

APPENDIX A

TRAFFIC ANALYSIS UPDATE



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Technical Memorandum

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OUR FILE: 3311064-000
SUBJECT: Red Hill Industrial Business Park South
Transportation Master Plan Addendum
Traffic Analysis Update

Introduction

The City of Hamilton retained Ecoplans to prepare an addendum to the 2006 North Glanbrook Industrial Business Park Transportation Master Plan (TMP) to address changes that have taken place with respect to transportation assumptions and requirements since 2006. The objective of the Addendum is to address the current form of industrial development, which impacts the approved recommended road network identified in the 2006 TMP. Due to recent development planning activities, the City needs to reassess the location of the extension of Twenty Road east of Dartnall Road. The focus of the Addendum is on the Twenty Road alignment and the Trinity Church Road Extension south of the Twenty Road alignment.

The City has indicated that Dartnall Road will be extended initially as a two-lane roadway to Twenty Road by 2013. The approved four-lane alignment will extend southerly to Dickenson Road to the point where Nebo Road currently intersects Dickenson Road East. Nebo Road will be realigned to form a T intersection with the Dartnall Road extension north of Dickenson Road. The City has also indicated that Trinity Church Arterial will be constructed south of Stone Church Road to intersect Rymal Road by 2016. The approved four-lane alignment extends to south of Twenty Road and swings west to connect with the future Dartnall Road extension. However, recent development that has taken place south of Twenty Road and new development that is planned for south of Twenty Road have given rise to the need to consider alternative alignments for the Trinity Church Arterial corridor south of Twenty Road.

As part of the TMP Addendum, the previous traffic analysis has been updated by McCormick Rankin to reflect recent development planning and the planned Dartnall Road extension south of Rymal Road.

Background

The *Existing and Future Conditions Report* prepared by McCormick Rankin as part of the 2006 TMP provided the required input to the problem statement for infrastructure improvements

related to the development of the North Glanbrook Industrial Business Park. The study area extended between Upper Ottawa Street and Trinity Church Road and between Dickenson Road and north of the hydro corridor south of Rymal Road. While the traffic analysis considered intersection operations outside of these limits, the primary focus of the traffic analysis was on future infrastructure requirements within this study area.

Travel demand forecasts were derived as part of the 2006 TMP traffic analysis using two methods. The first approach utilized a spreadsheet model to summarize existing and projected turning movement and mid-block traffic volumes. A general corridor traffic growth rate of 0.83% per annum was estimated on the basis of forecast municipal population and employment growth characteristics and applied to derive general background traffic volume growth throughout the study area and extended limits. Estimated development traffic generation reflected planned industrial, manufacturing and commercial uses in the North Glanbrook Industrial Business Park as well as planned residential and commercial uses in the Rymal Road Planning Area and Heritage Green. Traffic forecasts to 2031 assumed the build-out this planned development and interim forecasts to 2021 reflected one half of the business park uses with the build-out of the remaining development areas. The analysis established study area screenlines for the purpose of determining potential additional capacity requirements. Two screenlines were established for the purpose of evaluating north-south capacity requirements. One of these crossed Nebo Road, Dartnall Road, Glover Road and Trinity Church Road south of Rymal Road and the other crossed Nebo Road, Glover Road and Trinity Church Road north of Dickenson Road East. A single screenline crossed Twenty Road East immediately west of Nebo Road. Recommendations from this screenline analysis reflected the need for one additional lane in each of the northbound and southbound directions south of Rymal Road by 2021 and a second lane by 2031. Available existing north-south capacity north of Dickenson Road East was confirmed to be adequate to accommodate impacts to beyond 2031. The existing available capacity on Twenty Road East was also confirmed to be adequate to accommodate impacts to beyond 2031.

An alternative forecasting approach applied the City of Hamilton's demand forecasting model (Emme 2) to establish study area travel demand to each of the 2021 and 2031 planning horizons. The rationale here was that this approach may reflect a broader understanding of future traffic growth in the context of growth throughout the City. The available existing conditions model was updated to reflect refined road network detail and was calibrated to observed travel demand along critical screenlines. Planned network improvements were incorporated to reflect future network capacity to 2021 and 2031 and trip tables were updated to reflect planned development potential in the North Glanbrook Industrial Business Park based on these same planning horizons. Results of this modelling were used to carry out a similar screenline level analysis to that carried out as part of the spreadsheet model approach and confirmed the spreadsheet analysis findings with respect to additional north-south study area lane capacity by 2021 and 2031.

Given the similarities in the predicted study area screenline travel demand forecasts based on the 2006 TMP traffic analyses using the spreadsheet and demand forecasting model approaches, the City confirmed the appropriateness of the application of the spreadsheet model approach for the purpose of the Red Hill Industrial Business Park TMP Addendum traffic analysis.

Study Area

The focus of the traffic analysis as part of the TMP Addendum is to identify any changes to the study area demand forecasts and corresponding screenline capacity requirements identified as

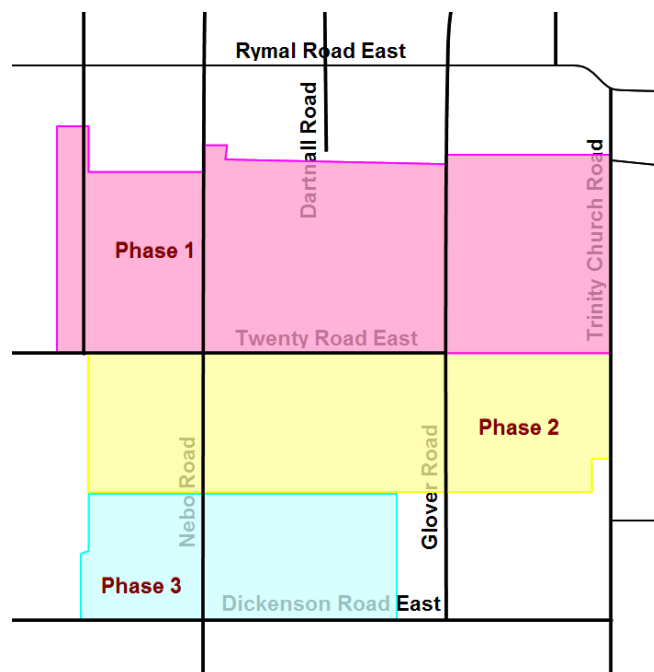
part of the 2006 TMP. Accordingly, the updated traffic analysis reflects screenline level analysis only. Updated intersection turning movement data assembled as part of this review reflects a study area between Nebo Road and Trinity Church Road and from Stone Church Road to Dickenson Road East.

Red Hill Industrial Business Park Land Use Assumptions

Future land use assumptions were summarized based on current planning level input from the City of Hamilton. This input reflects expectations within the Red Hill Industrial Business Park as well as forecasts related to the residential and commercial uses in the areas defined by Regional Official Plan Amendment No. 9 (ROPA 9) and Heritage Green. The forecasts also reflect more recent plans for residential growth north of Rymal Road and west of Upper Mount Albion Road and commercial growth along the south side of Stone Church Road west of Upper Mount Albion Road.

The approximately boundaries of the three Phases of development in the business park are illustrated below in **Exhibit 1**. The industrial, manufacturing and commercial land use potential for the Red Hill Industrial Business Park is summarized in **Exhibit 2**. These land area assumptions remain unchanged from those carried as part of the original TMP and reflect the gross land area that has not been discounted to reflect lands allocated for roads, landscaping, natural features and storm water management.

Exhibit 1 Red Hill Industrial Business Park Phases



Note that the manufacturing component in Phase 2 includes 46 acres now occupied by Canada Bread plus 83.6 acres allocated for the Maple Leaf Foods proposal. For the purpose of the traffic analysis, the trip generation for Canada Bread is captured by updated intersection turning movement data and the trips generated by the proposed Maple Leaf Foods operation are accounted for separately based on input from the Traffic Impact Study undertaken for that

proposal. The adjusted gross land areas excluding the already developed Canada Bread site and the Maple Leaf Foods proposal are summarized in **Exhibit 3**.

Exhibit 2 Red Hill Industrial Business Park Land Use: Gross Land Areas

Planning Phase	Gross Land Areas (Acres)			
	Industrial	Manufacturing	Commercial	Total
Phase 1	65.9	185.8	24.2	275.9
Phase 2	63.4	193.4	36.3	293.1
Phase 3	66.4	81.7	0.0	148.1
<i>Total</i>	<i>195.7</i>	<i>460.9</i>	<i>60.5</i>	<i>717.1</i>

Exhibit 3 Red Hill Industrial Business Park Land Use: Gross Land Areas Without Canada Bread and Maple Leaf Foods Sites

Planning Phase	Net Land Areas (Acres)			
	Industrial	Manufacturing ¹	Commercial	Total
Phase 1	65.9	185.8	24.2	275.9
Phase 2	63.4	63.8	36.3	163.5
Phase 3	66.4	81.7	0.0	148.1
<i>Total</i>	<i>195.7</i>	<i>331.3</i>	<i>60.5</i>	<i>587.5</i>

Note: 1. Phase 2 manufacturing land use potential excludes lands occupied by Canada Bread and Maple Leaf Foods proposal

The *2006 Existing and Future Conditions Report* identified assumptions that 25% of the available land will be allocated for roadways and 20% of the land will be allocated for landscaping, natural features and storm water management. The corresponding net land areas corresponding to the various land uses in each of the development phases summarized in **Exhibit 3** are summarized below in **Exhibit 4**.

Exhibit 4 Red Hill Industrial Business Park Land Use: Net Land Areas Without Canada Bread and Maple Leaf Foods Sites

Planning Phase	Net Land Areas (Acres)			
	Industrial	Manufacturing	Commercial	Total
Phase 1	36.3	102.2	13.3	151.8
Phase 2	34.9	35.1	19.9	89.9
Phase 3	36.5	44.9	0.0	81.4
<i>Total</i>	<i>107.7</i>	<i>182.2</i>	<i>33.3</i>	<i>323.1</i>

While trip generation for the industrial and manufacturing components of the Red Hill Industrial Business Park is estimated using trip rates related to net land area, trip generation for the planned commercial land use is estimated on the basis of the gross leasable areas estimated for each of the three phases. These areas are estimated by applying a 40% reduction to the corresponding

net land areas to account for parking. A summary of the land use assumptions applied to derive trip generation for uses in the industrial business park is provided in **Exhibit 5**.

**Exhibit 5 2031 Red Hill Industrial Business Park Land Use: Net Land Use
Without Canada Bread and Maple Leaf Foods Sites**

Planning Phase	Net Land Areas (Acres)		GLA (ft ²)
	Industrial	Manufacturing	Commercial
Phase 1	36.3	102.2	347,623
Phase 2	34.9	35.1	521,435
Phase 3	36.5	44.9	0
<i>Total</i>	<i>107.7</i>	<i>182.2</i>	<i>869,058</i>

The City of Hamilton has estimated that 40% of the Red Hill Industrial Business Park will be completed by 2021 for the purpose of evaluating interim traffic impacts. Development of the business park has not progressed as aggressively as identified based on the assumptions adopted as part of the 2006 TMP and this is reflected in the updated assumptions. The City has also indicated that the traffic analysis should reflect the assumption that Phase 1 development will be completed before Phase 2 begins and that Phase 2 development will be completed before Phase 3 begins. Note that the exception to this assumption is that the Canada Bread site has already been developed in Phase 2 and that the Maple Leaf Foods site will also develop in this phase. The combined gross land area of these sites is 129.6 acres. Based on these assumptions, the 2021 land use is summarized in **Exhibit 6**.

Exhibit 6 Red Hill Industrial Business Park Land Use: 2021 Gross Developed Land Areas

Planning Phase	Gross Land Areas (Acres)			
	Industrial	Manufacturing	Commercial	Total
Phase 1	65.9	54.8	24.2	144.9
Phase 2	12.4	129.6	0.0	142.0
Phase 3	0.0	0.0	0.0	0.0
<i>Total</i>	<i>78.3</i>	<i>184.4</i>	<i>24.2</i>	<i>286.9</i>

As indicated previously, for the purpose of the traffic analysis, the trip generation for Canada Bread is captured by updated intersection turning movement data and the trips generated by the proposed Maple Leaf Foods operation are accounted for separately based on input from a Traffic Impact Study undertaken for that proposal. The adjusted gross land areas excluding the already developed Canada Bread site and the Maple Leaf Foods proposal are summarized in **Exhibit 7**. The net land areas after accounting for lands allocated for roadways, landscaping, natural features and storm water management are summarized in **Exhibit 8**.

Exhibit 7 Red Hill Industrial Business Park Land Use: 2021 Gross Developed Land Areas Without Canada Bread and Maple Leaf Foods Sites

Planning Phase	Gross Land Areas (Acres)			
	Industrial	Manufacturing	Commercial	Total
Phase 1	65.9	54.8	24.2	144.9
Phase 2	12.4	0.0	0.0	142.0
Phase 3	0.0	0.0	0.0	0.0
<i>Total</i>	<i>78.3</i>	<i>54.8</i>	<i>24.2</i>	<i>286.9</i>

Exhibit 8 Red Hill Industrial Business Park Land Use: 2021 Net Developed Land Areas Without Canada Bread and Maple Leaf Foods Sites

Planning Phase	Gross Land Areas (Acres)			
	Industrial	Manufacturing	Commercial	Total
Phase 1	36.3	30.1	13.3	79.7
Phase 2	6.8	0.0	0.0	6.8
Phase 3	0.0	0.0	0.0	0.0
<i>Total</i>	<i>43.1</i>	<i>30.1</i>	<i>13.3</i>	<i>86.5</i>

As indicated previously, trip generation for the planned commercial land use is estimated on the basis of the gross leasable areas. These leasable areas are summarized in **Exhibit 9** based on the assumed 40% reduction in the corresponding net land areas to account for parking.

Exhibit 9 2021 Red Hill Industrial Business Park Land Use: Net Land Use Without Canada Bread and Maple Leaf Foods sites

Planning Phase	Net Land Areas (Acres)		GFA (ft ²)
	Industrial	Manufacturing	Commercial
Phase 1	36.3	30.1	347,623
Phase 2	6.8	0.0	0
Phase 3	0.0	0.0	0
<i>Total</i>	<i>43.1</i>	<i>30.1</i>	<i>347,623</i>

Land Use Assumptions Outside of the Red Hill Industrial Business Park

Updated land use assumptions for residential and commercial development outside of the Red Hill Industrial Business Park reflects planning level input from the City of Hamilton as follows:

1. The City has indicated that 911 of the 3,590 residential units within the lands represented by ROPA 9 have been sold and can be assumed to be occupied for the purpose of the updated traffic analysis. The analysis assumes that an additional 1,300 units will be occupied by

2021 and that the balance will be occupied by 2031. The traffic analysis reflects the assumption that one half of these units are single detached dwellings and that the balance are townhomes.

2. The City has indicated that one half of the 550,000 ft² of planned commercial uses within the ROPA 9 lands has already developed and that the balance will be completed before 2021.
3. The City has identified a 7.3 ha high school site at the Rymal Road intersection with Dakota Boulevard. The traffic analysis assumes that trips generated by this site are internal to the ROPA 9 development area and has not explicitly accounted for this demand.
4. The City has identified an additional 1,100 residential units in a development area north of Rymal Road on the west side of Upper Mount Albion Road. The City has identified the assumption that 660 of these units will be occupied by 2021 and that the balance will follow before 2031. The traffic analysis reflects the assumption that one half of these units are single detached dwellings and that the balance are townhomes. The City confirmed that for the purpose of this traffic analysis, these units can be assigned to the study area road network as if they were originating from or destined to the ROPA 9 planning area. This assumption is not unreasonable given the screenline level analysis that is being undertaken.
5. The majority of the commercial uses within the Heritage Green development area have been occupied. The city has confirmed the potential for an additional 4,000 m² of commercial floor area within Heritage Green and 9,000 m² of commercial floor space on the south side of Stone Church road west of Upper Mount Albion Road. The traffic analysis assumes that all of this development will take place by 2021.
6. Land use assumptions for Heritage Green also reflect 160 new residential units and the traffic analysis reflects the assumption that all of these will be occupied by 2021 and that one half of the units will be single detached dwellings and that the balance will be townhomes.

Development Trip Generation

Trip generation for each of the development components within the Red Hill Industrial Business Park and the surrounding residential and commercial land uses incorporated in the traffic analysis was estimated using the appropriate trip rates identified in the Institute of Transportation Engineers (ITE) *Trip Generation*¹ guide. The only exception to the use of the ITE rates for the purpose of this analysis is for the demand generated by the planned Maple Leaf Foods facility. In this case, the analysis adopts the Maple Leaf Foods site traffic assignment from the traffic impact study undertaken in support of that proposal. The trip generation estimated as part the traffic impact study reflects a first principles approach based on employment, shift times and truck traffic generation with appropriate adjustments to reflect the influence of carpooling, transit use and absenteeism.

The industrial, manufacturing, commercial and residential lane use trip generation rates applied to the planned Red Hill Industrial Business Park development and development outside of the business park are summarized below in **Exhibit 10**.

¹ *Trip Generation* 8th Edition, Volumes 2 and 3, Institution of Transportation Engineers, 2008

Exhibit 10 Red Hill Industrial Business Park Trip Generation Rates

Land Use	Trip Generation Rates ¹					
	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Commercial	$\text{Ln}(T)=0.59\text{Ln}(X)+2.32$	61%	39%	$\text{Ln}(T)=0.67\text{Ln}(X)+3.37$	49%	51%
Industrial	$\text{Ln}(T)=0.78\text{Ln}(X)+2.89$	83%	17%	$\text{Ln}(T)=0.72\text{Ln}(X)+3.14$	21%	79%
Manufacturing	$T=7.44X$	93%	7%	$T=8.35X$	53%	47%
<i>Residential</i>						
Detached	$T=0.7X+9.74$	25%	75%	$\text{Ln}(T)=0.90\text{Ln}(X)+0.51$	63%	37%
Townhomes	$\text{Ln}(T)=0.80\text{Ln}(X)+0.26$	17%	83%	$\text{Ln}(T)=0.82\text{Ln}(X)+0.32$	67%	33%

Note: 1. T is the number of peak hour trips and X is the number of thousands of square feet gross leasable area in the case of commercial land use, the number of acres in the case of the industrial and manufacturing land uses and the number of dwelling units in the case of the residential land uses.

The corresponding Red Hill Industrial Business Park trip generation for each of the 2021 and 2031 planning horizons is summarized in **Exhibits 11 and 12**, respectively. While this summary does not include the Maple Leaf Foods trip generation, the corresponding site traffic assignment has been incorporated in the 2021 and 2031 travel demand forecasts discussed later in this report.

Trip generation related to the planned residential and commercial development outside of the business park is summarized in **Exhibits 13 and 14** for the 2021 and 2031 planning horizons, respectively. These summaries reflect the development within the ROPA 9 planning area, the area north of Rymal Road and west of Upper Mount Albion Road, Heritage Green and the area on the south side of Stone Church Road and west of Upper Mount Albion Road.

Exhibit 11 2021 Red Hill Industrial Business Park Trip Generation

Land Use		2021 Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<i>Phase 1</i>							
Commercial	347,623 ft ²	193	118	75	880	431	449
Industrial	36.3 acres	296	246	50	307	64	243
Manufacturing	30.1 acres	224	208	16	252	134	118
<i>Phase 2</i>							
Commercial	-	0	0	0	0	0	0
Industrial	6.8 acres	80	66	14	92	19	73
Manufacturing	-	0	0	0	0	0	0
<i>Total</i>							
Commercial	347,623 ft ²	193	118	75	880	431	449
Industrial	43.1 acres	376	312	64	399	83	316
Manufacturing	30.1 acres	224	208	16	252	134	118
<i>Grand Total</i>		793	638	155	1,531	648	883

Exhibit 12 2031 Red Hill Industrial Business Park Trip Generation

Land Use		2021 Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<i>Phase 1</i>							
Commercial	347,623 ft ²	193	118	75	880	431	449
Industrial	36.3 acres	296	246	50	307	64	243
Manufacturing	102.2 acres	760	707	53	853	452	401
<i>Phase 2</i>							
Commercial	521,435 ft ²	245	149	96	1,154	565	589
Industrial	34.9 acres	287	238	49	298	63	235
Manufacturing	36.5 acres	261	243	18	294	156	138
<i>Phase 3</i>							
Commercial	-	0	0	0	0	0	0
Industrial	36.5 acres	298	247	51	308	65	243
Manufacturing	44.9 acres	334	311	23	376	199	177
<i>Total</i>							
Commercial	869,058 ft ²	438	267	171	2,034	996	1,038
Industrial	107.7 acres	881	731	150	913	192	721
Manufacturing	182.2 acres	1,355	1,261	94	1,523	807	716
<i>Grand Total</i>		2,674	2,259	415	4,470	1,995	2,475

Exhibit 13 2021 Background Development Trip Generation

Land Use		2021 Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<i>ROPA 9</i>							
Commercial	275,000 ft ²	168	102	66	752	368	384
Residential TH	650 units	231	39	192	279	187	92
Det. Residential	650 units	465	116	349	566	357	209
<i>North of Rymal</i>							
Residential TH	330 units	134	23	111	160	107	53
Det. Residential	330 units	241	60	181	308	194	114
<i>Heritage Green</i>							
Commercial ¹	139,880 ft ²	113	69	44	478	234	244
Residential TH	80 units	43	7	36	50	34	16
Det. Residential	80 units	66	17	49	86	54	32

Note: 1. Commercial space includes planned uses on south side of Stone Church Road

Exhibit 14 2031 Background Development Trip Generation

Land Use		2021 Trip Generation					
		AM Peak Hour			PM Peak Hour		
		Total	In	Out	Total	In	Out
<i>ROPA 9</i>							
Commercial	275,000 ft ²	168	102	66	752	368	384
Residential TH	1,340 units	411	70	341	505	338	167
Det. Residential	1,339 units	948	237	711	1086	684	402
<i>North of Rymal</i>							
Residential TH	550 units	202	34	168	243	163	80
Det. Residential	550 units	395	99	296	487	307	180
<i>Heritage Green</i>							
Commercial ¹	139,880 ft ²	113	69	44	478	234	244
Residential TH	80 units	43	7	36	50	34	16
Det. Residential	80 units	66	17	49	86	54	32

Note: 1. Commercial space includes planned uses on south side of Stone Church Road

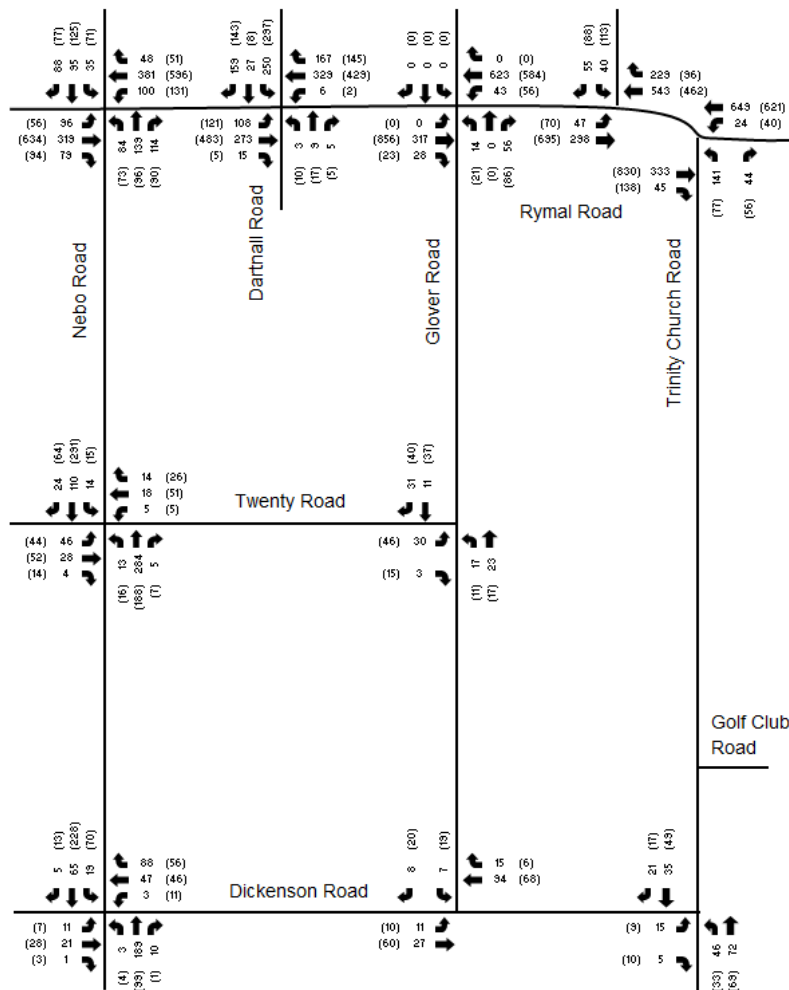
Development Trip Distribution

The assignment of traffic generated by the Red Hill Industrial Business Park reflects trip distribution assumptions established as part of the 2006 North Glanbrook Industrial Business Park TMP. That analysis established trip distribution for the planned business park using the City's 2001 travel demand forecasting model and summarizing the trip distribution for the existing industrial area situated immediately north of the business park. The trip distribution for the North Glanbrook Industrial Business Park was assumed to be similar to this proxy development area and was applied, accordingly. This distribution was also adopted to reflect the impact of new commercial trips generated by Heritage Green. A similar review of the model to assess the trip distribution for the residential area immediately north of the Rymal Road Planning Area was undertaken to establish a proxy trip distribution to apply to new development traffic generated south of Rymal Road. While this brief explanation of the basis for the trip distribution is provided here for reference, it is noted that the trip distribution assumptions incorporated in the spreadsheet models prepared as part of the 2006 TMP were retained for the purpose of the Addendum. Additional detail related to the trip distribution assumptions is provided in the 2006 North Glanbrook Industrial Business Park Transportation Master Plan Report.

Travel Demand Forecasting

As indicated previously, background traffic growth estimated as part of the 2006 TMP reflects the application of an average traffic growth rate of 0.83% per annum to 2031. A growth rate of 1% per annum was applied as part of the updated traffic analysis carried out in support of the TMP Addendum based on direction provided by the City of Hamilton. This rate of growth was applied to the updated existing study area turning movement counts summarized in **Exhibit 15**.

Exhibit 15 Existing AM (PM) Peak Hour Traffic Volumes



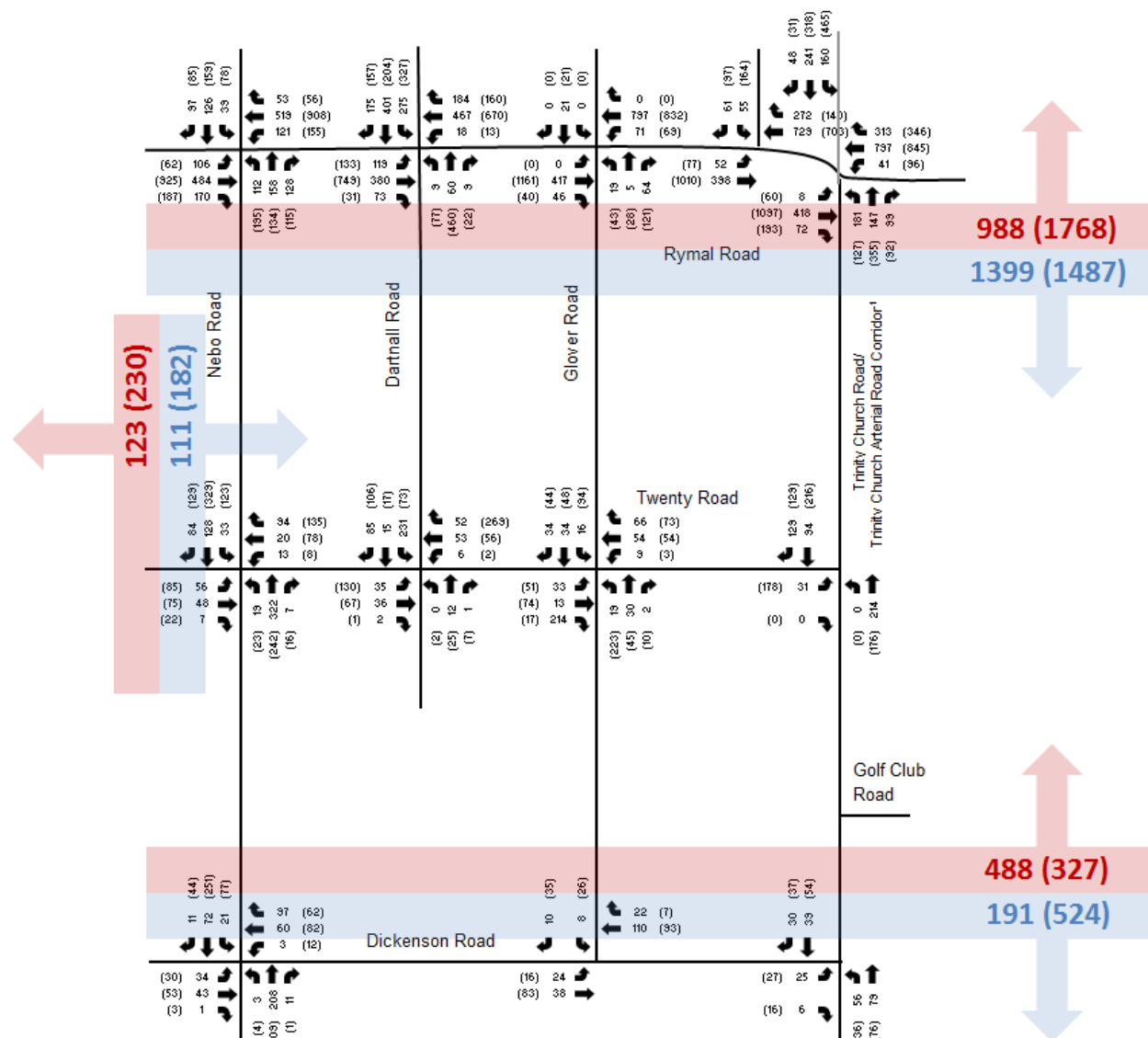
The City of Hamilton has confirmed that Dartnall Road will be extended to Twenty Road East by 2013. Accordingly, the 2021 demand forecasts summarized below in **Exhibit 16** reflect this improvement. Based on the assumption that only 40% of the Red Hill Industrial Business Park will be completed by 2021 and that development will be completed in Phases 1 and 2 before proceeding to Phase 3, there will be no development in Phase 3 within this interim planning horizon. Dartnall Road is shown south of Twenty Road East for the purpose of providing Phase 2 development access only.

Traffic generation related to the buildout of the Red Hill Industrial Business Park by 2031 is included in the summary of projected travel demand illustrated in **Exhibit 17**. Dartnall Road has been assumed to be extended southerly to Dickenson Road East to reflect the buildout of the business park and the approved alignment for this extension. As part of this approved alignment, Nebo Road will be realigned to connect with Dartnall Road at a T-intersection north of Dickenson Road East.

The road network illustrated in **Exhibits 16 and 17** includes the easterly extension of Twenty Road East to what is labelled as Trinity Church Road. This future connection was assumed as part of the 2006 TMP in which the Trinity Church Arterial Road Corridor was assumed to

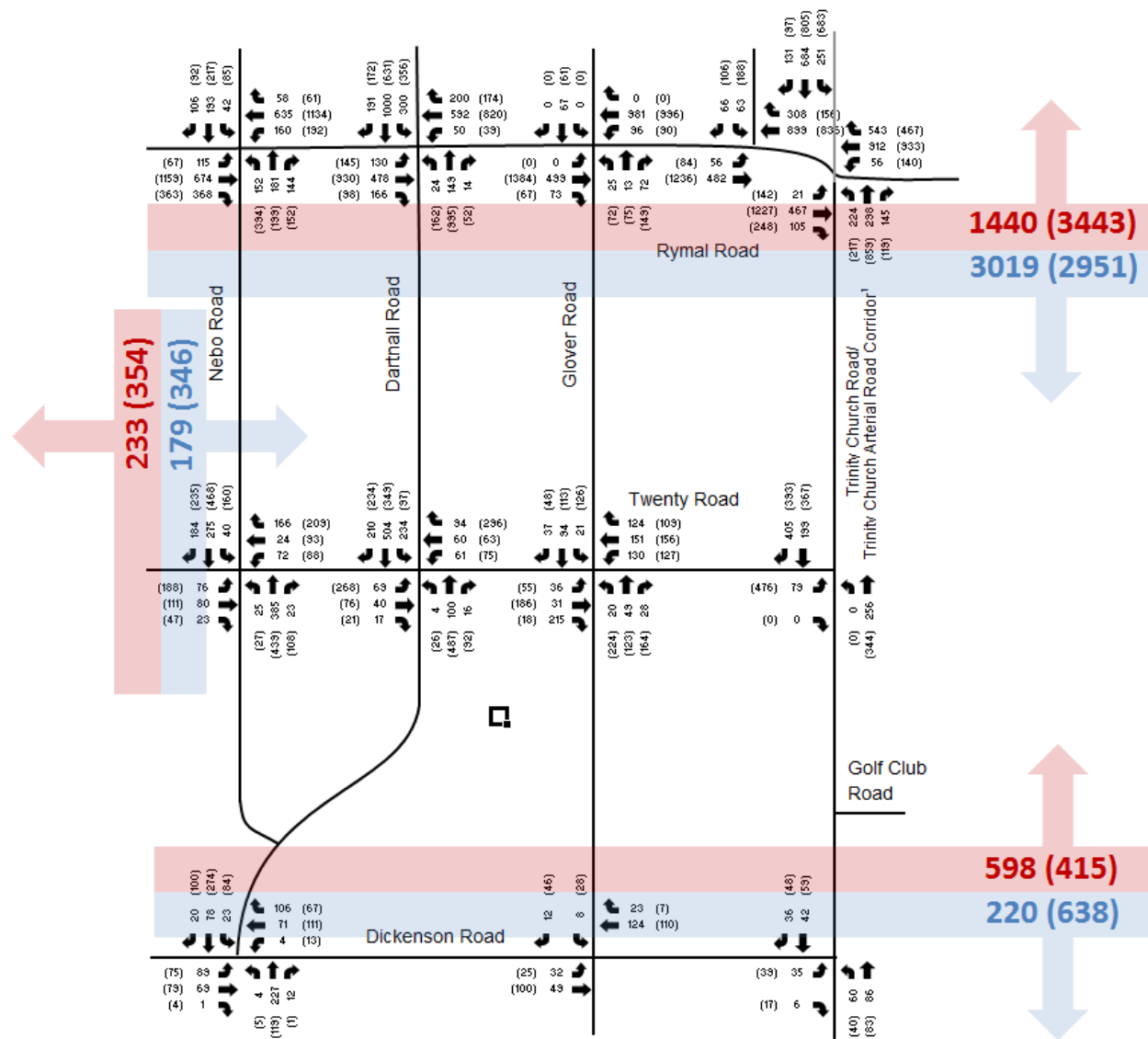
intersect Rymal Road opposite Trinity Church Road. In fact, the approved alignment of the Trinity Church Arterial Road Corridor crosses Rymal Road west of Trinity Church Road and runs parallel to it south of Rymal Road. Given that the focus of this traffic analysis is on the need to confirm the requirement for additional screenline capacity alone, there was no need to update the previous spreadsheet assumptions related to the future arterial road corridor. With this in mind, Trinity Church Road as depicted in the illustrations in **Exhibits 16 and 17** reflects the combined demand on the existing Trinity Church Road and the approved Trinity Church Arterial Road Corridor north and south of Rymal Road.

Exhibit 16 2021 AM (PM) Peak Hour Traffic Volumes



Note: 1. Trinity Church Road as depicted reflects the combined demand on the existing Trinity Church Road and the approved Trinity Church Arterial Road Corridor north and south of Rymal Road.

Exhibit 17 2031 AM (PM) Peak Hour Traffic Volumes



Note: 1. Trinity Church Road as depicted reflects the combined demand on the existing Trinity Church Road and the approved Trinity Church Arterial Road Corridor north and south of Rymal Road.

Screenline Capacity Analysis

The screenline level capacity analysis provided in **Exhibit 18** reflects the projected 2021 and 2031 travel demand summarized in **Exhibits 16 and 17**. This analysis demonstrates that the planned available capacity by 2021 will be adequate to accommodate forecast traffic growth. In fact, the current screenline capacity of 1,950 vehicles per hour (established as part of the 2006 TMP), which reflects a collector road capacity of 650 vehicles per hour per lane in each direction on Nebo Road, Glover Road and Trinity Church Road is also adequate to accommodate the forecast growth to 2021.

Assuming that the Dartnall Road extension to Twenty Road East (as a two-lane roadway initially) will provide an arterial road capacity of 1,000 vehicles per hour (also established as part

of the 2006 TMP), the screenline capacity will increase to 2,950 vehicles per hour per direction. This capacity will not accommodate the forecast screenline volumes to 2031 and, therefore, a second additional lane of capacity will be required to accommodate the peak direction screenline demand of over 3,400 vehicles.

Exhibit 18 Future AM (PM) Peak Hour Screenline Traffic Volumes

Screenline	Capacity		2021 Planning Horizon				2031 Planning Horizon			
	Existing	2021	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB	NB/WB	SB/EB
North	1,950	2,950	988	1,399	1,768	1,487	1,440	3,019	3,443	2,951
South	1,950	1,950	488	191	327	524	598	220	415	638
West	650	650	123	111	230	182	233	179	354	346

While the ultimate requirement for two additional lanes of capacity across the north screenline is consistent with the findings of the 2006 North Glanbrook Industrial Business Park TMP, that study had also identified the need for one of these additional lanes by 2021. Notwithstanding that finding, it is noted that the forecast screenline volume (at the time) was only 5 to 10% greater than the assumed collector road screenline capacity.

Given the adequacy of the available capacity to accommodate the forecast 2021 screenline demand based of the TMP Addendum, sensitivity analysis was carried out to confirm whether the assumed (revised) proportion of build-out for the Red Hill Industrial Business Park was the sole factor or only one of the factors contributing to this difference in the timing of the need for additional capacity. While the updated traffic analysis reflects the assumption that 40% of the business park will be occupied by 2021, 50% of the business park was assumed to be complete as part of the 2006 TMP. The sensitivity analysis, therefore, also reflects the occupancy of one half of the business park and the corresponding screenline summary is provided below in **Exhibit 19**. The forecast study area traffic volumes are summarized in **Exhibit 20**.

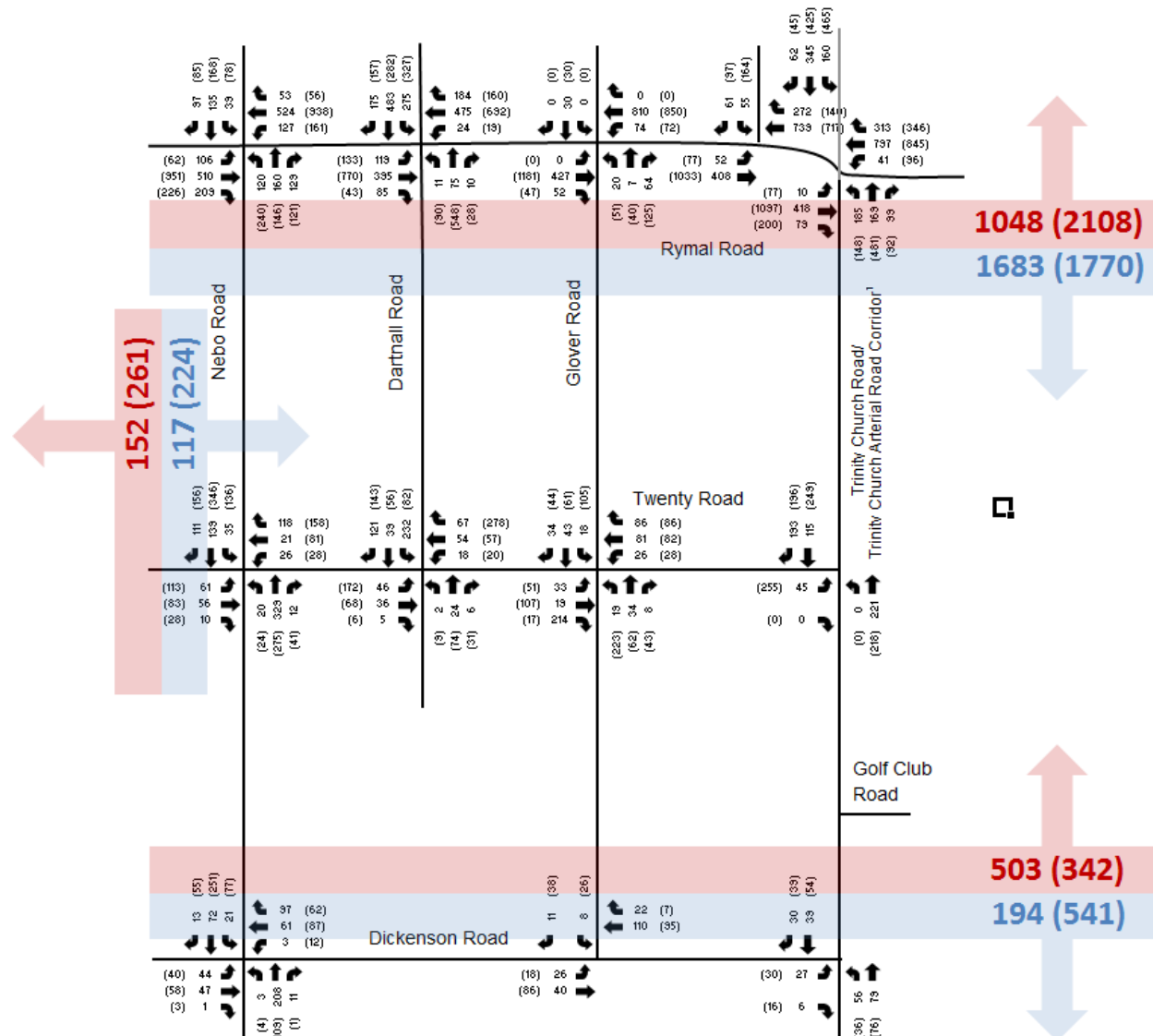
Exhibit 19 2021 AM (PM) Peak Hour Screenline Traffic Volumes – Sensitivity Analysis

Screenline	Capacity		2021 Planning Horizon			
	Existing	2021	AM Peak Hour		PM Peak Hour	
			NB/WB	SB/EB	NB/WB	SB/EB
North	1,950	2,950	1048	1,683	2,108	1,770
South	1,950	1,950	503	194	342	541
West	650	650	152	117	261	224

Capacity utilization based on this sensitivity analysis confirms that the forecast north screenline volumes exceed the existing collector road capacity during the afternoon peak hour by 2021. In fact, the forecast afternoon peak hour northbound demand south of Rymal Road is similar to the corresponding forecast established as part of the 2006 TMP and the forecast morning peak hour southbound demand is approximately 94% of that established by the 2006 TMP. Therefore, Approximately 71% of the morning peak hour southbound and the entirety of the afternoon peak hour northbound screenline forecast differences for 2021 are attributable to the difference in the

assumed proportion of build-out for the business park. There may be other factors contributing to the differences based on the outstanding morning peak hour differences.

Exhibit 20 2021 AM (PM) Peak Hour Traffic Volumes – Sensitivity Analysis



Note: 1. Trinity Church Road as depicted reflects the combined demand on the existing Trinity Church Road and the approved Trinity Church Arterial Road Corridor north and south of Rymal Road.

In addition to the 2021 screenline forecast differences attributable to the lower proportion of development occupancy, it is noted that trip generation related to the Phase 2 manufacturing component of the business park may also contribute to these differences. While the lands now occupied by Canada Bread were assessed trip generation on the basis of the same trip rates applied to the balance of the manufacturing land use within the business park, the actual demand generated by the plant is now captured in the turning movement counts incorporated in the updated traffic analysis. However, the summary presented below suggests that the actual Canada Bread trip generation and that estimated as part of the Maple Leaf Foods Traffic Impact Study may not be as high as that estimated as part of the 2006 TMP.

The 2021 morning and afternoon peak hour trip generation estimated for the manufacturing component of the North Glanbrook Industrial Business Park as part of the 2006 TMP was 937 and 1,055 trips, respectively (combined inbound and outbound). The corresponding land use reflected 50% of each of the estimated manufacturing uses in Phases 1, 2 and 3. Based on the sensitivity analysis carried out as part of the TMP Addendum (assuming 50% build-out of the Red Hill Industrial Business Park by 2021, including the Canada Bread and Maple Leaf Foods operations) the sum of the morning and afternoon peak hour trip generation for the new manufacturing uses (assumed to occur in Phase 1) and the Maple Leaf Foods proposal in Phase 2, is only 661 and 709 trips, respectively. The corresponding morning and afternoon peak hour reductions in manufacturing trip generation are, therefore, 275 and 346 trips, respectfully. While a logical explanation may be that these differences are related to the trips generated by Canada Bread and included in the updated observed turning movement counts, the following comparison confirms that the net change in traffic volumes since the development of Canada Bread has not been as high as may have been expected based on the trips generated as part of the original TMP.

A comparison of the 2021 background traffic volumes generated as part of the TMP Addendum to those in the 2006 TMP is provided below in **Exhibit 21**, demonstrating that there is not a significant difference, particularly during the afternoon peak hour, despite the development of the Canada Bread plant. Note that the afternoon peak hour demand was the trigger for the additional lane capacity recommended as part of the 2006 TMP and that the difference between the northbound afternoon peak hour background screenline volumes immediately south of Rymal Road is only 50 trips. One possible explanation for this is that the shift start and end times do not coincide with the morning and afternoon peak hours identified by the update turning movement counts.

Exhibit 21 2021 AM (PM) Peak Hour Background Traffic Volumes

2021 Forecast	North Screenline Demand	
	Southbound AM Peak Hour	Northbound PM Peak Hour
2006 TMP (50% NGIBP Build-out)	385	536
TMP Addendum (50% RHIBP Build-out)	510	586
<i>Growth</i>	<i>125</i>	<i>50</i>

Assuming that the differences described above are attributable to growth related to Canada Bread, the net corresponding reductions in the 2021 morning and afternoon peak hour manufacturing trip generation are approximately 150 and 300 trips, respectfully. This may, therefore, be another contributing factor to the differences in the 2021 total travel demand crossing the Rymal Road screenline. While the updated traffic analysis finding that the existing available capacity can accommodate forecast impacts to 2021 differs from the findings in 2006, the sensitivity analysis and review of the manufacturing trip generation assumptions provide evidence that this difference is attributable to the reduction in the assumed proportion of build-out by 2021 as well as the fact that the peak hour traffic generation of the Canada Bread plant (and possibly that estimated for the Maple Leaf Foods plant) may be less than that estimated previously.

Summary

The traffic analysis undertaken based on the updated intersection turning movement counts, land use assumptions and study area trip generation confirms that two additional lanes of capacity will be required to accommodate demand south of Rymal Road between and inclusive of Nebo Road and Trinity Church Road. While this finding remains unchanged from that identified by the 2006 North Glanbrook Industrial Business Park TMP, the updated analysis also confirms that the corresponding existing available capacity can adequately accommodate impacts to 2021.

The improved Trinity Church Road corridor identified by the TMP extended southerly from the proposed Twenty Road extension and then westerly to connect with the Dartnall Road extension, effectively providing a second east/west access between the business park and the improved north-south arterial roadway. Since the completion of the TMP, the Class Environmental Assessment for the Trinity Church Arterial Road Corridor resulted in an approved alignment that runs parallel to and west of Trinity Church Road and terminates at the Twenty Road East extension (referred to as the proposed north collector in the Trinity Church Arterial Corridor Class EA). Accordingly, there is only a single east-west connection between Rymal Road and Dickenson Road East rather than two as identified by the TMP. Despite the reduction in east-west capacity, the original traffic analysis carried out as part of the 2006 TMP considered only a single roadway connection to/from the east of the North Glanbrook Industrial Business Park. The previously forecast demand on this single connection, the easterly extension of Twenty Road East to Trinity Church Road, was within the available capacity of a two-lane roadway and based on the updated traffic analysis as part of the TMP Addendum, a single two-lane roadway connection to the Trinity Church Arterial Road Corridor continues to be sufficient. Accordingly, based on the currently approved alignment for the Trinity Church Arterial Road Corridor, a single east-west connection via the easterly extension of Twenty Road East provides sufficient network capacity in this direction.

In addition to addressing the overall screenline capacity requirements, the City requested that the traffic analysis consider the impact associated with the closure of Glover Road north of Dickenson Road East. The combined direction 2031 peak hour travel demand forecast for Glover Road at Dickenson Road East is only 105 vehicles and the corresponding peak direction demand is less than 75 vehicles. The peak direction screenline volume is less than 650 vehicles per hour and therefore, the forecast for Glover Road accommodates less than 12% of this demand. Moreover, the existing screenline capacity is 1,950 vehicles per hour based on the assumptions adopted from the 2006 TMP traffic analysis. Accordingly, any issues related to the closure of Glover Road will be unrelated to available capacity.

From: Scott Fortner
Sent: October-19-12 2:16 PM
To: Sandy Nairn
Cc: Enzo Florio (Hamilton); Leanne Cunliffe (Hamilton); Katie Bright
Subject: 3311064TRAFFICjsf-Glover Road traffic volumes

Hello Sandy,

I've taken a look at the additional hourly volumes that Leanne provided yesterday afternoon and can confirm that the peak hour and daily traffic volumes are similar to those that we applied in the traffic analysis summarized in our June 21, 2012 Technical Memorandum. A comparison of the average conditions during the recent survey to the demand reflected in our traffic analysis is provided in the green highlighted rows below. It is our conclusion that the traffic analysis reflected in our June 21, 2012 memorandum stands.

Day	Date	AM Peak Hour			PM Peak Hour			24-hour
		NB	SB	NB/SB	NB	SB	NB/SB	NB/SB
Tuesday	11-Sep-12	30	9	39	17	49	66	583
Wednesday	12-Sep-12	34	11	45	13	44	57	539
Thursday	13-Sep-12	32	8	40	13	55	68	601
Friday	14-Sep-12	29	19	48	12	50	62	588
Saturday	15-Sep-12	13	32	45	10	32	42	456
Sunday	16-Sep-12	17	11	28	8	33	41	370
Average Weekday		31	12	43	14	50	64	578
Average Day ¹		27	15	42	12	45	57	531
Traffic Study Report (Weekday)		26	15	41	16	39	55	460-670

Note: 1. Average Daily Traffic reflects average of 5 weekdays and 2 weekend days and assumes that Monday is equal to the average of Tuesday through Friday.

Regards,
Scott

J. Scott Fortner, P. Eng.

Senior Project Manager
Associate
Transportation and Planning

McCormick Rankin | A member of **MMM Group**

2655 North Sheridan Way, Suite 300
Mississauga, ON Canada L5K 2P8
t: 905.823.8500 x1324 | f: 905.823.8503
sfortner@mrc.ca | www.mrc.ca

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APPENDIX B

NOTIFICATION MATERIALS



Hamilton

at your Service

905-546-CITY
(2489)519 AREA RESIDENTS
CALL 519-647-2577
CAMPBELLVILLE RESIDENTS
CALL 905-634-2971

需要中文咨询, 请拨打如下电话

• Pour des informations en français, s'il vous plaît composez le 905.546.2489 • Per informazioni in Italiano per favore chiama 905.546.2489
• Para Informações em português, por favor ligue 905.546.2489 • Po Informacje z języku polskim, proszę dzwonic 905.546.2489

NOTICES



Hamilton

NOTICE OF COMMENCEMENT AND PUBLIC INFORMATION CENTRE RED HILL BUSINESS PARK SOUTH TRANSPORTATION MASTER PLAN ADDENDUM

THE PROJECT

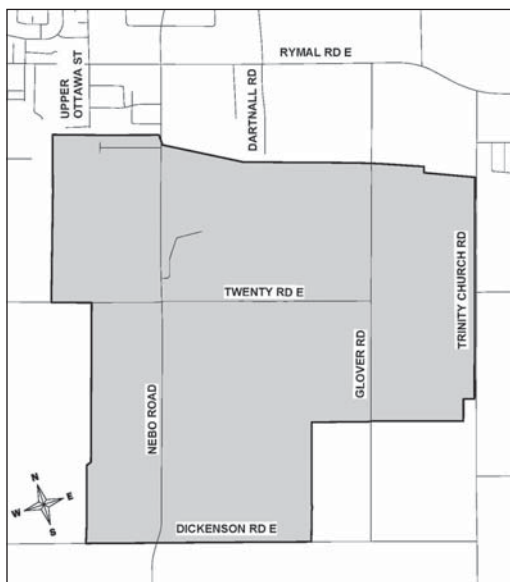
The City of Hamilton is conducting a Master Plan Addendum for the 2006 North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (TMP); the NGIBP is now referred to as the Red Hill Business Park South (RHBP). The update is required to address changes to transportation assumptions and requirements since the original 2006 TMP.

THE PROCESS

This study is being planned as an Addendum under the Municipal Class EA (Municipal Engineers Association, October 2000, as amended in 2007 & 2011). The RHBP TMP Addendum will fulfill the Phases 1 and 2 Class EA requirements of any Schedule B projects that are identified. It will also outline additional work that will be required to implement any Schedule C projects that are identified as part of the study.

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 share your views and comments for consideration as the study progresses.



WHEN & WHERE:

Monday, June 25th, 2012 from 6pm – 8pm

Hamilton Church of God
1338 Stone Church Road East
Hamilton, Ontario L8W 2C8

If you have any questions or comments or wish to be added to the study mailing list, please contact:

Mr. Enzo Florio, BA, ASCT, PMP
Project Manager
City of Hamilton
City Hall
71 Main Street West, 6th Floor
Hamilton, Ontario L8P 4Y5
Phone: 905-546-2424 ext. 6329
Email: Enzo.Florio@hamilton.ca

Mr. J.A. (Sandy) Nairn
Consultant Project Manager
Ecoplans, a member of MMM Group
2655 North Sheridan Way, Suite 280
Mississauga, Ontario L5K 2P8
Phone: 905-823-4988 ext. 1264
Fax: 905-823-2669
Email: snairn@ecoplans.com

If you have any accessibility requirements in order to participate in this program or event, please contact Enzo Florio by **Friday June 22nd, 2012**. Advance requests are highly encouraged to enable us to meet your needs adequately.

MORE INFO

www.hamilton.ca/redhilltmpaddendum

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Notice issued Friday June 15th and Friday June 22nd, 2012.

NOTICES

DESIGN YOUR NEIGHBOURHOOD, STRATHCONA!

Let us know how you want your major streets to look

Request for Public Input

What? As part of the Strathcona Secondary Plan, the City of Hamilton is developing Urban Design Guidelines for the major streets within the Strathcona Neighbourhood. A meeting with the neighbourhood will provide an opportunity for the neighbourhood to help us:

- identify issues that should be considered through the Urban Design Guidelines;
- identify what (re)development along Main Street, King Street, Queen Street and York Boulevard should look like. This may include the location of buildings on a property, the height of buildings, and how new buildings will relate to the existing neighbourhoods.

When & Where? Tuesday, June 26, 2012
6:00 pm – 8:00 pm
Scottish Rite
4 Queen Street South
Hamilton, Ontario,
L8P 3R3

Why? Public participation is a key component to the success of the Strathcona Secondary Plan. Information collected at this PIC will help City staff better understand how the community would like new development along the major streets within Strathcona to look in the future.



STRATHCONA NEIGHBOURHOOD SECONDARY PLAN STUDY AREA

Strathcona Neighbourhood Boundary
Planning and Economic Development Department
Hamilton

How? Attend the meeting or contact Jocelyn Strutt (contact info is below) if you have any questions or want to provide comments at any time during the study. More information can be found at: www.hamilton.ca/strathcona

If you have any accessibility requirements in order to participate in this program or event, please contact Jocelyn Strutt at your earliest convenience. Advance requests are highly encouraged to enable us to meet your needs adequately.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Contacts **Jocelyn Strutt, MCIP, RPP**
Planning & Economic Development Department
City of Hamilton
71 Main Street West, 6th Floor
Hamilton, Ontario, L8P 4Y5
Phone: 905-546-2424 Ext. 1287
E-Mail: Jocelyn.Strutt@hamilton.ca

This Notice issued June 15, 2012.

www.hamilton.ca/strathcona


Hamilton

Hamilton
Water is Life





Hamilton

NOTICE OF COMMENCEMENT AND PUBLIC INFORMATION CENTRE RED HILL BUSINESS PARK SOUTH TRANSPORTATION MASTER PLAN ADDENDUM

THE PROJECT

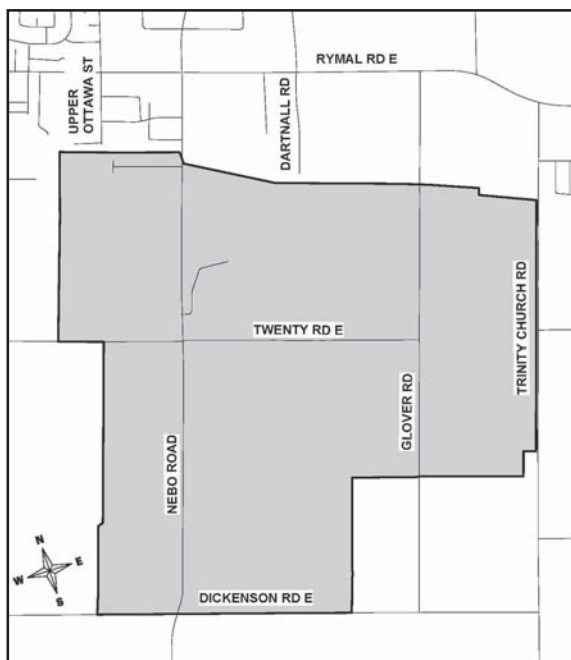
The City of Hamilton is conducting a Master Plan Addendum for the 2006 North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (TMP); the NGIBP is now referred to as the Red Hill Business Park South (RHBPS). The update is required to address changes to transportation assumptions and requirements since the original 2006 TMP.

THE PROCESS

This study is being planned as an Addendum under the Municipal Class EA (Municipal Engineers Association, October 2000, as amended in 2007 & 2011). The RHBPS TMP Addendum will fulfill the Phases 1 and 2 Class EA requirements of any Schedule B projects that are identified. It will also outline additional work that will be required to implement any Schedule C projects that are identified as part of the study.

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 share your views and comments for consideration as the study progresses.



WHEN & WHERE:

Monday, June 25th, 2012 from 6pm – 8pm

Hamilton Church of God

1338 Stone Church Road East

Hamilton, Ontario L8W 2C8

If you have any questions or comments or wish to be added to the study mailing list, please contact:

Mr. Enzo Florio, BA, ASct, PMP

Project Manager

City of Hamilton

City Hall

71 Main Street West, 6th Floor

Hamilton, Ontario L8P 4Y5

Phone: 905-546-2424 ext. 6329

Email: Enzo.Florio@hamilton.ca

Mr. J.A. (Sandy) Nairn

Consultant Project Manager

Ecoplans, a member of MMM Group

2655 North Sheridan Way, Suite 280

Mississauga, Ontario L5K 2P8

Phone: 905-823-4988 ext. 1264

Fax: 905-823-2669

Email: snairn@ecoplans.com

If you have any accessibility requirements in order to participate in this program or event, please contact Enzo Florio by Friday June 22nd, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

For more information visit www.hamilton.ca/redhilltmpaddendum

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Notice issued Thursday June 14th and Thursday June 21st, 2012.



City of Hamilton
City Hall, 71 Main Street West
Hamilton, Ontario,
Canada L8R 2K3
www.hamilton.ca

Growth Management Division
Planning and Economic Development Department
Physical Address: 71 Main Street West, 6th Floor
Phone: 905.546.2424 Fax: 905.540.5611

June 12, 2012

To Whom It May Concern:

**Subject: Notice of Commencement and Public Information Centre Red Hill
Business Park South Transportation Master Plan Addendum**

The City of Hamilton is conducting a Master Plan Addendum for the 2006 North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (TMP); the NGIBP is now referred to as the Red Hill Business Park South (RHBPS). The update is required to address changes to transportation assumptions and requirements since the original 2006 TMP.

This study is being planned as an Addendum under the Municipal Class EA (Municipal Engineers Association, October 2000, as amended in 2007 & 2011). The RHBPS TMP Addendum will fulfil the Phases 1 and 2 Class EA requirements of any Schedule 'B' projects that are identified. It will also outline additional work that will be required to implement any Schedule 'C' projects that are identified as part of the study.

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 share your views and comments for consideration as the study progresses.

DATE: Monday June 25th, 2012
TIME: 6:00pm to 8:00pm
LOCATION: Hamilton Church of God
1338 Stone Church Road East
Hamilton, Ontario L8W 2C8

Should you have any questions or comments, please feel free to contact me at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you have any accessibility requirements in order to participate in this program or event, please contact Enzo Florio by Friday June 22nd, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

**Subject: Notice of Commencement and Public Information Centre Red Hill
Business Park South Transportation Master Plan Addendum Page 2 of 2
June 12, 2012**

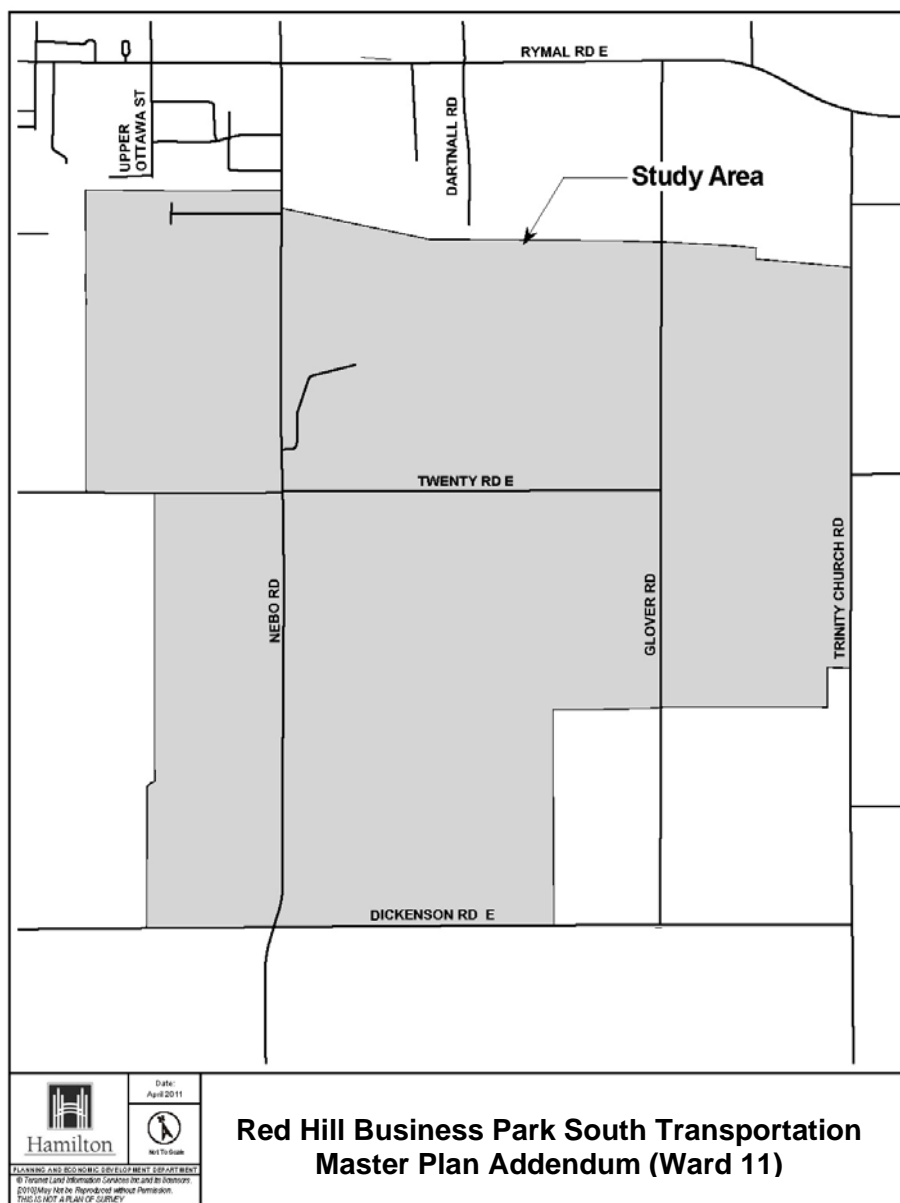
Sincerely,

Enzo Florio

Enzo Florio, BA, ASCT, PMP
Project Manager, Infrastructure Planning
Growth Management Division
Planning & Economic Development Department
City of Hamilton

cc: Sandy Nairn, Ecoplans (a member of MMM Group)
Encl.

Please see map provided for the study area.





Hamilton

City of Hamilton
City Hall, 71 Main Street West
Hamilton, Ontario,
Canada L8R 2K3
www.hamilton.ca

Growth Management Division
Planning and Economic Development Department
Physical Address: 71 Main Street West, 6th Floor
Phone: 905.546.2424 Fax: 905.540.5611

November 21st, 2012

Dear Resident:

**Subject: Notice of Public Meeting Red Hill Business Park South
Transportation Master Plan Addendum**

The City of Hamilton is conducting a Master Plan Addendum for the 2006 North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (TMP); the NGIBP is now referred to as the Red Hill Business Park South (RHBPS). The update is required to address changes to transportation assumptions and requirements since the original 2006 TMP.

This study is being planned as an Addendum under the Municipal Class EA (Municipal Engineers Association, October 2000, as amended in 2007 & 2011). The RHIBP TMP Addendum will fulfill the Phases 1 and 2 Class EA requirements of any Schedule B project that are identified. It will also outline additional work that will be required to implement any Schedule C projects that are identified as part of the study.

A second and final Public Information Centre (PIC) has been arranged to present the evaluation of alternatives for Glover Road. You are encouraged to attend this information centre and to share your views and comments for consideration as the study progresses.

DATE: Tuesday December 4th, 2012
TIME: 6:00pm to 8:00pm
LOCATION: Hamilton Church of God
1338 Stone Church Road East
Hamilton, Ontario L8W 2C8

Should you have any questions or comments, please feel free to contact me at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

If you have any accessibility requirements in order to participate in this program or event, please contact Enzo Florio by Monday December 3rd, 2012. Advance requests are highly encouraged to enable us to meet your needs adequately.

Additional information available www.hamilton.ca/redhilltmpaddendum

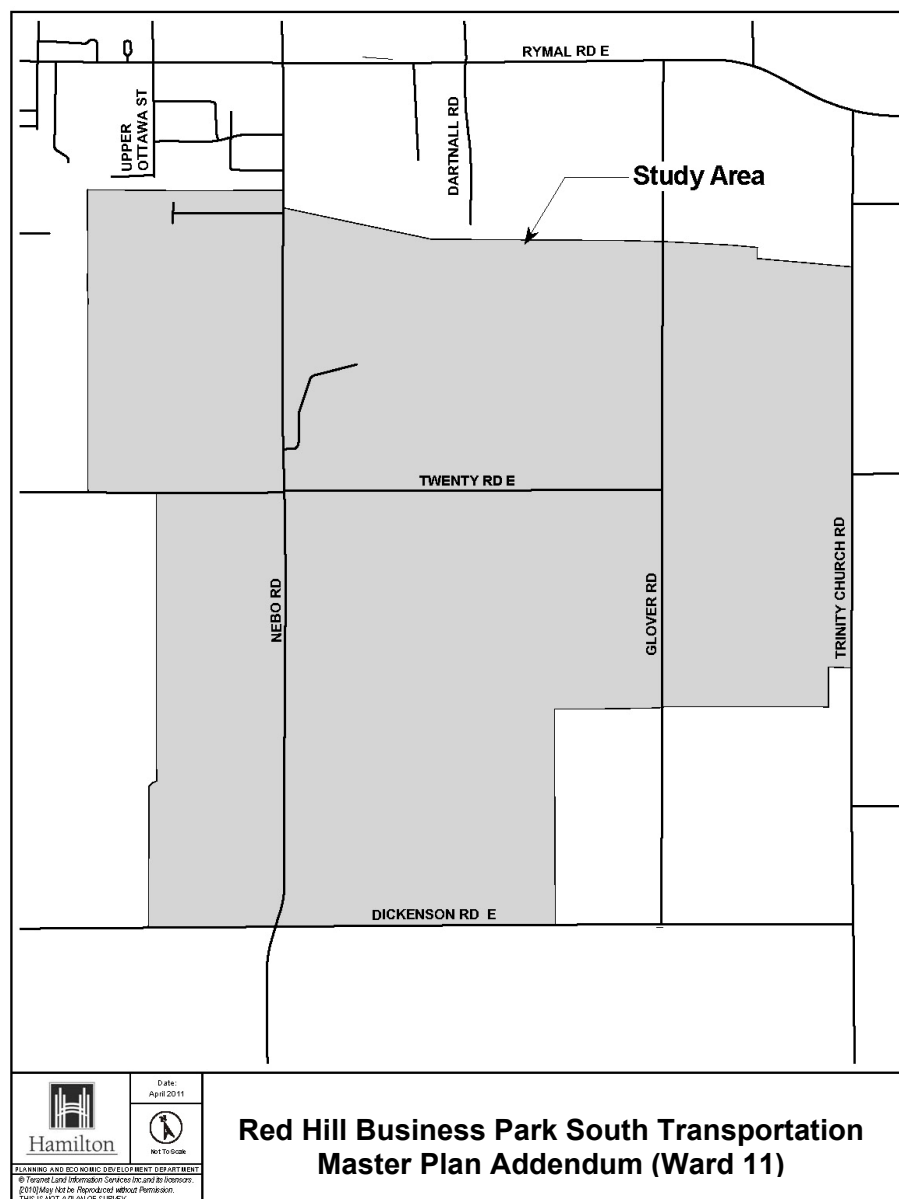
Sincerely,

Enzo Florio

Enzo Florio, BA, ASCT, PMP
Project Manager, Infrastructure Planning
Growth Management Division
Planning & Economic Development Department
City of Hamilton

cc: Sandy Nairn, Ecoplans (a member of MMM Group)
Encl.

Please see map provided for the study area.



APPENDIX C

PUBLIC INFORMATION CENTRE (JUNE 25, 2012) – DISPLAYS AND COMMENT-RESPONSE SUMMARY TABLE

Welcome to the Public Information Centre

Red Hill Business Park South Transportation Master Plan Addendum

June 25, 2012
6:00 p.m. to 8:00 p.m.

Please sign-in

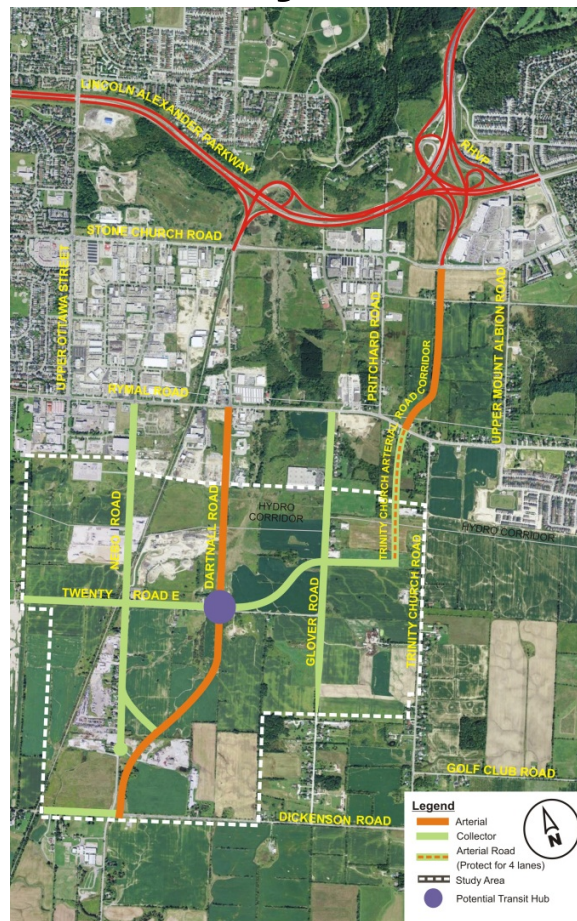


2006 NGIBP Transportation Master Plan Preferred Transportation Network



Following the completion of the NGIBP TMP, a Class Environmental Assessment (Class EA) was completed and identified the **Trinity Church Arterial Road Corridor** (see map below). That corridor is now part of the approved transportation network within the Red Hill Business Park South.

Study Area



Within the Red Hill Business Park South the development of the lands south of Twenty Road between the future Dartnall Road Extension and Glover Road changes the opportunities for developing the major road network as originally planned.

The form of the industrial development occurring within the Red Hill Business Park South, 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 Arterial Road Corridor with Twenty Road.

The review is required to address changes to transportation assumptions and requirements since the original 2006 NGIBP TMP.

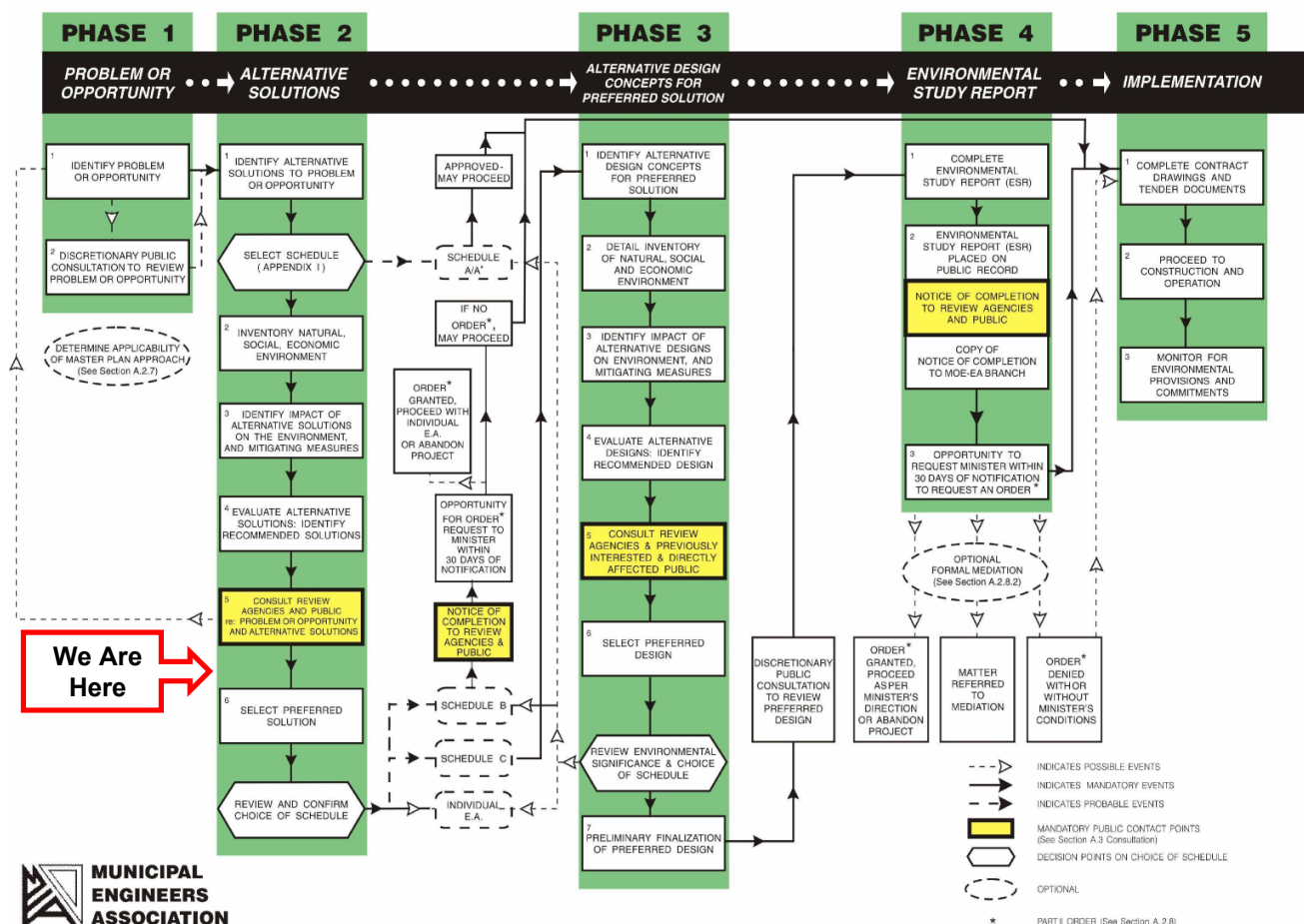
Class EA Process

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

This study is being completed in accordance with the **Municipal Class Environmental Assessment** (Municipal Engineers Association, October 2000, as amended in 2007 & 2011).

MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

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



Class EA Requirements

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

This study is being planned as an Addendum under the Municipal Class EA.

The **Red Hill Business Park South Transportation Master Plan Addendum** will:

- fulfill the Phases 1 and 2 Class EA requirements of any **Schedule B** projects that are identified; and
- outline additional work that will be required to implement any **Schedule C** projects that are identified as part of the study.

The intent of the review is to ensure that the current planned road network in conjunction with a review of Twenty Road and its intersection with the future Trinity Church Arterial Road Corridor extension will **meet transportation needs and 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 business park should **provide the flexibility for larger development.**

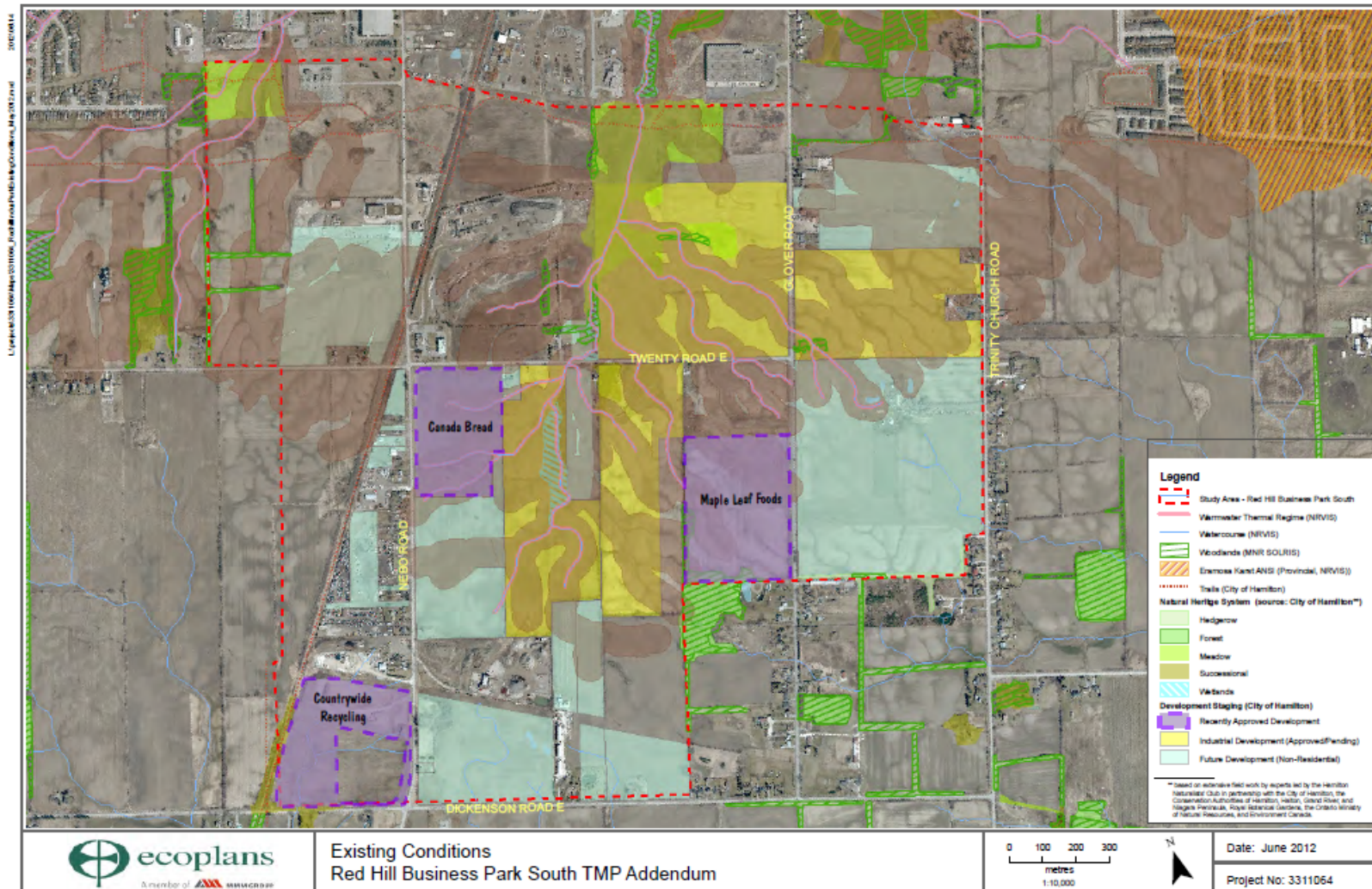
Property owners on Glover Road, north of Dickenson Road, have expressed a concern of potential additional through traffic within the residential area as a result of the developments in the business park.

The 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.**

Options will be evaluated to address concerns expressed by the local residents.

Existing Conditions

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012



As part of the review of the transportation network, a traffic analysis has been completed to reflect recent development planning and road network refinements since 2006.

The traffic analysis has determined that:

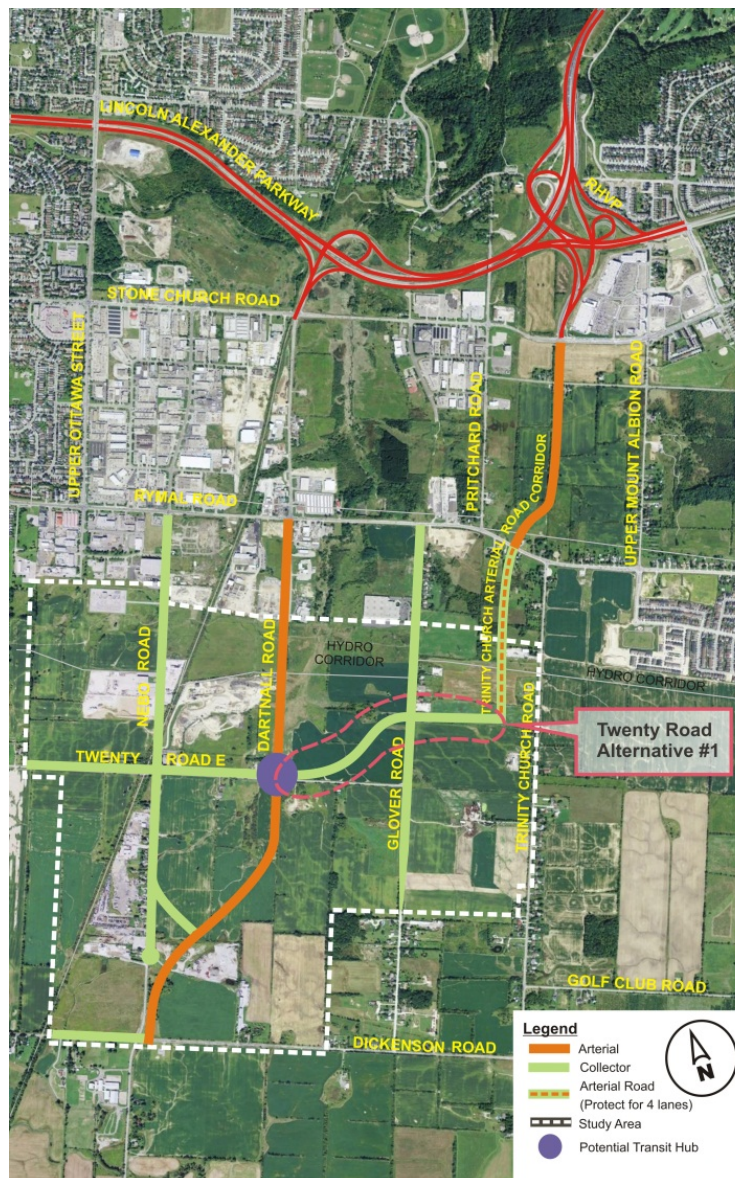
- no additional road capacity (e.g. additional lanes) will be required beyond the existing and approved road network; and
- one east-west collector road (e.g. Twenty Road) would be sufficient to accommodate traffic through the business park.

Alternatives – Twenty Road

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

Twenty Road: Alternative 1 – Alignment as recommended in the NGIBP 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.

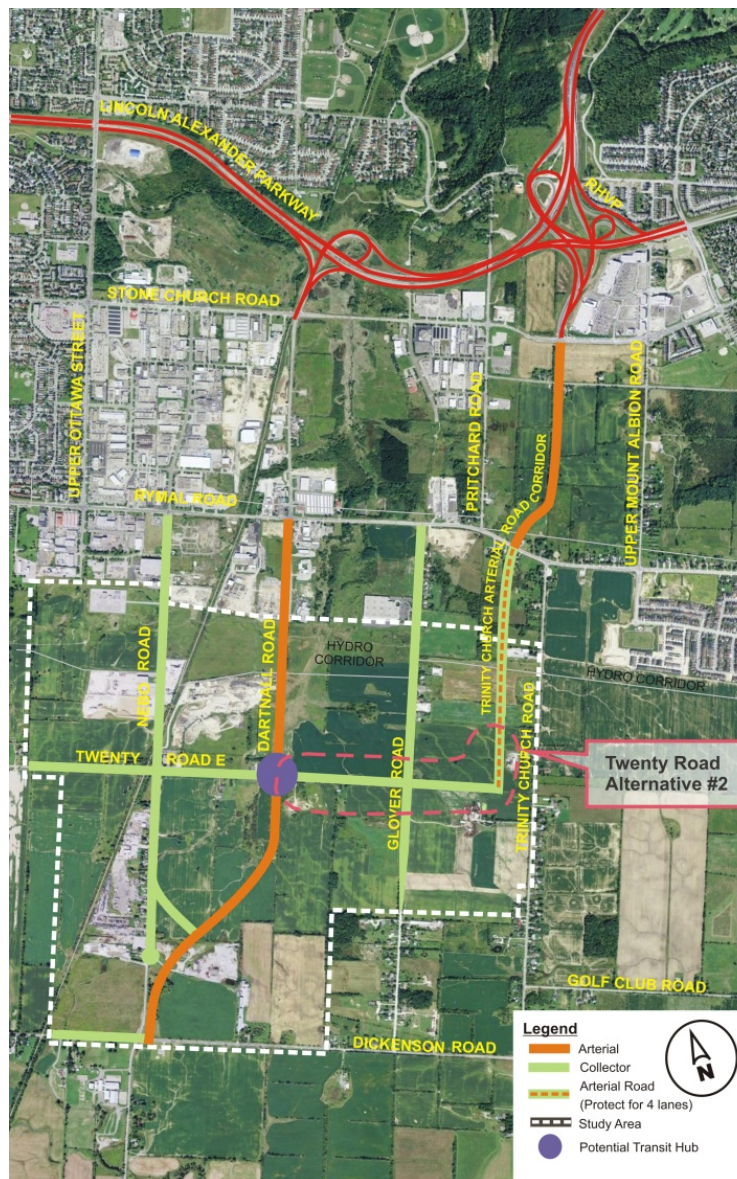


Alternatives – Twenty Road

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012






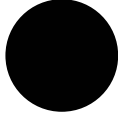

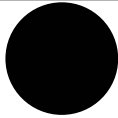

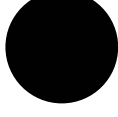
Twenty Road: Alternative 2 – Extend existing road allowance directly east to the future Trinity Church Arterial Road Corridor

- 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.
- This alignment was previously considered as part of Alternatives 2 and 4 in the NGIBP TMP.



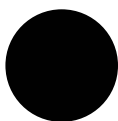
Evaluation – Twenty Road

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

Twenty Road – Summary of the Evaluation of Alternatives and Selection of a Preferred Alternative			
Factors	Alternative 1 Alignment as recommended in the NGIBP TMP	Alternative 2 Extend existing road allowance directly east to the future Trinity Church Arterial Road Corridor	Summary Notes
Natural			Alternative 1 is slightly preferred from a terrestrial perspective. Alternative 2 is slightly preferred from an aquatic perspective. There is no discernible difference in terms of potential impacts to species at risk without field work to assess habitat potential and confirm presence of certain species (i.e. Bobolink, Eastern Meadowlark, Barn Swallow); however, the alignment traverses wheat and corn fields which are generally low quality habitat for these species.
Social			Alternatives 1 and 2 result in the similar potential effects to residential areas due to traffic and traffic related nuisance effects (e.g. noise).
Economic			Alternative 2 is preferred as it provides more opportunity for desirable larger potential lots for future development and is most consistent with existing approved plans.
Cultural			Alternatives 1 and 2 result in similar potential effects as both impact lands with archaeological potential.
Transportation and Utilities			Alternatives 1 and 2 result in similar effects to the overall road network and have similar construction costs. Traffic demand can be accommodated on one east-west collector road (i.e. Twenty Road). Compared to the previously approved network, there is an overall cost savings (\$2.2M[rural] - \$2.8M [urban]) associated with only constructing one east-west collector road.
Overall Summary	<p>Alternatives 1 and 2 result in similar impacts to the natural, social and cultural environments as well as to transportation and utilities.</p> <p>Alternative 2 is preferred as it results in the least adverse impacts to the economic environment by providing more opportunity for desirable larger potential lots for future development and by being most consistent with existing approved plans.</p>		

Most Preferred

Least Preferred

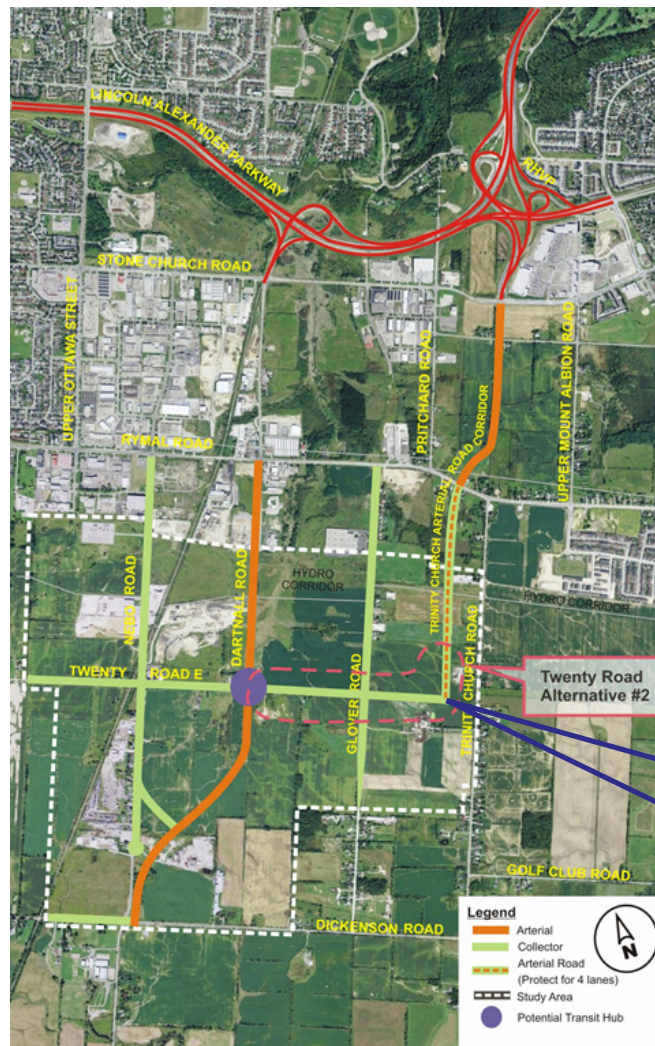


→ Looking for more detail?

The detailed evaluation table is available for review – please see the binders on the tables.

Based on the evaluation of alternatives, Alternative 2 is the preferred alternative:

Twenty Road - Preferred Alternative -



Glover Road - Traffic

Glover Road will transition from the industrial area (with curb and gutter) into the rural residential area (with gravel shoulders and ditches) and with its reconstruction through the industrial area the pavement will narrow slightly as it changes from an urban to a rural cross section.

Residents have expressed concern regarding potential traffic related impacts associated with the development of the business park.

The following table provides peak travel time traffic volumes along Glover Road:

Glover Road – Two-Way Traffic		
	North of Dickenson Road	
	AM Peak	PM Peak
Existing	40	55
2031 <u>without</u> business park development	50	65
2031 <u>with</u> business park development	75	105
Total Incremental Traffic Growth	35	50
Business Park Traffic Growth	25	40

The following table provides 24 hour volumes along Glover Road:

Glover Road – 24 Hour Volumes	
	North of Dickenson Road
Existing	500 – 600
Estimated 2031	850 – 1,000

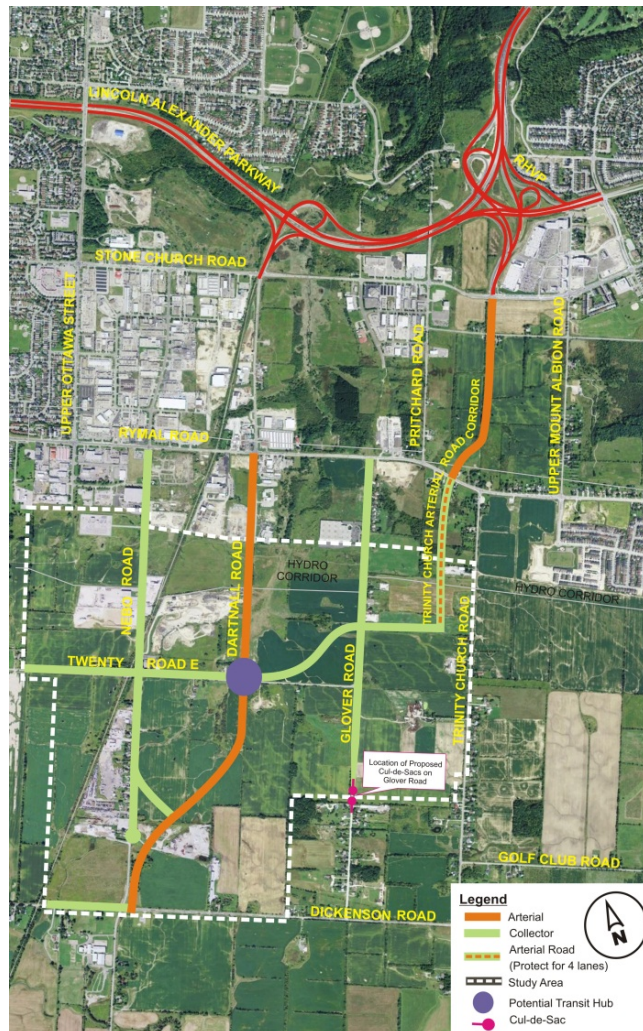
Collector roads like Glover Road typically carry between **5000 to 8000** vehicles per day, therefore in the future traffic volumes would be considered low for this type of road.

Legend

- Arterial
- Collector
- Arterial Road (Protect for 4 lanes)
- Study Area
- Potential Transit Hub

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

- Cul-de-sacs at Glover Road north of Dickenson Road East



Pros and Cons – Glover Road

The Glover Road Alternatives both have pros and cons:

Glover Road Alternative 1 – Do Nothing - with Appropriate Signage	
PROS	CONS
<ul style="list-style-type: none">• No change to existing emergency service response time or routing.• No change to existing response time for winter maintenance.• No impacts to the natural environment.• No change to the existing access along Glover Road (no out-of-way travel).• Addition of appropriated placed “No Heavy Truck” traffic signs will identify that truck traffic is not permitted within the Glover Road residential area. Compliance with these signs would be monitored.• Signage combined with the narrowing of the road from an urban section to a rural section may discourage traffic within the residential area.• Does not impact lands with archaeological potential.• No impacts to existing utilities.• By keeping Glover Road open there is more flexibility within the road network.• No change to the existing road operations and maintenance.	<ul style="list-style-type: none">• Nuisance effects (e.g. noise) associated with anticipated increase in traffic along Glover Road (by 2031 approximately 50 additional vehicles during peak hours).• Trucks illegally using Glover Road as an access route.• Minor costs for pavement modifications.• Possible additional costs to address any additional physical features (e.g. tree planting) which may be warranted to help in identifying the transition from the business park to the local road.

Pros and Cons – Glover Road

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

Glover Road Alternative 2 – Cul-de-sacs on Glover Road north of Dickenson Road East	
PROS	CONS
<ul style="list-style-type: none"> Traffic along Glover Road between Dickenson Road East and the cul-de-sac would be anticipated to be limited to local traffic. Would encourage trucks to stay on truck routes. Generally less nuisance effects (e.g. noise) associated with traffic within the residential area. The redirected traffic (approximately 100 vehicles combined for northbound and southbound traffic) can be accommodated along nearby roadways without the need for additional capacity. 	<ul style="list-style-type: none"> Impact to emergency response time due to travel distance and travel time (an additional 3-5 minutes required for fire response) . Anticipated reduction in the existing road operations and maintenance level of service Anticipated delays to winter maintenance response times. Out-of-way travel for all users as a result of the cul-de-sacs. Construction costs of approximately \$240,000. Property (residential and industrial/commercial) will be required to accommodate the cul-de-sacs at a cost of approximately \$135,000. Impacts lands with archaeological potential. Hydro poles would need to be relocated. Removal of vegetation to construct the cul-de-sacs.

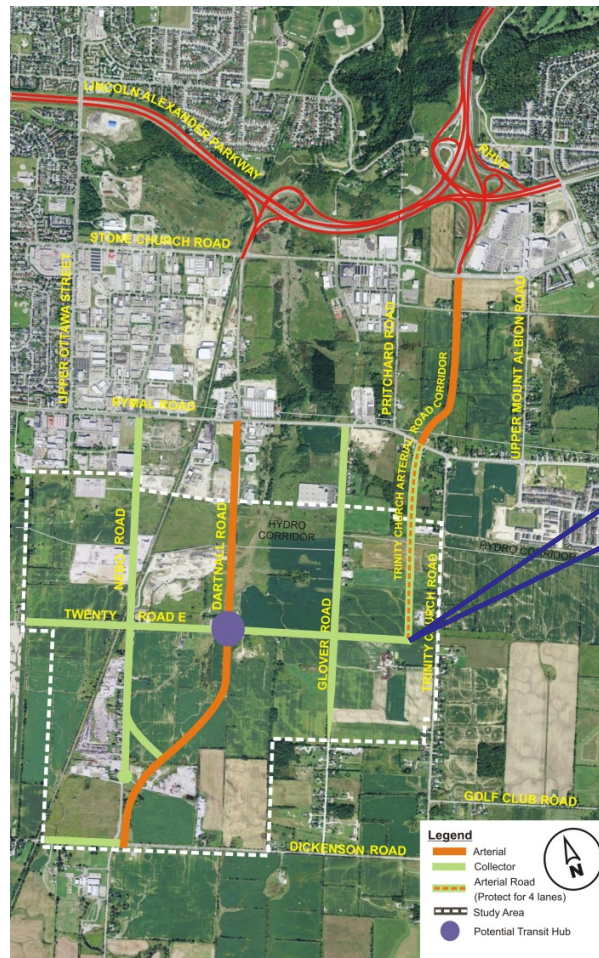
Evaluation Criteria and Indicators – Glover Road

Red Hill Business Park South
Transportation Master Plan Addendum
Public Information Centre
Date: June 25, 2012

The Glover Road Alternatives will be evaluated using the following evaluation criteria and indicators:

Evaluation Criteria	Indicators
Natural	
Effect on the Natural Environment	<ul style="list-style-type: none">• Removal of vegetation
Social	
Effect on Access to the Existing Residential Area	<ul style="list-style-type: none">• Traffic within the residential area• Travel time (out-of-way travel)
Nuisance Effects	<ul style="list-style-type: none">• Traffic related noise
Effect to Emergency Service Response Time and Routing	<ul style="list-style-type: none">• Routing• Response time
Effect to Winter Road Maintenance	<ul style="list-style-type: none">• Level of service
Effect to Waste Collection	<ul style="list-style-type: none">• Operations
Property Required	<ul style="list-style-type: none">• Property to be purchased
Economic	
Effect on Businesses	<ul style="list-style-type: none">• Operational impacts
Cultural	
Effect on Heritage Features	<ul style="list-style-type: none">• Impacts to heritage features
Effect on Areas of Archaeological Potential	<ul style="list-style-type: none">• Impacts to lands with archaeological potential
Transportation	
Effect on Existing Utilities	<ul style="list-style-type: none">• Utility relocation requirements
Effect on Overall Road Network	<ul style="list-style-type: none">• Traffic operations
Road Operations and Maintenance	<ul style="list-style-type: none">• Level of service
Road Benchmark Construction Costs	<ul style="list-style-type: none">• Costs to construct

Recommended Twenty Road Extension



Intersection
Configuration
Subject to
Detail Design

Given the proposed works, the direct easterly extension of Twenty Road and the southerly extension of the Trinity Church Arterial Road Corridor is considered a **Schedule C** project under the Municipal Class EA.

Following this Public Information Centre, the following will be carried out by the Project Team:

- Review the comments received, respond to questions and incorporate input into the study as appropriate; and
- Evaluate the Glover Road Alternatives and present findings at a Public Information Centre (Fall 2012).

PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list to be notified of the next Public Information Centre and when the report is ready for public review? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a comment sheet.

Completed comment sheets can be dropped in the box provided or submitted by email, mail or fax (see contact information on the comment sheet).

Comment deadline: **Friday July 13, 2012.**

Project website:

www.hamilton.ca/redhilltmpaddendum



Thank you for attending!

RED HILL BUSINESS PARK SOUTH TRANSPORTATION MASTER PLAN ADDENDUM

PUBLIC INFORMATION CENTRE #1 SUMMARY BRIEF

JUNE 25, 2012



A member of  **MMM GROUP**

PUBLIC INFORMATION CENTRE 1 of 2	
Purpose of PIC:	To present network alternatives considered (Twenty Road and Glover Road), the evaluation of alternatives (Twenty Road), and the recommended network (Twenty Road).
Venue	
Location:	Hamilton Church of God 1338 Stone Church Road East Hamilton, ON L8W 2C8
Date:	June 25, 2012
Time:	6:00pm – 8:00pm
Notification	
Newspapers	<ul style="list-style-type: none"> • <i>Hamilton Spectator</i>: <ul style="list-style-type: none"> ○ Friday June 15, 2012 ○ Friday June 22, 2012 • <i>Mountain News</i> and <i>Glanbrook Gazette</i>: <ul style="list-style-type: none"> ○ Thursday June 14, 2012 ○ Thursday June 21, 2012
Mail / Email	PIC notification letters were sent via direct mail and email to the project mailing list on June 12, 2012.
Website	The project website (www.hamilton.ca/redhilltmpaddendum) will be updated by City staff to include a copy of the PIC comment sheet and PIC displays.
Project Team Attendees	
City of Hamilton	<ul style="list-style-type: none"> • Enzo Florio • Gavin Norman • Sally Yong-Lee • Sarah Wintrip
Ecoplans	<ul style="list-style-type: none"> • Sandy Nairn • Katie Bright
McCormick Rankin	<ul style="list-style-type: none"> • Scott Roberts
Municipal and/ or External Agency Attendees	
<ul style="list-style-type: none"> • Representative from the Hamilton Police Service • Councillor Brenda Johnson (Ward 11) 	
Media Attendance	
<p>A representative from the Hamilton Spectator attended the PIC and discussed the study with Gavin Norman (City of Hamilton) and some local residents.</p> <p>An article titled <i>Red Hill residents hear City's options to ease traffic concerns</i> was subsequently published in the Hamilton Spectator.</p>	

List of Display Panels	
<ul style="list-style-type: none"> • Welcome • Background • Background and Study Area • Problem/Opportunity • Class EA Process • Class EA Requirements • Review of the NGIBP TMP (2 panels) • Existing Conditions • Traffic Analysis • Alternatives – Twenty Road (2 panels) • Evaluation – Twenty Road • Preferred Alternative – Twenty Road • Glover Road – Traffic • Alternatives – Glover Road (2 panels) • Pros and Cons – Glover Road (2 panels) • Evaluation Criteria and Indicators – Glover Road • Recommended Network • Next Steps • Comments 	
Attendance And Comment Sheets	
Attendance	Signed-In: 61
Number of Comment Sheets	14 comment sheets (from 13 individuals) were received at the PIC.
Comment Deadline:	Friday July 13, 2012

Summary of Comments and Concerns:

The following summarizes the key verbal and written comments and/or concerns raised at the PIC:

- Preference for Glover Road Alternative #1 (keep open with transition and signs).
- Preference for Glover Road Alternative #2 (back-to-back cul-de-sacs).
- Concerns regard traffic and truck traffic within and near the business park along Nebo Road, Glover Road and Trinity Church Road.
- Desire to see more speed and truck route enforcement within and near the business park.
- Questions regarding future plans at intersections (e.g. design, signs, signalization).
- Questions regarding timing for road works (e.g. Dartnall Road Extension, Trinity Church Arterial Road Corridor)
- Questions regarding the approved Trinity Church Arterial Road Corridor and associated impacts and mitigation (e.g. berm or wall by residents along Trinity Church Road).

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
Comments Submitted at PIC#1	
I would like to be informed by mail on any further meetings.	Request noted and contact added to study mailing list.
The Red Hill Business Park South Transportation Plan. Link to Trinity Church Report. Thanks!	<p>Response sent by email on August 15th, 2012:</p> <p>Thank you for your interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>As requested, a copy of the Trinity Church Arterial Corridor Class Environmental Assessment Report can be found online at: http://www.hamilton.ca/CityDepartments/PublicWorks/Environment+Sustainable+Infrastructure/StrategicPlanning/StrategicEnvironmentalPlanningProjects/Rymal+Road+Planning+Area+Study.htm.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public Information Centre (PIC) which is anticipated to occur this Fall. You will receive notification in advance of the PIC. Following that PIC the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or comments regarding the Red Hill Business Park South Transportation Master Plan Addendum please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Glover Rd Alternative #2 is the preferred alternative, as expressed by all residents in the neighbourhood.</p> <p>The Pros + Cons have been skewed and presented to favour Alternative # 1, i.e. increased EMS time of 3-5 minutes?</p> <ul style="list-style-type: none">• The area is serviced by the Stone Church Rd. location and currently comes up Nebo Rd. so there would be no change.• Anticipated reduction in the level of maintenance<ul style="list-style-type: none">– What maintenance; and why would that be affected?• Winter maintenance – We currently have snow plowing done 5X/day seems like they do excess of what is req'd.• Hydro Poles need to be moved: 4 at the max? <p>It seems that the future impact of traffic is not factored in as people will take the routes deemed faster, that usually is “collector” Rds.</p>	<p>Response sent by mail on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your feedback regarding the list of pros and cons for the Glover Road alternatives and your preference for Glover Road Alternative #2 (cul-de-sacs). In response to your feedback we note the following:</p> <p><u>EMS Response Time</u></p> <p>Hamilton Emergency Services-Fire is not in favour of any road closures that would impede emergency response to the residents of Glover Road. Response from Fire Station 5 (1227 Stone Church Road East) and Fire Station 17 (Issac Brock) would have to take a longer route to get to the area. All responding fire units would have to respond to the southern section of Glover Road via Dickenson Road. Response times are also influenced by the time of day and weather. The estimate provided indicated that it would be an additional 3-5 minutes for response time.</p> <p><u>Level of Maintenance / Winter Maintenance</u></p> <p>In evaluating the Glover Road alternatives consideration will be given to potential changes to general road maintenance activities as well as winter maintenance. For example, changes to how maintenance equipment can access the area may change the frequency of maintenance activities. Your observation regarding the frequency of snow plowing has been shared with relevant City staff.</p> <p><u>Relocation of Hydro Poles</u></p> <p>To have a complete and detailed evaluation of alternatives all anticipated impacts must be identified and evaluated. While Hydro poles would need to be relocated as part of Glover Road Alternative #2 (cul-de-sacs) the Project Team acknowledges that the relocation of the hydro poles will not be a critical impact. In evaluating the alternatives the key decision relevant criteria will be highlighted.</p> <p><u>Impact of Future Traffic</u></p> <p>The anticipated impacts associated with future traffic volumes along Glover Road both north of Dickenson Road and South of Twenty Road will be a consideration as part of the evaluation of the Glover Road alternatives. In advance of completing the evaluation of alternatives updated current traffic counts will be obtained.</p> <p>The evaluation of the Glover Road alternatives will be presented at a second and final Public meeting which is anticipated to occur later this Fall. You will receive</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
	<p>notification in advance of the meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Your results in estimated traffic since the beginning of construction of Maple Leaf are incorrect. We have already seen an increase in which it is difficult to get out of our driveways safely. Glover needs to be closed with a cul-de-sac to avoid an increase in traffic as the park is developed. An increase of emergency of 3-5 minutes is not true, they come from Nebo to Dickinson to Glover. All we receive to date is garbage, snow removal, emergency, it can't possibly be any less. Due to truck entering the Maple Leaf building + construction most of us are already choosing the extra safe minutes of travel going South to Dickenson.</p> <p>Archeological is a joke remove it!</p> <p>Hydro removal - give your head a shake have you seen the poles we have incorporated in front of our home. Hydro One completed the easiest + the cheapest way to get Hydro to Maple Leaf. Our city had little to no consideration of the residents. Removal of vegetation (its farm land for sale). We continue to want Glover closed, we need the city to show support as the value of our homes + neighbourhood is being destroyed due to an industrial park we didn't want.</p> <p>This plan is extremely poor as millions of tax \$ are being spent without the final plan in place.</p>	<p>Response sent by mail on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your feedback regarding the list of pros and cons for the Glover Road alternatives and your preference for Glover Road Alternative #2 (cul-de-sacs). In response to your feedback we note the following:</p> <p><u>Impact of Future Traffic</u></p> <p>The anticipated impacts associated with future traffic volumes along Glover Road both north of Dickenson Road and South of Twenty Road will be a consideration as part of the evaluation of the Glover Road alternatives. In advance of completing the evaluation of alternatives updated current traffic counts will be obtained.</p> <p><u>EMS Response Time</u></p> <p>Hamilton Emergency Services-Fire is not in favour of any road closures that would impede emergency response to the residents of Glover Road. Response from Fire Station 5 (1227 Stone Church Road East) and Fire Station 17 (Issac Brock) would have to take a longer route to get to the area. All responding fire units would have to respond to the southern section of Glover Road via Dickenson Road. Response times are also influenced by the time of day and weather. The estimate provided indicated that it would be an additional 3-5 minutes for response time.</p> <p><u>Relocation of Hydro Poles</u></p> <p>To have a complete and detailed evaluation of alternatives all anticipated impacts must be identified and evaluated. While Hydro poles would need to be relocated as part of Glover Road Alternative #2 (cul-de-sacs) the Project Team acknowledges that the relocation of the hydro poles will not be a critical impact. In evaluating the alternatives the key decision relevant criteria will be highlighted.</p> <p><u>Archaeology</u></p> <p>As noted above, all potential impacts will be identified as part of the evaluation of alternatives. The Project Team acknowledges that the potential for impacts to archaeological resources is not likely to be a critical impact. In evaluating the alternatives the key decision relevant criteria will be highlighted.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
We prefer “Glover Road – Alternative 1” with no cul-de-sacs - perhaps road narrows from industrial to residential/rural.	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your preference for Glover Road Alternative #1 (no cul-de-sacs).</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the PIC. Following that PIC the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Concerned about increased traffic from South Binbrook, Caledonia accessing Nebo Rd. (Chippewa to Dickenson) to get to Dartnal extension + Redhill. Please advise.</p> <hr/> <p>Please forward information re: Nebo Rd (South of Dickenson) “Still not a truck route”. - also advise what, if any, increase to traffic you foresee on Nebo Rd.</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in traffic impacts along Nebo Road including truck traffic.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>In the future Nebo Road will be realigned to form a T intersection with the Dartnall Road Extension north of Dickenson Road. Dartnall Road will be extended initially as a two-lane roadway to Twenty Road. The schedule for additional widening and extension of Dartnall Road to the future intersection with Nebo Road has not been determined and will only be completed once it is warranted and funding is available.</p> <p>A copy of the City’s Truck Route Map is available online from: www.hamilton.ca/traffic (click on “Truck Routes”). Nebo Road is <u>not</u> a designated truck route.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
What is the anticipated traffic impact to Nebo Rd. south of Dickenson after extending Dartnal Rd? There are hundreds of trucks travelling this route daily even though it is not a truck route.	<p>Response sent by mail on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in traffic impacts along Nebo Road including truck traffic.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>Although there are trucks travelling along Nebo Road, the City’s Truck Route Master Plan identified that, considering the number of commercial developments adjacent to Nebo Road, it is likely that the majority of truck trips on Nebo Road currently are local deliveries. The Project Team will be working closely with Traffic</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
	<p>Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca.</p>
<p>Believed the original plan was to dead end Nebo at Dickenson Rd. Way plan shows now Dartnall Rd. continues up to Dickenson & Nebo. This will definitely increase the traffic on Nebo Rd. which is now a non-truck route. This is a concern since anyone can see trucks will head up Nebo to get to Airport Rd. or Whitechurch Rd. to get to #6 Highway or to Binbrook. Nebo is not built presently for the amount of car & truck traffic that use the road. The police do nothing to stop the trucks – they only worry about the cars that are speeding.</p>	<p>Response sent by mail on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in traffic impacts along Nebo Road including truck traffic.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>In the future Nebo Road will be realigned to form a T intersection with the Dartnall Road Extension north of Dickenson Road. Dartnall Road will be extended initially as a two-lane roadway to Twenty Road. The schedule for additional widening and extension of Dartnall Road to the future intersection with Nebo Road has not been determined and will only be completed once it is warranted and funding is available.</p> <p>A copy of the City's Truck Route Map is available online from: www.hamilton.ca/traffic, Nebo Road is <u>not</u> a designated truck route.</p> <p>Although there are trucks travelling along Nebo Road, the City's Truck Route Master Plan identified that, considering the number of commercial developments adjacent to Nebo Road, it is likely that the majority of truck trips on Nebo Road currently are local deliveries. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>The Dartnal Rd. extension has been in process for a number of years and I see very little in progress. The trucks now using Canada Bread still have to negotiate at Rymal and Nebo which has never been designed for transport trucks, also there are other large trucks using the same Nebo and Rymal intersection. Why hasn't the city completed what is now approved, namely, Dartnal Rd. extension all the way to Nebo to relieve this heavy truck traffic when is the date time-line for this project?</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in seeing the Dartnall Road Extension proceed to construction as well as your desire to see improvements to truck routing within the business park. Dartnall Road will be extended initially as a two-lane roadway to Twenty Road. The schedule for additional widening and extension of Dartnall Road to the future intersection with Nebo Road has not been determined and will only be completed once it is warranted and funding is available. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review.</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
	<p>You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>The road coming from Dartnall to Dickenson for the trucks should be routed back up Nebo to prevent industrial traffic coming down Nebo.</p> <p>The hub should be moved down lower closer to Dickenson with some public parking to allow rural residents to avail the public transit.</p>	<p>As contact information was not provided a response could not be sent.</p> <p>The feedback has been noted by the Project Team. It is noteworthy that the location of the potential transit hub (at the intersection of Twenty Road and Dartnall Road) was previously identified in consultation with HSR staff and the location of the hub is not being re-evaluated as part of the current study.</p>
<p>The intersection at Golf Course + Trinity Church needs to be improved the sight line is impaired due to hill on Trinity Church as it approaches creating a dangerous intersection.</p> <p>Efforts need to be made to enforce the speed limit on Trinity Church Rd.</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>Your feedback regarding sightline concerns at the intersection of Golf Club Road and Trinity Church Road has been shared with relevant City staff. Please note that this intersection is located outside of the boundaries of the Red Hill Business Park South and as a result is outside of the study area for the Transportation Master Plan Addendum. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area. Enforcement services do monitor Trinity Church Road for speed limit control as resources permit.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Traffic is still too heavy on</p> <ul style="list-style-type: none"> • Trinity Church, Fletchers and Dickenson etc. • Too many trucks from Cardi Construction using the back roads • Community safety zones needed + stop signs to slow traffic from Binbrook • How will all the intersections fit at Rymal (Glover, Pritchard, Trinity, Albion and the new Trinity?) 	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your concerns regarding traffic volumes and traffic operations within and near the business park.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park. It is noteworthy that with the construction of the Trinity Church Arterial Road Corridor some traffic is likely to be diverted from Trinity Church Road. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>Community Safety Zones would generally include roadways that are influenced by the location of schools, day care centre's, playgrounds, parks, hospitals, senior citizen residences, as well as utilized for areas which are considered to be collision prone within the community. The Project Team will work closely with Traffic Operations to review the use of Community Safety Zones within the Study Area.</p> <p>The Rymal Road Master Plan Study (ROPA 9) recommended follow-up studies to address operational improvements, such as changes to traffic signal timing and phasing, localized roadway section and intersection geometric improvements, adding or changing turn lanes at intersections. As a result, the "fit" of the intersections you identified along Rymal Road will be addressed outside of the current study for the Red Hill Business Park South Transportation Master Plan.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
	<p>Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>If nothing else, I am pleased to see that no more lanes will be added to any roads, therefor property lines will not be impacted for any residents.</p> <p>I am truly hopeful that you keep your word on this point.</p>	<p>Response sent by mail on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>As you have noted, the current study has not identified the need for additional lanes beyond those that were identified within the North Glanbrook Industrial Business Park Transportation Master Plan. While the road network identified in the original Transportation Master Plan, and the pending Red Hill Business Park South Transportation Master Plan Addendum, does not entirely avoid property impacts effort will be made to minimize impacts and mitigation measures will be implemented during construction.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>I attended the June 25 P.I.C and noticed that you are still showing “Twenty Road: Alternative #1” [REDACTED] which we object to.</p> <p>Please discontinue the use and consideration of this alternative, and instead pursue Alternative #2 which maintains existing road patterns, and does not negatively impact our property.</p> <p>Should you wish to discuss further, please call me at [REDACTED].</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team understands that you do not wish to have your property impacted and that you prefer Twenty Road Alternative #2. As was shown at the Public Information Centre, based on the evaluation of alternatives Twenty Road Alternative #2 is the preferred alternative.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>As long-time residents (48 yrs.) of Nebo Rd. (south end), our concern is the increase of traffic on our NO TRUCK ROUTE ROAD. We fought very hard to have Nebo Rd. designated a NO TRUCK ROUTE, but with the proposed extension of Dartnal Rd. stopping at Dickenson Rd., trucks headed for the bypass to the 403 off Upper James St. are taking Nebo Rd. to White Church Rd. then west to Upper James and on to the bypass.</p> <p>I understand Councilor Brenda Johnson's proposal is to turn the Dartnal Rd. extension just before Dickenson Rd. on to Nebo Rd. heading north into the industrial park with no stop at Dickenson. This seems like a more viable solution as this will keep the trucks from heading south on Nebo Rd. They can then proceed west on Rymal Rd. to Upper James and south to the airport or the 403 bypass.</p> <p>Why allow the construction of new businesses in the Red Hill Business Park before the infrastructure was in place, ultimately causing an increase in the volume of traffic on Nebo Rd., as we are now experiencing. Safety is our greatest concern but we are also concerned about the noise and deterioration of the road caused by the increased volume of traffic.</p>	<p>Response sent by email on November 12, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in traffic impacts along Nebo Road including truck traffic.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>In keeping with the Transportation Master Plan, in the future Nebo Road will be realigned to form a T intersection with the Dartnall Road Extension north of Dickenson Road. Dartnall Road will be extended initially as a two-lane roadway to Twenty Road by 2013. The schedule for additional widening and extension of Dartnall Road to the future intersection with Nebo Road has not been determined and will only be completed once it is warranted and funding is available.</p> <p>Although there are trucks travelling along Nebo Road, the City's Truck Route Master Plan identified that, considering the number of commercial developments adjacent to Nebo Road, it is likely that the majority of truck trips on Nebo Road currently are local deliveries. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
Why are the police not issuing traffic violations to the truckers driving on the designated no truck routes?	<p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Just wanted to contribute to the Red Hill--- Glover Road comment sheet.</p> <p>--as long as the extension to Twenty Road does not come out onto the true Trinity Church Road I am agreeable to having the #2 choice—the outlined preferred choice--- allowing for the larger lots for development.</p> <p>--I do not want to see a cul-de-sac on Glover Road—I wish it to be an open road from Dickenson to Rymal---no blocking. This will allow quicker access for emergency vehicles.</p> <p>I also use that Glover Road/Twenty Road way often to leave the area to access the east/central mountain.</p> <p>As long as there is lots of signage to prevent truck traffic up to Dickenson Road—I prefer that choice—with no cul-de-sac.</p> <p>Thanks for the opportunity for input.</p> <p>Please do not hesitate to be in touch and keep us informed of developments in this regard.</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your support for Twenty Road Alternative #2 and preference for Glover Road Alternative #1 (no cul-de-sacs).</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>We here on Glover Rd. feel we've gotten the short end of the stick with this pork plant being built. First our trees got cut down looking like a tornado went through. Then these tall unsightly hydro poles were placed in our front yards. It saddens us what's happening to our country-like setting. It's also devaluating our properties with a park plant looming next door.</p> <p>The delay time for fire emergency response is not an issue since the trucks would take the same route anyways. They would be coming down Nebo, from Stonechurch, Rymal and along Dickenson. Also, if coming from Binbrook, they would take Dickenson as well.</p> <p>We are not so concerned about snow removal. In the past when we got just a little snow, snow plows would come many times, dumping loads of salt unnecessarily, besides it being very unfriendly to the environment. If you had any concern about our environment you would use a minimal amount of sand/salt (cheaper and much more beneficial).</p> <p>We are though very much concerned about the increased traffic coming through and would like to see a cul-de-sac made by [REDACTED]'s place. Many roads in Ontario are dead end roads and work just fine. A cul-de-sac would make our neighbourhood a quieter and safer place for us to live and our children to grow up in.</p>	<p>Response sent by email on November 13, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your preference for Glover Road Alternative #2 (cul-de-sacs). In response to your feedback we note the following:</p> <p><u>EMS Response Time</u></p> <p>Hamilton Emergency Services-Fire is not in favour of any road closures that would impede emergency response to the residents of Glover Road. Response from Fire Station 5 (1227 Stone Church Road East) and Fire Station 17 (Issac Brock) would have to take a longer route to get to the area. All responding fire units would have to respond to the southern section of Glover Road via Dickenson Road. Response times are also influenced by the time of day and weather. The estimate provided indicated that it would be an additional 3-5 minutes for response time.</p> <p><u>Winter Maintenance</u></p> <p>In evaluating the Glover Road alternatives consideration will be given to potential changes to general road maintenance activities as well as winter maintenance. For example, changes to how maintenance equipment can access the area may change the frequency of maintenance activities. Your observation regarding the frequency of snow plowing and salting has been shared with relevant City staff.</p> <p>The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review.</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
	<p>You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Further to the PIC on June 25, 2012, we offer the following formal comments, objections and concerns regarding the overall traffic and road pattern in the Red Hill Business Park.</p> <p>We are opposed to any connections of heavy truck and vehicle traffic arterial roads to rural roads leading to and from the proposed business park development. Similar to the resident's of Trinity Church Road, who in the past opposed the major roadway connections to Trinity Church Road, we expect the City to offer the same protection to all rural residential families on Dickenson, Grover and Nebo Roads (south of the business park). On this point we are of the opinion the City has established a precedent by removing Trinity Church Road from directly connecting to this area (i.e. original proposed Trinity Church Arterial Road connection and former status as an Arterial Road in the Glanbrook Official Plan Schedule 'E' Road Network Plan) and expect the same treatment i.e. the removal of direct connections as proposed and protection of the existing rural residential roadways south of the Red Hill Business Park.</p> <p>In the past, we have been assured no truck traffic would be allowed on Nebo Road south of the business park. The proposed roadway network does not reflect this understanding and only creates more concerns for all rural residential families living on the boundary of these lands.</p> <p>It is our understanding that the City of Hamilton has acknowledged a "missing link" between the development of the Red Hill Business Park and the Airport Industrial Park as referenced in the Airport Study 2004 and Transportation Master Plan (TMP). Both studies acknowledge this "missing link" between these two areas of projected growth. If this is the case, should this study not take into account the need to address a future missing link and not simply spill heavy truck and vehicle traffic onto rural residential roads?</p> <p>Being aware of the above means the City of Hamilton should be planning for the appropriate infrastructure to support this growth and traffic and therefore we are of the opinion the study fails to address these concerns by limiting itself to the boundaries of the study area i.e. proposed four lane arterial roadways abruptly ending at rural two lane roadways, one has to ask where does all the traffic go?</p> <p>We remain convinced that the proposed roadway network fails to offer any protection to rural residents living on the boundary of this area and recommend the following:</p> <p>Remove all direct connections to rural boundary roads i.e. as was done for Trinity Church Road.</p> <ul style="list-style-type: none"> Only extend Dartnall Road to Twenty Road for the short to medium term as this connection will serve the existing and proposed development. This will allow the City to conduct a comprehensive Master review on how any future extension will support the missing 	<p>Response sent on November 14, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your concerns and the recommendations outlined in your email.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>In the future Nebo Road will be realigned to form a T intersection with the Dartnall Road Extension north of Dickenson Road. Dartnall Road will be extended initially as a two-lane roadway to Twenty Road by 2013. The schedule for additional widening and extension of Dartnall Road to the future intersection with Nebo Road has not been determined and will only be completed once it is warranted and funding is available.</p> <p>A copy of the City's Truck Route Map is available online from: www.hamilton.ca/traffic (click on "Truck Routes"). Nebo Road is <u>not</u> a designated truck route.</p> <p>Although there are trucks travelling along Nebo Road, the City's Truck Route Master Plan identified that, considering the number of commercial developments adjacent to Nebo Road, it is likely that the majority of truck trips on Nebo Road currently are local deliveries. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>In response to your comment regarding a link between the Red Hill Business Park South and the Airport Industrial Area, it is noteworthy that the City of Hamilton's Transportation Master Plan (2007) identified the following:</p> <p>New Link to Airport – Appropriate goods movement access to the Hamilton Airport from the north and east has been identified as a significant issue. The 2005 Hamilton Goods Movement Study identifies the need to provide a connection between the Red Hill Valley Parkway and the Airport as a designated truck route. This is due to the current lack of truck access opportunities from the northeast to the Airport, south of the Lincoln Alexander Parkway. Following this TMP, a Schedule C EA should be initiated to identify specific routing alternatives as well as a phasing strategy. It is possible that existing roads could serve to provide this link in the short-medium term. The specific routing also depends to some extent on the location of the proposed GTA-Niagara Corridor.</p> <p>The GTA-Niagara Corridor mentioned above is part of the Ministry of Transportation's ongoing Niagara to GTA Corridor Planning and Environmental Assessment Study. For additional information regarding that study please visit: www.niagara-gta.com.</p> <p>The anticipated impacts associated with future traffic volumes along Glover Road both north of Dickenson Road and South of Twenty Road is being considered as part of the evaluation of the Glover Road alternatives. In support of the evaluation of alternatives updated current traffic counts have been obtained.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public Meeting which is anticipated to occur later this Fall. You will receive notification in advance of the Public Meeting. Following that Public Meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
<p>link to the Airport Lands.</p> <ul style="list-style-type: none">• Conduct a comprehensive study to address the missing link to the Airport lands noting the need to develop a stand alone facility outside the existing rural roadway network to address the required vehicle and truck traffic.• Enhance all “no truck traffic” signage i.e. in the means of additional informational signage outside the regulatory signage.• Consider traffic calming measures on all rural boundary roads, from raised speed humps, chicanes and signage – between Binbrook Village, the Airport and the Red Hill Business Park.• Create special safety zones around the boundary of the business park to increase fines for speeding and illegal truck movements.• Address existing decencies on Hwy 6/Upper James and Hwy 56 to support development by providing the supportive infrastructure needs.• Create a rural forum or committee that assists in the review of any and all traffic plans moving forward. <p><u>In short, the proposed network and Master Plan fails to address the existing concerns of area residents and does not clearly identify how it will address the future growth impacts and supportive infrastructure requirements.</u> In our opinion, we have been mislead and have no faith that the proposed network will do anything to protect our interests as residents south of the Red Hill Business Park but will in fact only make them worse. The negative impact to this area is substantiated by the increasing number of complaints, violations, accidents, and witnessed accounts of dangerous driving, illegal truck movements and overall general concern of the residents of large.</p> <p>We would like to request to be made aware of how these concerns will be addressed.</p>	
<p>We attended your information meeting on the transportation addendum. We the residents of Nebo Rd. South take exception to “not being included” in the master plan addendum. Your Dartnell extension, the Trinity Church Corridor all affects Nebo Rd. We do not want any “turn offs” onto Nebo Rd. South from your extensions. We have enough trouble with trucks (who can’t read the “no truck” signs and the expansion of “triple” the traffic from Binbrook speeding up and down our road at rush hours. If you add a turn off to these extensions, we will be delayed with more traffic (including trucks) who want to take a shortcut to Caledonia, Binbrook, etc. This will not be acceptable.</p> <p>This is very important to the residents of Nebo South and we will be monitoring these extensions very closely. The residents are willing to go along #53 from the Red Hill up Nebo (the present way of getting to our homes).</p> <p>Brenda Johnson has been informed of our concerns.</p>	<p>Response sent on November 14, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your interest in traffic impacts along Nebo Road including truck traffic.</p> <p>Based on the traffic analysis completed in support of the Transportation Master Plan Addendum, it has been determined that there will be sufficient capacity on the road network within the business park to accommodate forecasted traffic to 2021. With the extension of Twenty Road there should be sufficient capacity until at least 2031. Increases in traffic are a reality with the development of the business park and it is noteworthy that Nebo Road is a collector road. Collector roads typically carry 5,000 to 8,000 vehicles per day. Within the business park Nebo Road will be reconstructed when development warrants improvements to the road.</p> <p>Although there are trucks travelling along Nebo Road, the City’s Truck Route Master Plan identified that, considering the number of commercial developments adjacent to Nebo Road, it is likely that the majority of truck trips on Nebo Road currently are local deliveries. The Project Team will be working closely with Traffic Operations to make use of general truck control signs that should be used to restrict the movements of truck traffic around and through the area.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the public meeting. Following that public meeting the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca .</p>

Red Hill Business Park South – Public Information Centre #1 Comments and Responses	
Comment	Final Response
We [REDACTED] would like to know the zoning change.	<p>Response sent on November 14, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>There are no zoning changes proposed as part of this Transportation Master Plan Addendum study.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the PIC. Following that PIC the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>We agree with the recommended Twenty Road Extension.</p> <p>Could you please keep us informed of any changes and updates and further meetings.</p> <p>Also, could you please let me know if the exact location for the Trinity Road Corridor has been determined.</p> <p>Thank you</p>	<p>Response sent on November 14, 2012:</p> <p>Thank you for your participation and interest regarding the Transportation Master Plan Addendum for the Red Hill Business Park South.</p> <p>The Project Team has noted your preference for the Twenty Road Extension. The exact alignment of the Trinity Church Arterial Corridor is not know at this time, the location will be refined through the detail design phase.</p> <p>The evaluation of the Glover Road alternatives will be presented at the second and final Public meeting which is anticipated to occur later this Fall. You will receive notification in advance of the PIC. Following that PIC the Transportation Master Plan Addendum will be prepared and filed for public review. You will receive notification regarding that public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>

APPENDIX D

GLOVER ROAD PUBLIC MEETING (DECEMBER 4, 2012) – DISPLAYS AND COMMENT-RESPONSE SUMMARY TABLE

Welcome to the Public Meeting

Red Hill Business Park South Transportation Master Plan Addendum

December 4, 2012

6:00 p.m. to 8:00 p.m.

Please sign-in



Public Information Centre #1 (PIC#1) was held on June 25, 2012. Feedback was received regarding:

- Evaluation of Twenty Road Alternatives
- Alternatives for Glover Road

A copy of the displays presented at PIC#1 is available in binders on the tables.

The PIC#1 displays are also available on the project website:

www.hamilton.ca/redhilltmpaddendum



Following PIC#1 the Project Team reviewed all comments received, and has undertaken additional work in response to the feedback provided by the public.

The following provides a summary of the comments received at PIC #1:

- Preference for Glover Road Alternative #1 (keep open with transition and signs).
- Preference for Glover Road Alternative #2 (back-to-back cul-de-sacs).
- Concerns regarding traffic and truck traffic within and near the business park along Nebo Road, Glover Road and Trinity Church Road.
- Desire to see more speed and truck route enforcement within and near the business park.
- Questions regarding future plans at intersections (e.g. design, signs, signalization).
- Questions regarding timing for road works (e.g. Dartnall Road Extension, Trinity Church Arterial Road Corridor).
- Questions regarding the approved Trinity Church Arterial Road Corridor and associated impacts and mitigation.

Property owners on Glover Road north of Dickenson Road East have expressed concern regarding the potential additional traffic within the residential area as a result of developments in the business park.

In response to these comments, additional consideration was given to the Glover Road alternatives, and the Project Team has developed an additional alternative for Glover Road.

Purpose of this Public Meeting

Red Hill Business Park South
Transportation Master Plan Addendum
Public Meeting
Date: December 4, 2012

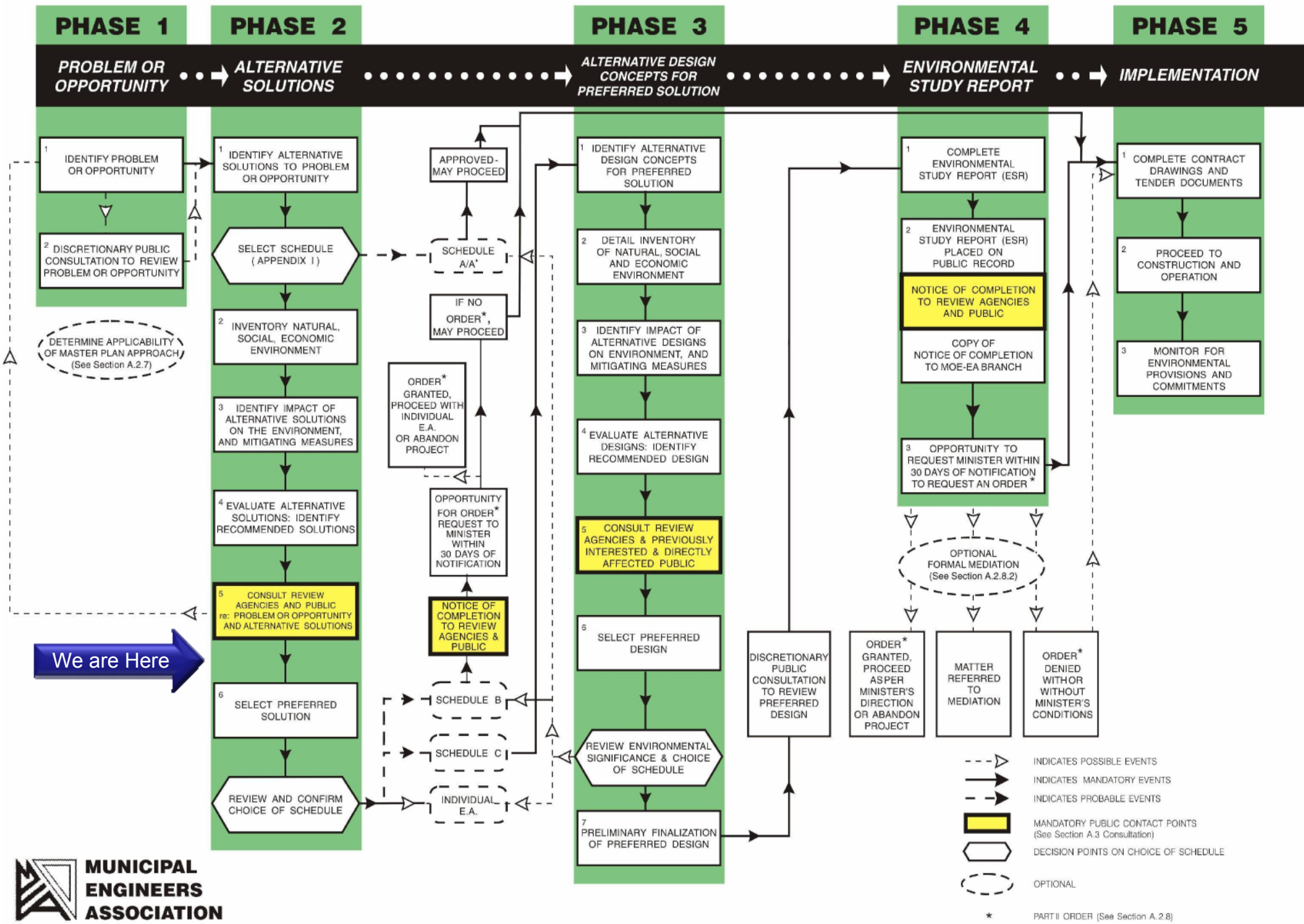
Feedback from local residents has identified the need to further **review the function of Glover Road as it transitions from the industrial area into the rural residential area north of Dickenson Road East.**

The purpose of this Public Meeting is to present the evaluation of alternatives for Glover Road.

This study is being completed in accordance with the **Municipal Class Environmental Assessment** (Municipal Engineers Association, October 2000, as amended in 2007 & 2011).

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

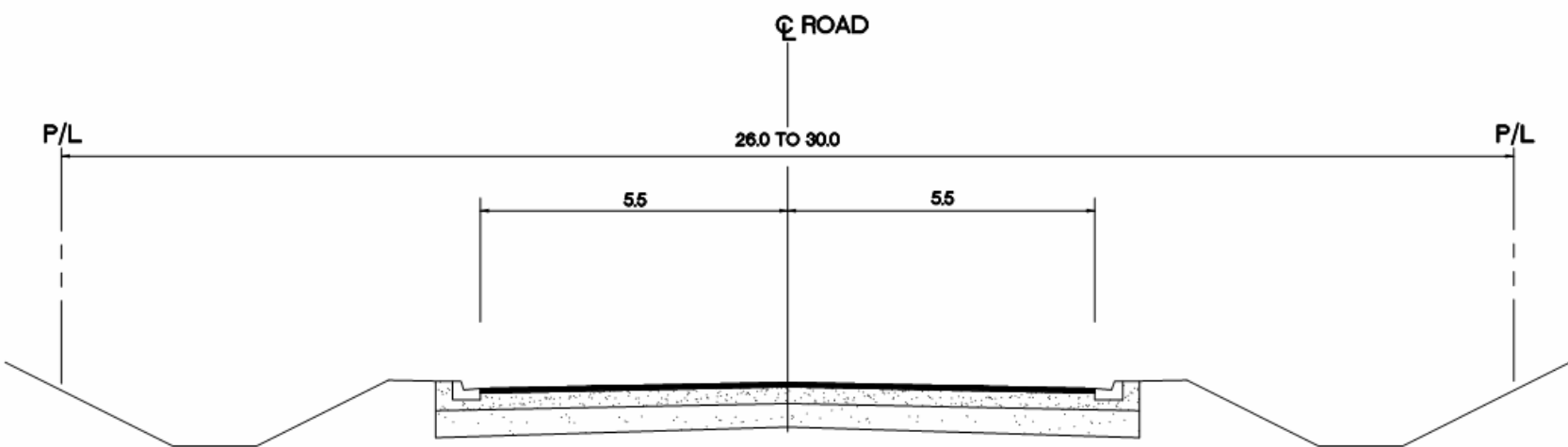
NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



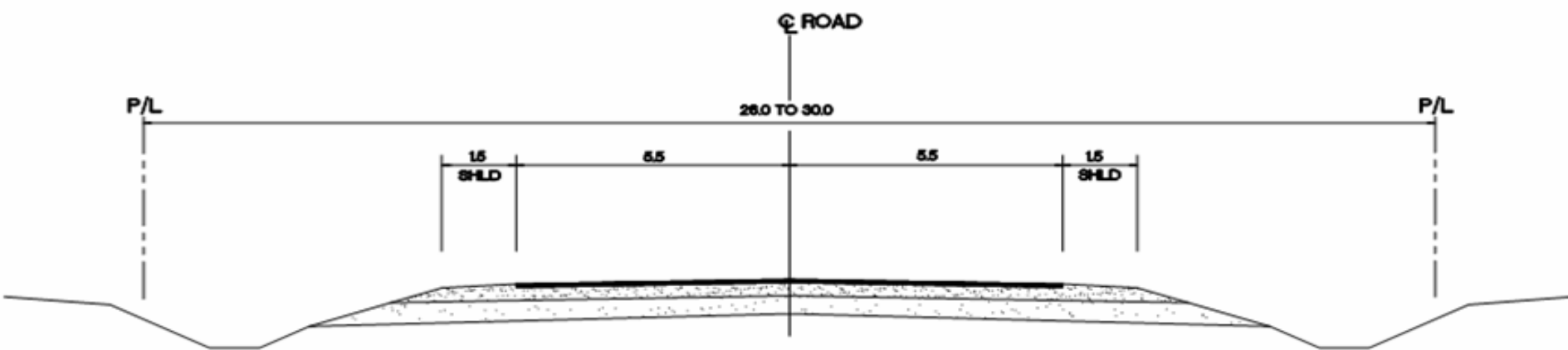
South of Twenty Road Glover Road will transition from the industrial area of the business park to the rural residential area.

Through the industrial area the road will change from an urban road with curb and gutter to a rural road with gravel shoulder and ditches.

The following figures provide a general understanding of the differences between rural and urban roads. These figures do not reflect the current design along Glover Road but do reflect the typical road designs documented in the Transportation Master Plan.



Typical Urban Road



Typical Rural Road

Traffic Analysis

Red Hill Business Park South

Red Hill Business Park South
Transportation Master Plan Addendum
Public Meeting
Date: December 4, 2012

As part of the review of the transportation network, a traffic analysis has been completed to reflect recent development planning and road network refinements since 2006.

The traffic analysis has determined that:

- no additional road capacity (e.g. additional lanes) will be required beyond the existing and approved road network; and
- one east-west collector road (e.g. Twenty Road) would be sufficient to accommodate traffic through the business park.

Glover Road Additional Traffic Counts

Red Hill Business Park South
Transportation Master Plan Addendum
Public Meeting
Date: December 4, 2012

In response to feedback from the community, **additional traffic counts were completed along Glover Road in September 2012.**

No notable differences in the AM and PM Peak traffic volumes or the 24 Hour traffic volume were observed. The findings of the additional traffic count are consistent with the results of traffic counts conducted previously for Glover Road. As a result, the previous findings have not changed.

Glover Road - Traffic

Analysis has been completed to determine how the existing traffic volumes along Glover Road are anticipated to compare to traffic volumes in 2031.

The following table provides peak travel time traffic volumes:

Glover Road - Combined Northbound and Southbound Traffic				
	South of Twenty Road		North of Dickenson Road	
	AM Peak	PM Peak	AM Peak	PM Peak
Existing	55	80	40	55
2031 <u>without</u> business park development	65	95	50	65
2031 <u>with</u> business park development	535	770	75	105
Total Incremental Traffic Growth	480	690	35	50
Business Park Traffic Growth	470	675	25	40

The following table provides 24 hour volumes along Glover Road:

Glover Road – 24 Hour Volumes		
	Immediately South of Twenty Road	Immediately North of Dickenson Road
Existing	700 – 800	500 – 600
Estimated 2031	6,000 – 6,500	800 – 900

Collector roads like Glover Road typically carry between **5000 to 8000** vehicles per day, therefore the anticipated future traffic volumes are considered low for this type road.

The traffic volumes along Glover Road within the residential area north of Dickenson Road are anticipated to remain well below typical volumes for a Collector road.

Three alternatives have been identified for Glover Road.

- **Alternative #1:** Do Nothing – with appropriate traffic signs to direct trucks away from the residential area.
- **Alternative #2:** Cul-de-sacs on Glover Road north of Dickenson Road East to prevent traffic from entering the residential area from the business park.
- **Alternative #3:** Traffic Island on Glover Road north of Dickenson Road East with appropriate traffic signs to direct trucks away and further discourage industrial traffic from the residential area.

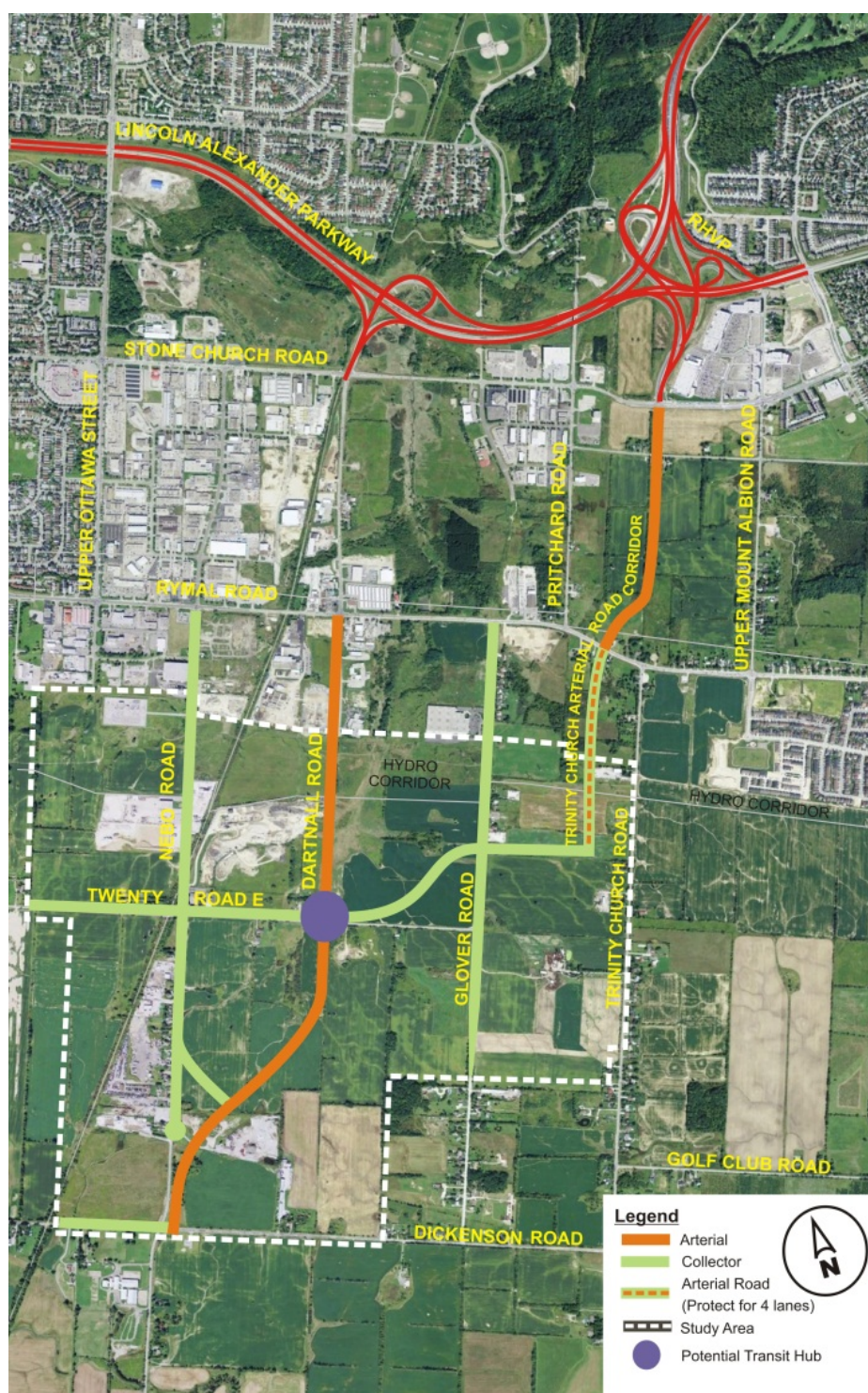
Alternative #3 was added following the first Public Information Centre in response to public feedback from PIC #1.

The following displays provide additional details regarding the three alternatives.

Glover Road: Alternative 1 –

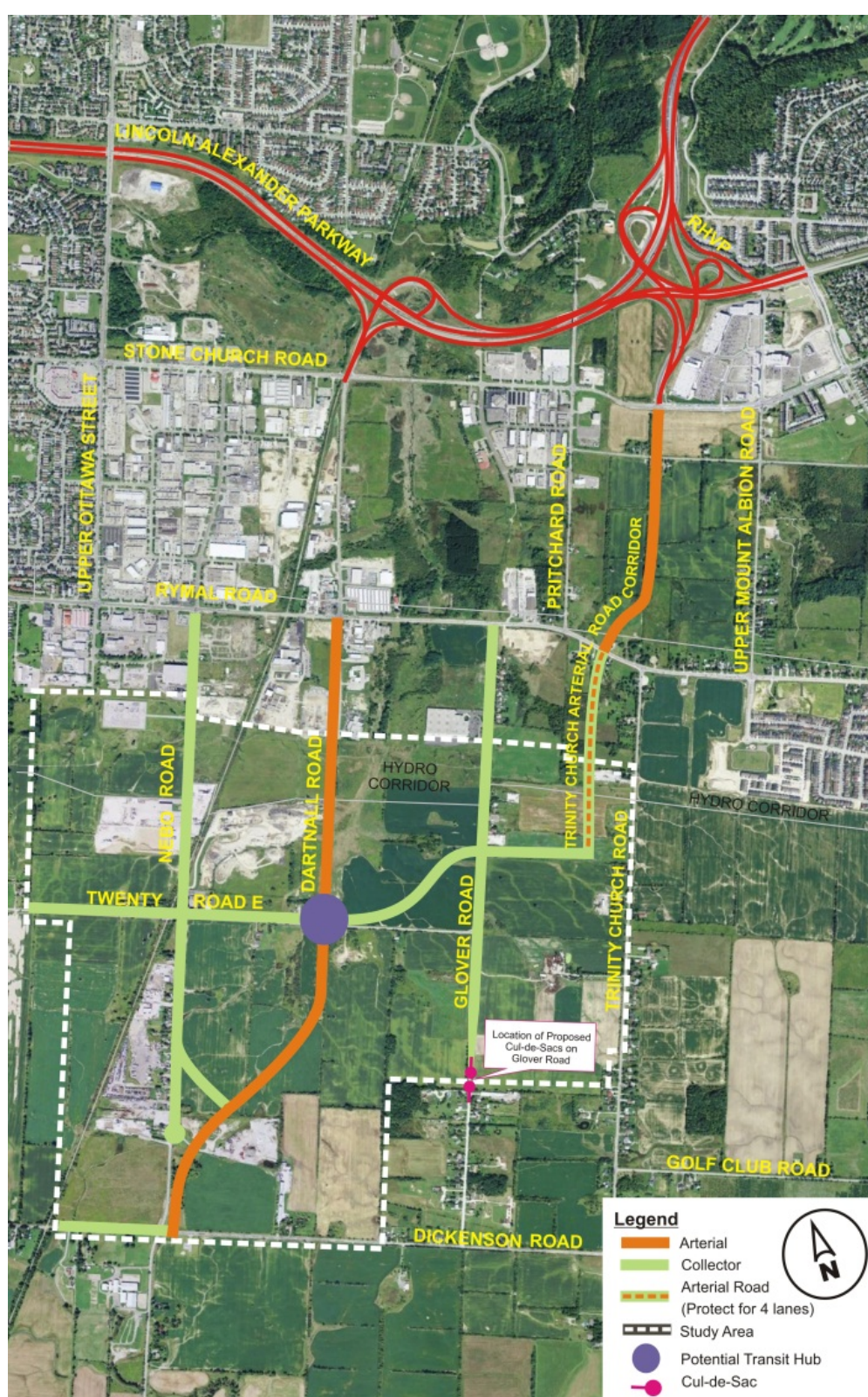
Do Nothing – with Appropriate Traffic Signs

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



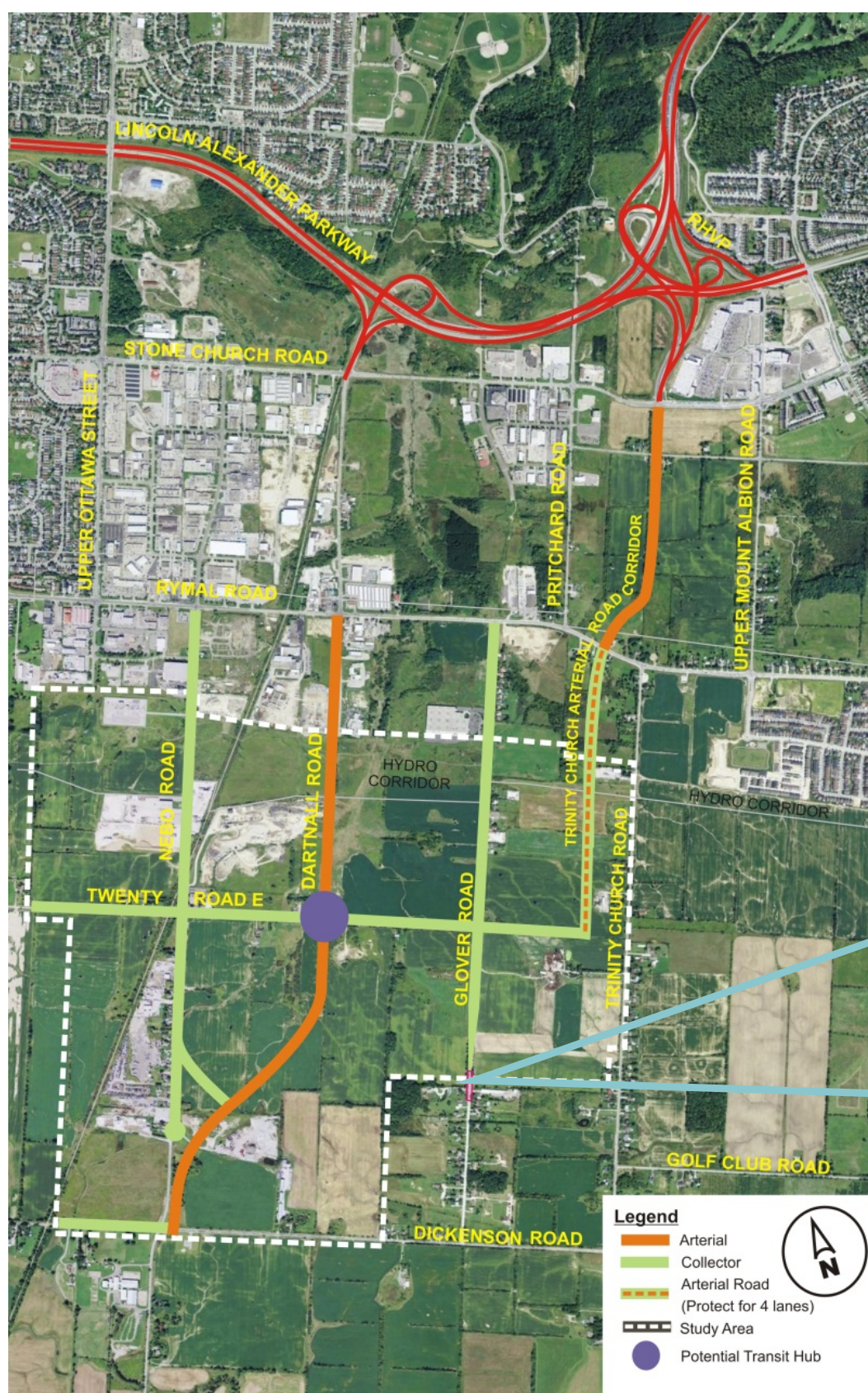
Glover Road: Alternative 2 – Cul-de-sacs on Glover Road north of Dickenson Road East

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



Glover Road: Alternative 3 – Traffic Island on Glover Road north of Dickenson Road East with Appropriate Traffic Signs

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



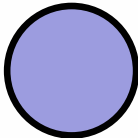


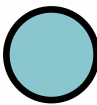

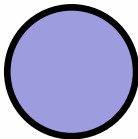
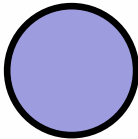
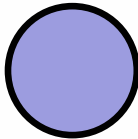
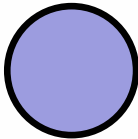
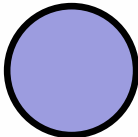
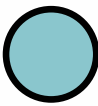

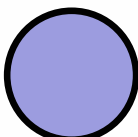

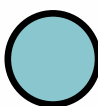
Glover Road
Traffic Island
located near or
just south of the
business park
boundary.

Exact location
and design to
be determined
during Detail
Design.

Evaluation Criteria and Indicators – Glover Road

The Glover Road Alternatives have been evaluated using the following evaluation criteria and indicators:

Evaluation Criteria	Indicators
Natural	
Effect on the Natural Environment	<ul style="list-style-type: none">• Removal of vegetation
Social	
Effect on Access to the Existing Residential Area	<ul style="list-style-type: none">• Traffic within the residential area• Travel time (out-of-way travel)
Nuisance Effects	<ul style="list-style-type: none">• Traffic related noise
Effect to Emergency Service Response Time and Routing	<ul style="list-style-type: none">• Routing• Response time
Effect to Winter Road Maintenance	<ul style="list-style-type: none">• Level of service
Effect to Waste Collection	<ul style="list-style-type: none">• Operations
Property Required	<ul style="list-style-type: none">• Property to be purchased
Economic	
Effect on Businesses	<ul style="list-style-type: none">• Operational impacts
Cultural	
Effect on Heritage Features	<ul style="list-style-type: none">• Impacts to heritage features
Effect on Areas of Archaeological Potential	<ul style="list-style-type: none">• Impacts to lands with archaeological potential
Transportation	
Effect on Existing Utilities	<ul style="list-style-type: none">• Utility relocation requirements
Effect on Overall Road Network	<ul style="list-style-type: none">• Traffic operations
Road Operations and Maintenance	<ul style="list-style-type: none">• Level of service
Road Benchmark Construction Costs	<ul style="list-style-type: none">• Costs to construct

Glover Road – Summary of the Evaluation of Alternatives and Selection of a Preferred Alternative				
Factors	Alternative 1 Do Nothing – with Appropriate Traffic Signs	Alternative 2 Cul-de-sacs on Glover Road north of Dickenson Road East	Alternative 3 Traffic Island on Glover Road north of Dickenson Road East with Appropriate Traffic Signs	Summary Notes
Natural				<p>Although there is a difference between alternatives the impacts are fairly minor and could be mitigated.</p> <p>Alternative 1 is preferred as it does not result in any direct impacts to the natural environment (e.g. no vegetation removal required).</p>
Social				<p>It is noteworthy that the Traffic Analysis has determined that even by 2031 the traffic volumes along Glover Road within the residential area north of Dickenson Road are anticipated to remain well below typical volumes for a Collector road. This is true with or without the cul-de-sacs.</p> <p><u>Without</u> the cul-de-sacs there will be a minimal increase in traffic within the existing Glover Road residential area (by 2031 approximately 50 additional vehicles during peak hours).</p> <p>Although Alternative 2 would reduce traffic within the residential area, there are a number of adverse impacts anticipated to be associated with the cul-de-sacs. In particular, the reduction in emergency service response time (e.g. by 3-5 minutes for fire response), anticipated reduction to the response time for winter road maintenance, and property requirements. In addition, residents living near the cul-de-sacs may experience some nuisance effects (e.g. noise) associated with vehicles turning around at the cul-de-sacs.</p> <p>Alternative 1 and Alternative 3 are preferred over Alternative 2 as they do not result in any increase to emergency response time and do not change the response time for winter maintenance. In addition, within the residential area the use of Glover Road by non-local traffic will likely be discouraged both by the transition (urban to rural) from the industrial to the residential area as well as through the addition of appropriately placed traffic signs. Compliance with truck routes would be monitored.</p> <p>Alternative 3 is preferred as the traffic island is anticipated to calm traffic entering the Glover Road residential area and help to more clearly identify the transition from the business park to the residential area.</p>
Economic				<p>The alternatives are not anticipated to result in effects to businesses.</p>
Cultural				<p>Although there is a difference between alternatives the impacts are fairly minor and could be mitigated.</p> <p>Alternative 1 is preferred as it does not impact lands with archaeological potential.</p>
Transportation				<p>Although Alternative 2 would reduce traffic within the residential area, Alternative 2 requires the relocation of hydro poles and would result in the reduction to response time for operations and maintenance services.</p> <p>Alternative 1 and Alternative 3 are preferred over Alternative 2 since keeping Glover Road open provides more flexibility within the road network. Although trucks may illegally use Glover Road, the traffic signs should discourage trucks within the residential area.</p> <p>Alternative 1 is preferred due to the minor costs to implement.</p>
Overall Summary	<p>As there is little to no difference between the alternatives for natural, economic and cultural criteria, these criteria do not weigh heavily into the identification of the preferred alternative.</p> <p>Although Alternative 1 is preferred from a transportation perspective, this preference is due only to the relative cost of implementation. Other than cost, Alternative 3 presents similar transportation features to Alternative 1 and is preferred from a social perspective. Both Alternative 1 and Alternative 3 keep Glover Road open providing more flexibility within the road network. Maintaining flexibility in the road network is in keeping with the City-wide Transportation Master Plan which identifies an objective to maximize the efficiency of the City's existing road network.</p> <p>Alternative 3 is preferred as the traffic island is anticipated to calm traffic entering the Glover Road residential area and help to more clearly identify the transition from the business park to the residential area. Overall, Alternative #3 provides a balanced solution between Transportation and Social Evaluation Criteria.</p> <p><u>Note:</u> Although Alternative 2 is anticipated to encourage only local traffic to access Glover Road between Dickenson Road East and the cul-de-sacs, the benefits of Alternative 2 are outweighed by the associated negative impacts of the cul-de-sacs.</p>			

Legend

Most Preferred

Least Preferred



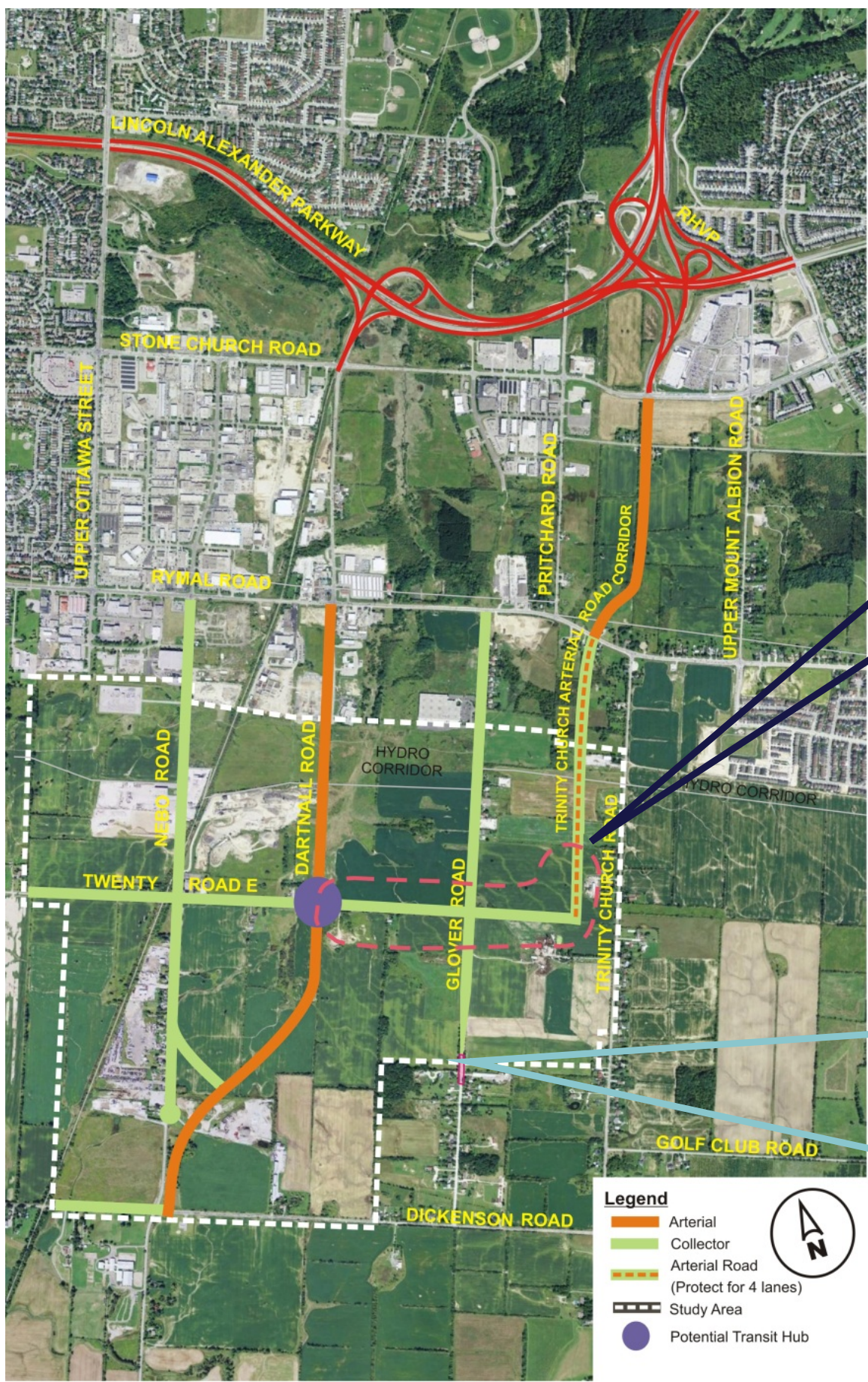
Looking for more detail?

The detailed evaluation table is available for review – please see the binders on the tables.

Recommended Alternative

Based on the evaluation, Alternative #3 (Traffic Island) is the preferred alternative.

Recommended Glover Road Alternative



Twenty Road Preferred Alternative, as presented at PIC #1

Recommended Glover Road Alternative

Traffic Island location and design to be determined during Detail Design

Given the proposed works, the addition of a traffic island on Glover Road north of Dickenson Road East is considered a **Schedule A+** project under the Municipal Class EA.

The City's policy is to use **permissive signs** to indicate where truck routes are located.



Examples – **Permissive** Signs

Under certain conditions **restrictive** signs may be used.



Examples – **Restrictive** Signs

As part of the recommended alternative, restrictive signs are proposed to be installed along Glover Road. The intent is to discourage trucks from travelling through the Glover Road residential area.



Traffic Island Concept - Example Only (Limeridge Road) -

The photograph above provides a general understanding of what a traffic island looks like. This is not the design for the Glover Road traffic island.

The traffic island will be designed during Detail Design. The following will be considered:

- The island should look pleasing and be a positive addition to the streetscape.
- If vegetation is to be planted it should be easily maintained and not impact vehicle sightlines. The size of the island may limit planting opportunities.
- Property impacts should be minimized.
- Avoid impacts to entrances (driveways).

After this Public Meeting the following will be carried out by the Project Team:

- Review the comments received, respond to questions and incorporate input into the study as appropriate;
- Prepare the Red Hill Business Park Transportation Master Plan (TMP) Addendum Report; and
- Distribute notification (newspaper notices, notices to contact list) when the TMP Addendum Report is ready for public review.

PLEASE COMPLETE A COMMENT SHEET

Would you like to be included on the study mailing list to be notified when the report is ready for public review? Do you have questions or comments regarding the study? Please let us know your thoughts by completing a comment sheet.

Completed comment sheets can be dropped in the box provided or submitted by email, mail or fax (see contact information on the comment sheet).

Comment deadline:

Wednesday December 18, 2012.

Project website:

www.hamilton.ca/redhilltmpaddendum



Thank you!



Hamilton

RED HILL BUSINESS PARK SOUTH TRANSPORTATION MASTER PLAN ADDENDUM

PUBLIC MEETING SUMMARY BRIEF

DECEMBER 4, 2012



A member of  **MMM GROUP**

PUBLIC MEETING	
Purpose of the Meeting:	To present the evaluation of alternatives for Glover Road
Venue	
Location:	Hamilton Church of God 1338 Stone Church Road East Hamilton, ON L8W 2C8
Date:	December 4, 2012
Time:	6:00pm – 8:00pm Open House: 6:00pm – 7:00pm Presentation/Discussion: 7:00pm – 8:00pm
Notification	
Mail / Email	Notification letters were sent via direct mail and email on November 21, 2012.
Website	The project website (www.hamilton.ca/redhilltmpaddendum) will be updated by City staff to include a copy of the comment sheet and displays.
Project Team Attendees	
City of Hamilton	<ul style="list-style-type: none"> • Enzo Florio • Gavin Norman
Ecoplans	<ul style="list-style-type: none"> • Sandy Nairn • Katie Bright
McCormick Rankin	<ul style="list-style-type: none"> • Scott Fortner
Municipal and/ or External Agency Attendees	
<ul style="list-style-type: none"> • Councillor Brenda Johnson (Ward 11) 	
Media Attendance	
No media representatives attended the public meeting.	

List of Display Panels	
<ul style="list-style-type: none">• Welcome• Background – PIC #1• Feedback from PIC #1• Purpose of this Public Meeting• Class EA Process• Glover Road Transition Zone South of Twenty Road• Traffic Analysis – Red Hill Business Park South• Glover Road – Additional Traffic Counts• Glover Road – Traffic• Alternatives – Glover Road• Alternatives – Glover Road (Alternative 1)• Alternatives – Glover Road (Alternative 2)• Alternatives – Glover Road (Alternative 3)• Evaluation Criteria and Indicators – Glover Road• Evaluation – Glover Road• Recommended Alternative• Traffic Signs• Traffic Island Design• Next Steps• Comments	
Attendance And Comment Sheets	
Attendance	Signed-In: 28 The majority of attendees (~85%) were residents of Glover Road.
Number of Comment Sheets	11 comment sheets were received at the meeting.
Comment Deadline:	December 18, 2012

Summary of Comments and Concerns:

The following summarizes the key verbal and written comments and/or concerns raised at the meeting:

- Preference for a cul-de-sacs (Alternative #2)
- Preference for traffic island (Alternative #3) unless it impedes services in which case the preference is to do nothing (Alternative #1)
- Suggestion that consideration should be given to a cul-de-sac at Dickenson Road and Glover Road
- Concerns regarding traffic and other impacts (e.g. noise, garbage, tree removal, changes to property value) associated with the business park
- Desire for services (e.g. snow plowing, garbage removal, schoolbuses, emergency services) to be maintained
- Suggestion that if a traffic island is created it should be highly visible
- Desire for street lights to be added to Glover Road

Red Hill Business Park South – Public Meeting (December 4, 2012) Comments and Responses	
Comment	Response
Comments Submitted at the Public Meeting	
<p>We would prefer to be segregated from this business park and all the traffic it will bring. Keep all that stuff to the north. You've ruined our neighbourhood and the environment enough. My home has changed forever. Keep your traffic and noise away!</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference to separate traffic associated with the business park from the Glover Road residential community to the south.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>I am not in approval of the island on Glover. Our properties have continued to be devalued as a result of increased small and large vehicles. We continue to support our request and our petition for the road closure. We are all here again in support of the closure. All arguments given by staff i.e. beauty, nature, social hydro poles relocation, we have already suffered with.</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted that you do not support the traffic island (Alternative #3) for Glover Road and that your preference is to close access from the business park to the residential community. We have also noted your concerns about the effects of increased traffic on residential property values in the area.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>We have lived on Glover Rd. for fourteen years. Prior to this plant being built we have never had such heavy traffic and garbage in our ditches from trucks and cars, not to mention trees that were removed.</p> <p>██████████ have been working on a retirement home for years.</p> <p>We support the residence fully on the back to back cul-de-sac.</p>	<p>Response sent by email on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your concerns about the removal of trees and your observations regarding increased traffic and garbage along Glover Road related to the development of the business park. Your preference for cul-de-sacs (Alternative #2) to separate traffic associated with the business park from the residential community to the south has also been noted.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Only a back to back cul-de-sac will do.</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for back to back cul-de-sacs (Alternative #2) on Glover Road.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>

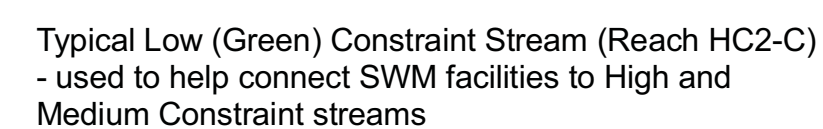
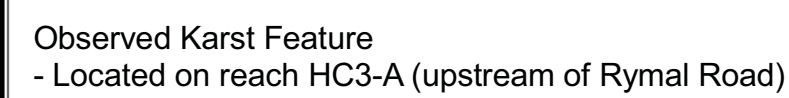
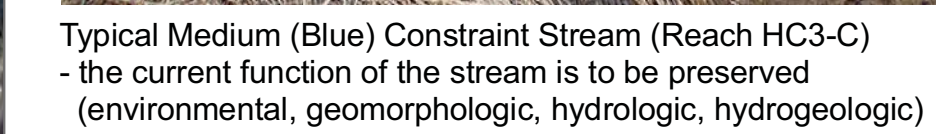
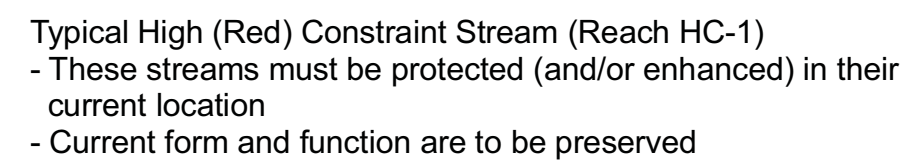
Red Hill Business Park South – Public Meeting (December 4, 2012) Comments and Responses	
Comment	Response
Back to back cul-de-sacs.	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for back to back cul-de-sacs (Alternative #2) on Glover Road.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
Would like to see Alt. #2 cul du sac at 580 Glover. Would like to see cul du sac at Dickenson & Glover	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for back to back cul-de-sacs (Alternative #2) on Glover Road and suggestion of a cul-de-sac at Dickenson Road and Glover Road.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>Would like to see Alt. #2 cul-de-sac at 580 Glover</p> <p>- cul du sac at Dickenson & Glover.</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for back to back cul-de-sacs (Alternative #2) on Glover Road and suggestion of a cul-de-sac at Dickenson Road and Glover Road.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
At the meeting it was mentioned that a fourth alternative could be a cul-de-sac at Glover & Dickenson. Please give this idea attention. Thanks.	Comment noted.
I do not want to see a cul-de-sac. I would like a traffic island between the business park and houses. I would like to see street lights on our street. We don't want our services (snow plowing) to be affected.	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for the traffic island (Alternative #3) on Glover Road between the business park and the residential community to the south and your desire for services (e.g. snow plowing) not to be affected. We have also noted your desire to see street lights along Glover Road.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>





Red Hill Business Park South – Public Meeting (December 4, 2012) Comments and Responses	
Comment	Response
<p>Do not want cul-de-sacs. Do not mind a traffic island between the business park and residential area as long as it does not impede our services as they are at present and it is well lit up. If putting in the traffic island impedes any of our services I would prefer to do nothing.</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your desire for services to be maintained along Glover Road and preference for the traffic island (Alternative #3) on Glover Road between the business park and the residential community to the south.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
<p>I do not want to see any cul-de-sacs. I could see a traffic island being out around the berm area to channel the traffic into the narrower part of the road south of the berm. If not able to do this then I would prefer doing nothing. If an island is there it must be highly visible and not affect any of our present service conditions, i.e. quick snow plowing, school buses, garbage p/u, emergency access and etc.</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your desire to maintain emergency and municipal services along Glover Road and preference for the traffic island (Alternative #3) on Glover Road between the business park and the residential community to the south.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>
Comments Submitted Following the Public Meeting	
<p>You say that we are part of the city of Hamilton, but we are part of the city against our will. The city amalgamated all the small townships which we find unacceptable. They emptied out Glanbrook Township's bank account. They took our new fire trucks and gave us their old junk. They took control of our soccer parks and tell the coordinators when they're going to use our soccer fields and they have to work around the city's schedules. They dump a pork plant up the road from us. They allowed Hydro One to cut down many of our trees. Why did the city not make Hydro One bury the cables to the plant? What does this all do to our property values? Is the city planning on lowering our taxes, if so... by how much?</p> <p>Look what they have done to Glover Road... no trees, no bushes, but they gave us beautiful cement curbs! Wow! Nothing like going down a "country" road for a walk with cement curbs! We do not want cement curbs; we do not want fancy new asphalt. We want a quiet country road. Is that too much to ask? And oh give it about a hundred and fifty years or so... and there'll probably be some trees around here again!</p> <p>We do not want a traffic island! We want a country road, without a high volume of traffic, today or tomorrow. The least the city can do for this neighbourhood is to give us a cul-de-sac. Yes, emergency services are essential. If the fire department says it's going to take too long to get here, put the cul-de-sac at the south end of Glover Road at Dickenson Road. We recommend a sufficient amount of signs indicating that Glover Road is a dead-end road. Also a No Truck sign at the south end of the pork plant near</p>	<p>Response sent by mail on April 2, 2013.</p> <p>Thank you for your interest in the Red Hill Business Park South Transportation Master Plan Addendum and comments regarding alternatives for Glover Road.</p> <p>The Project Team has noted your preference for cul-de-sacs (Alternative #2) on Glover Road and suggestion of a cul-de-sac at Dickenson Road and Glover Road and sufficient signs regarding the cul-de-sac(s) and truck traffic. We have also noted your observations and concerns regarding increased traffic, tree removals, road works and residential property value impacts related to the development of the business park.</p> <p>The Project Team is currently reviewing all feedback received regarding the evaluation of alternatives. Following this, the Project Team will prepare the Transportation Master Plan Addendum which will be filed for public review. You will receive notification regarding the public review period.</p> <p>Should you have any questions or additional comments regarding this study please feel free to contact the undersigned at 905-546-2424 ext. 6329 or Enzo.Florio@hamilton.ca. You may also wish to visit the study website at: www.hamilton.ca/redhilltmpaddendum.</p>

Red Hill Business Park South – Public Meeting (December 4, 2012) Comments and Responses	
Comment	Response
<p>██████████, property. Like I said before, we are not too overly concerned about snow removal. Hamilton city courts get cleaned within a couple days... How do I know? As k ██████████ He's contracted to the city for snow removal.</p> <p>The city has taken a lot... All we're asking for is a little cul-de-sac, a quiet country road, where we can raise our family, and walk our dog without getting run over.</p>	
<p>Dear Mrs. Johnson:</p> <p>Re: Changes to Glover Road: cul-de-sac</p> <p>I attended the meeting regarding the above changes in November 2012. At that time I expressed concerns and indicated my reasons for not wanting Glover Road altered. For a number of years my husband who had (Pulmonary Fibrosis) and needed emergency treatment from the fire department and while we waited (for what seemed to me was forever) before the ambulance and help arrived. During the meeting I learned that emergency services said the closing of our road would add (3-5) minutes to their arrival time. When you are unable to breathe every second becomes an eternity. If your house is ablaze, seconds can become the difference between saving lives and property.</p> <p>It does not make sense to pay the same property taxes for fewer services.</p> <p>I am comfortable with an island to encourage the slowing of traffic on the road as long as there is adequate signage and lighting.</p> <p>In closing, I would like to say that I fail to understand the necessity for the suggested change; Glover Road is fine the way it is.</p> <p>Thank you for your time.</p>	Feedback noted.
<p>Hello Brenda:</p> <p>As a resident of Glover Rd. in Hannon I would like to take this opportunity to commend the road crew on the excellent job they did keeping our road snow free over the past 24 hours.</p> <p>I think this is also good argument for keeping Glover road open all the way to Twenty Rd. and not create a berm, dead end or any other type of road closure on this street. We would hate to see this service decline because those changes came into effect.</p> <p>Keep Glover Road as it is!</p> <p>thanks for all the work you do</p>	Feedback noted.

APPENDIX E

SUBWATERSHED FEATURES AND STREAM CHARACTERIZATION: HANNON CREEK SUBWATERSHED - NORTH GLANBROOK INDUSTRIAL BUSINESS PARK MASTER DRAINAGE PLAN



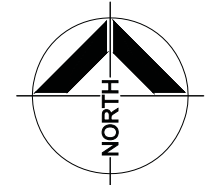
-
-  Hannon Creek Subwatershed
 North Glanbrook Business Park
 Floodline
 Meander Belt Width

Stream Characterization

- High Constraint
- High Constraint - Potential to relocate
- Medium Constraint
- Low Constraint
- Intermittent Connection

Karst

- Observed
- Suspected



CLIENT

Hamilton

PROJECT	
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Master Drainage Plan
Hannon Creek Subwatershed
& North Glanbrook Industrial
Business Park

Hannon Creek Subwatershed
Features and Stream Characterization

SCALE:
1:10,000