be introduced and enacted by Council;

(c) That the Development & Real Estate Division of the Planning and Economic Development Department, be authorized and directed to sell the closed walkway to the owners of 72 and 73 Glenview Place, in accordance with the Procedural By-law for the Sale of Land, By-law No. 04-299;

(d) That the City Solicitor be authorized and directed to register a certified copy of the By-law permanently closing the walkway in the proper Land Registry Office ;

(e) That the By-law permanently closing the walkway not take effect until a certified copy of the By-law is registered in the proper Land Registry Office.

6. **Monthly Status Report of Tenders and Requests for Proposals for May 17, 2006 to June 20, 2006 (FCS06016(d) (City Wide) (Item 4.6)**

That Report FCS06016(d) respecting Monthly Status Report of Tenders and Requests for Proposals for May 17, 2006 to June 20, 2006, be received.

7. **Tenant Advisory Committee meeting of April 21, 2006 (Item 4.7)**

That the April 21, 2006 minutes of the Tenant Advisory Committee meeting, be received.

8. **Tenant Advisory Committee meeting of May 12, 2006 (Item 4.8)**

That the April 28, 2006 minutes of the Tenant Advisory Committee meeting, be received.

9. **Agriculture Action Plan – Phase One – Margaret Walton, Consultant, Planscape (Item 5.1) (No Copy)**

(a) That the presentation on the Agriculture Action Plan – Phase One be endorsed;

(b) That Council continue to support the project's vision, goals, objectives and criteria for success in their next phase of work.

10. **Sewer Use By-law 04-150 Review – Phase 2 and Phase 3 (PW04050b) (City Wide) (Item 5.2)**

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(a) That the discharge limits for the treatable parameters identified under Phase 2 of the Sewer Use By-law Limit Discharge Review and as described in Report PW04050b remain unchanged in Sewer Use By-law 04-150, as amended ("Sewer Use By-law 04-150");

(b) That the inclusion of organic compounds and the associated discharge limits recommended for all non-treatable parameters under Phase 3 of the Sewer Use By-law Limit Discharge Review, as described in Report PW04050b be incorporated in Sewer Use By-law 04-150;

(c) That Sewer Use By-law 04-150 be amended to implement the new parameter discharge limits contained in subsection (b), in a form satisfactory to the City Solicitor.

11. Cost to Complete the Red Hill Valley Project (PW06087/FCS06075) (City Wide) (Item 5.3)

(a) That the General Manager of Public Works be authorized to award contract C11-122-05 for the Contract Growing, Installation and Maintenance of Plant Materials for the Red Hill Valley Project to the Grand River Employment & Training Inc. (GRETI) in the amount of $5.4 Million ($4.4 Million program with a $1 Million contingency);

(b) That the General Manager of Public Works be authorized to award contract PW-06-243(RHV) for the Red Hill Valley Project Mainline Paving – Mud Street Interchange to QEW Interchange to the lowest bidder in the amount of $30,323,391.13;

(c) That the overall Red Hill Valley Project (RHVP) budget be increased from $429,020,000 to $439,015,000 for expenditures required to complete the project (Appendix A summarizes the costs of remaining works which include $3,000,000 in contingencies and $925,000 in related works undertaken on the behalf of others);

(d) That the budget increase of $9,995,000 be funded from the sources of funding identified in Table 2 of report (PW06087/FCS06075) (no levy impact);

(e) That the Acting Director of the RHVP be authorized to negotiate and award the "Growing of Plant Materials for the RHVP Neighbourhood Tree Planting Program" for the provision of 110,000 trees with GRETI;

(f) That Item K, "Native tree nursery initiative" be deleted from the Outstanding Business List of the Public Works, Infrastructure & Environment Committee.

12. Urban Development Corporation - Hamilton Realty Capital Inc. (PD03106(b)/FCS04076(a)) (Item 5.4)

(a) That the Unanimous Shareholders' Agreement, attached as Appendix 'A' as amended, to Report PD03106(b)/FCS04076(a), be endorsed as the governing document regarding the operation of the Urban Development Corporation, which Corporation will be known as the "Hamilton Realty Capital Inc.", or such other name as the parties to the Agreement may agree, and that the Mayor and Clerk be authorized and directed to execute the Unanimous Shareholders' Agreement;

(b) That concurrently with the execution of the Unanimous Shareholders' Agreement, the Mayor and Clerk be authorized and directed to execute the Management Services Agreement which is appended as Schedule "B" as amended to the Unanimous Shareholders' Agreement attached to Report PD03106(b)/FCS04076(a);

(c) That Council release $2 million from Account # 8200203107 (the "Fund"), originally funded from the Hamilton Future Fund, to the Hamilton Realty Capital Inc. in the form of a loan in accordance with the terms of the Unanimous Shareholders' Agreement; and,

(d) That Council release the balance of funds, in the approximate amount of $180,000 (the "Operating Grant"), from Account # 8200203107, originally funded from the Hamilton Future Fund, to the Hamilton Realty Capital Inc. to fund the operating costs of the Hamilton Realty Capital Inc. at such time as entitled to receive the funding under the Planning Act.

13. Elected Official Remuneration (CM06016) (City Wide) (Item 6.1)

(a) That the expenditure of up to $10,000 from the Tax Stabilization Fund be approved to engage an independent external expert to conduct a review of the base remuneration, including the one-third tax free portion, for elected officials and the method for determining the annual increase in elected officials' remuneration;

(b) That Human Resources receive the results of the review and submit them to the next Council with recommendations as to base remuneration, the one-third tax free portion and the method for determining the annual increase in elected officials' remuneration.

14. 2006 Tax and Rate Operating Variance Report to May 31, 2006 (FCS06059) (Item 6.2)

(a) That the 2006 Tax and Rate Operating Budget Variance Report to May 31, 2006 be received;

(b) That, if required, a department head must submit to Council requests to exceed their 2006 Departmental Budget and provide Council with mitigation options.

15. Tax Appeal Settlement - Jackson Square (FCS06071) (City Wide) (Item 6.3)

That Report FCS06071 respecting Tax Appeal Settlement – Jackson Square, be received.

16. **Participation of Elected Officials in Evaluating Bid Submissions (FCS06072) (City Wide) (Item 6.4)**

(a) That Finance and Corporate Services report FCS06072 respecting Participation of Elected Officials in Evaluating Bid Submissions, be received,

(b) That staff be directed staff to draft a policy for the consideration of the Corporate Administration Committee that would allow participation of Elected Officials in the evaluation of Requests for Proposals in narrowly defined circumstances.

17. **Accounts Receivable Write-Offs, June 2006 (FCS06074) (City Wide) (Item 6.5)**

(a) That the General Manager, Finance & Corporate Services, be authorized to write-off uncollectible accounts receivable in the amount of $52,986.06 as outlined in Appendix "A" to Report FCS06074.

(b) That the schedule of accounts receivable write-offs (under $1,000) as set out in Appendix "B" to FCS06074 be received for information.

18. **Review of Current Purchasing Practices (FCS06073) (City Wide) (Item 6.6)**

That Report FCS06073 respecting Review of Current Purchasing Practices, be received.

19. **2006 Road Capital Funding Reallocation (PW06082) (Wards 11 and 15) (Item 6.7)**

That the General Manager of Public Works be authorized and directed to proceed with the completion of the tender and award of projects approved under the 2006 Road Rehabilitation program utilizing the appropriation adjustments identified on Schedule A.

20. **Accessible Transit Services (ATS) Review (PW05075(a)) (City Wide) (Item 6.8)**

(a) That a Task Force be established to review improvements, look for efficiencies and make recommendations quarterly, to the General Manager of Public Works respecting Accessible Transit Services;

(b) That the Accessible Transit Services governance structure attached as Appendix A to Report PW05075(a), be approved for a period of three months at which time the Accessible Transit Services Steering Committee will reconvene to determine the appropriateness of the new model and/or revise the model based on a report from the Task Force outlining their initial success or further recommendations;

(c) That the above results be incorporated into a competitive RFP process which will be compiled in 2007 with the approved vendor(s) beginning work in 2008;

(d) That the City program be re-branded which, in turn, would allow both DARTS and Vets the opportunity to individually brand their services;

(e) That there are to be no additional costs as a result of any changes made to the program;

(f) That any savings be applied to enhancing the service;

(g) That a Business Analyst (Trapeze software) be hired, subject to acceptance of this review (currently in Budget, awaiting conclusion of review);

(h) That the Director of Transit and the Manager of Transit Fare Administration & ATS be reaffirmed as Public Works staff representatives on the DARTS Board of Directors as non-voting members;

(i) That Transit staff continue to liaise with the Advisory Committee for Persons with Disabilities and the Seniors Advisory Committee to ensure these Advisory 0Committees have access to City staff regarding the City's paratransit program;

(j) That the report prepared by iTrans Consulting, attached hereto as Appendix B to Report PW05075(a), be received for information;

(k) That Outstanding Business Item M, as listed on the Public Works, Infrastructure & Environment Committee Agenda, be removed.

21. Petition – Upgrade Chester and Chesley Streets (Ward 8) (PW06066) (Item 6.9)

That Report PW06066 respecting Petition – Upgrade Chester and Chesley Streets, be received.

22. Request for Traffic Signal at Highway 8 and Winona Road (PW06084) (Ward 11) (Item 6.10)

(a) That a traffic signal be installed at the intersection of Highway 8 and Winona Road as part of the 2007 Traffic Signal Installation Program;

(b) That the estimated installation cost of $100,000 be added to the 2007 Capital Budget for new traffic signals;

(c) That the item relating to the Petition from Winona residents requesting a traffic light at the corner of Highway 8 and Winona Road be removed from the Public Works, Infrastructure & Environment Committee Outstanding Business List.

23. Train Whistle Cessation – Parkside Drive and CPR Crossing (PW06086) (Ward 15) (Item 6.11)

(a) That the City of Hamilton pass a resolution for train whistle cessation at the Canadian Pacific Railway crossing (Mile 65.67, CPR Hamilton Subdivision) and Parkside Drive in the former town of Flamborough;

(b) That the City of Hamilton and the Canadian Pacific Railway cost share the insurance premiums for protection from any third party claims;

(c) That the item relating to Whistle Blowing at Parkside Drive be removed from the Public Works, Infrastructure & Environment Committee Outstanding Business list.

24. Waste Diversion Ontario (WDO) Funding Shortfall – Budget Mitigation (PW06083) (City Wide) (Item 6.12)

(a) That the $700,000 operating budget shortfall resulting from the reduction in the Waste Diversion Ontario (WDO) funding for the City's recycling program be financed from the Recycling Program Reserve, Department ID No. 112270;

(b) That the City of Hamilton appeal the funding allocated by WDO for 2006 at a cost not to exceed $5,000, and that costs associated with the appeal be funded from the Recycling Program Reserve, Department ID No. 112270;

(c) That the Minister of the Environment be respectfully requested to reconsider funding through Stewardship Ontario in lieu of the in-kind advertising provided by the CNA/OCNA to municipalities.

25. North Glanbrook Industrial Business Park Class Environmental Assessment Transportation Master Plan (PW06089) (Ward 11 with City Wide Implications) (Item 6.13)

(a) That the North Glanbrook Industrial Business Park Transportation Class Environment Assessment Master Plan be endorsed;

(b) That the General Manager, Public Works Department, be authorized and directed to file the North Glanbrook Industrial Business Park Transportation Master Plan Schedule "B" projects with the Municipal Clerk for a forty-five (45) day public review period;

(c) That subject to finalization of the forty-five (45) day review period, the General Manager, Public Works Department, be authorized and directed to proceed with the design and implementation of the North Glanbrook Industrial Business Park Class Environmental Assessment Master Plan Schedule "B" projects.

26. 2006/07 Winter Control Program Planning Report (PW06091) (City Wide) (Item 6.14)

That the planned improvements to the Winter Control Program be endorsed to increase program effectiveness, efficiency and customer satisfaction.

27. Conventional Transit Fleet Purchase (PW06092) (City Wide) (Item 6.15)

(a) That, for 2006, staff be authorized to:

(i) Purchase five (5) replacement 40-foot Hybrid (Diesel/Electric) Conventional Transit Low Floor buses from the low bidder, New Flyer Industries, at an upset net unit cost of $553,285 and a total upset net cost to the City of $2,766,425;

(ii) Purchase seven (7) replacement 60-foot Articulated Hybrid (Diesel/Electric) Conventional Transit Low Floor buses from the low bidder, New Flyer Industries, at an upset net unit cost of $822,634 and a total upset net cost to the City of $5,758,438;

(iii) Purchase five (5) replacement 40-foot Diesel Conventional Transit Low Floor buses from the low bidder, New Flyer Industries, at an upset net unit cost of $385,840 and a total upset net cost to the City of $1,929,200;

(iv) Expenditures in the amount of $10,454,063 be directed to the 2006 Capital Project 5300683101 to be funded as follows:

(aa) $1,960,000 Ontario Transit Vehicle program subsidy approved 2006 Capital;

(bb) $3,938,000 Transit Fleet Replacement Reserve approved 2006 Capital;

(cc) $742,500 Development Charges (Articulated bus expansion of Route #10);

(dd) $3,813,563 "One-time" dedicated Federal Gas tax for Transit Capital;

(v) Undertake a Marketing initiative, at the direction of the Transit Master Plan Steering Committee to re-brand the current Beeline Express, Route #10;

(vi) Draw $150,000 from the Provincial Gas Tax reserve on an ongoing basis to offset the additional operating costs of a 60-foot articulated bus when replacing a single 40-foot bus;

(b) That Council pre-approve the 2007 Capital Budget for the purchase of:

(i) Seventeen (17) replacement 40-foot Diesel Conventional Transit Low Floor buses from the low bidder, New Flyer Industries, at an upset net unit cost of $385,840 and a total upset net cost to the City of $6,559,280;

(ii) Two (2) 35-foot Trolley Replica buses, to replace 2 Conventional Transit buses, on the basis of a "sole-source" negotiation at an upset net unit cost of $550,000 and a total net cost to the City of $1,100,000;

(iii) Draw $50,000 from the Provincial Gas Tax reserve for 2007 only to provide for the re-introduction of the Gore-to-Shore shuttle beginning in 2007;

(iv) Investigate the potential for co-funding the Operating costs of re-instating the Gore-to-Shore shuttle with Tourism Hamilton;

(v) Expenditures in the amount of $7,659,280 be directed to the 2007 Capital Project 5300783101 to be funded as follows:

(aa) $3,938,000 Transit Fleet Replacement Reserve per 2007 Budget;

(bb) $1,500,000 Transit Provincial Gas Tax Reserve (12-year bus life);

(cc) $2,221,280 Federal Gas Tax;

(c) That staff be authorized and directed to enter into negotiations with Clean Energy for a contract to provide maintenance and CNG fuel supply for the Mountain Transit Centre CNG fuelling station and report back to Council;

(d) That an activity-based costing model be established to monitor and measure the operating costs for hybrid transit fleet and articulated bus fleet and that a report be brought back to Council, at least annually, in advance of the annual budget process as a prerequisite to any further hybrid or articulated bus purchases.

(e) That this be conditional upon the engines being 2007 technology, that 2 - 40 foot CNG buses be substituted for 2 – 40 foot diesel buses and the funding requirements be adjusted accordingly.

28. Hamilton Museum of Steam and Technology – Additional Storage Facility Requirements (CS06010) (Ward 4) (Item 6.16)

(a) That the construction of a storage facility at the Hamilton Museum of Steam & Technology (HMST) be approved at a cost not to exceed $125,000;

(b) That the costs be financed from the following capital, reserve, and operating accounts:

7100558559		HMST Landscape & Signage Project		$72,000
7100341101		Conservation Centre		$40,000
104080		HMST Reserve		$13,000
		Total		$125,000

29. Grants Sub-Committee Report 06-006 (Item 6.17)

(a) Fee Waiver Request – Hamilton and District Chrysanthemum and Dahlia Society (City Wide) (GRA06005(m))

That the fee waiver in the amount of $1,202 for the Hamilton and District Chrysanthemum and Dahlia Society for the period of September 8, 9 and 10, 2006, to utilize the Main Gymnasium at the Dundas Lions Memorial Community Centre, in order to host their annual show and juried competition, be approved.

(b) Fee Waiver Request – Hamilton Professional Fire Fighters Association (Ward 7) (GRA06005(n))

That the fee waiver in the amount of $290 in rental fees, including insurance fees for a charity baseball tournament at Turner Park on June 25, 2006 for 10 hours, for the Hamilton Professional Fire Fighters Association, be approved.

(c) Fee Waiver Request for Children's International Games Golf Tournament (Ward 5) (GRA06005(o))

That the golf fees for the Children's International Games fund raising tournament at King's Forest Golf Course on June 28th, 2006, be waived.

(d) **Fee Waiver Request for Hamilton Regional Indian Centre (Ward 3) (GRA06005(p))**

That the fee waiver in the amount of $420.50 be approved for the Hamilton Regional Indian Centre for the period of June 23 and 24, 2006, to utilize Gage Park and the Gage Park Bandshell for the celebration of National Aboriginal Day.

30. Firefighter Survival Training Program HES06007 (City Wide) (Item 6.18)

(a) That Council grant Hamilton Emergency Services-Fire (HES-Fire) pre 2007 budget approval to fund the purchase of the required equipment to facilitate the implementation of the mandatory Firefighter Survival Training Program as a Health and Safety requirement,

(b) That HES-Fire enacts Policy 11 through the Purchasing Department for the purchase of the Survival Training Trailer in order to facilitate the implementation of the training by the fourth quarter of 2006;

(c) That the shortfall required to complete the Survival Training Program in the amount of $569,238 be funded from the unallocated Capital Reserve Account #108020.

31. 2006 Community Partnership Program for Special Events – New Applications (City Wide) (GRA06008) (Item 6.19)

(a) That the 2006 Community Partnership Program fund the Albion Community Association Inc. in the amount of $7,239.00 as outlined in Appendix "A" to Report GRA06008;

(b) That 2006 Community Partnership Program fund the Ward 8 Citizens Advisory Group in the amount of $3,000.00 as outlined in Appendix "B" to Report GRA06008;

(c) That the $10,239.00 be funded from the unallocated balance in the Special Events stream.

32. Position Paper entitled Improving the Efficiency of the Blue Box Program – an AMO-AMRC Proposal (Item 7.2)

That the City of Hamilton supports in principle the position paper entitled *"Improving the Efficiency of the Blue Box Program – an AMO-AMRC Proposal"*, (AMO being the Association of Municipalities of Ontario AMRC being the Association of Municipal Recycling Coordinators), including the following recommendations:

(a) The Liquor Control Board of Ontario (LCBO) be directed by the Province of Ontario to implement a Deposit-Refund System for alcohol beverage containers sold by the LCBO;

(b) The LCBO be required by the Province of Ontario to source separate, either at their retail outlets or their central warehouses, the alcohol beverage containers into their individual material types, i.e. flint glass, coloured glass, PET bottles, aluminium cans, and aseptic containers, so that the materials can be recycled by the LCBO for the highest and best use and maximizing the revenue earned from the sale of the collecting materials in order to reduce the cost of the Depot-Return system;

(c) The environmental levy already collected by the Province of Ontario from the wine and spirit manufacturers in Ontario be redirected to assist in the implementation of the Deposit-Refund system and to fund any annual short-fall in the operating costs of the deposit-refund system;

(d) The Province of Ontario amend Ontario Reg. 101/94 under the Environmental Protection Act to remove glass beverage bottles from Schedule 1, Part I of Reg. 101/94 so that municipalities are not mandated to collect coloured glass beverage bottles as part of the mandatory blue box management systems under Section 7 of the Regulation;

(e) The Province of Ontario require that all plastic, glass, steel or aluminium food and beverage containers greater than 4 litres in size sold into the Ontario market be permitted only through a deposit-refund system with the manufacturer or first importer responsible for 100% of the cost of managing the recycling of these containers;

(f) The Province of Ontario require the manufacturer or first importer of any new packaging container proposed to be introduced into the Ontario market to commission a life cycle analysis for the new container to determine the environmental and economic impacts of that container on Ontario's municipal Blue Box Recycling Program and establish remedial measures if the container has detrimental environmental or economic impacts, prior to the introduction of said packaging container;

(g) Copies of this resolution be forwarded to the Association of Municipalities of Ontario (AMO) and the Association of Municipal Recycling Coordinators (AMRC).

33. **Niagara GTA Corridor Economic Impact Analysis Study (Item 7.3)**

WHEREAS Hamilton City Council, on May 11, 2005, passed the following resolution as subsection (a) of Item 5 of PWIE Report 05008 respecting Niagara - GTA Corridor EA Terms of Reference:

"That the Ministry of Transportation be advised that the City of Hamilton strongly supports the need for sustainable transportation solutions in the Niagara to GTA area to address congestion, economic growth, and the long term land use framework for the City of Hamilton;"

AND WHEREAS the Region of Niagara has requested the City of Hamilton to participate in a joint Economic Impact Analysis Study of the Niagara-GTA Corridor;

AND WHEREAS the Economic Impact Analysis Study would be an important component of the Environmental Assessment for the Niagara GTA Corridor;

THEREFORE BE IT RESOLVED that the City of Hamilton jointly undertake the Niagara GTA Corridor Economic Impact Analysis Study with the Region of Niagara;

AND BE IT FURTHER RESOLVED that the City of Hamilton's contribution to this study of $100,000 be funded from the City's Unallocated Capital Reserve No. 108020.

34. Council Sitting as Voting Members on the DARTS Board of Directors (LS06010) (no copy)

(a) That Report LS06010 respecting Council sitting as voting members on the DARTS Board of Directors, be received.

(b) That Report LS06010 not be released as a public document.

35. Signage on the Northbound and southbound side of Fruitland Road

That staff be directed to install the following signage on the Northbound and Southbound sides of Fruitland Road between Barton Street and Highway #8:

"Please Refrain from Use of Jake Brakes"

FOR THE INFORMATION OF COUNCIL:

Announcement

Councillor Merulla addressed the current flooding problems in Ward 4.
He thanked Council and the Public Works staff for their support of the established Task Force. The councillor noted that problems have been identified, plans are in place, work scheduled, however 60 – 80 million dollars in upgrades are required. 2.1 million dollars has been allocated through the budget for the Ottawa and Edgemount area. However the Province and the Federal Government need to recognize and provide additional funding.

The Councillor raised concerns with the City's Risk Management and announced that he will be launching a class action lawsuit against the City on behalf the residents affected by the storms.

(a) **CHANGES TO THE AGENDA (Item 1)**

The Clerk noted the changes to the agenda.

(b) **DECLARATIONS OF INTEREST (Item 2)**

None were declared.

(c) **MINUTES (Item 3)**

(i) The Minutes of the special meeting held on June 12, 2006 be adopted as presented.

(ii) That the Minutes of the special meeting held on June 14, 2006 be adopted as presented.

(d) **PRESENTATIONS**

(i) Agriculture Action Plan – Phase One

Sue Coverdale introduced those members in the audience from the Agriculture Community.

Margaret Walton provided a power point presentation highlighting the Agricultural Plan

(ii) Sewer Use By-law 04-150 Review – Phase 2 and Phase 3 (PW04050b) (City Wide) (Item 5.2)

Jim Harnum provided a power point presentation highlighting the following elements of Phases 2 and 3:

Study Outline
Objectives
Environmental Background Review
Parameter Review
Treatable parameters, new parameters for organic compounds, Phase 2 and Phase 3

Staff were directed to make a future presentation to the Pesticide Committee with respect to the issues raised in the by-law.

Clerk for a 45 day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the North Glanbrook Industrial Business Park Class Environment Assessment Transportation Master Plan Class EA Schedule B projects, the Municipal Class EA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the Schedule B improvements required to address servicing issues in the study area or proceed with Schedule C projects. The outcome would be equivalent to the do nothing alternative, which would result in the inability to effectively address both the short-term and the long-term transportation infrastructure needs for the study area. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

The implementation of the Preferred Network will be staged in a way to establish service areas to promote development. In that regard, cost to upfront basic servicing to the area will be funded from development charges and the recently announced $20 million in Provincial money specifically for funding the industrial park infrastructure for both the growth related portion and the local portion of each project. Refer to Figure 3 for a draft funding scenario based on the preliminary servicing parameters known today. They may change as circumstances warrant such. The local servicing portion of each project will be recovered as development proceeds from abutting properties taking benefit of the services.

Schedule C Projects

The identified Schedule C projects as noted need to proceed with Phase 3 and 4 requirements of the Class EA prior to final approval and implementation. As such, both the Dartnall Road Extension and Trinity Church Road Corridor studies are proceeding immediately following approval of this Master Plan. Both studies will be funded from Capital Account No. 4030555504. The completion of the Twenty Road realignment and extension project is not as critical; therefore, Schedule C requirements are likely to be completed when development proceeds as part of a development application governed by the Planning Act.

Staffing - N/A

Legal

Municipal Undertakings such as road improvements are subject to the EA Act. This project follows requirements of the Environmental Assessment (EA) Act and the Class EA process of the Municipal Engineers Association Municipal Class Environmental Assessment document (June 2000). The Project File Report for this Class EA has been completed. The City is required to file the report on the public record for a minimum 30-day review period. Staff is recommending a 45-day review period for this study because it's being filed through the summer months when many people are taking holidays. Subject to comments received during the review period, the City will proceed with the implementation phase for the preferred alternative solution.

POLICIES AFFECTING PROPOSAL:

The recommendations in this report will not alter or contravene any established City or Provincial policy. The following is a summary of applicable planning policy.

Regional Official Plan:

The Official Plan states:

- The movement of people and goods is vital to the prosperity of the Region
- An integrated transportation system (combining transit, vehicles, bicycles, air and water transport and pedestrian movements is required.

Former Township of Glanbrook Official Plan:

The Official Plan intends:

- To facilitate the satisfactory movement of both people and goods; and
- To ensure the orderly movement of through traffic.

RELEVANT CONSULTATION:

Project Team: The Project Team, made up of the Ward Councillor and key staff from the Public Works and Planning and Economic Development departments was set up as a complement to the Study Team. The Project Team met on two occasions to provide input on the study findings and to provide strategic direction.

Agencies: Study Commencement and Public Notices were circulated to various government agencies and utilities such as Ministry and Environment, Hamilton Conservation Area and Bell Canada. All comments received have been addressed and are documented in the Project File Report.

Public: Through the course of the study two public information centres were held at key points (June 2005 and May 2006) to allow for input from stakeholders and the public. The general public was notified of the study by way of advertisements in the Hamilton Spectator and the Glanbrook Gazette.

All property owners in the NGIBP and on roads leading in and out of the area were also notified by direct mailing. All comments received have been addressed and reflected in the study recommendations.

CITY STRATEGIC COMMITMENT:

By evaluating the **"Triple Bottom Line"**, (community, environment, and 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
Investment in Hamilton is enhanced and supported.

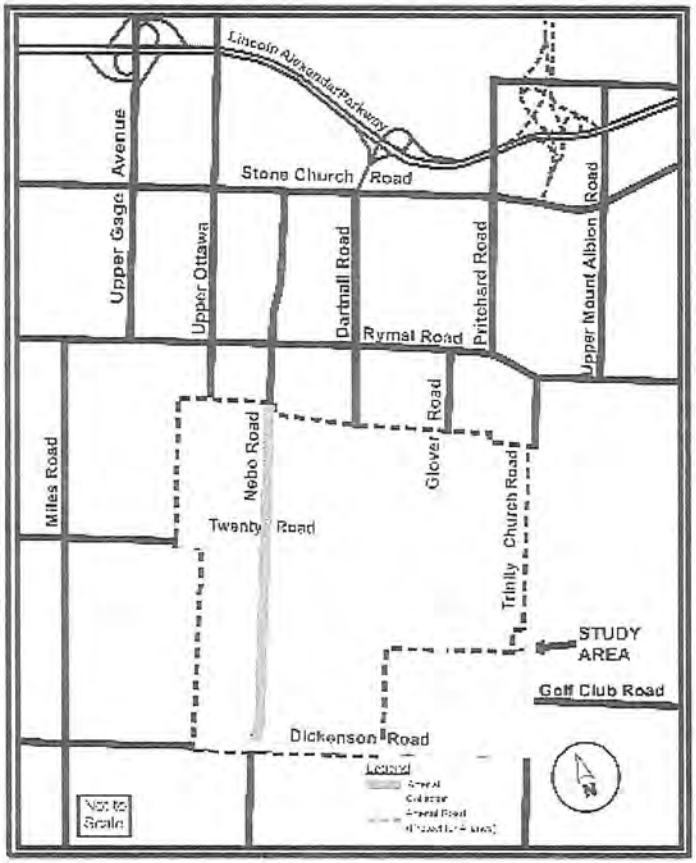
Does the option you are recommending create value across all three bottom lines?
☑ **Yes** ☐ **No**
The Preferred Network creates value across all three bottom lines. Consideration of natural, social, and economic impacts is an integral part of the EA process.

Do the options you are recommending make Hamilton a City of choice for high performance public servants? ☐ **Yes** ☑ **No**
This study does not directly assist in making Hamilton a city of choice for high performance public servants.

Figure 1

NETWORK ALTERNATIVES

Network Alternative One:
DO NOTHING



Network Alternative Two:
SIMPLE GRID

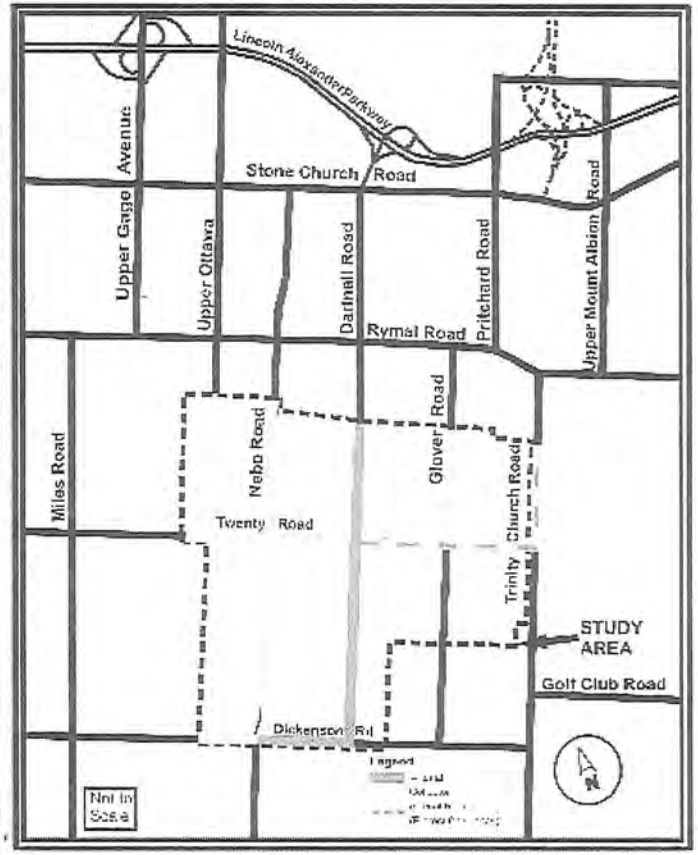
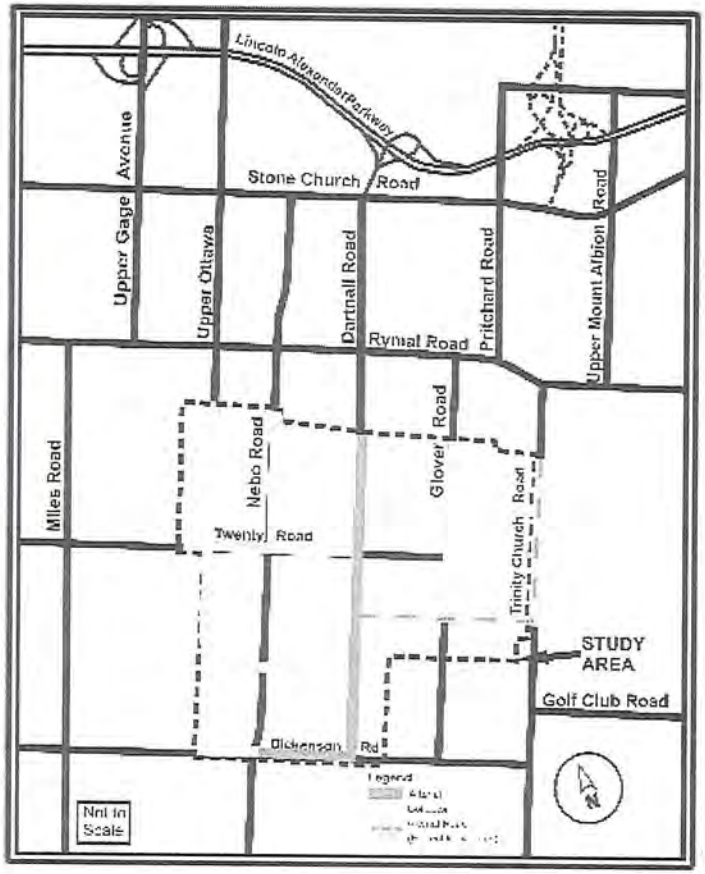


Figure 1 Cont'd

NETWORK ALTERNATIVES

Network Alternative Three:
MODIFIED GRID



Network Alternative Four:
SECONDARY PLAN

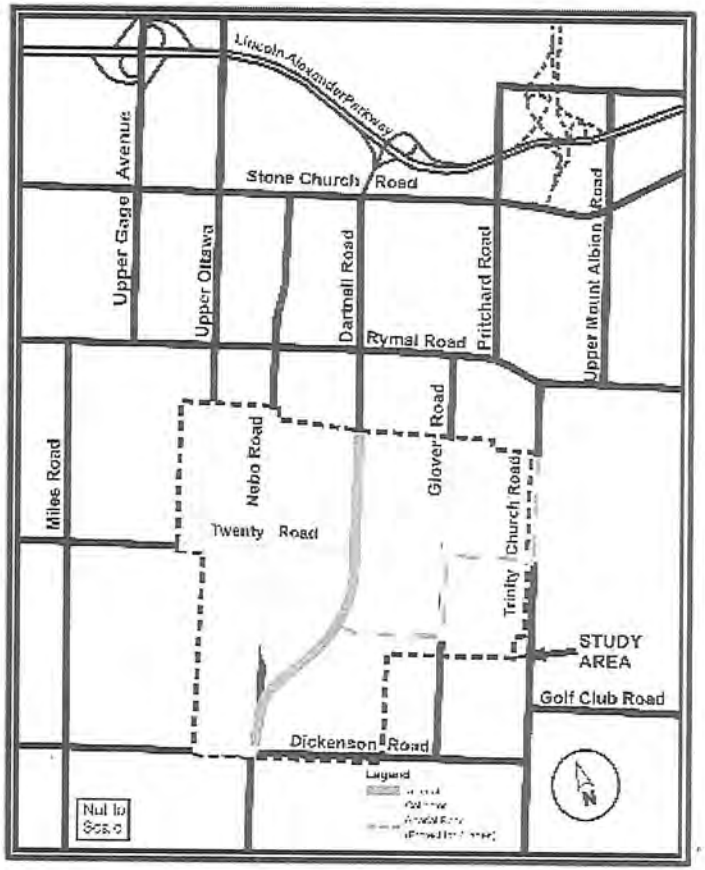
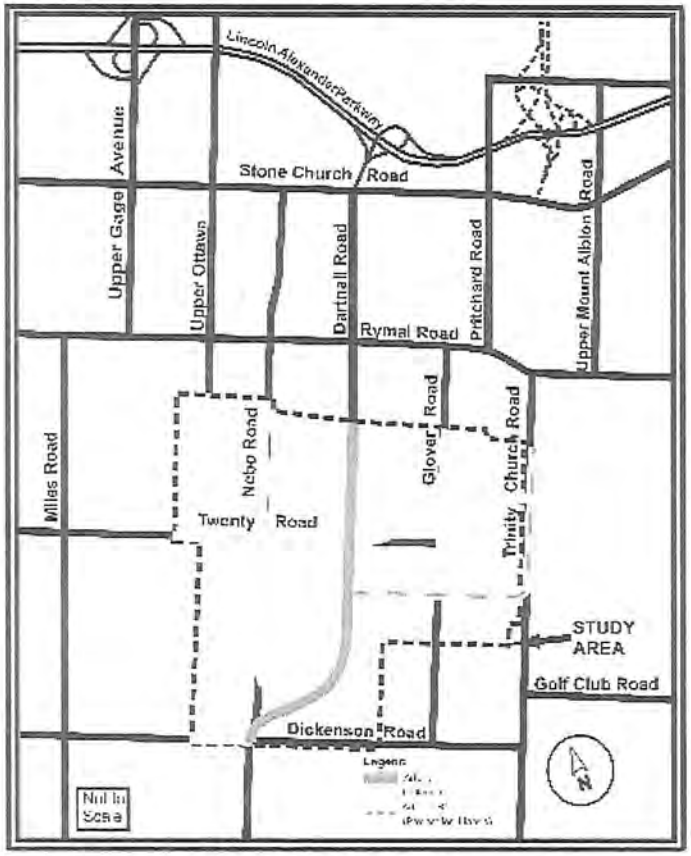


Figure 1 Cont'd

NETWORK ALTERNATIVES

Network Alternative Five:
MODIFIED SECONDARY PLAN



Note: This alternative does not require an Upper Ottawa Street extension as part of the municipal arterial network based on travel demand. This extension may be required as a local road to provide access to specific developments.

Figure 2 – Evaluation Summary

EVALUATION CRITERIA	Alternative 1 Do Nothing	Alternative 2 Simple Grid	Alternative 3 Modified Grid	Alternative 4 Secondary Plan	Alternative 5 Modified Sec. Plan	Comments
Natural						Given the longstanding agricultural land uses and more recent industrial uses there is a general absence of any features of significance. All alternatives would result in similar relatively minor environmental impacts. Alternatives 3 and 5 would result in slightly higher impacts due to potential impacts on groundwater recharge areas.
Social						Alternative 1 results in the highest impact on residential areas due to the high potential for traffic infiltration on residential areas.
Economic						Alternative 5 is preferred as it provides the best access for future development and provides good lot sizing. Alternative 1 is the least desirable as it does not provide sufficient access to lands approved for development. Alternative 4 does not provide for good east-west connectivity and results in more property severances and smaller lot sizing.
Cultural	No Impact					Alternative 1 is slightly preferred as it avoids any impacts to lands with archaeological potential.
Transportation						When considering all aspects of construction staging, accessibility for vehicles, transit, connectivity between the existing and proposed networks and the flexibility to accommodate longer-term travel demands, Alternative 5 best meets these objectives.

Summary of Preferred Network Alternative:

All alternatives result in similar minor natural and social environment impacts and similar transit opportunities.

Alternative 1 does not provide for acceptable traffic operations and therefore was eliminated from further considerations.

Alternatives 2 and 3 provide sufficient capacity however they do not provide for good east-west and north-south continuity.

Alternatives 4 and 5 provide sufficient capacity, good east-west and north-south continuity and good staging opportunities. Alternative 5 provides for better connections to Trinity Church Road with a new east-west road south of Twenty Road; flexibility for longer term access to the airport, and lot sizing than Alternative 4. **Therefore Alternative 5 is preferred.**

Legend

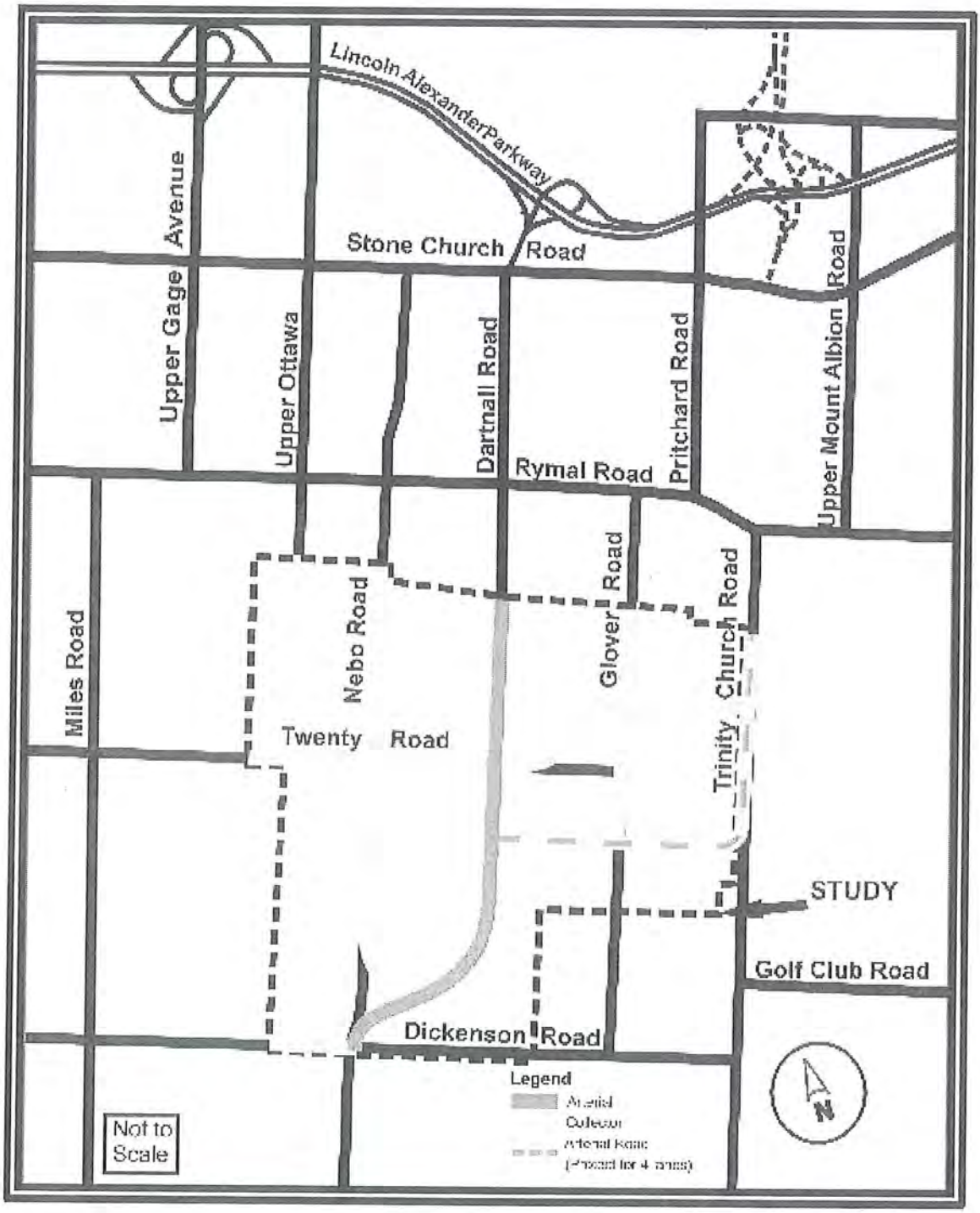
Least Preferred

Most Preferred

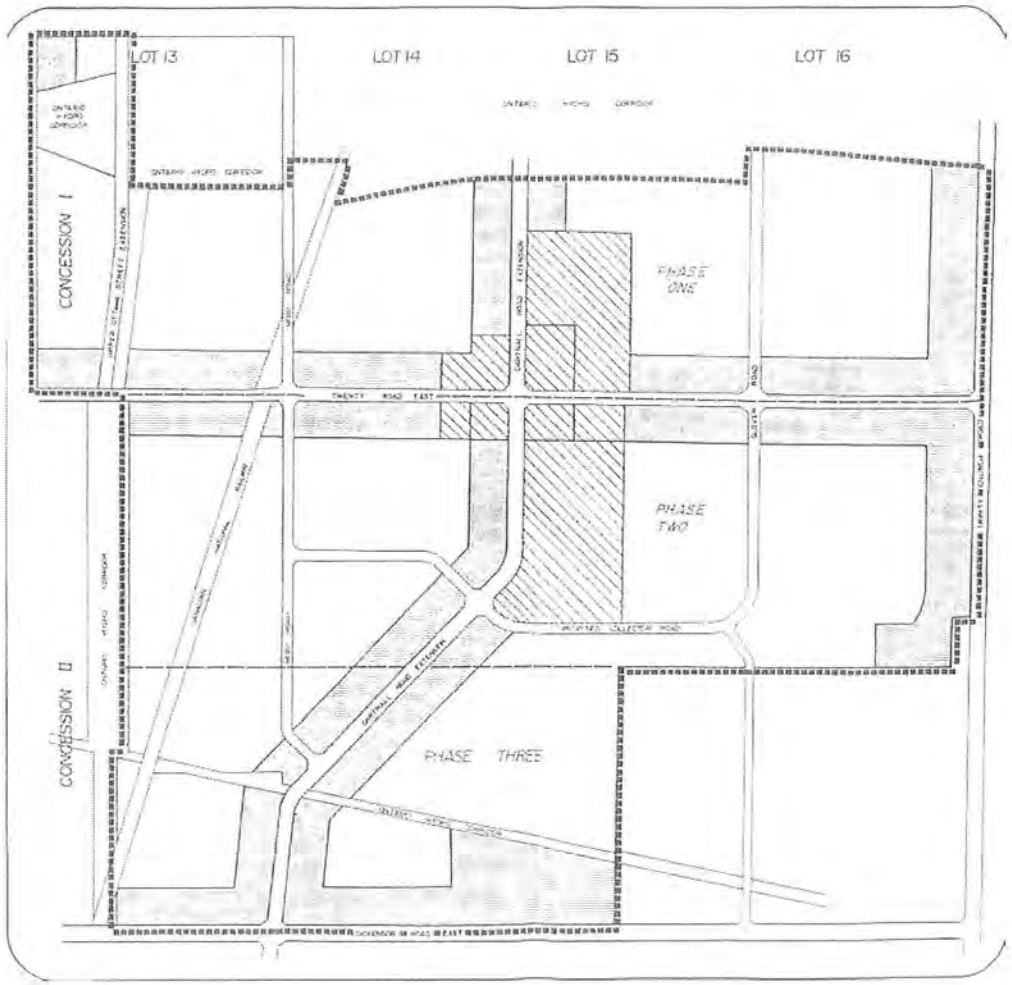
Figure 3 – North Glanbrook Industrial Business Park Draft Funding Scenario

Funding Sources	2005 $(000's)	2006 $(000's)	2007 $(000's)	2008 $(000's)	2009 $(000's)	2010 $(000's)	2011 $(000's)	2012 $(000's)	Totals $(000's)
Roads DC (res)		50	1,000	1,500	190	1,000	1,300	580	5,620
Water DC (res)	1,100	50	325	230	150	225	110		2,190
Sewer DC (res)	-	100	200	1,350	90	200			1,940
Storm DC (res)	-	50	-	200					250
Total DCs	1,100	250	1,525	3,280	430	1,425	1,410	580	10,000
Provincial Funding	-	-	2,850	8,940	800	2,740	3,100	1,570	20,000
Municipal Act Local Share (to be determined)									
City Levy Share	-	-	-	-	-	-	-	-	-
Total	1,100	250	4,375	12,220	1,230	4,165	4,510	2,150	30,000

Appendix A – Preferred Transportation Network



Appendix B – North Glanbrook Industrial Business Park Secondary Plan



LEGEND

Land Use Pattern

Prestige Business/ Industrial

General Industrial

General Commercial

Industrial-Business Park Boundary

Phasing Boundary

Executive Summary

In an effort to spur industrial development and make available "shovel ready lands", the City of Hamilton has undertaken the North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan to identify a road network that will support the development of the lands in accordance with the current approved land uses identified in the Secondary Plan for the area. The study was necessary in order to plan for the expected increase in traffic on roadways within and adjacent to the NGIBP when development occurs. It is anticipated that the opening of the Red Hill Valley Parkway (RHVP) in late 2007 will be an impetus for the development of these lands. The preferred transportation network is depicted in Figure E-1.

This Master Plan study was undertaken following the environmental planning process for Master Plans under the *Municipal Class Environmental Assessment* (Municipal Engineers Association, 2000). This Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required to implement any Schedule C Projects that are identified. Requests for a Part II Order ('bump-up' to an individual EA) are limited to specific projects identified in the Master Plan, not the Master Plan itself.

Documentation in this Master Plan includes the need and justification for all recommended road improvements identified in the network and functional design details for Schedule B projects.

Recommended Schedule B projects include:

- **Nebo Road** (Rymal Road to future Dartnall Road Extension)
  - roadway reconstruction (2 lanes) with intersection improvements;
- **Twenty Road** (600m west of Nebo Road to future Dartnall Road Extension)
  - roadway reconstruction (2 lanes) with intersection improvements; and
- **Glover Road** (Rymal Road to approximately 1950m south)
  - roadway reconstruction (2 lanes) with intersection improvements.

This EA only completes Phases 1 and 2 of the Class EA process. The remaining phases (i.e. phases 3 and 4) required for Schedule C projects will be completed subsequent to this Master Plan either by the City of Hamilton or the private sector as part of a development application governed by the *Planning Act.*

Further study is required for the following recommended Schedule C projects:

- **Dartnall Road Extension** (Rymal Road to Dickenson Road)
  - widen to 4 lanes from Rymal to existing terminus at hydro corridor
  - new 4 lane arterial road from hydro corridor to Dickenson Road
- **Twenty Road** (from future Dartnall Road Extension to Trinity Church Road)
  - two-lane collector road on a new alignment; and
- **Trinity Church Road** – (Rymal Road to future Dartnall Road Extension)
  - two-lane arterial road (protect for four lanes).

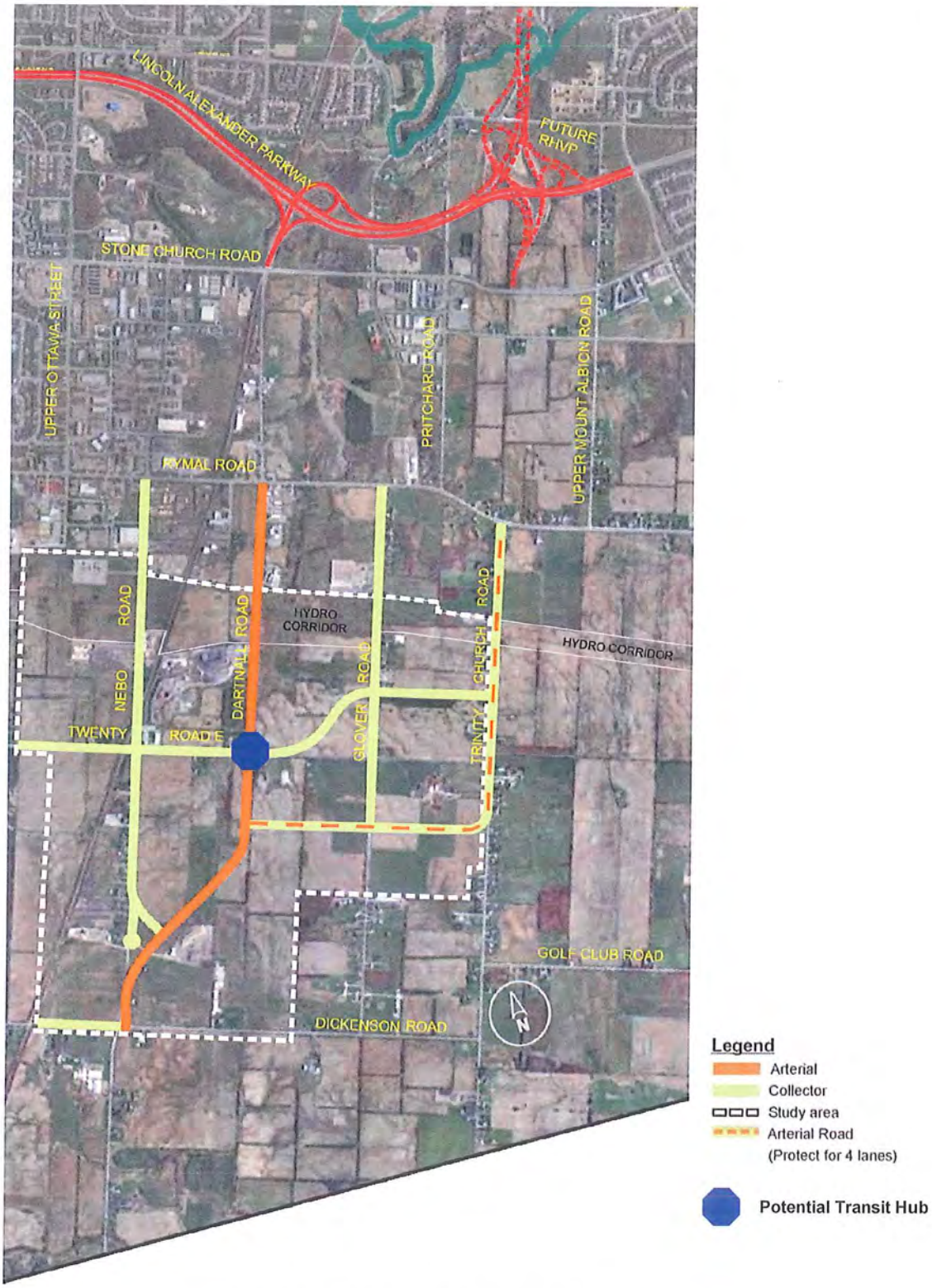


Figure E-1: Preferred Transportation Network

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1.0 Introduction

1.1 Study Overview

In an effort to spur industrial development and make available "shovel ready lands", the City of Hamilton has undertaken the North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan to identify a road network that will support the development of the lands in accordance with the current approved land uses identified in the Secondary Plan for the area. The study was necessary in order to plan for the expected increase in traffic on roadways within and adjacent to the NGIBP when development occurs. It is anticipated that the opening of the Red Hill Valley Parkway (RHVP) in late 2007 will be an impetus for the development of these lands.

This Master Plan study was undertaken following the environmental planning process for Master Plans under the *Municipal Class Environmental Assessment* (Municipal Engineers Association, 2000). This Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Project schedules are discussed in Sections 1.2.1 and 1.3.

The objectives of this study were to:

- Identify an improved transportation network, including transit opportunities, within the NGIBP area to support the planned future development;
- Reduce the potential for traffic infiltration on residential areas that are not planned to be redeveloped;
- Provide improved direct connections to the adjacent freeways and arterial road network; and
- Allow for flexibility in the proposed network to accommodate long-term growth planned for the Airport as accessibility will be required to/from the east.

An analysis and evaluation of alternatives resulted in the selection of a Preferred Transportation Network (Figure 4.2.4-1). The Preferred Transportation Network is a modified version of the network depicted in the approved Secondary Plan (Figure 2.0-1).

1.2 Overview of the Planning Process

1.2.1 Overview of the Municipal Class EA Process

Under the provisions of the *Ontario Environmental Assessment (EA) Act* certain types of provincial and municipal undertakings can meet the requirements of the EA Act through the use of an approved environmental planning process referred to as a Class EA.

The Class EA process provides a self-assessing procedure by which a group or "class" of undertakings can be planned and implemented in a way that fulfills the requirements of the EA Act without proponents having to prepare an individual EA for approval. In other words, these undertakings do not require formal submission to the Ontario Ministry of the Environment for approval. Upon completion of the appropriate process, the undertaking is considered approved.

The Municipal Class EA (Municipal Engineers Association, 2000) outlines such a process for a class of municipal projects. The Class EA process for municipal road projects is shown on Figure 1.2.1-1 and includes:

- Phase 1 - identify the problem or opportunity;
- Phase 2 - identify alternative solutions;
- Phase 3 - examine alternative design concepts for the preferred solution;
- Phase 4 - prepare and file an Environmental Study Report; and
- Phase 5 - proceed to detailed design, construction and operation.

The Class EA recognizes that certain undertakings require different degrees of assessment, depending on their environmental effects and defines three schedules of undertakings:

- Schedule A undertakings are considered to be minor in scale and have minimal adverse environmental effects. These undertakings are considered approved without the need for any further assessment and may proceed directly to Phase 5 of the Class EA process.
- Schedule B undertakings are those with some potential for adverse environmental effects. However, existing guidelines, approved policies and other provincial legislation regulate the majority of these effects. These undertakings require the completion of Phase 1 and 2 of the Class EA process.
- Schedule C undertakings are those undertakings with the potential for greater adverse environmental effects and must follow the planning and consultation process outlined in the Class EA (Phase 1-4). The documentation of these processes is presented in an Environmental Study Report (ESR).

The Municipal Class EA process includes an appeal provision to change the status of a project from being subject to the Municipal Class EA process to being subject to an individual EA as per Part II of the EA Act.

A Part II Order (commonly known as a "bump-up") refers to changing the status of a project from being subject to the Class EA process to being subject to an individual EA. The latter requires the submission of a formal document (as required by Section 6 (1) of the EA Act) to the Minister of the Environment for government review and approval.

If concerns regarding a project can not be resolved in discussions with the proponent (for this study, the proponent is the City of Hamilton), then members of the public, interest groups or technical agencies may request the Minister of the Environment to "bump-up" a project to an individual EA. The Minister of the Environment then decides whether a "bump-up" is appropriate or necessary.

If no "bump-up" requests are outstanding by the completion of the review period, the project is considered to have met the requirements of the Class EA and the proponent may prepare contract drawings, proceed to tender and construct the project.

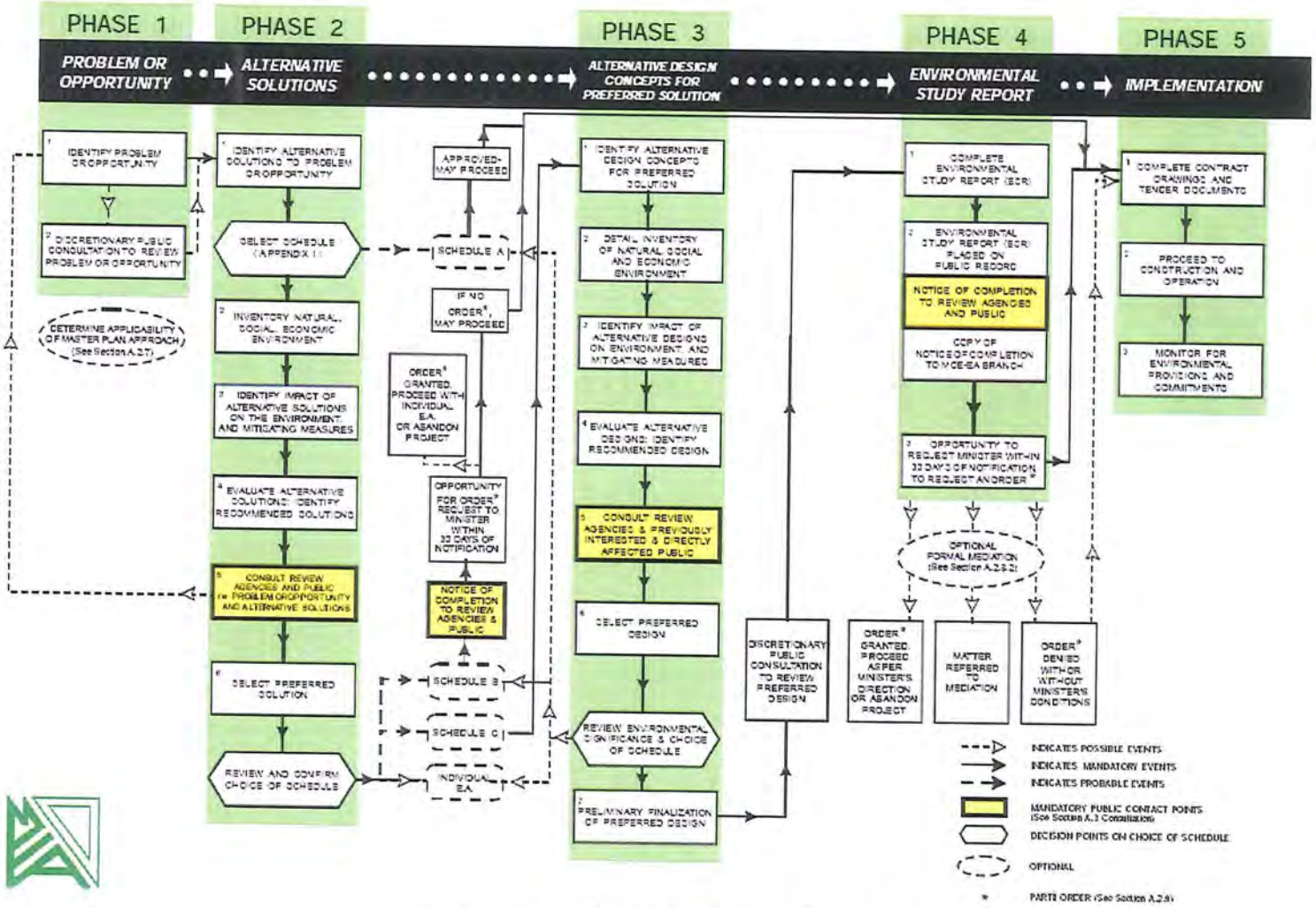


Figure 1.2.1-1: Municipal Class EA Process

1.2.2 Municipal Class EA Master Plan Process

The NGIBP Transportation Master Plan follows the Municipal Class EA Master Plan process. This process requires, at a minimum, the completion and documentation of Phase 1 and 2 of the Class EA process. The Master Plan process allow for the development of long range plans which integrate the infrastructure requirements for existing and future land use with environmental assessment planning principles including public and agency consultation.

Upon the completion of a Master Plan the Master Plan Report is adopted by Council, filed and made available for public review. Requests for a Part II Order ('bump-up' to an individual EA) are limited to specific projects identified in the Master Plan, not the Master Plan itself.

1.3 Elements of the Master Plan

The intent of this Class EA Master Plan is to identify a road network that will support the redevelopment of the study area land in accordance with the current approved land uses for the area.

As discussed in Section 1.2.1, there are three project schedules under the Municipal Engineers Association Class EA process, with each schedule having different requirements to fulfill the environmental planning process. This Master Plan is intended:

- to fulfill the Class EA requirements for any Schedule B Projects that are identified (improvements and minor expansions to existing facilities, less than $1.5 million); and
- to outline additional work that will be required to implement any Schedule C Projects that are identified (construction of new facilities an major expansion to existing facilities, greater than $1.5 million).

Schedule B projects recommended in this study will be able to proceed to Phase 5 (detail design, construction and operation) subject to the approval of this study in accordance with the requirements of the Class EA.

Schedule C projects recommended in this study will require further consultation and preparation of Environmental Study Reports to meet Schedule C requirements. However, this Master Plan serves to fulfill the Phase 1 and 2 components of these future projects.

2.0 Planning Context and Opportunity Statement

Original planning for land use and servicing the NGIBP was defined in the late 1970s, but development of the area has been hindered by poor access and lack of financing for infrastructure which has contributed to the inability to effectively market the park. Types of land uses envisioned include general industrial, prestige industrial and general commercial. The NGIBP Secondary Plan illustrating the approved land uses and future road network is shown in Figure 2.0-1. Additional details regarding the Secondary Plan are provided in Section 3.2.1. It is important to note that the extension of Dartnall Road has always been assumed to be a major infrastructure requirement for the park to develop.

Results of a detailed traffic analysis of existing and future land use conditions indicate that as development occurs, there will be a significant increase in traffic and goods movement on roadways within and adjacent to the Secondary Plan area and upgrades to the road network will be required.

Network connectivity is a key transportation issue as there are currently no direct connections from the NGIBP to the Lincoln Alexander Parkway (LINC) or the future Red Hill Valley Parkway (RHVP). Without the provision of direct connections, there will be major impacts on the roads adjacent to the NGIBP secondary plan area as NGIBP development traffic uses these roads to access the major corridors.

Providing for good highway connections to support the movement of goods and services will support development of the park, but will also address larger city-wide endeavour to promote economic development through implementation of infrastructure in accordance with strategic directions identified in the City's Goods Movement Study (2005).

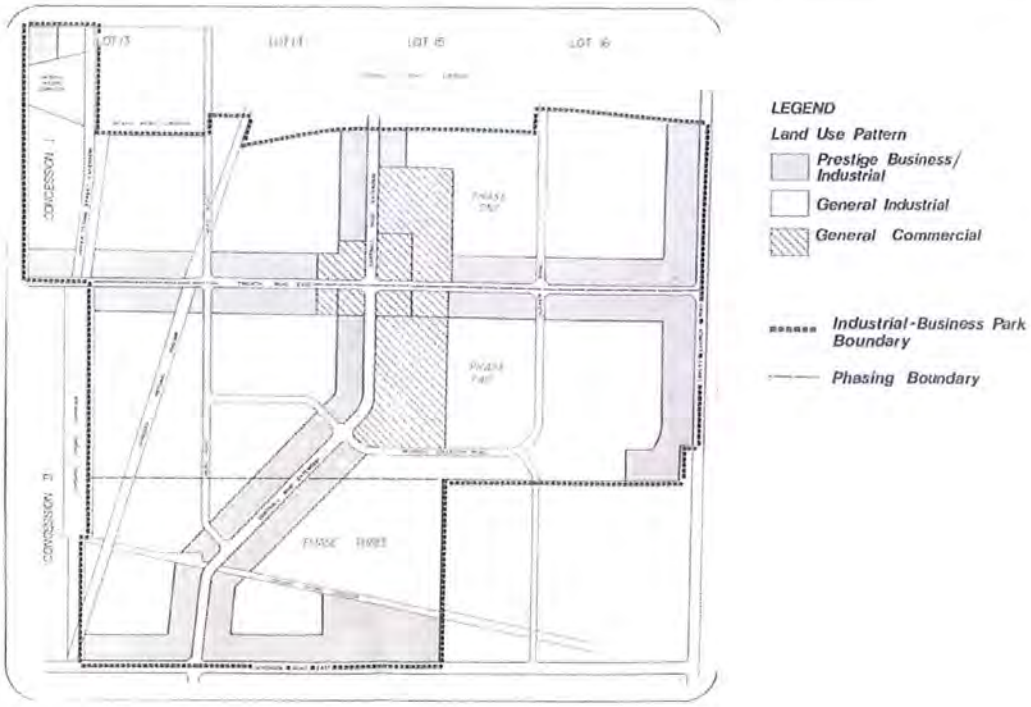


Figure 2.0-1: Secondary Plan

2.1 Study Area

The primary study area for the NGIBP is defined by the limits of the Secondary Plan (Figure 2.0-1) area as shown in the former Township of Glanbrook's Official Plan.

The study area and existing road network are depicted in Figure 2.1-1.

However, since some of the changes contemplated in the study area will have an effect outside the Secondary Plan boundaries, a broader area needed to be considered. Therefore, corridor connections to the RHVP/LINC to the north and the Airport to the west were included in the analysis as were north-south roads that extend through the park north to Rymal Road.

Figure 2.1-1: Study Area

3.1.2 Terrestrial Environment

The native vascular plant flora of the subwatershed is representative of the transition zone between the Great-Lakes Forest Region and the northerly limit of the Deciduous Forest Region (Rowe, 1972), also referred to as the "Carolinian life zone" (Allen et al. 1990). Due to its high level of urbanization, the Hannon Creek subwatershed does not support a diverse assemblage of vascular plant species or vegetation community types.

The terrestrial habitat within the NGIBP is primarily limited to cultivated field and anthropogenic vegetation. Natural vegetation appears to be associated exclusively with the Hannon Creek subwatershed. A list of vascular plant species of the Hannon Creek subwatershed is provided in Appendix B. It should be noted that the majority of the vegetation resources contained in the subwatershed are concentrated in the northeast half of the subwatershed, along the Escarpment, and outside of the boundaries of the NGIBP.

Wildlife observations within the study area are primarily in relation to the Hannon Creek subwatershed amphibian surveys and breeding bird surveys completed by Dougan & Associates in the spring of 2005.

Four species of amphibians were encountered during the 2005 amphibian surveys. These species included: American Toad (*Bufo americanus*), Western Chorus Frog (*Pseudacris triseriata*), Green Frog (*Rana clamitans*) and Northern Leopard Frog (*Rana pipiens*). None of the four species are designated as "species at risk" federally, provincially or locally. Most of the sites where amphibians were encountered were small in size with few individual present. Some sites were simply roadside ditches or flooded margins of agricultural fields.

A total of 56 bird species were recorded within the subwatershed during the 2005 breeding bird surveys. Almost all of the species exhibited evidence of breeding. Ten of these species are considered significant in the City of Hamilton (Curry, 2003).

3.1.3 Groundwater

There are karst features in the Hannon Creek subwatershed. These features are in the form of "fissures" in the ground that provide drainage to the groundwater system. The karst features have been mapped and classified by significance. Most of the significant karst features are on the west side of the watershed. Figure 3.1.1-1 depicts the observed and expected karsts within and surrounding the NGIBP.

3.2 Social-Economic Environment

3.2.1 Current Land Use

Extensive development of the NGIBP has yet to occur. All existing development is associated with the current road network, i.e. a local road network normally associated with Plans of Subdivision has not been established to date. Development of any kind is sparse and is a mix of industrial, agricultural and residential land uses although all land within the park is currently zoned as industrial or commercial (see Figure 2.0-1). Existing industry is predominately outside the study area north of the hydro corridor adjacent to Nebo Road, Rymal Road, and Dartnall Road.

In the NGIBP, the majority of industry and business is located along Nebo Road with a defined mix of industrial/commercial and residential land use on the west side south of Twenty Road.

Between Nebo Road and Glover Road is a mix of agricultural and residential land uses. In addition there is one institutional property and one relatively large industrial property (Lafarge Canada Inc.) at the northeast corner of Twenty Road and Nebo Road. Between Glover Road and Trinity Church Road land use is similar however there are residential clusters along both Glover Road and Trinity Church Road from the southern limits of the NGIBP south to Dickenson Road.

It should be noted that the majority of active agricultural lands with in the NGIBP are owned by land developers and are being farmed by area farmers under lease agreements. The City of Hamilton owns one parcel, approximately 54 acres in size at the south east corner of Nebo and Twenty Road, which it also leases for farming.

A land use inventory completed in 2005, included in Figure 3.2.1-1, illustrates the existing land uses within the NGIBP.

NORTH GLANBROOK BUSINESS PARK
LAND USE INVENTORY

Figure 3.2.1-1: Current Land Use

3.2.2 Future Land Use

The NGIBP area is approximately 290 ha and, as noted in Chapter 2, has an approved Secondary Plan which allows for redevelopment of the area for general industrial, prestige industrial and general commercial purposes. The current approved land uses for the NGIBP area are depicted in Figure 2.0-1.

Access to the park and servicing have always been a critical hurdle that has prevented development, but once in place it is anticipated that development would commence immediately and take approximately 30 years for full build-out. At full build-out it is anticipated that approximately 7,500 people will be working in the area.

It should be noted that the Secondary Plan is subject to a review and potential changes following any changes to the road network resulting from this study.

3.2.3 Heritage and Archaeology

No heritage features have been identified within the study area.

A Stage 1 Archaeological Assessment has been completed and has identified archaeological potential over most of the study area. There is a potential for historic sites where the proposed roadwork intersects the following historic transportation routes: Rymal Road, Twenty Road, Dickenson Road and Nebo Road. There is also potential for pre-contact sties over most of the study area.

It should be noted that a Stage 2 Archaeological Assessment will be completed prior to construction for lands that have not been previously assessed and cleared of further heritage concerns by the Ministry of Culture.

3.2.4 Utilities

There are two Ontario Hydro corridors within the NGIBP. The larger of the corridors extends along the north boundary of the NGIBP parallel to Rymal Road and is generally a green space with Hydro towers running through it. The second smaller Hydro corridor is located in the south section of the NGIBP, north of Dickenson Road that and runs on a diagonal from east to west, crossing over the Rail Trail. Lands within these corridors are not planned to be developed (see Figure 3.2.1-1). The hydro corridors are depicted in Figure 2.1-1.

Three pipelines are located within the NGIBP. Running along the north boundary of the northern hydro corridor is the TransCanada Pipe Line (natural gas). The southern boundary of the northern hydro corridor is the location of two Trans-Northern Pipelines (oil). The northern hydro corridor is depicted in Figure 2.1-1.

3.3 Transportation Network

An assessment of existing transportation conditions in the study area was undertaken in order to evaluate the ability of the existing transportation network to accommodate future development and to identify issues associated with constructing an upgraded road network. The assessment incorporated a review of road network characteristics, vehicle volumes, and the corresponding operating levels of service. Characteristics of the surrounding road network were also reviewed to determine the function of the broader transportation network and to establish the possible effects of the introduction of additional vehicle volumes to the overall transportation system.

3.3.1 Existing Road Network

The existing road network within and adjacent to the NGIBP is generally comprised of two lane and four lane arterial and collector roadways, The roads, listed below, all provide direct or indirect access to the NGIBP.

Two Lane Roads

East-west

- Stone Church Road [arterial];
- Rymal Road [arterial];
- Twenty Road [collector];
- Golf Club Road [collector]; and
- Dickenson Road [arterial].

North-South

- Miles Road [collector];
- Nebo Road (Rymal Road to Dickenson Road) [collector];
- Dartnall Road (Lincoln Alexander Parkway to Rymal Road) [arterial];
- Dartnall Road (Rymal Road to south terminus) [arterial]
- Glover Road [collector];
- Pritchard Road [collector];
- Trinity Church Road [arterial]; and
- Upper Mount Albion Road [collector].

Four Lane Roads

East-west

- Lincoln Alexander Parkway (to Mud Street Extension / future RHVP) [arterial]; and
- Mud Street [arterial];

North South

- Upper Gage Avenue [arterial];
- Upper Ottawa Street [arterial]; and
- Nebo Road (Stone Church Road to Rymal Road) [collector].

The existing truck route network in the area consists of the roads listed below. The City of Hamilton is currently planning to undertake a truck route network study later in 2006. The results of this study may revise the existing truck route in the vicinity of the NGIBP.

- Rymal Road;
- Upper Mount Albion Road (Rymal Road to Stone Church Road);
- Dartnall Road (Lincoln Alexander Parkway to Rymal Road);
- Upper Ottawa Street (Stone Church Road to Kilbride Road);
- Kilbride Road (Upper Ottawa Street to Nebo Road);
- Upper Gage Avenue (north of Rymal Road);
- Upper Centennial Parkway;
- Stone Church Road (Upper James Street to Upper Mount Albion Road); and
- Mud Street.

Currently there are no designated truck routes within the study area.

3.3.2 Rail Trail

A section of the Trans Canada Rail Trail extends through the study area. Called the "Rail Trail", it lies within an abandoned rail corridor extending generally in a southwest-northeast direction cutting diagonally through the park form a point 400m west of Nebo Road at Dickenson Road, crossing Twenty Road at Nebo Road and terminating at Stone Church Road just west of Dartnall Road.

3.3.3 Existing Traffic Conditions

Existing (year 2005) peak hour traffic volumes within and around the study area indicate several arterial roadways (all outside the NGIBP) are carrying over 700 vehicles per hour in the peak direction including:

- LINC ramps at Dartnall Road / Stone Church Road (approximately 750 vehicles/hour/peak direction)
- Stone Church Road east of Nebo Road (approximately 725 vehicles/ hour/peak direction)
- Rymal Road west of Dartnall Road (approximately 700 vehicles/hour/peak direction)
- Rymal Road east of Dartnall Road (approximately 990 vehicles/hour/peak direction)

Of the existing roadways within the NGIBP, Nebo Road carries upwards of 400 vehicles in the peak hour peak direction, whereas the remaining roads (Twenty Road, Glover Road, Dickenson Road and Trinity Church Road) all carry less than 200 vehicles per peak hour peak direction. The higher volumes exhibited on Nebo Road are a function of the existing roadside development in the study area and that it is a good through route for travel to/from the south The lower volumes on the other roads can be attributed to limited roadside development, lack of connectivity to the existing network, and substandard road geometry.

Transportation policy guidelines established in Phase 1 of the City-Wide Transportation Master Plan (2005) includes planning for the provision of transportation Level of Service (LOS) 'D' (stable operating conditions) for the road network. Depending on the adjacent land uses, level of intersection spacing, access control and signalization, arterial road demands of over 700 vehicles per lane start to approach the LOS 'D' criteria; for collector roads the volume threshold is less given their function and that they have generally unrestricted access.

An operating LOS review of key intersections using Synchro traffic analysis software within and adjacent to the NGIBP was undertaken (see Appendix A). All intersection within the NGIBP are stop-controlled; while most intersections of major roads immediately north of the area are signalized.

The traffic volume review indicates LOS within the NGIBP is very good given the generally low traffic demand and that signalized intersections adjacent to the NGIBP are currently operating at LOS B or better. Intersections operating at or beyond LOS E are along Rymal Road east of Dartnall Road where there can be significant delays for traffic entering from the minor roadways which are stop controlled. It is noted that the traffic operational issues along Rymal Road are currently being addressed in the Rymal Road Planning Area EA Study.

The a.m. and p.m. peak hour intersection Levels of Service are depicted in Figures 3.3.3-1 and 3.3.3-2, respectively.

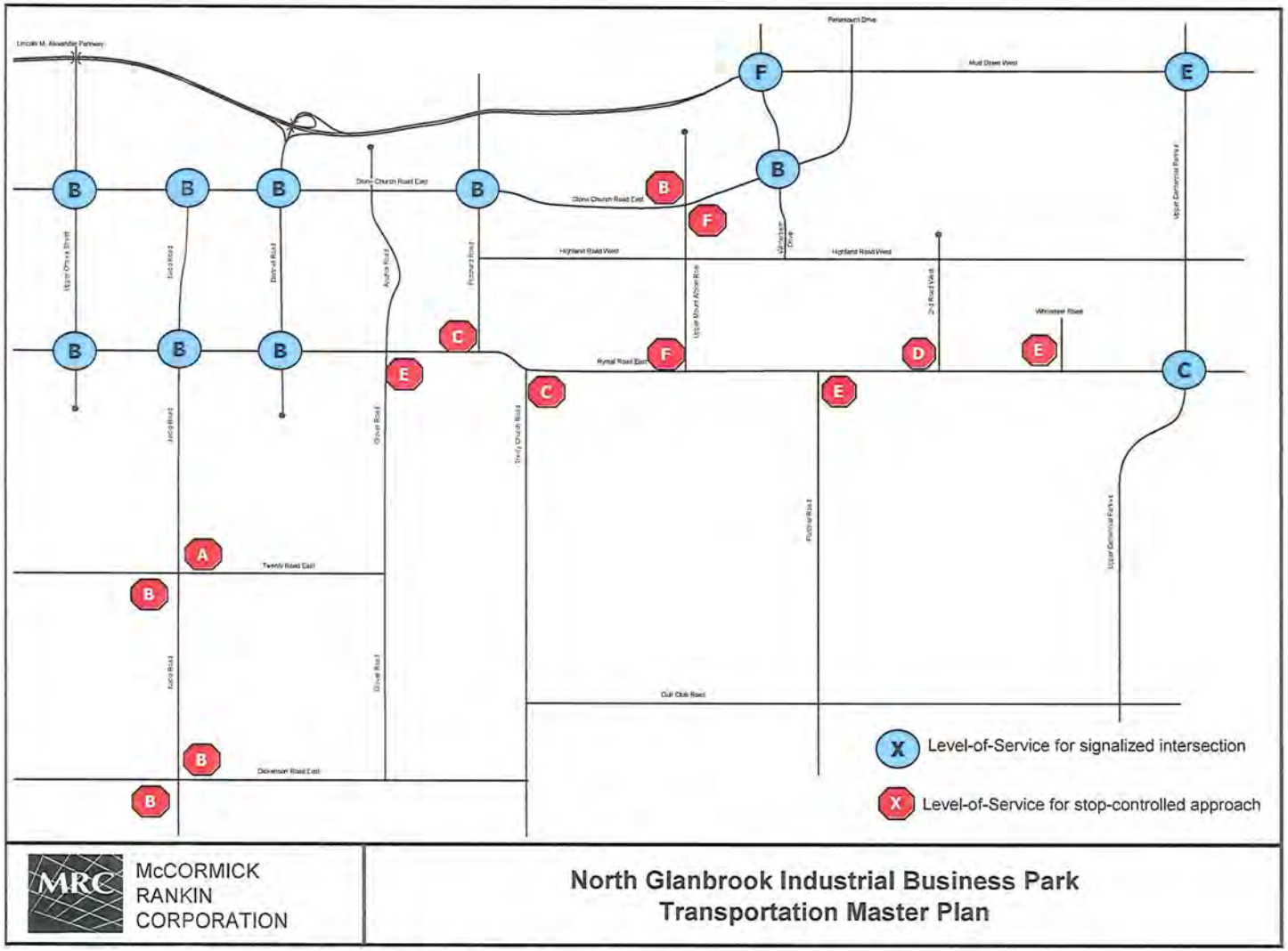


Figure 3.3.3-1: AM Peak Hour Intersection Levels of Service

Aside from Alternative 1 (Do Nothing) two types of alternatives were developed. Alternatives 2 and 3 were developed using a traditional grid pattern approach for roads which is similar to the how the rest of the City of Hamilton's road network above the escarpment was established while Alternatives 4 and 5 were developed with mind to the considerable planning that has been completed in previous years for the area that resulted in an approved Secondary Plan. In that regard Alternative 4 essentially replicates the major road network identified in the existing Secondary Plan while Alternative 5 is a modified version of Alternative 4 that attempts to accommodate longer term interests of the City with regard to growth and travel in outlying areas.

It is important to note that Alternatives 2 through 5 all include the extension of Dartnall Road through the park south to Dickenson Road. As noted in Section 4.1, future travel demand anticipated to, from, and through the NGIBP requires a direct connection to the LINC/RHVP. Further to that, planned growth of the airport lands in the longer term has identified enhanced connections to the RHVP as an important strategic consideration; therefore, Alternative 5 also includes the potential of Trinity Church Road to be upgraded south of Rymal Road to provide the flexibility in the network to accommodate this future need.

Alternatives 2 through 5 would provide for improved connectivity to the existing road network via several north-south roads and one or two east-west roads. In the north-south direction, Alternative 2 through 4 include:

- Upper Ottawa Street extension to Twenty Road;
- Nebo Road;
- Dartnall Road extension to Dickenson Road;
- Glover Road; and
- Trinity Church Road.

Alternative 5 includes all of the above north-south roads with the exception of the extension of Upper Ottawa Street to Twenty Road. Based on travel demand, it was determined that an extension of Upper Ottawa Street would only be required to provide local road access to specific developments.

In the east-west direction, the alternatives all include an expanded network. In Alternative 2 and 4, Twenty Road is extended directly east to Trinity Church Road, while Alternative 3 and 5 have expanded the east-west network further by including two east-west connections to Trinity Church Road east of the Dartnall Road extension. In Alternative 3 the two connections are spaced evenly between the north and south boundaries of the park and Twenty Road, while Alternative 5 achieves a similar arrangement except the northerly east-west connection is a realignment and extension of Twenty Road.

Figure 4.2.1-1 identifies the network alternatives considered.

Network Alternative One: DO NOTHING

Legend
- Arterial
- Collector
- Study area

Network Alternative Two: SIMPLE GRID

Legend
- Arterial
- Collector
- Study area
- Arterial Road (Protect for 4 lanes)

Network Alternative Three: MODIFIED GRID

Legend
- Arterial
- Collector
- Study area
- Arterial Road (Protect for 4 lanes)

Network Alternative Four: SECONDARY PLAN

Legend
- Arterial
- Collector
- Study area
- Arterial Road (Protect for 4 lanes)

Network Alternative Five: MODIFIED SECONDARY PLAN

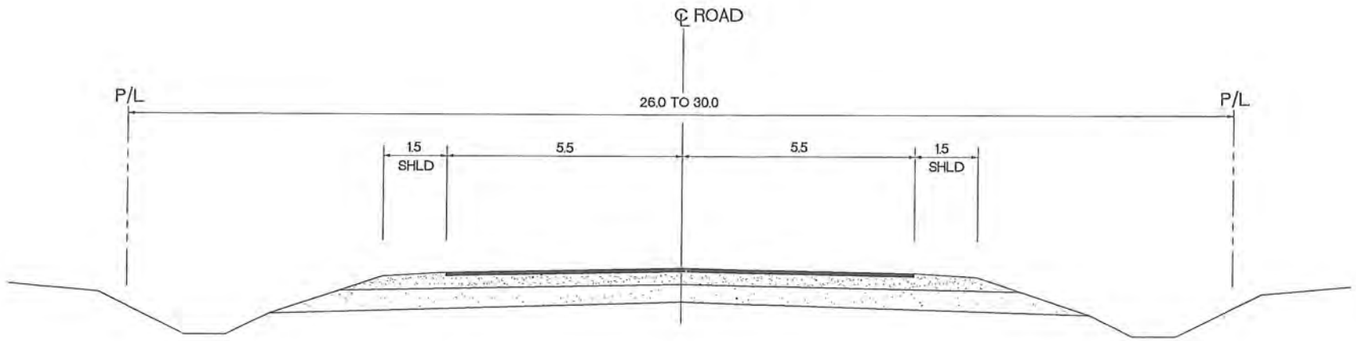
Legend
- Arterial
- Collector
- Study area
- Arterial Road (Protect for 4 lanes)

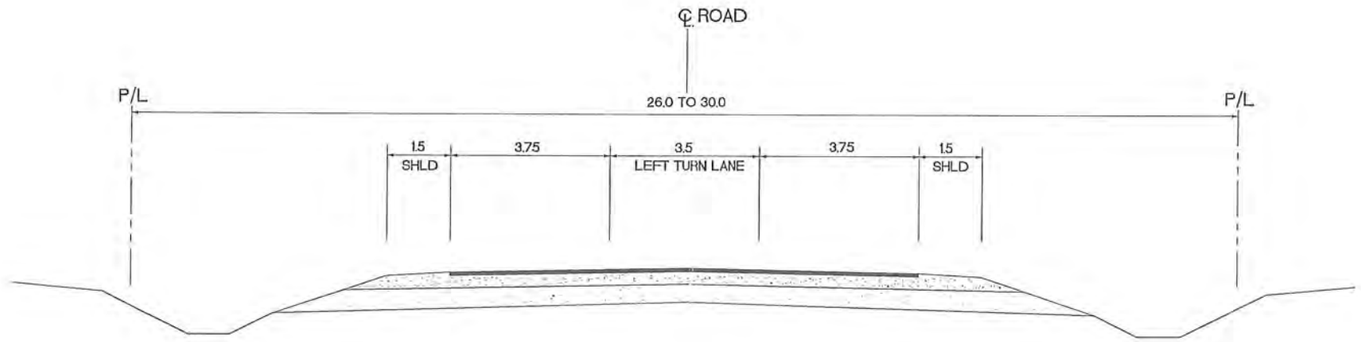
Note: This alternative does not require an Upper Ottawa Street extension as part of the municipal arterial network based on travel demand. This extension may be required as a local road to provide access to specific developments.

Figure 4.2.1-1: Network Alternatives

Revised

Figure 4.2.4-6





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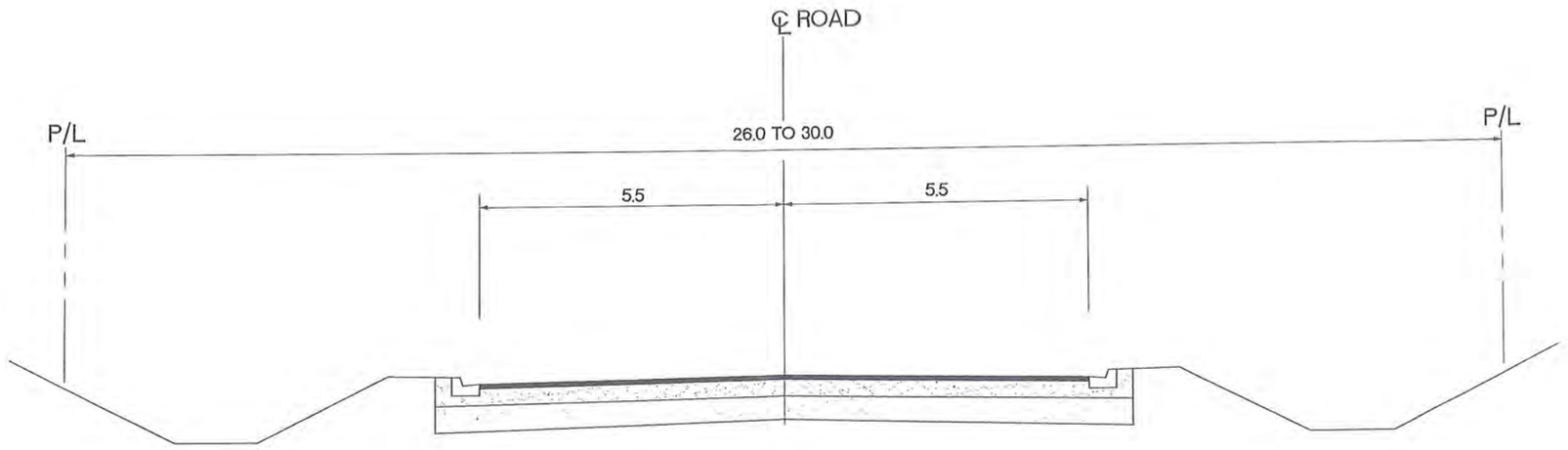
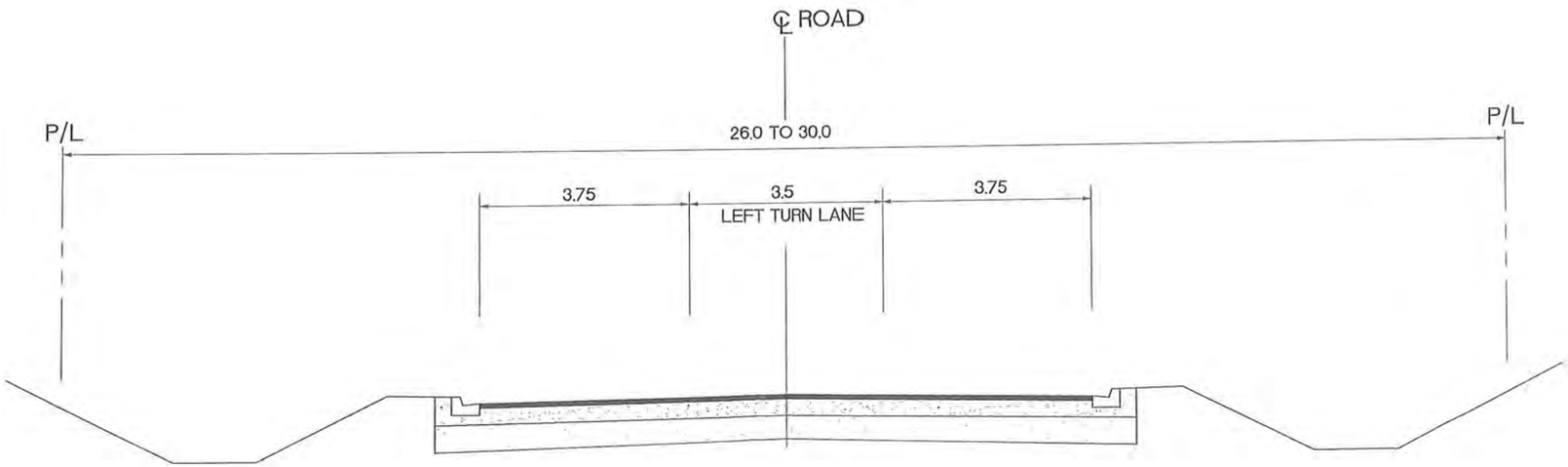
COLLECTOR - TYPICAL RURAL SECTION
(GLOVER ROAD, NEBO ROAD AND TWENTY ROAD)

Hamilton

Figure 4.2.4-7





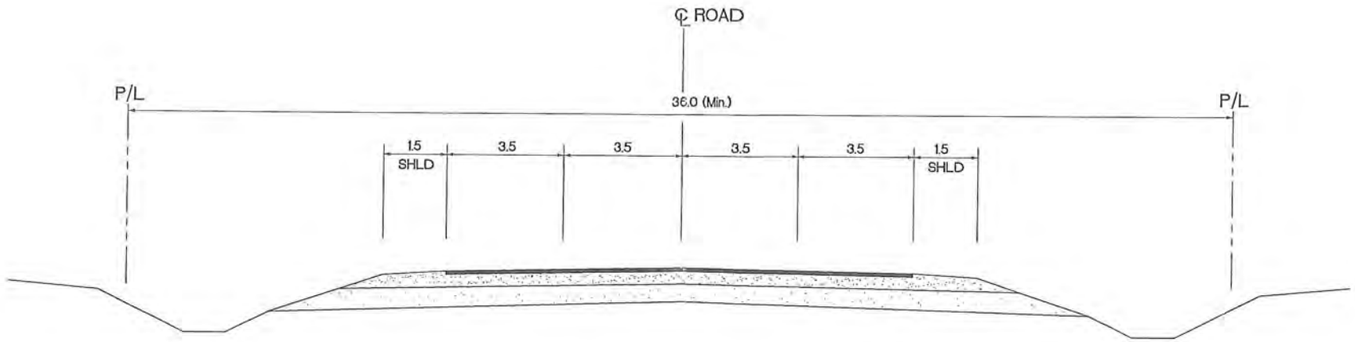
McCORMICK RANKIN CORPORATION

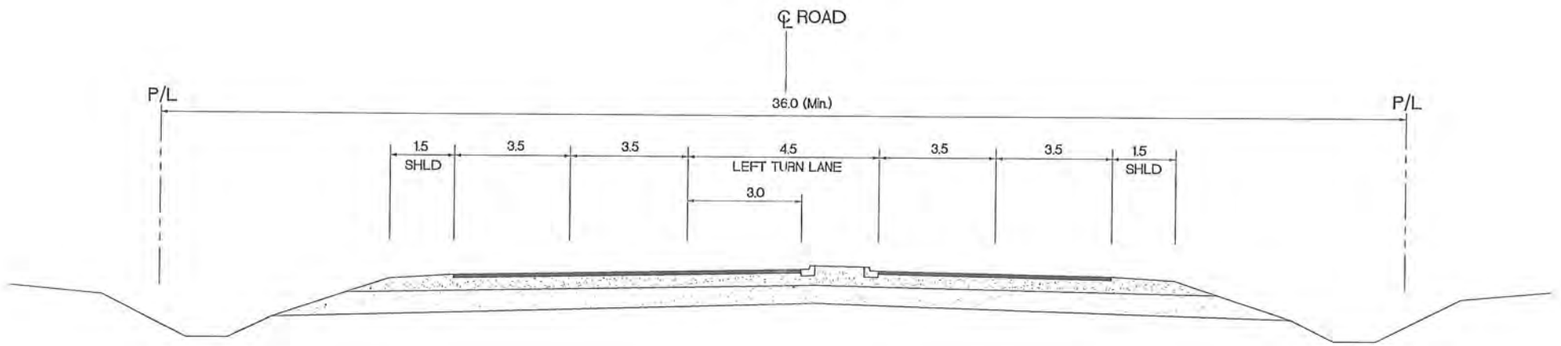
ecoplans Limited

COLLECTOR - TYPICAL URBAN SECTION
(GLOVER ROAD, NEBO ROAD AND TWENTY ROAD)

Hamilton

Figure 4.2.4-8





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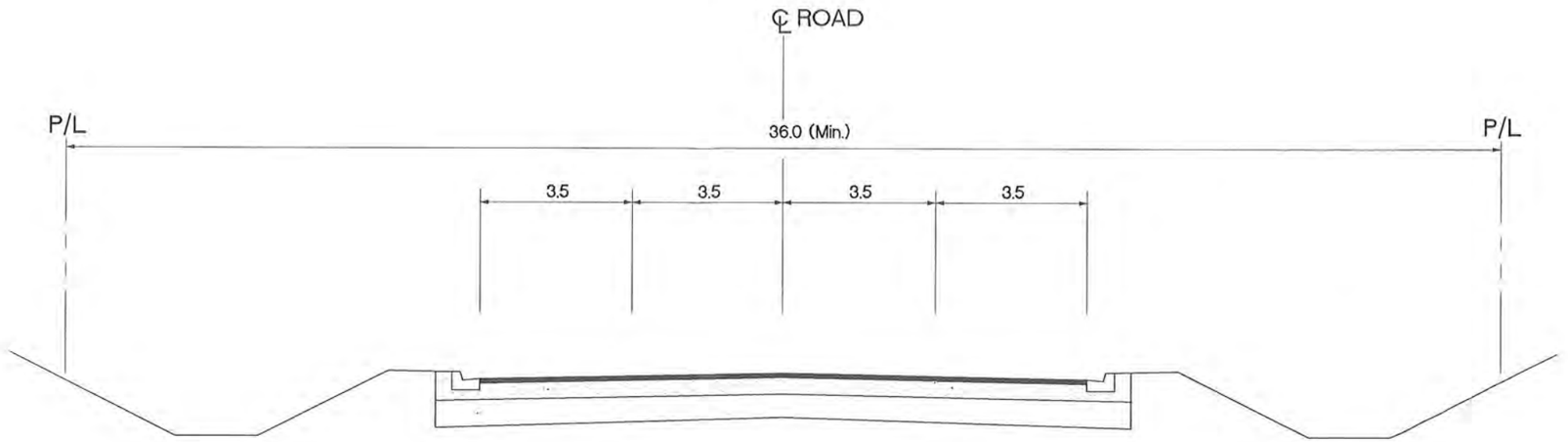
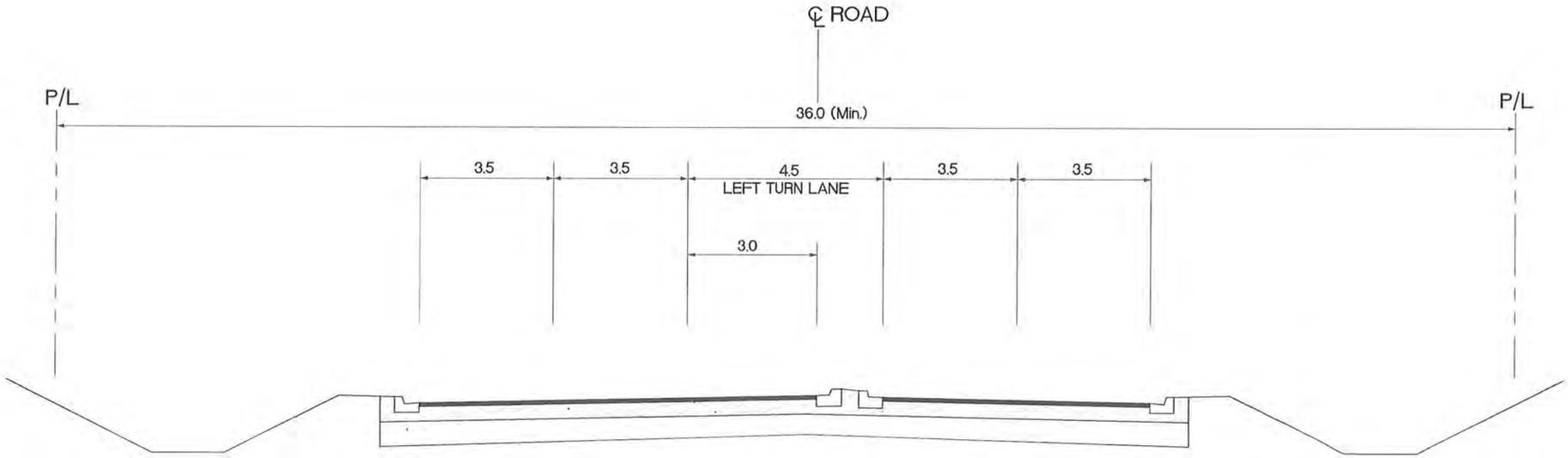
ecoplans Limited

ARTERIAL - TYPICAL RURAL SECTION
(TRINITY CHURCH ROAD AND DARTNALL ROAD)

Hamilton

Figure 4.2.4-9





McCORMICK RANKIN CORPORATION

ecoplans Limited

ARTERIAL - TYPICAL URBAN SECTION
(TRINITY CHURCH ROAD AND DARTNALL ROAD)

Hamilton

4.2.4.1 Other Considerations

Transit

From a functional perspective, the preferred network is capable of supporting the extension of existing Hamilton Street Railway (HSR) transit routes into the NGIBP, as development warrants and from a serviceability perspective, HSR transit routes 22 (Upper Ottawa), 23 (Upper Gage), and 24 (Upper Sherman) all represent logical opportunities for route expansion in the vicinity of the park. The expansion of HSR service into the park would need to be coordinated at a future point in time and would potentially be triggered by an identified demand established by significant build out of the park or by the need of a potential major user(s). In addition, the future intersection of the Dartnall Road Extension and Twenty Road has been identified a potential future transit hub as it is centrally located within the NGIBP and within an area zoned commercial. This potential future transit hub is noted on Figure 4.2.4-1.

Truck Routes

Although the current truck route network (described in Section 4.1) in the vicinity of the NGIBP does not utilize the existing road network within the study area, future truck routes should be considered within and surrounding the park to allow for improved goods movement to, from and through the park. As noted in Section 4.1, the City of Hamilton is currently planning to undertake a truck route network study later in 2006. The results of this study may result in revisions to the existing truck route network in the vicinity of the NGIBP. The connectivity of the preferred transportation network would be amenable to the incorporation of a truck route.

Traffic Infiltration

As discussed in Section 4.2.4, the preferred transportation network may result in traffic infiltration into residential areas. In that regard there are two locations where the interface of industrial zoned land uses with residential zoned land uses need to be considered. At the south boundary of the NGIBP a transition treatment will need to be developed to identify the changing land use from that of industrial to residential along Glover Road south of Twenty Road. This may also need to be considered for future studies. For Glover Road the design of a transition will be a requirement of a future Plan of Subdivision and will include public input to determine the most suitable treatment. Examples of possible treatments include: distinguishing landscape/road designs and 'no heavy truck' and 'local traffic only' signs.

Future Land Use and Existing Draft Plans of Subdivision

There are currently six Draft Plans of Subdivision within the NGIBP; three are draft approved and three are under review (pending). Based on the configuration of the recommended road network revisions to all draft plans will be required.

5.0 Environmental Effects and Mitigation

The potential environmental effects and proposed mitigation measures discussed in this section are limited to the Schedule B projects:

- **Nebo Road** (Rymal Road to future Dartnall Road Extension) – roadway reconstruction (2 lanes) with intersection improvements;
- **Twenty Road** (600m west of Nebo Road to future Dartnall Road Extension) – roadway reconstruction (2 lanes) with intersection improvements; and
- **Glover Road** (Rymal Road to approximately 1950m south) – roadway reconstruction (2 lanes) with intersection improvements.

Potential environmental effects and proposed mitigation for the Schedule C projects will be determined during future studies as this study has not developed the design alternative details required to fulfill Phase 3 of the Class EA process:

- **Dartnall Road Extension** (Rymal Road to Dickenson Road)
  - widen to 4 lanes from Rymal to existing terminus at hydro corridor
  - new 4 lane arterial road from hydro corridor to Dickenson Road
- **Twenty Road** (from future Dartnall Road Extension to Trinity Church Road)
  - two-lane collector road on a new alignment; and
- **Trinity Church Road** – (Rymal Road to future Dartnall Road Extension)
  - two-lane arterial road (protect for four lanes).

5.1 Potential Environmental Effects – Nebo Road Improvements

Table 5.1-1 provides a general overview of potential project specific long-term environmental effects resulting from the Nebo Road roadway reconstruction work and intersection improvements (Schedule B).

Table 5.1-1: Summary of Potential Effects – Nebo Road Improvements

CRITERIA	POTENTIAL EFFECTS
Natural	• No direct fisheries impacts • Minor disturbance to adjacent habitat
Cultural	• No anticipated impacts to archaeological resources or heritage features
Socio-Economic	• Minor property requirements for grading • Property required at intersection of Nebo Rd. and Twenty Rd.

6.2 Agency Consultation

A letter was distributed to external agencies to provide notification of study commencement and to request input. A sample copy of the notification letter is provided in Appendix C. The letter was circulated to the following agencies:

- Department of Fisheries and Oceans;
- Ministry of the Environment;
- Ministry of Agriculture, Food and Rural Affairs;
- Ministry of Culture;
- Ministry of Tourism and Recreation;
- Ministry of Natural Resources;
- Hamilton Conservation Authority;
- Niagara Peninsula Conservation Authority;
- Bell Canada;
- Hydro One; and
- TransCanada Pipelines Limited.

Appendix D summarizes the agency comments received to date.

Notification letters inviting agency representatives to attend both PIC#1 and PIC#2 were distributed. No agency representatives attended PIC#1 or PIC#2.

An agency meeting was held in December 2005 to jointly discuss this study and the ongoing Hannon Creek Subwatershed Study (Master Drainage Plan). As these projects have overlapping study areas it was deemed suitable to introduce the projects to the agencies during a joint meeting. This meeting was attended by representatives from the Ministry of the Environment, Ministry of Natural Resources and the Hamilton Conservation Authority.

7.0 Process to Amend the Master Plan

During the implementation of the NGIBP it may be necessary to amend this Master Plan for one or more of the following reasons:

- Extend the applicability of the Master Plan beyond five years, if there is a delay in implementing a project;
- Major changes to the original assumptions;
- Major changes to components of the Master Plan; and
- Significant new environmental effects.

Where an Addendum is required, the following process will be followed:

- The City of Hamilton will review the Master Plan to ensure that the project and mitigation measures remain valid within the current planning context;
- The City of Hamilton will document any circumstances necessitating the amendment, the environmental implications and what can be done to mitigate any negative environmental effects;
- Interested stakeholders and agencies will be notified of any amendments to the Master Plan;
- The City of Hamilton will file a Revised Notice of Completion on the public record and will include a 30-day addendum review period and an explanation of the public's right to request a Part II Order for those elements of the project that are subject to the addendum; and
- If no Part II Order requests are outstanding by the completion of the review period, the addendum is considered to have met the requirements of the Class EA and the proponent may prepare contract drawings, proceed to tender and construct the project.

8.0 Next Steps for Project Implementation

8.1 Elements Requiring Further EA Approvals

This EA only completes Phases 1 and 2 of the Class EA process. The remaining phases (i.e. phases 3 and 4) required for Schedule C projects will be completed subsequent to this Master Plan either by the City of Hamilton or the private sector as part of a development application governed by the *Planning Act*.

Further EA Approvals are required for the following Schedule C projects:

1. **Dartnall Road Extension** (Rymal Road to Dickenson Road) – New four-lane arterial road and widening to four lanes of existing two lane section.
2. **Twenty Road** (from future Dartnall Road Extension to Trinity Church Road) – Two-lane collector road on a new alignment.
3. **Trinity Church Road** (Rymal Road to future Dartnall Road Extension) - Two-lane arterial road (protect for four lanes).

These studies will require future consultation and preparation of Environmental Study Reports.

The study areas for these future studies are outlined in Figures 8.1-1 – 8.1-3.

The extension of Trinity Church Road north of Rymal Road was adopted by Council in May 2006 as part of the Rymal Road Planning Area (ROPA 9) Class EA. With approval of the Trinity Church Road improvements south of Rymal Road it is necessary that the Schedule C requirements for both projects be undertaken under one Class EA in order that further planning is not done in a piecemeal manner. The study area for this future study is shown in Figure 8.1-3.

Additional improvements required outside of the Secondary Plan study area identified in the Existing and Future Conditions Analysis Report (Appendix A) will be subject to future studies and will include the following:

- Rymal Road widening to four lanes west of Trinity Church Road (subject to Schedule C requirements);
- Rymal Road widening to four lanes from Trinity Church Road to Upper Centennial Parkway (currently being addressed by ROPA9 Class EA);
- Dartnall Road widening from two to four lanes from Rymal Road to Stone Church Road (subject to Schedule C requirements); and
- Improved east-west road connection(s) to the airport south of the NGIBP.

Figure 8.1-1: Future Study Area - Dartnall Road Extension (Schedule C Project)

The network of collector roads, which generally have right-of-way widths between 20 and 26 m, has been identified with a green colour in Figure 1 and includes the following roads:

- Nebo Road (north boundary to Dickenson Road)
- Glover Road (north boundary to Dickenson Road)
- Trinity Church Road (north boundary to south boundary)
- Twenty Road East (west boundary to Glover Road)
- Dickenson Road (west boundary to east boundary)

The City of Hamilton Official Plan Schedule F has also indicated that Dartnall Road and Trinity Church Road should have designated right-of-way widths of 36 m. In addition, Exhibit 2.1 in the City of Hamilton Road Classification Policy Paper identified a proposed arterial in the study area extending from the intersection of Nebo Road and Dickenson Road northerly to the intersection of Dartnall Road and Rymal Road.

With the completion of the Hamilton-Wentworth Official Plan in June 2005, the identified arterial road network (Map No. 6 – Transportation) was reviewed to verify / confirm road classification assumptions noted in the less recent documents. Road classifications within the study area have remained the same with the exception of Dickenson Road, which is identified as an arterial road in the Regional Official Plan.

Existing land uses, as identified in the land use inventory prepared by Planning & Economic Development and as shown in Figure 2, include some industrial / business, institutional and residential land uses. However, the majority of the land is vacant.

1.3 Surrounding Area

While the study area is contained within the Industrial-Business Park boundary identified in the Secondary Plan, the identification of issues associated with existing and future vehicle volumes is not contained within the study area, as existing and future volumes will require access into the study area via the surrounding road network. The extent of the surrounding road network that was assessed as part of this study is identified in Figure 3.

It is of note that a Class Environmental Assessment (Class EA) study was occurring concurrently in the area adjacent to the NGIBP study area, referenced as the Rymal Road Planning Area, also identified in Figure 3. Proposed development in this area was designated mainly as residential with commercial development interspersed throughout the development area. General impacts of the proposed development as a result of additional vehicle volumes on the road network are included in this analysis.

Figure 2. North Glanbrook Industrial Business Park Land Use Inventory

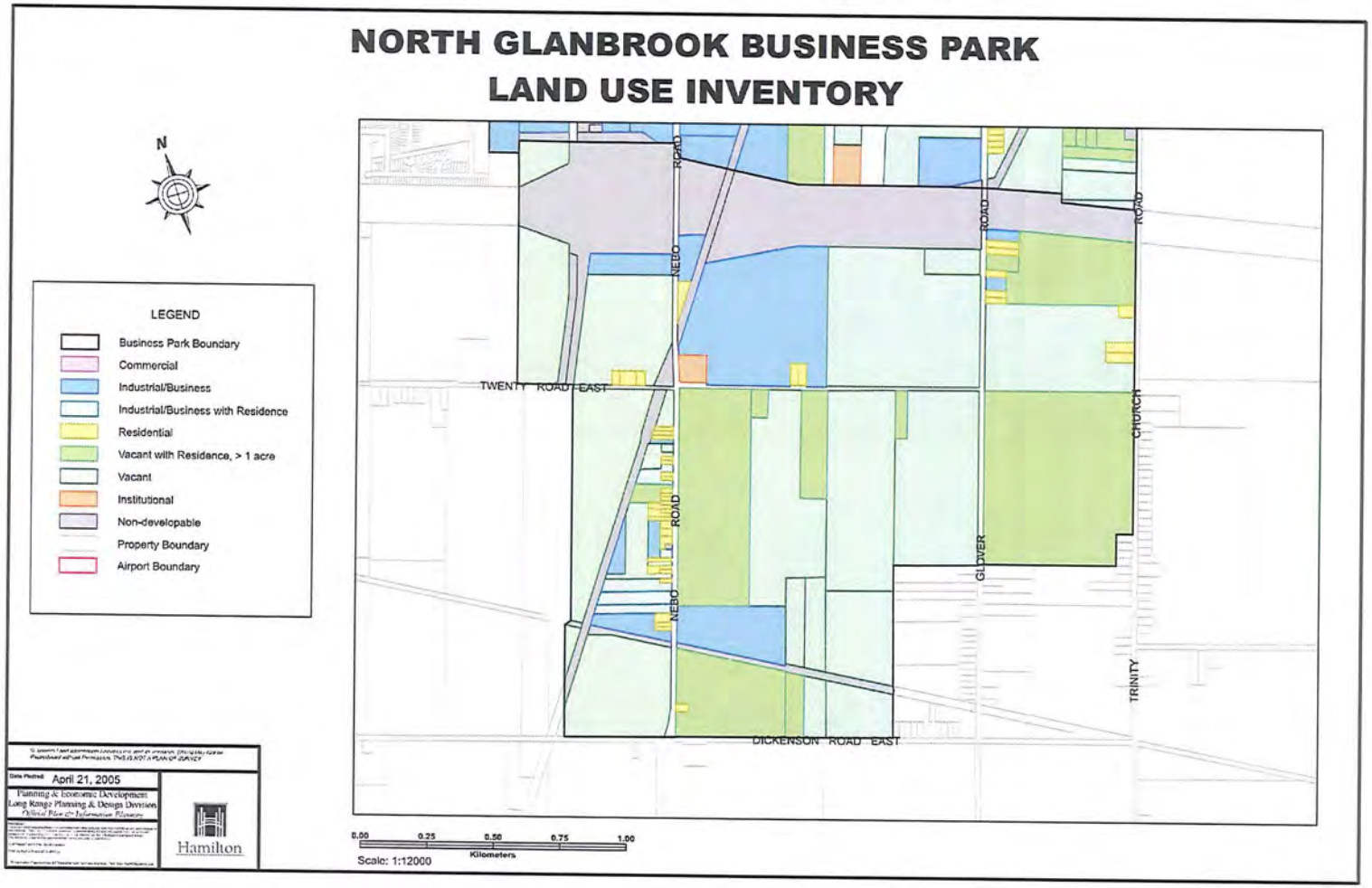
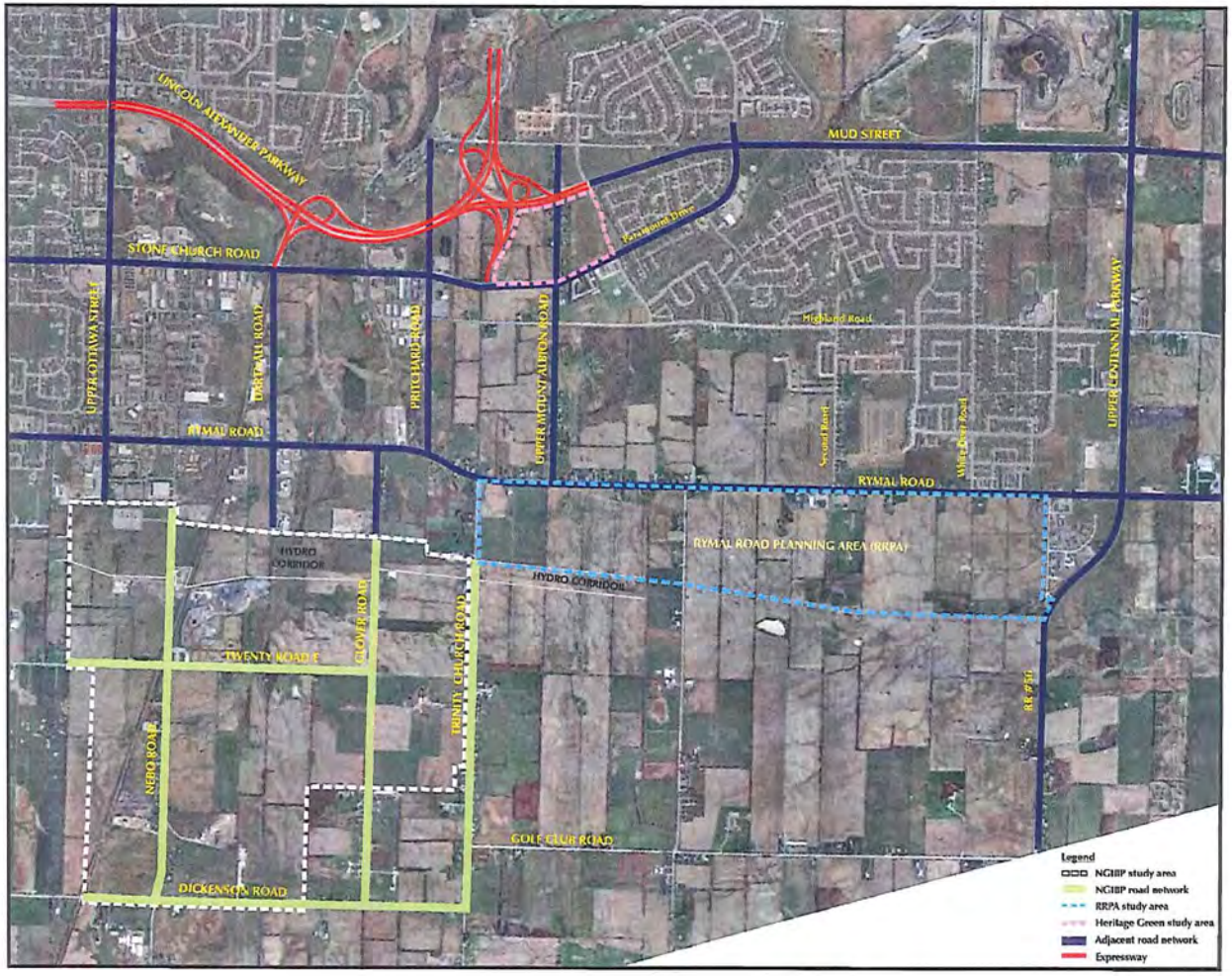


Figure 3. Surrounding Road Network



A review of the City of Hamilton Official Plan (February 2001), Subsection B.3.1 and Schedule F, and the City of Hamilton Road Classification Policy Paper (January 2005), Exhibit 2.1, indicated that the adjacent road network contains inter-regional highways and arterial roads that can service the study area, as defined below (as per the City of Hamilton Official Plan).

"INTER-REGIONAL HIGHWAYS provide strategic links in the ROAD NETWORK. Their primary function is to carry traffic into, through and out of the City and the Region. INTER-REGIONAL HIGHWAYS such as Queen Elizabeth Way, Highway 403, Centennial Parkway and Rymal Road will have full or partially-controlled access to abutting lands;"

"ARTERIAL ROADS will function as strategic links in the overall ROAD NETWORK. These Regional Roads will carry relatively large volumes of short and long-distance traffic in and through the City. ARTERIAL ROADS provide some access to abutting properties;"

Right-of-way widths are 60m in areas where there is complete control of access to abutting land use and 26m to 36m in areas where there is partial or no control of access.

Based on these definitions, the following roads in the road network adjacent to the study area were identified as inter-regional highways or arterial roads. The remaining roads that have not been listed are either collector roads or local roads.

- Upper Ottawa Street – arterial road
- Dartnall Road (Rymal Road to the Linc) – arterial road
- Fletcher Road – arterial road
- Upper Centennial Parkway – inter-regional highway / arterial road
- Lincoln Alexander Parkway (the Linc) – arterial road
- Mud Street – arterial road
- Stone Church Road East – arterial road
- Paramount Drive (Upper Mount Albion Road to Mud Street) – arterial road
- Rymal Road – inter-regional highway / arterial road

The most updated official plan document, the Hamilton-Wentworth Official Plan (June 2005), has indicated that Fletcher Road is a collector / local road, as opposed to the arterial road classification identified in the City of Hamilton Official Plan.

3.1.1.3 Trip Generation

The total number of trips generated by the proposed development was estimated from the amount of land available for development and trip rates provided in the Institute of Transportation Engineers (ITE) Trip Generation Rates manual (Edition 7). Assumptions regarding the amount of developable land and the associated trip rates are described below.

Total Developable Land:

As noted in the previous section, the total land available for development was approximately 715 acres. However, this total available land (gross acreage) includes land that will be required for roads, landscaping, natural features and stormwater management, etc. As a result, the total acreage of available land was reduced by the following percentages to account for the aforementioned items:

- 25% for roads
- 20% for landscaping, natural features, stormwater management, etc.

While general "rule of thumb" estimates assume a 15% reduction for landscaping, etc., this study assumed a higher reduction of 20% as the City has indicated that the property will be sold in large parcels, which may require on-site stormwater management facilities. Following this reduction, the amount of developable land is approximately 55% of the total available land. This reduction was applied to land uses that had been designated as general industrial and prestige business / industrial.

For land use that was designated for commercial purposes, the amount of total developable land was reduced by an additional 40% to provide for the large number of parking spaces that are associated with typical commercial developments, such as shopping centres. Thus, of the total available land designated as general commercial, approximately 33% was assumed developable for trip generation purposes.

Trip Rates:

The assumed land uses and the total developable acres for each type of land use was used as a basis for estimating the number of trips that would be generated from the NGIBP area. The trip rates were obtained from the Institute of Transportation Engineers (ITE) Trip Generation manual (7th Edition). The specific land uses described in the ITE manual assumed for each of the proposed land uses identified for the NGIBP are summarized in Table 5.

Table 5. Trip Generation Land Use Assumptions

NGIBP Land Use Designation	ITE Land Use	ITE Trip Rate Code
Prestige business / industrial	Industrial park	130
General industrial	Manufacturing	140
General commercial	Shopping Centre	820

These land use designations result in peak hour trip rates ranging from 7.44 vehicle trips per acre and 8.84 vehicle trips per acre.

Horizon Year Development:

Development patterns throughout the Hamilton area suggest that available land becomes fully developed over a long period of time. A field review of the industrial area to the north of the NGIBP indicated that approximately half of the land was still vacant although these lands were initially developed over 30 years ago. Furthermore, the employment data for 2001 and 2021 obtained from the City of Hamilton's EMME/2 model indicated that the employment in 2021 would be approximately double of that in 2001 for this industrial area to the north. As the NGIBP is also a major industrial development, it will most likely have similar development patterns. As the industrial area to the north is only half developed and is expected to double in employment by 2021, it was assumed that the NGIBP will be approximately 50% developed within the 10 to 15 year time frame and full build out (100% development) will occur within the 20 to 30 year time frame.

Trips Generation Summary:

Based on the land use assumptions and the associated trip generation rates noted previously, the amount of developable land from the three development phases and the total number of trips generated in the AM peak hour and the PM peak hour under a 50% build out scenario and a 100% build out scenario are summarized in Tables 6 and 7, respectively.

Table 6. Trips Generated (50% build out) – 10 to 15 year horizon

Phase	Available Land	Developable Land			AM Peak Hour Trips			PM Peak Hour Trips		
	Total (acres)	Industrial (acres)	Manufacturing (acres)	Commercial (sq. ft.)	In bound	Out bound	Total	In bound	Out bound	Total
1	376	18	79	173,870	760	121	881	645	734	1379
2	182	17	25	260,805	418	107	525	491	612	1103
3	148	18	22	0	295	40	335	137	232	369
Total	**716**	**53**	**126**	**434,675**	**1473**	**268**	**1741**	**1273**	**1578**	**2851**

Table 7. Trips Generated (100% build out) – 20 to 30 year horizon

Phase	Available Land	Developable Land			AM Peak Hour Trips			PM Peak Hour Trips		
	Total (acres)	Industrial (acres)	Manufacturing (acres)	Commercial (sq. ft.)	In bound	Out bound	Total	In bound	Out bound	Total
1	376	36	157	347,740	1451	209	1660	1171	1303	2474
2	182	35	51	521,609	747	174	921	825	1018	1843
3	148	37	45	0	562	74	636	265	423	686
Total	**716**	**108**	**253**	**869,349**	**2760**	**457**	**3217**	**2261**	**2744**	**5005**

The trips generated under the 50% and 100% build out scenario were also used to estimate the employment densities in the NGIBP. Calculations indicated that there are

approximately 9 employees per developable acre in the 50% build out scenario and approximately 19 employees per developable acre in the 100% build out scenario. A review of published estimates of employment density for the City of Hamilton shows that the assumptions undertaken in this study provide employment densities that are consistent with future expected employment densities. A memo further detailing employment density assumptions and verification of the assumptions is included in Appendix D.

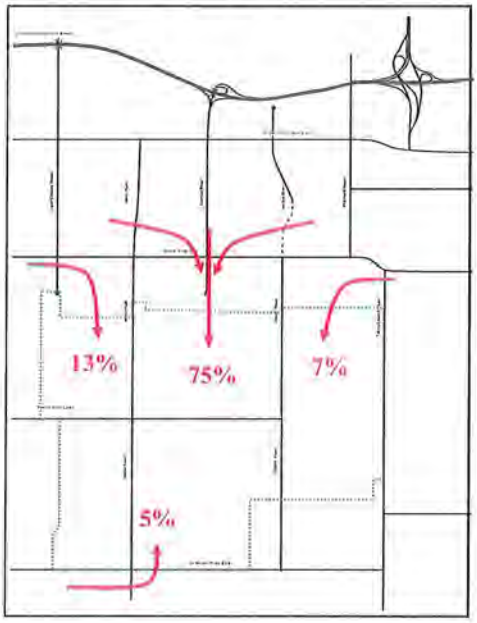
3.1.1.4 Trip Distribution

The distribution patterns for trips destined to the NGIBP were assumed to be similar to the distribution patterns observed for the industrial area north of the NGIBP. As a result, the City of Hamilton's EMME/2 model was reviewed to determine the origins of all trips destined to the industrial area. Based on an understanding of trip origins destined to the industrial area, the following trip distribution patterns for trips entering the study area were assumed:

- 75% of all trips are from the north (assume 75% use the Linc and Dartnall Road, with the remainder using local north-south roads)
- 13% of all trips are from the west (assume 100% use Rymal Road)
- 7% of all trips are from the east (assume 100% use Rymal Road)
- 5% of all trips are from the south (assume 100% use Dickenson Road)

Figure 11 displays the assumed trip distribution patterns as noted above. On a local level, it was assumed that the majority of the trips would access the study area via Nebo Road (30% of all trips) and Dartnall Road (30% of all trips), with the remaining trips using Glover Road and Trinity Church Road. The estimated number of trips generated by development in the NGIBP area was then assigned to each of the noted links based on the trip distribution assumptions.

Figure 11. Assumed Trip Distribution Patterns

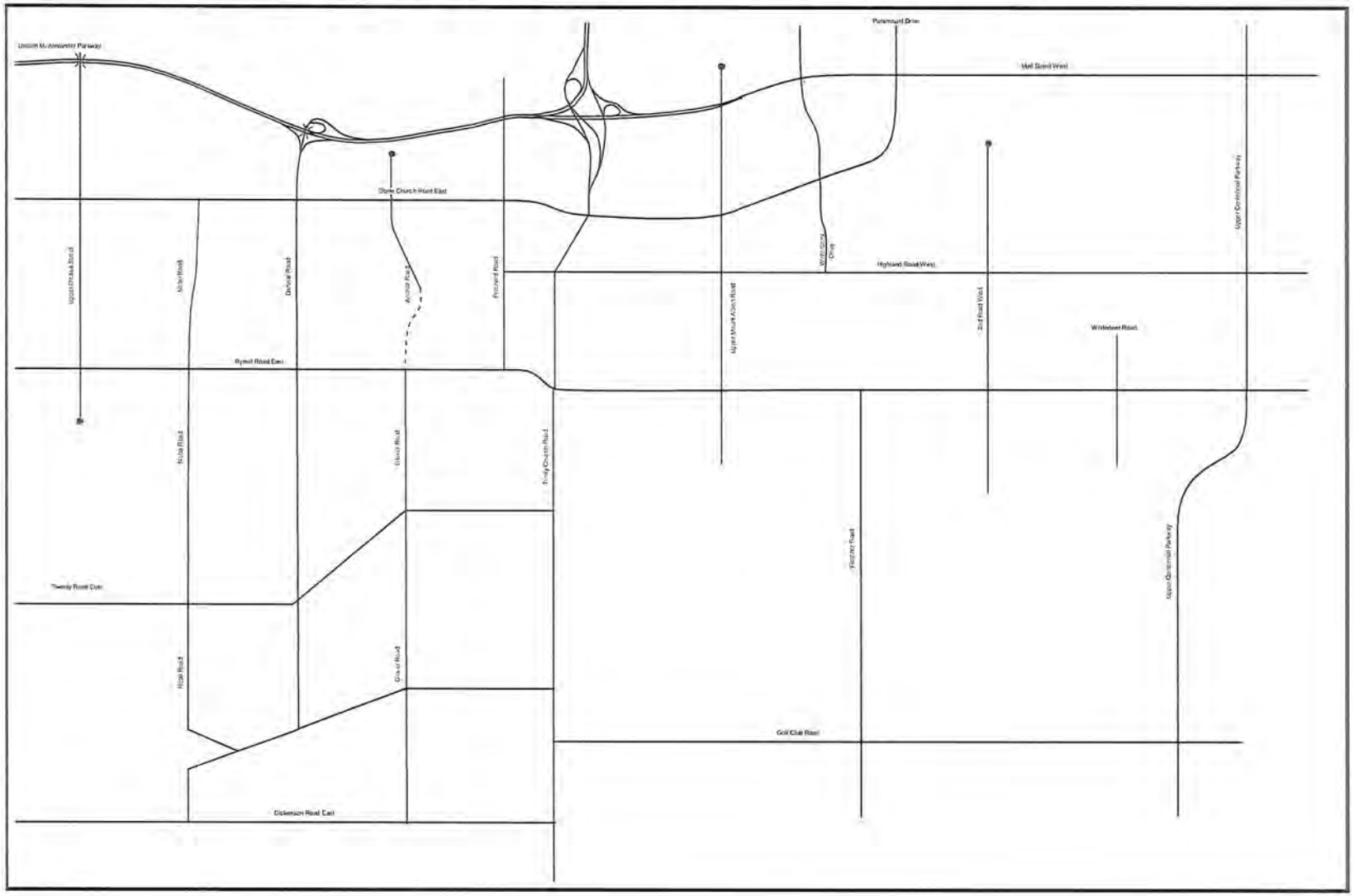


3.1.1.5 Network Assumptions

Two network scenarios were developed for the assignment of future year (2021 and 2031) volumes in the spreadsheet model. The first network scenario assumed that future development volumes would be assigned to the existing network. This scenario was used to identify the north-south lane deficiencies in the existing network to carry future traffic volumes entering the NGIBP area and intersection issues. The second network scenario assumed a future network which included an extension of Dartnall Road from Rymal Road to Dickenson Road. The future road network that was developed for the horizon years of 2021 and 2031 for the second network scenario in the spreadsheet model is shown in Figure 12.

For the purposes of determining future intersection issues, a proposed configuration of collector / arterial roads within the study area was included as part of the assessment. The future configuration was based on a network alternative that was developed as part of the alternative development component of the Transportation Master Plan study process. As a note, potential improvements to the road network in the Rymal Road Planning Area, based on previous reports and an understanding of the RRPA Class EA study direction, were also included into the analysis.

Figure 12. Spreadsheet Model – 2021 and 2031 Assumed Road Network



3.1.2 Future Volumes and Lane Deficiency Issues

Future horizon year volumes for 2021 and 2031 were initially assigned to the existing road network based on the trip generation and trip distribution assumptions described earlier to determine existing north-south lane deficiencies. The resulting total inbound / outbound vehicle link volumes for the AM / PM peak hour of travel for each of the respective horizon years are summarized by screenline in Figure 13. Details of the assigned volumes are included in Appendix D.

Under existing conditions, three collector roads provide access into the North Glanbrook Industrial Business Park from the north and the south, while one collector road provides access from the west. These roads, which include Trinity Church Road, Glover Road, Nebo Road and Twenty Road, were assumed to have a planning capacity of approximately 650 vehicles per lane. As various assumptions were used as a basis for the assignment of vehicle volumes to the road network, the evaluation of capacity deficiencies was based on a screenline assessment of the road network, rather than individual roads. A comparison of screenline volumes and available capacity is provided in Table 8.

Table 8. Comparison of Future Peak Direction Screenline Volumes with Existing Available Capacity

Screenline	2021		2031		Directional Capacity
	AM Inbound	PM Outbound	AM Inbound	PM Outbound	
North	1800	2073	3029	3237	1950
South	745	765	858	934	1950
West	130	191	186	281	650

The comparison of screenline volumes with available capacity indicates that sufficient capacity is available for access into the NGIBP via the west and the south. However, as the trip distribution assumptions indicated, the majority of the trips are accessing the study area via the north. As a result, by 2021, or within the 50% buildout time frame, the north-south roads entering the NGIBP from the north will be operating in a congested state. Therefore, an additional lane of capacity (one lane in each direction) will be required within this time frame. As the development becomes fully developed (100% build out), the additional lane of capacity provided at the 50% build out time frame, will not provide sufficient capacity to carry the additional trips. As a result, another lane of north-south capacity will be required upon full build out, for a total of two additional north-south lanes in the study area. Table 9 provides a summary of the north screenline supply and demand analysis that identifies the required infrastructure improvements in terms of collector road or arterial road capacity improvements.

Carya ovata var ovata	Shagbark Hickory		N
Centaurea sp	Knapweed Species		
Cerastium arvense ssp arvense	Chickweed		
Chaenorrhinum minus	Common Dwarf Snapdragon		I
Chelidonium majus	Greater Celadine		I
Chenopodium album var album	White Goosefoot		I
Chrysanthemum leucanthemum	Oxeye Daisy		I
Circaea lutetiana ssp. canadensis	Enchanter's Nightshade		N
Cirsium arvense	Crepping Thistle		I
Convallaria majalis	European Lily-of-the-valley		I
Convolvulus arvensis	Field Bindweed		I
Conyza canadensis	Fleabane		N
Cornus amomum ssp obliqua	Silky Dogwood		
Cornus foemina ssp. racemosa	Gray Dogwood		N
Cornus rugosa	Round-leaved Dogwood		
Cornus stolonifera	Red-osier Dogwood		N
Crataegus crus-galli	Cockspur Hawthorn	Rare	N
Crataegus punctata	Dotted Hawthorn		N
Crataegus sp	Hawthorn Species		
Dactylis glomerata	Orchard Grass		I
Daucus carota	Queen Anne's Lace		
Dianthus armeria	Deptford-pink		I
Diervilla lonicera	Northern Bush-honeysuckle		N
Dipsacus fullonum ssp. sylvestris	Common Teasel		I
Echium vulgare	Common Viper's-bugloss		I
Elaeagnus angustifolia	Russian Olive		I
Elaeagnus umbellata	Autum Olive		I
Eleocharis erythropoda	Bald Spikerush		N
Eleocharis sp	Spikerush Species		
Elodea canadensis	Broad Waterweed		N
Elymus hystrix	Bottle-brush Grass		N
Elymus repens	Quack Grass		I
Elymus riparius	River-bank Wild-rye	Rare	N
Elymus virginicus var virginicus	Virginia Wild-rye		N
Epilobium parviflorum	Small-flower Willow-herb		I
Epipactis helleborine	Eastern Helleborine		I
Equisetum arvense	Field Horsetail		N
Equisetum hyemale ssp. affine	Rough Horsetail		N
Erigeron philadelphicus ssp philadelphicus			
Erigeron pulchellus	Robin's Plantain		N
Erythronium americanum ssp. americanum	Yellow Trout-lily		N
Euonymus obovata	Running Strawberry-bush		N
Eupatorium maculatum ssp maculatum	Joe Pye Weed		
Eupatorium perfoliatum	Common Boneset		N
Euphorbia esula	Leafy Spurge		I
Euthamia graminifolia	Grass-leaved Goldenrod		N

Fagus grandifolia	American Beech		N
Festuca pratensis	Meadow Fescue		I
Fragaria virginiana ssp. virginiana	Virginia Strawberry		N
Fraxinus pennsylvanica	Green Ash		N
Galium aparine	Cleavers		N
Galium mollugo	White Bedstraw		I
Galium palustre	Marsh Bedstraw		N
Geranium maculatum	Wild Geranium		N
Geranium robertianum	Herb-robert		I
Geum aleppicum	Yellow Avens		N
Geum canadense	White Avens		N
Geum urbanum	Clover-root		I
Glechoma hederacea	Ground Ivy		I
Glyceria striata	Fowl Manna Grass		N
Hesperis matronalis	Dame's Rocket		I
Hieracium caespitosum ssp. caespitosum	Field Hawkweed		I
Hieracium sp	Hawkweed Species		
Humulus lupulus	Common Hop		I
Hypericum perforatum	St. John's-wort		I
Impatiens capensis	Spotted Jewel-weed		N
Inula helenium	Elecampane		I
Juglans nigra	Black Walnut		N
Juncus dudleyi	Dudley's Rush		N
Juncus effusus ssp solutus			
Leersia oryzoides	Rice Cutgrass		N
Lemna minor	Lesser Duckweed		N
Leonurus cardiaca ssp. cardiaca	Common Motherwort		I
Linaria vulgaris	Butter-and-eggs		I
Lonicera tatarica	Tartarian Honeysuckle		I
Lotus corniculatus	Bird's-foot Trefoil		I
Lysimachia ciliata	Fringed Loosestrife		N
Lythrum salicaria	Slender-spike Loosestrife		I
Maianthemum canadense	Wild-lily-of-the-valley		N
Maianthemum racemosum ssp racemosum	False Solomon's Seal		
Malus pumila	Common Apple		I
Matteuccia struthiopteris var pensylvanica	Ostrich Fern		
Medicago lupulina	Black Medic		I
Melilotus alba	White Sweet Clover		I
Mentha spicata	Spearmint		I
Monarda fistulosa	Wild Bergamot		N
Nasturtium officinale	True Watercress		I
Oenothera biennis	Common Evening-primrose		N
Onoclea sensibilis	Sensitive Fern		N
Ostrya virginiana	Eastern Hop-hornbeam		N
Oxalis acetosella ssp montana			

Hamilton

NOTICE OF STUDY COMMENCEMENT/ PUBLIC INFORMATION CENTRE #1

NORTH GLANBROOK INDUSTRIAL BUSINESS PARK TRANSPORTATION MASTER PLAN

THE PROJECT

The City of Hamilton is undertaking a study to develop a Transportation Master Plan to service the North Glanbrook Industrial Business Park.

THE PROCESS

This study is following the approved environmental planning process for Master Plans under the Municipal Class Environmental Assessment (2000) with the opportunity for public input throughout the study. The intent of the Master Plan is to identify a road network that will support the development of these lands in accordance with the current approved land uses for the area. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. Upon completion of the study, a Master Plan report will be completed and filed for public review.

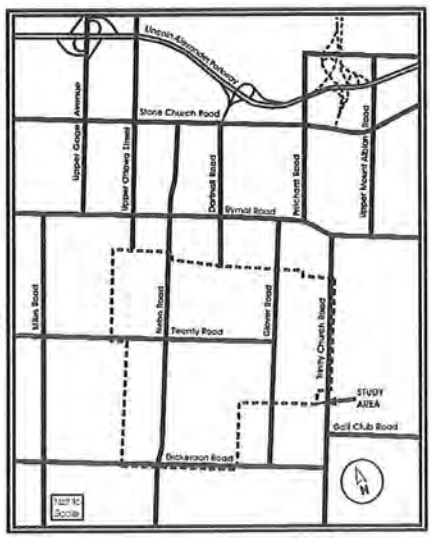
PUBLIC INFORMATION CENTRE

A Public Information Centre (PIC) has been arranged to present network alternatives considered, the evaluation of alternatives and the recommended network. You are encouraged to attend this information centre and to provide us with your views and comments for consideration as the study progresses. A second PIC will be held at a later date to present additional details of the preferred network.

Date: Wednesday, June 29, 2005

Location: Trinity United Church
10 Trinity Church Road (at Rymal Road)

Time: 4:00 p.m. to 8:00 p.m.



COMMENTS

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act.* Should you require further information regarding this study, please feel free to contact any of the project team members listed below.

Mr. Gavin Norman, P. Eng.
City of Hamilton Project Manager
Planning and Development Department
71 Main Street West
Hamilton, Ontario L8P 4Y5

Phone: (905) 546-2424 ext 1322
Fax: (905) 546-4202
email: gnorman@hamilton.ca

Mr. Mike Bricks
Consultant Project Manager
Ecoplans Limited
2655 North Sheridan Way
Mississauga, Ontario L5K 2P8

Phone: (905) 823-4988
Fax: (905) 823-2669
email: mbricks@ecoplans.com

With the exception of personal information, all comments will become part of the public record.

Hamilton

April 28, 2006

File #: 30.30.04/72

NOTICE

Re: North Glanbrook Industrial Business Park - Transportation Master Plan and Dartnall Road Extension - Public Information Centre #2

The City of Hamilton is undertaking a study to develop a Transportation Master Plan to service the North Glanbrook Industrial Business Park (see map overleaf for study area).

This study is following the approved environmental planning process for Master Plans under the Municipal Class Environmental Assessment (Class EA) - June 2000, with the opportunity for public input throughout the study. The objective of the study is to identify a road network that will support the development of these lands in accordance with the current approved land uses for the area. The Master Plan is intended to fulfill the Class EA requirements for Schedule B Projects that are identified and to outline additional work that will be required for any Schedule C Projects that are identified. One of the Schedule C projects identified is the extension of Dartnall Road. Upon completion of the study, a Master Plan report will be completed and filed for public review.

The second of three Public Information Centres (PIC) has been arranged to present the Recommended Transportation Network, details of the recommended road projects, outline additional work that will be required for any Schedule C Projects, and present alternative routes being considered for the extension of Dartnall Road. You are encouraged to attend this information centre and to provide us with your views and comments for consideration as the study progresses.

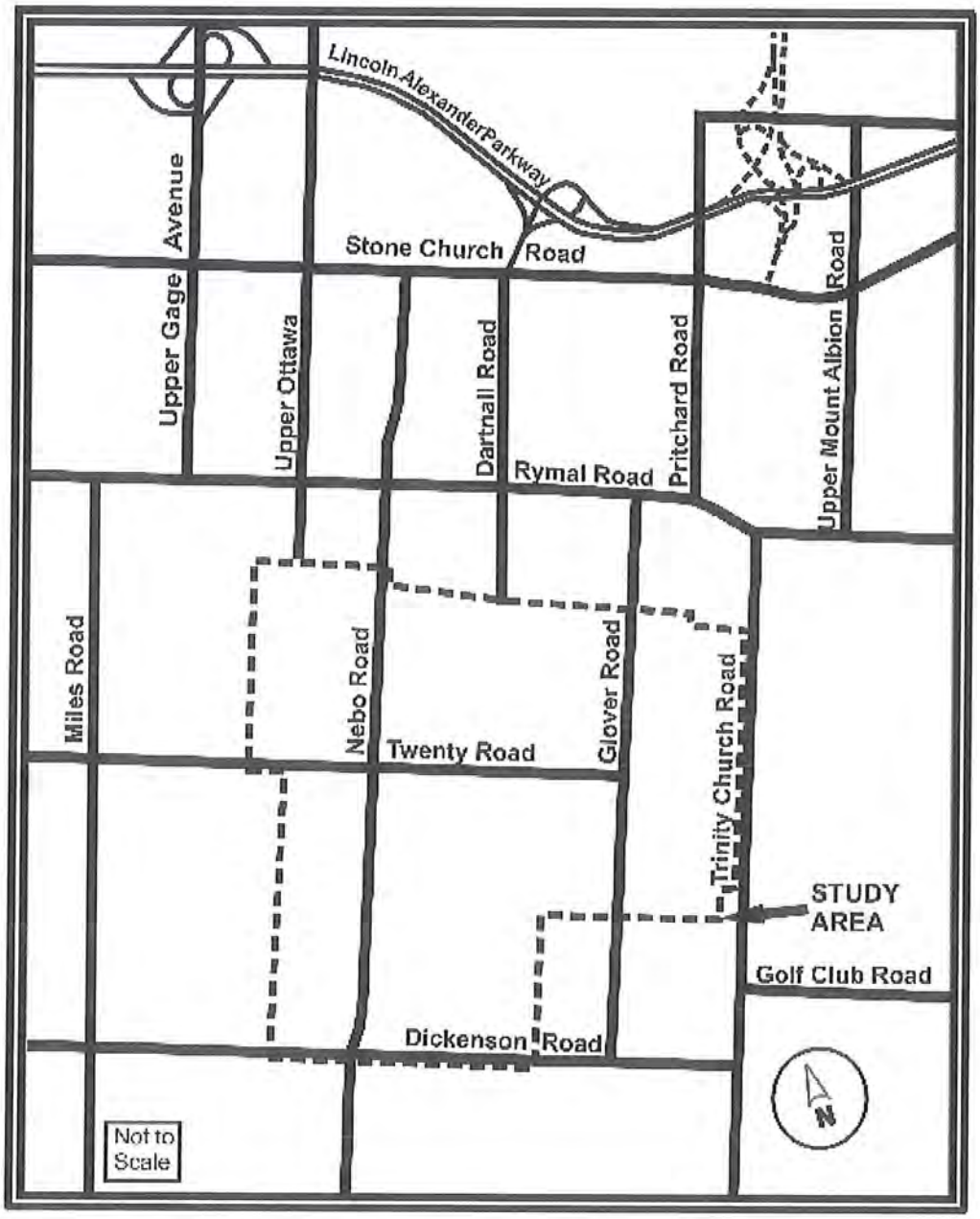
Date:	Tuesday, May 16, 2006
Location:	Trinity United Church 10 Trinity Church Road (at Rymal Road)
Time:	4:00 p.m. to 8:00 p.m.

Following this information centre the City will:

- finalize the Master Plan report, seek endorsement from Council and then file the report for public review in accordance with the Class EA;
- further evaluate the alternative routes for the extension of Dartnall Road and identify a preferred route; and
- present the Preferred Dartnall Road alternative at the third and last PIC.

Should you require further information regarding this study, please feel free to contact any of the project team members listed below.

Mr. Gavin Norman, P. Eng. City of Hamilton Project Manager Planning and Development Department 71 Main Street West Hamilton, Ontario L8P 4Y5 Phone: (905) 546-2424 ext 1322 Fax: (905) 546-4202 email: gnorman@hamilton.ca	**Mr. Mike Bricks** Consultant Project Manager Ecoplans Limited 2655 North Sheridan Way Mississauga, Ontario L5K 2P8 Phone: (905) 823-4988 Fax: (905) 823-2669 email: mbricks@ecoplans.com



APPENDIX D

COMMENT SUMMARIES

The first of two Public Information Centres (PIC) was held on Wednesday, June 29, 2005 from 4:00pm to 8:00pm at the Trinity United Church. This PIC was attended by the following members of the project team:

- Gavin Norman, City of Hamilton
- Mike Bricks, Ecoplans Limited
- Jack Thompson, McCormick Rankin Corporation

The PIC was attended by **76** people (count from sign-in sheet). The majority of the attendees reside within or nearby the study area.

The PIC was an open house with display boards presenting the network alternatives considered, the evaluation of alternatives and the recommended network. Attendees had the opportunity to address and discuss any question or concerns with the project team. Handout copies of the PIC display board and evaluation charts were available.

Comment sheets were provided for submission of comments During the PIC 15 comment sheets were submitted. After the PIC additional comments were received and included one fax, four e-mails and four letters. In addition to written comments, five telephone requests for PIC handouts were received by the City of Hamilton. The following table summarizes the written comments received.

In addition to written comments, the following provides a general overview of attendee verbal comments during the PIC:

- Impact to residential homes along Trinity Church and concerns re: safety, increased traffic and previous Glanbrook bylaw providing a buffer strip between industrial development and Trinity Church Road should be implemented;
- Viability of the North Glanbrook Industrial Business Park;
- Displacement of agricultural land for more industrial land;
- Support for North Glanbrook Industrial Park since the Red Hill Valley Parkway will provide needed access;
- Interest in the extent of future sanitary services in study area;
- Alignment concerns specific to certain landowners; and
- Redirection of traffic away from roads servicing residential homes.

Written Comments From Public Information Centre #1	
Comment Summary	**Number of Comments**
Concerned about previous commitment of berms to protect homes on Trinity Church from noise and pollution	5
Request for copy of PIC handout	4
Concerned about previous commitment for no access from Trinity Church to the Industrial Park.	3
Desire to have the roads go behind the houses at Trinity Church Road and all service roads kept within the Industrial Park	3

Written Comments From Public Information Centre #1	
Comment Summary	**Number of Comments**
Concerned about previous commitment to zone the land as "light prestige industrial/business" – concerned that this will not be the case	2
Provided two alternative plans for the Trinity Church area	2
Concern regarding potential effects should a Maple Leaf processing plan locate within the Industrial Park	2
Support for development of Trinity Church Road, and development in general within Hamilton	1
The best route is the old rail line from Dickenson Road to Airport Road – it would effect the least amount of people	1
Request to be kept up-to-date regarding the Industrial Park	1
Support for Plan 5 – looks like it flows the best	1
Inquiry regarding the proposed speed limit for the roads in the study area	1
Inquiry regarding provisions to ensure that blasting for road construction does not affect well water	1
Inquiry regarding what tree/greening preservation is being considered for privacy, air cleaning, noise block and wind block	1
Inquiry regarding what noise reduction methods will be implemented to protect residents	1
Inquiry regarding the maximum truck weight	1
Request for more information regarding potential improvements to Trinity Church Road north of Rymal Road – specifically in the vicinity of the church	1
Request for more information regarding the effect of the proposals on the intersection of Trinity Church Road and Dickenson Road	1
Request for advise regarding appropriate contact to discuss air quality and pollution from burning at asphalt plan (not related to this project)	1
Dartnall should continue right through to Airport Road since the right-of-way already is provided south of Dickenson Road	1
Desire to leave Nebo alone	1
Desire to build roads to resolve transportation problems within Hamilton– no new industry will come until road are built	1
Desire to avoid development on existing farm land – lots of area to expand downtown	1
Alternative 4 better protects more residences, reduces traffic volume and protects property values as a result of removing the second road south of Twenty Road shown in Alternative 5 – a second E-W arterial within the confines of the Industrial Park would solve the problem for residences on Trinity Church Road	1
Focus on Dartnall Road is well-conceived; Nebo Road should also be give more attention beyond intersection improvements	1
Glover Road should be extended north of Rymal Road into the present Hamilton Industrial Park and linked to Pritchard Road – this would benefit both the Hamilton and Glanbrook Industrial Parks, provide N-S flow and open up land north of Rymal at Glover	1
290 ha is not a 30 year build out – 200ha in large units would be	1

Written Comments From Public Information Centre #1	
Comment Summary	**Number of Comments**
absorbed in 2-3 years; keep zoning as general as possible, expedite the Dartnall Road upgrade and extension and bring services to Dickenson	
Concerned about development on land between Trinity Church and Glover Road	1
All Alternatives fail to reduce traffic infiltration for residential areas along Trinity Church	1
Concerned that link between Red Hill Valley Parkway and Trinity Church Road would not be safe for pedestrians and residents along Trinity Church Road	1
Linking Dartnall Road to Nebo Road would result in heavier traffic, trucks and noise; property values may drop	1
Inquiry regarding concerns along Nebo Road including: idling trucks, City purchase of property, tax rate for businesses, sanitary sewers and sink holes.	1

The second and final Public Information Centres (PIC) for the North Glanbrook Industrial Business Park was held on Tuesday, June 16, 2006 from 4:00pm to 8:00pm at the Trinity United Church. This PIC was attended by the following members of the project team:

- Gavin Norman, City of Hamilton
- Mike Bricks, Ecoplans Limited
- Katie Bright, Ecoplans Limited
- Scott Roberts, McCormick Rankin Corporation

The PIC was attended by **63** people (count from sign-in sheet). The majority of the attendees reside within or nearby the study area.

The PIC was an open house with display boards presenting the comments from the first PIC, the preferred network, details of the Schedule B projects, future study areas for Schedule C projects and three Dartnall Road Extension alignment alternatives. Attendees had the opportunity to address and discuss any question or concerns with the project team. Handout copies of the PIC display boards were available.

Comment sheets were provided for submission of comments. During the PIC 13 comment sheets were submitted. The following table summarizes the written comments received.

In addition to written comments, the following provides a general overview of attendee verbal comments during the Public Information Centre:

- Interest in future zoning changes and land use plans within the North Glanbrook Industrial Business Park;
- Concern regarding the displacement of agricultural land for more industrial land;
- Concern regarding direct link between the North Glanbrook Industrial Park and the Red Hill Valley Parkway, especially along Trinity Church Road; and
- Alignment concerns specific to certain landowners.

Written Comments From Public Information Centre #2	
Comment Summary	**Number of Comments**
Request for copy of PIC handout	7
Request to be kept up-to date regarding the Industrial Business Park and any plans for rezoning	1
Requests that the preferred Dartnall Road Extension alternative be selected to ensure the least amount of disturbance to local residents. Noted that a central Dartnall Road Extension alternative would likely be the cheapest.	1
Request to be added to the project contact list.	1
Concerned regarding connection of the Red Hill Valley Parkway and Lincoln Alexander Parkway with Trinity Church Road.	1
Concerned that connecting Trinity Church Road to the Lincoln Alexander Parkway would result in increased traffic and disruptions as Trinity Church Road would be used as an alternative route to the Airport. Suggested that traffic should be focused along the Dartnall Road Extension.	1
Inquiry regarding on which side the road will pass Trinity Church and the cemetery.	1
Request that the road go around Trinity Church property and parking lot.	1
Request for upgrades to all north-south roads for development.	1
Request that expropriation be avoided.	1

SUMMARY OF AGENCY COMMENTS	
AGENCY	COMMENTS RECEIVED
External Agencies	
Ministry of the Environment Contact: Barbara Ryter	Comment received May 18, 2005 (letter dated May 16, 2005). The Ministry noted requirements under the Municipal Class EA and emphasized public and agency consultation. Included request for one copy of the Notice of Completion with the complete Master Plan Document for review, filing and potential comments.
Ministry of Culture Contact: Neal Ferris	Comment received May 30, 2005 (letter dated May 31, 2005). The Ministry's expresses concerns re: adverse effects that development activities may have on cultural heritage resources. If preferred alternatives will have potential to impact cultural resources a heritage assessment should be conducted as part of the EA and any negative impacts mitigated by either avoidance or documentation. Would be useful to be provided with detailed information and mapping outlining the extent and type of land disturbance anticipated and any areas that may exhibit potential for impacted heritage resources.
Hamilton Conservation Authority Contact: Katherine J. Menyes	Comment received June 2, 2005 (letter dated May 27, 2005). The Hamilton Conservation Authority (HCA) noted that the study area is traversed by tributaries of Hannon Creek and of Twenty Mile Creek; as a result the study area falls within the watershed jurisdiction of both the Hamilton and Niagara Peninsula Conservation Authorities. Also not close proximity to Red Hill Creek Escarpment Valley ESA. The study area includes a portion of the Chippewa Trail (owned by HCA). The HCA wishes that their interests be considered in the development of the future Transportation Master Plan.
TransCanada Pipelines Limited Contact: Wesley Crown (Meridian Planning Consultants)	Comment received June 9, 2005 (letter dated June 1, 2005). TransCanada wishes to be notified of developments and possible impacts to TransCanada's two high pressure natural gas pipelines which cross the study area in an east-west direction. Noted that any development within 200 metres of TransCanada's facilities may affect the safety and integrity of those facilities.
Ministry of Natural Resources Contact: Mike Stone	Comment received June 17, 2005 (letter dated June 15, 2005). The Ministry wishes to participate in subsequent stages of the process and review new information as it becomes available. Noted particular interest in the following: • tributaries of Twenty Mile Creek and Red Hill Creek provincially significant Upper Twenty Mile Creek Wetland Complex (to the west); • provincially significant Eramosa Karst ANSI (to the east) • lands designated as Protected Countryside • Lands identified as part of the Natural Heritage System under the Greenbelt Plan • Niagara Escarpment Plan lands (north of Rymal Road) Also noted that identified bedrock resources are located within the study area and must be protected for long-term use.

SUMMARY OF AGENCY COMMENTS	
AGENCY	COMMENTS RECEIVED
Ministry of Agriculture, Food and Rural Affairs Contact: Dwayne Evans	Comment received December 1, 2005 (letter dated December 1, 2005). The Ministry noted that concerns are focused on the impact of the project on both prime agricultural resource land base and on any agricultural infrastructure in the study area. The Ministry has no comments since the North Glanbrook Industrial Business Park is located within the urban limits of the City of Hamilton.