

Hamilton

**Red Hill Business Park South
Transportation Master Plan Addendum**

**MUNICIPAL CLASS
ENVIRONMENTAL ASSESSMENT**

**Prepared For:
CITY OF HAMILTON**

August 2013

THE PUBLIC RECORD

A copy of this document has been submitted to the following office of the Ministry of the Environment to be placed in the Public Record:

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This Transportation Master Plan Addendum is also available for public review during normal business hours at:

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Tuesday, September 24, 2013

**Red Hill Business Park South Transportation Master Plan Addendum (August 2013)
ADDENDUM TO GLOVER ROAD PREFERRED ALTERNATIVE – CITY COUNCIL RESOLUTION**

The following outlines a change related to the Glover Road Preferred Alternative identified in the Red Hill Business Park South Transportation Master Plan (TMP) Addendum:

The TMP Addendum documents the assessment and evaluation of alternatives for Twenty Road and Glover Road. **The projects identified in the TMP Addendum are:**

- (i) Twenty Road from Dartnall Road to Glover Road (Schedule B);
- (ii) Twenty Road extension from Glover Road to Trinity Church Arterial Road and the associated southerly extension of the Trinity Church Arterial Road to meet Twenty Road (Schedule C); and,
- (iii) Glover Road traffic island (Schedule A+).

After completion of the TMP Addendum, Hamilton City Council considered stakeholder feedback regarding Glover Road at the September 11, 2013 City Council meeting. **City Council endorsed the filing of the TMP Addendum for the following projects:**

- (i) Twenty Road from Dartnall Road to Glover Road (Schedule B);
- (ii) Twenty Road extension from Glover Road to Trinity Church Arterial Road and the associated southerly extension of the Trinity Church Arterial Road to meet Twenty Road (Schedule C); and,
- (iii) That a cul de sac be installed between the southern most property of Maple Leaf Foods by 580 Glover Road.

As a result of the City Council resolution the proposed design at Glover Road has changed as noted in the following decision tracking table:

Decision Tracking – Glover Road	
TMP Addendum	Revision to TMP Addendum (City of Hamilton Council Resolution, Sept 11, 2013)
Glover Road traffic island (Schedule A+).	Installation of a cul-de-sac between the southern most property of Maple Leaf Foods by 580 Glover Road (Schedule A+)

As a result, the City of Hamilton is proposing the installation of **back to back cul-de-sacs on Glover Road** north of Dickenson Road East in the vicinity of 580 Glover Road. That alternative is identified as **Glover Road Alternative 2** in the TMP Addendum. Other than closing Glover Road to thru traffic and costs associated with cul-de-sac construction, the revision to the Glover Road project (i.e. changing from a traffic island to cul-de-sacs) does not notably change the impacts and mitigation measures identified in the TMP Addendum.

City Council also required that written notification be provided to the residents of **Glover Road between Dickenson Road and Rymal Road (Wards 6 and 11)** respecting the thirty (30) day public review (appeal period) of the Red Hill Business Park South TMP Addendum. That written notification has been distributed as part of the public notification process for the TMP Addendum.

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GLOSSARY

ANSI -	Area of Natural and Scientific Interest
Class EA -	Class Environmental Assessment
COSEWIC -	Committee on the Status of Endangered Wildlife in Canada
EA Act -	Ontario <i>Environmental Assessment Act</i>
ESA -	<i>Endangered Species Act</i>
HCA -	Hamilton Conservation Authority
LSW -	Locally Significantly Wetland
MBCA -	<i>Migratory Birds Convention Act</i>
MNR -	Ontario Ministry of Natural Resources
NGIBP -	North Glanbrook Industrial Business Park
NHIC -	Natural Heritage Information Centre
NHS -	Natural Heritage System
NPCA -	Niagara Peninsula Conservation Authority
PIC -	Public Information Centre
PSW -	Provincially Significant Wetland
RHBPS -	Red Hill Business Park South
ROPA 9 -	Rymal Road Planning Area
SAR -	Species at Risk
SARA -	<i>Species at Risk Act</i>
TMP -	Transportation Master Plan

EXECUTIVE SUMMARY

In an effort to spur industrial development and make available “shovel ready lands”, the City of Hamilton undertook the *North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (2006)* to identify a road network that will support the development of the lands in accordance with the approved land uses identified in the Secondary Plan for the area. The Transportation Master Plan study, including stakeholder consultation, was undertaken following the environmental planning process for Master Plans under the Municipal Class Environmental Assessment (Municipal Engineers Association, 2000). The study was necessary in order to plan for the expected increase in business park related traffic on roadways within and adjacent to the NGIBP.

Since the completion of the NGIBP Transportation Master Plan (TMP) **the business park has been renamed the Red Hill Business Park South.**

The Twenty Road realignment identified in the NGIBP Transportation Master Plan (TMP) is no longer viable due to the form of industrial development occurring in the business park. As a result, a TMP Addendum is required focusing on the Twenty Road realignment and the southern portion of the Trinity Church Road Extension. In addition, completion of the TMP Addendum provides an opportunity to further address the transition of Glover Road from the south boundary of the business park to the adjacent residential area.

This TMP Addendum identifies a road network that will support the development of the business park lands in accordance with the current approved land uses and proposed developments for the area. The objectives of the study were to:

- € Identify alignment alternatives for Twenty Road East of Dartnall Road and Trinity Church Arterial Road Corridor intersection with Twenty Road; and
- € Identify functional alternatives for Glover Road north of Dickenson Road East.

Two alternatives were identified for Twenty Road:

Twenty Road: Alternative 1 – Alignment as recommended in the 2006 TMP

- € Alignment of Twenty Road to swing to the north between the future Dartnall Road Extension and Glover Road and then continue on a straight line to connect with the Trinity Church Arterial Road Corridor.

Twenty Road: Alternative 2 – Extend existing road allowance directly east to the future Trinity Church Arterial Road Corridor

- € Alignment of Twenty Road to extend directly east from the existing right-of-way and intersect with a southerly extension of the Trinity Church Arterial Road Corridor.

Three alternatives were identified for Glover Road:

Glover Road: Alternative 1 – Do nothing – with appropriate traffic signs

- € No change to the existing condition traffic operations on Glover Road north of Dickenson Road East.
- € Addition of appropriately placed traffic signs to discourage truck traffic within the Glover Road residential area.

Glover Road: Alternative 2 – Cul-de-sacs on Glover Road north of Dickenson Road East

- € Creation of cul-de-sacs between the business park and Glover Road residential area.

Glover Road: Alternative 3 – Traffic island on Glover Road north of Dickenson Road East – with appropriate traffic signs

- € Installation of a traffic island at the transition between the business park and Glover Road residential area.
- € Addition of appropriately placed traffic signs to discourage truck traffic within the Glover Road residential area.

Based on the assessment and evaluation of alternatives, Twenty Road Alternative 2 and Glover Road Alternative 3 were identified as the preferred alternative.

Stakeholder consultation was completed as part of the TMP Addendum Study and two public consultation events were held:

- € Public Information Centre (PIC) – June 25, 2012
- € Glover Road Public Meeting – December 4, 2012

In addition, study materials were made available online at:
www.hamilton.ca/redhilltmpaddendum.

This Transportation Master Plan Addendum completes Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) process for the road works addressed in this report.

The Class EA Schedules for proposed works identified in this TMP Addendum are as follows:

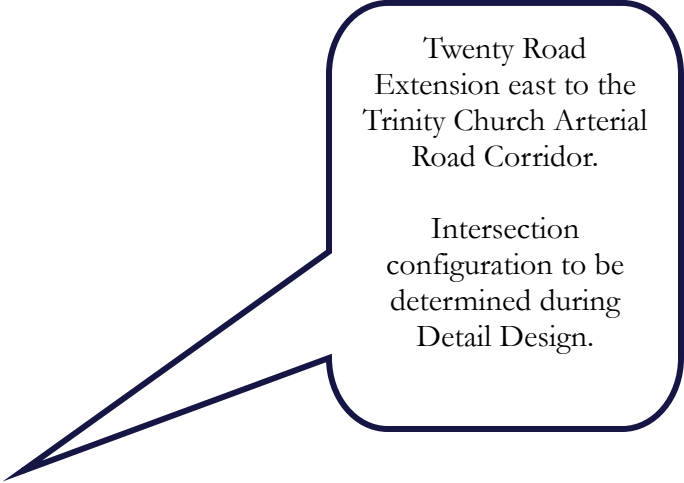
- € Schedule C¹ - Twenty Road from Glover Road to the Trinity Church Arterial Road Corridor and the associated southerly extension of the Trinity Church Arterial Road Corridor to meet Twenty Road

¹ The remaining Class EA phases, i.e. Phases 3 and 4, will be completed subsequent to this Transportation Master Plan Addendum.

- € Schedule B - Twenty Road from Dartnall Road to Glover Road
- € Schedule A+ - Glover Road traffic island

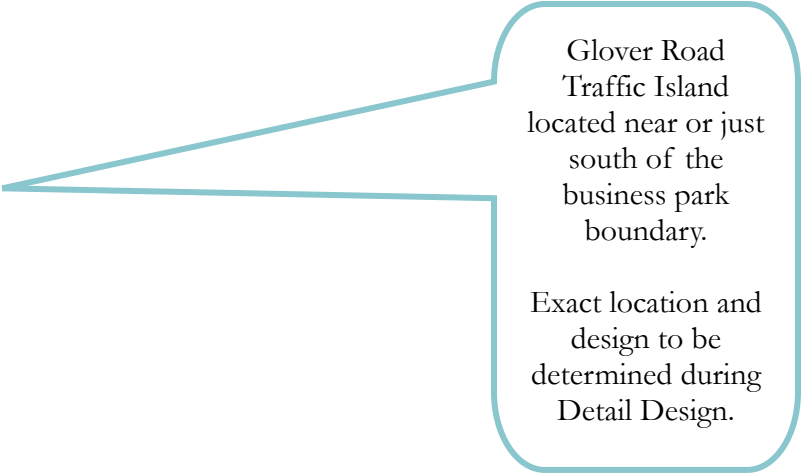
The preferred transportation network is shown in **Exhibit E-1**.

EXHIBIT E-1: PREFERRED TRANSPORTATION NETWORK



Twenty Road
Extension east to the
Trinity Church Arterial
Road Corridor.

Intersection
configuration to be
determined during
Detail Design.



Glover Road
Traffic Island
located near or just
south of the
business park
boundary.

Exact location and
design to be
determined during
Detail Design.

1.0 INTRODUCTION

1.1 STUDY OVERVIEW

1.1.1 North Glanbrook Industrial Business Park Transportation Master Plan (Completed in 2006)

In an effort to spur industrial development and make available “shovel ready lands”, the City of Hamilton undertook the *North Glanbrook Industrial Business Park* (NGIBP) *Transportation Master Plan* (2006) to identify a road network that will support the development of the lands in accordance with the approved land uses identified in the Secondary Plan for the area. The Transportation Master Plan study, including stakeholder consultation, was undertaken following the environmental planning process for Master Plans under the Municipal Class Environmental Assessment (Municipal Engineers Association, 2000). The study was necessary in order to plan for the expected increase in business park related traffic on roadways within and adjacent to the NGIBP.

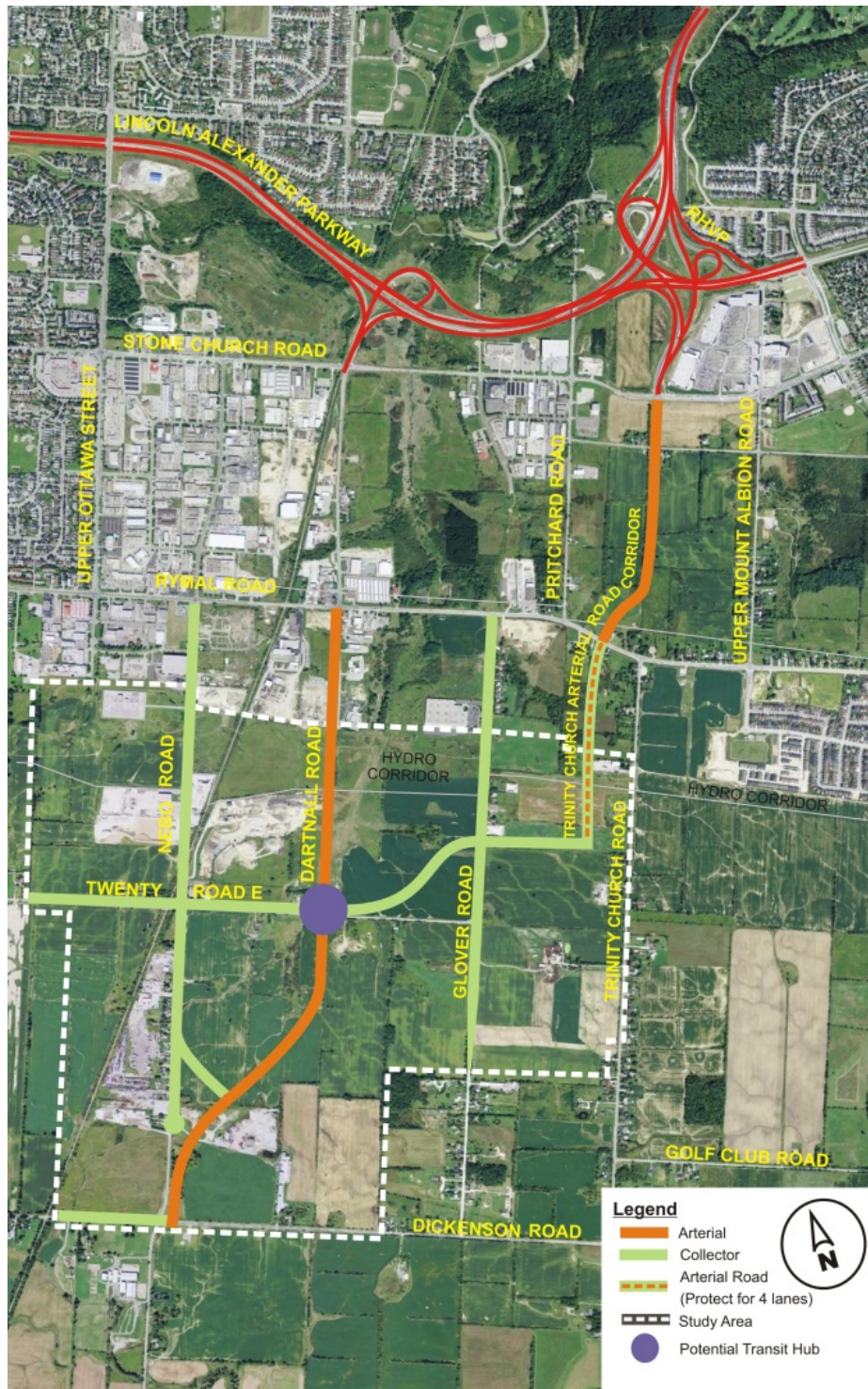
Since the completion of the NGIBP Transportation Master Plan (TMP) **the business park has been renamed the Red Hill Business Park South.**

Following the completion of the NGIBP TMP, the Municipal Class EA process was completed for two identified Schedule C projects – Dartnall Road Extension and Trinity Church Road. Those studies identified the alignment for Dartnall Road within the business park and the Trinity Church Arterial Road Corridor to Twenty Road (see **Exhibit 1.1.1-1**). Those roadways are now part of the approved transportation network within the business park. The currently approved transportation network is shown in **Exhibit 1.1.1-1**.

The Trinity Church Arterial Road Corridor Class EA did not determine the road alignment south of Twenty Road – the alignment of the Trinity Church Arterial Road south of Twenty Road is to be assessed as a separate Schedule C project. In addition, given the interaction between Twenty Road and Trinity Church Road there is a need to identify the location of the intersection of the future Trinity Church Arterial Road Corridor with Twenty Road.

The NGIBP TMP also identified the Twenty Road alignment from the Dartnall Road Extension to Trinity Church Road as a Schedule C project; however, a standalone study has not yet been completed to address this assessment.

EXHIBIT 1.1.1-1: APPROVED TRANSPORTATION NETWORK (NGIBP TMP, DARTNALL ROAD CLASS EA, TRINITY CHURCH ARTERIAL ROAD CORRIDOR CLASS EA)



1.1.2 Red Hill Business Park South Transportation Master Plan Addendum (Current Study)

The Twenty Road realignment identified in the 2006 Transportation Master Plan (TMP) is no longer viable due to the form of industrial development occurring in the business park. As a result, a TMP Addendum is required focusing on the Twenty Road realignment and the southern portion of the Trinity Church Road Extension. In addition, completion of the TMP Addendum provides an opportunity to further address the transition of Glover Road from the south boundary of the business park to the adjacent residential area.

This Transportation Master Plan (TMP) Addendum identifies a road network that will support the development of the business park lands in accordance with the current approved land uses and proposed developments for the area. The objectives of the study were to:

- € Identify alignment alternatives for Twenty Road East of Dartnall Road and Trinity Church Arterial Road Corridor intersection with Twenty Road; and
- € Identify functional alternatives for Glover Road north of Dickenson Road East.

This TMP Addendum is intended to fulfil the Class EA requirements for Schedule B projects that are identified and to outline additional work that will be required for any identified Schedule C Projects in accordance with the Municipal Class EA process. Details regarding the Municipal Class EA process are provided in **Section 1.2 (Overview of the Planning Process)**. The Class EA Schedules for proposed works addressed by this TMP Addendum are outlined in **Section 7.1 (Elements Requiring Further EA Approval)**.

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 Act* (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 Environmental Assessment (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, if the Class EA process is followed these undertakings do not require a formal approval from the Ontario Ministry of the Environment. Upon completion of the appropriate process, the undertaking is considered approved.

The Municipal Class EA (Municipal Engineers Association, October 2000, as amended in 2007 & 2011) outlines such a process for a class of municipal projects. The Class EA process for municipal road projects is shown in **Exhibit 1.2.1-1** and includes:

- € Phase 1 - identify the problem or opportunity;
- € Phase 2 - identify alternative solutions;

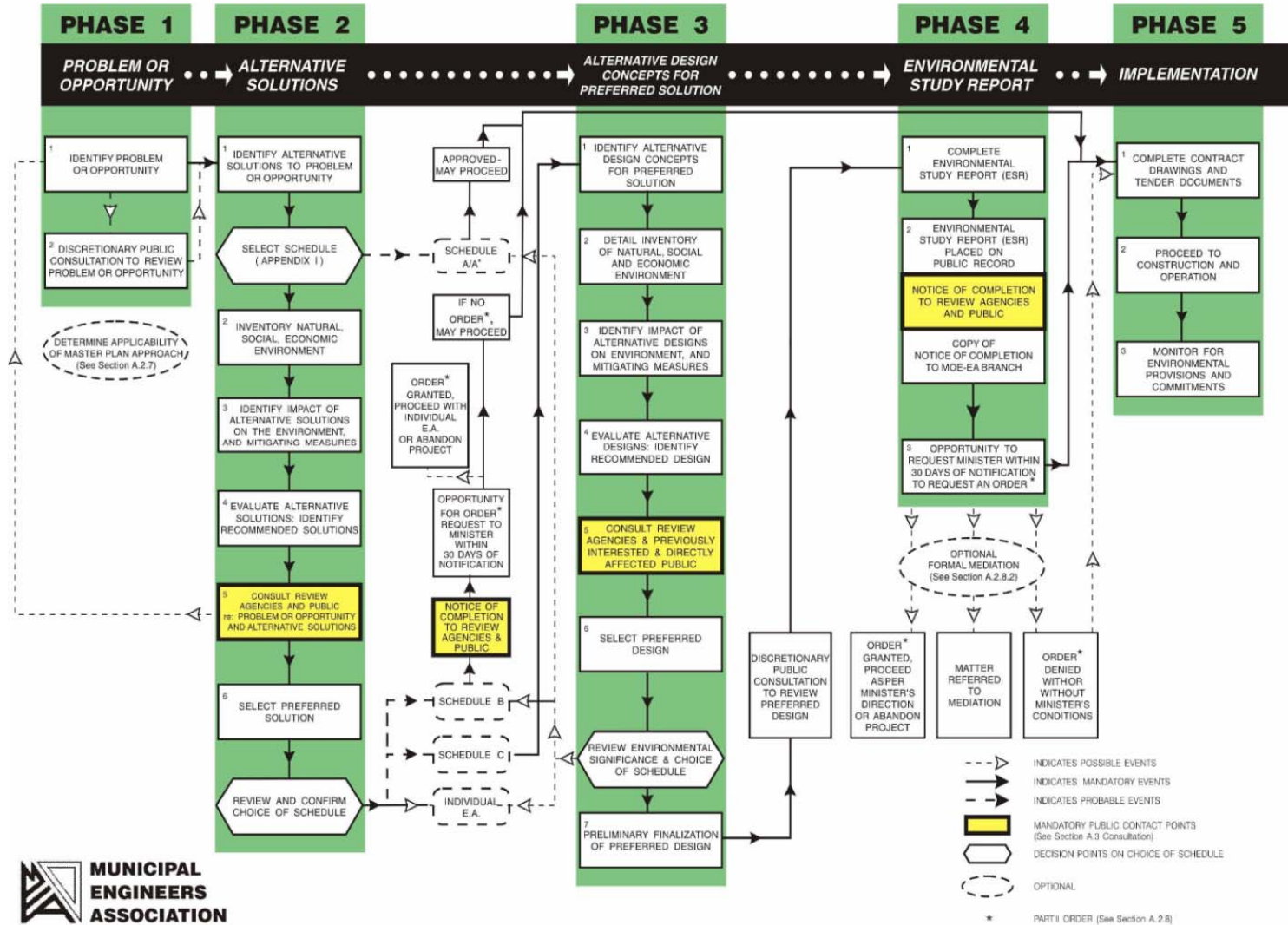
- € Phase 3 - examine alternative design concepts for the preferred design;
- € Phase 4 - prepare and file an Environmental Study Report; and,
- € Phase 5 - proceed to Detail Design, construction and operation.

The Class EA recognizes that certain undertakings require different degrees of assessment, depending on their environmental effects and defines four 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 A+ undertakings are those that are pre-approved under the Municipal Class EA, however, the public is to be advised prior to project implementation. The manner in which the public is advised is to be determined by the proponent.
- € 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).

EXHIBIT 1.2.1-1: MUNICIPAL CLASS EA PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



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 cannot 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.

1.2.2 Municipal Class EA Master Plan Process

The North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (TMP) followed the Municipal Class Environmental Assessment (EA) Master Plan process. This process requires, at a minimum, the completion and documentation of Phase 1 and 2 of the Municipal Class EA process.

The Municipal Class EA Master Plan process allows 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. These steps were completed for the NGIBP TMP and no Part II Order requests were received.

The NGIBP TMP recognized that during the development of the business park it may be necessary to amend the TMP 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.

The NGIBP TMP indicated that if 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.

This TMP Addendum report is following the Addendum process as outlined in the NGIBP TMP (see details above).

1.3 ELEMENTS OF THE TRANSPORTATION MASTER PLAN ADDENDUM

The intent of this Transportation Master Plan (TMP) Addendum 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 (Overview of the Municipal Class EA Process)**, there are three project schedules under the Municipal Class EA process with each schedule having different requirements to fulfill the environmental planning process. This TMP Addendum is intended:

- € To fulfill the Phases 1 and 2 Class EA requirements for any Schedule B Projects that are identified; and
- € To outline additional work that will be required to implement any Schedule C Projects that are identified.

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.

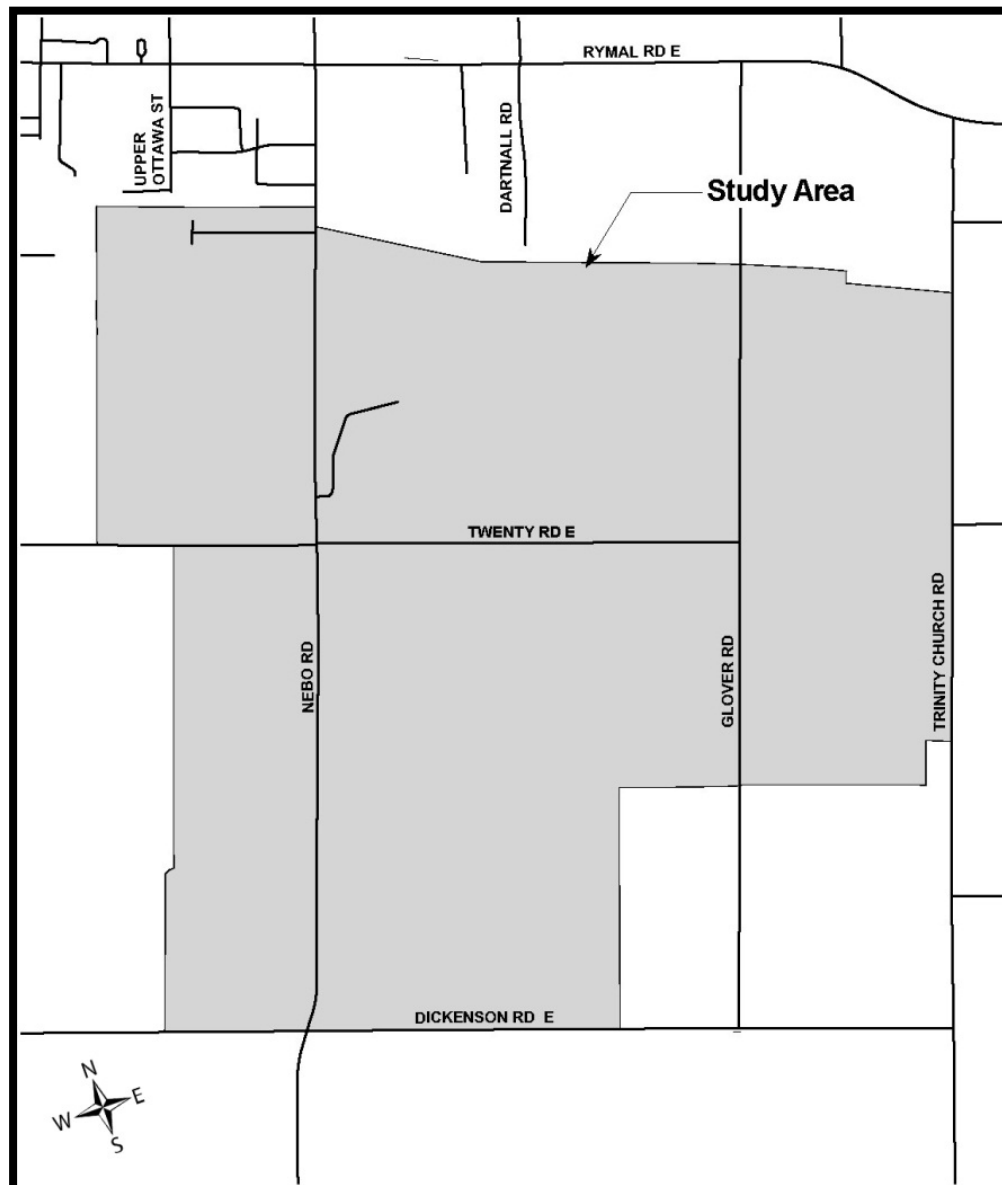
Schedule C projects recommended in this study will require further consultation and preparation of Environmental Study Reports to meet Schedule C requirements. However, this Addendum serves to fulfill the Phase 1 and 2 components of these future projects.

2.0 PLANNING CONTEXT AND PROBLEM / OPPORTUNITY STATEMENT

2.1 STUDY AREA

The primary study area for the Red Hill Business Park South Transportation Master Plan Addendum is the business park boundaries as show in **Exhibit 2.1-1**. This study area matches the study area for the original North Glanbrook Industrial Business Park Transportation Master Plan.

EXHIBIT 2.1-1: STUDY AREA



2.2 PROBLEM / OPPORTUNITY STATEMENT

Within the Red Hill Business Park South (RHBPS) the development of the lands south of Twenty Road between the future Dartnall Road Extension and Glover Road changes the opportunities for Twenty Road to connect the future Trinity Church Road Corridor to the future Dartnall Road Extension.

The form of the industrial development occurring within the RHBPS, formerly the North Glanbrook Industrial Business Park (NGIBP), warrants a review of the:

- € The alignment of Twenty Road as identified in the NGIBP Transportation Master Plan (TMP); and
- € The location of the intersection of the future Trinity Church Road Corridor, as identified in the Trinity Church Road Corridor Class Environmental Assessment Report, with Twenty Road.

The intent is to ensure that road alignments are proposed which will be in keeping with ongoing and anticipated development within the business park. Based on recent developments within the RHBPS, there appears to be market demand for larger parcels of industrial land. As a result, the road network within the RHBPS should provide the flexibility for larger development.

In addition, feedback from local residents has identified the need to review the function of Glover Road as it transitions from the industrial area into the rural residential area north of Dickenson Road East.

As part of the current TMP Addendum, a traffic analysis update has been completed to reflect recent development planning and road network refinements since the 2006 NGIBP TMP. Findings from this traffic analysis have helped inform the need for any additional road widening requirements and the evaluation of alternatives.

3.0 INVENTORY OF THE EXISTING ENVIRONMENT

As part of this Transportation Master Plan Addendum the existing conditions have been reviewed and updated with particular focus on the areas of roadway alternatives addressed in this report.

3.1 NATURAL ENVIRONMENT

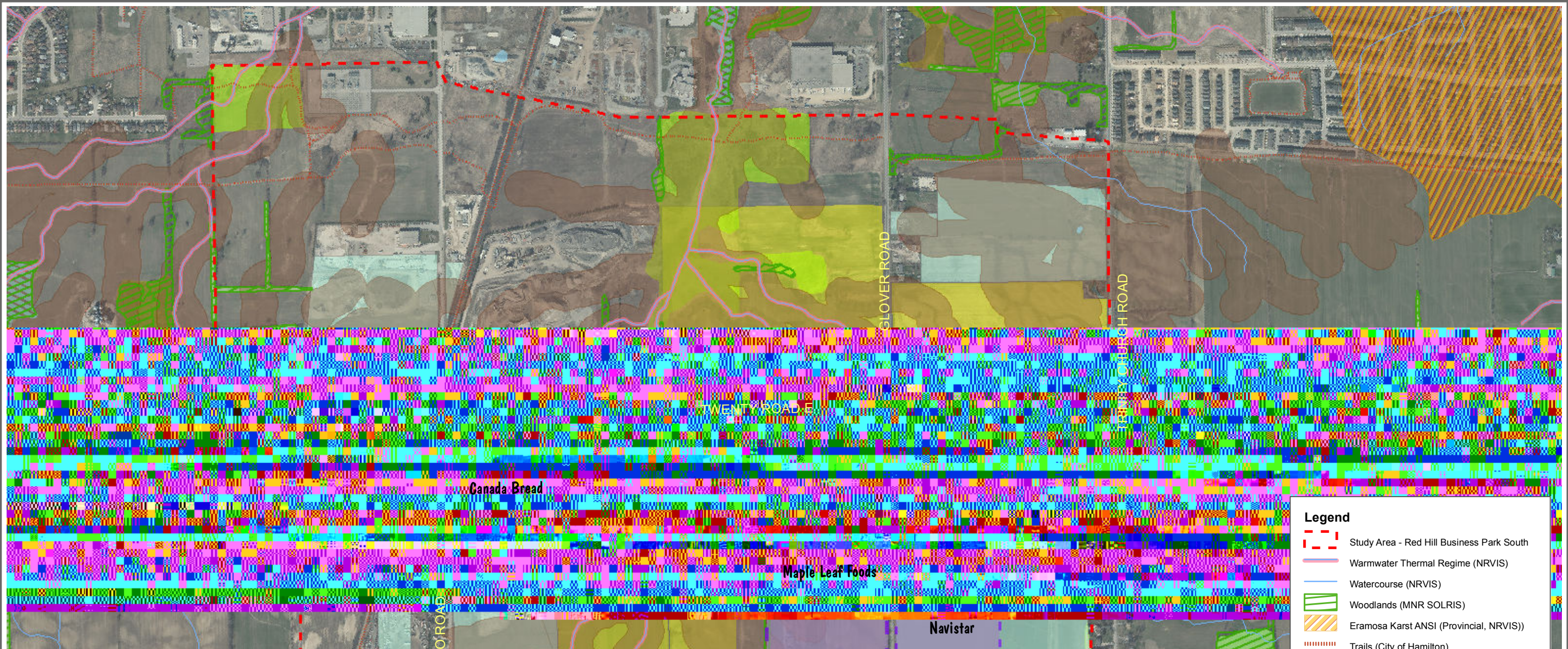
The existing natural environment features have been highly influenced by human activities on the landscape, and there are few ‘natural’ areas remaining. Agricultural lands dominate the landscape with narrow riparian corridors and minor hedgerows traversing the fields. The largest ‘natural’ or ‘semi-natural’ areas are directly associated with Hannon Creek and its tributaries.

There are no provincially designated natural heritage areas within the study area. The following designated areas occur in the surrounding landscape.

- € Upper Twenty Mile Creek Provincially Significant Wetland (PSW) Complex occurs approximately 900 m to the south and west.
- € Eramosa Karst Provincially Significant Area of Natural and Scientific Interest (ANSI) is located approximately 500 m northeast of the study area.
- € The Red Hill Creek Escarpment Valley Environmentally Significant Area, known as Albion Falls Park and Open Space is located north of the study area, along the Niagara Escarpment.

The City of Hamilton¹ has mapped a Natural Heritage System within its jurisdiction which includes forest, meadow, successional, hedgerow and wetland habitat areas. There are representations of each of these features within the study area, as noted on **Exhibit 3.1-1** (Existing Conditions). These features are discussed further in **Section 3.1.2 (Terrestrial Environment)**.

¹ The Natural Heritage System mapping was developed by the former Region of Hamilton-Wentworth and is based on extensive field work by experts led by the Hamilton Naturalists’ Club in partnership with the City of Hamilton, the Conservation Authorities of Hamilton, Halton, Grand River, and Niagara Peninsula, Royal Botanical Gardens, the Ontario Ministry of Natural Resources, and Environment Canada. The Natural Heritage System mapping shown in **Exhibit 3.1-1** was provided by the City in February 2012.



Legend

- Study Area - Red Hill Business Park South
- Warmwater Thermal Regime (NRVIS)
- Watercourse (NRVIS)
- Woodlands (MNR SOLRIS)
- Eramosa Karst ANSI (Provincial, NRVIS))
- Trails (City of Hamilton)

Natural Heritage System (source: City of Hamilton)**

- Hedgerow
- Forest
- Meadow
- Successional
- Wetlands
- Regulated Areas (Hamilton Conservation)

Development Staging (City of Hamilton)

- Approved Site Plans (approx. boundary)
- Industrial Development (Approved/Pending)
- Future Development (Non-Residential)

** based on extensive field work by experts led by the Hamilton Naturalists' Club in partnership with the City of Hamilton, the Conservation Authorities of Hamilton, Halton, Grand River, and Niagara Peninsula, Royal Botanical Gardens, the Ontario Ministry of Natural Resources, and Environment Canada.

Countrywide
Recycling

DICKENSON ROAD E



EXHIBIT 4.2.2-2: GLOVER ROAD ALTERNATIVE 2

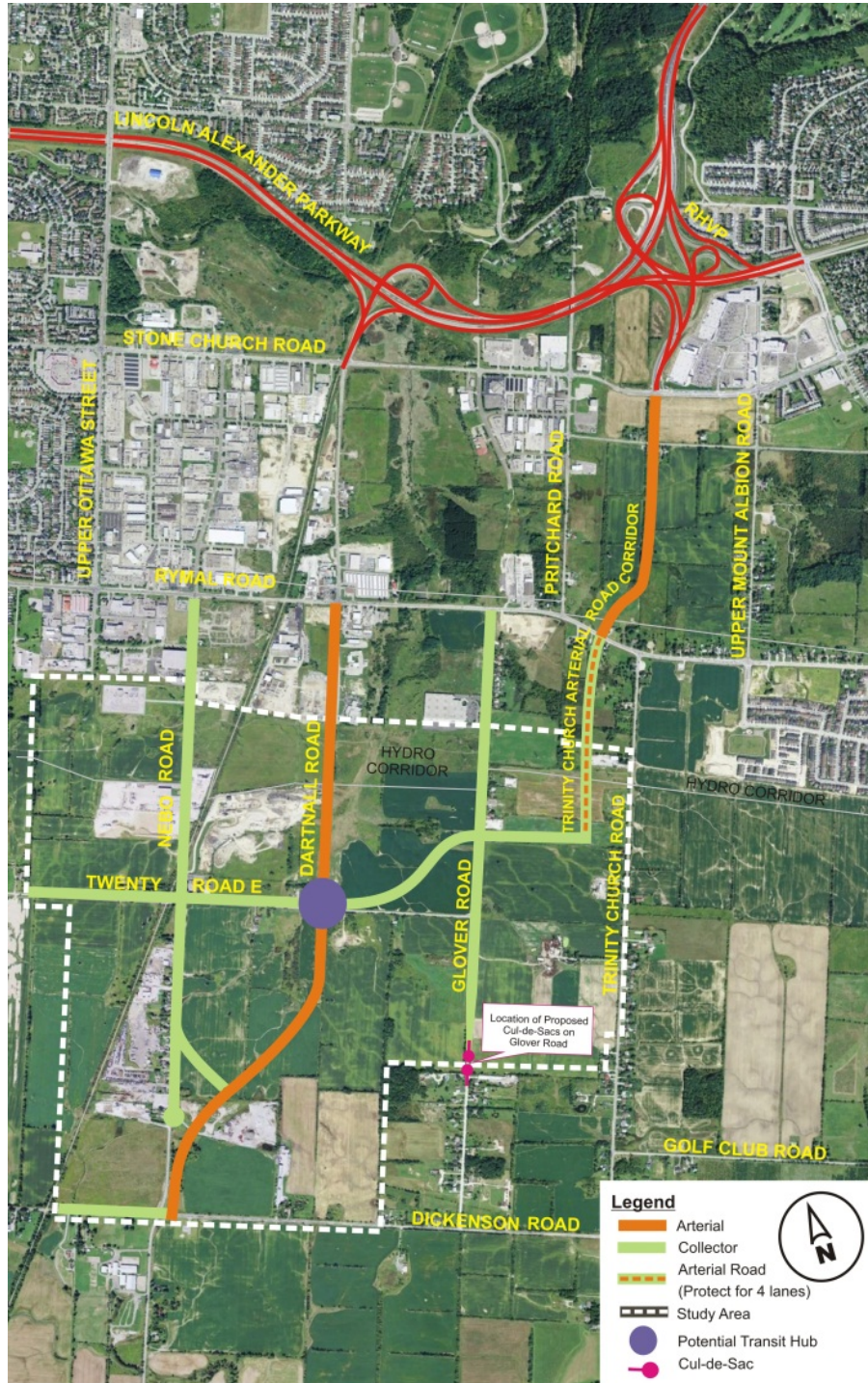


EXHIBIT 4.2.2-3: GLOVER ROAD ALTERNATIVE 3



Glover Road Traffic Island would be located near or just south of the business park boundary.

Exact location and design to be determined during Detail Design.

