

# WELCOME

The purpose of this Information Center is to update the public and stakeholders on the Municipal Class Environmental Assessment for the Cormorant Road extension, from Tradewind Drive to Trinity Road.

All previous alternatives for the road extension are being presented at the December 18<sup>th</sup>, 2014 Public Information Centre (PIC) for public comment.

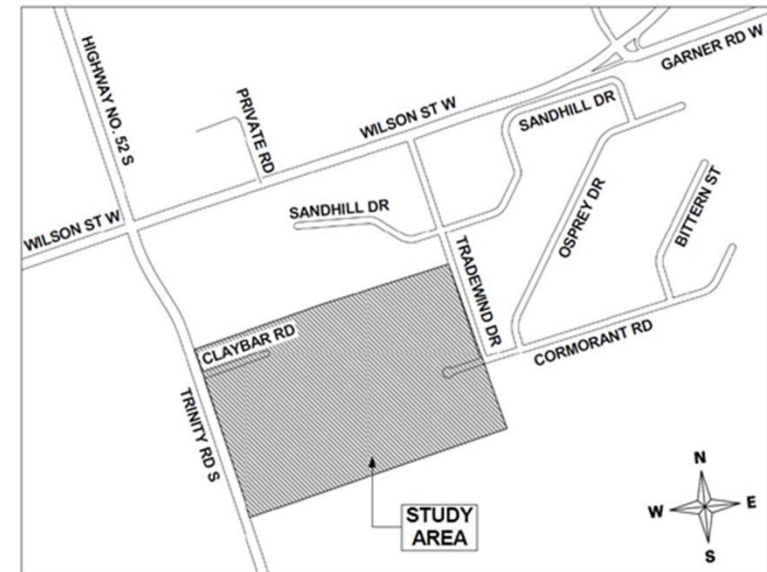
***Please sign in and feel free to provide us with your comments on the forms provided.***



Cormorant Road Extension, Schedule B,  
Municipal Class Environmental Assessment  
Public Information Centre: December 18<sup>th</sup>, 2014

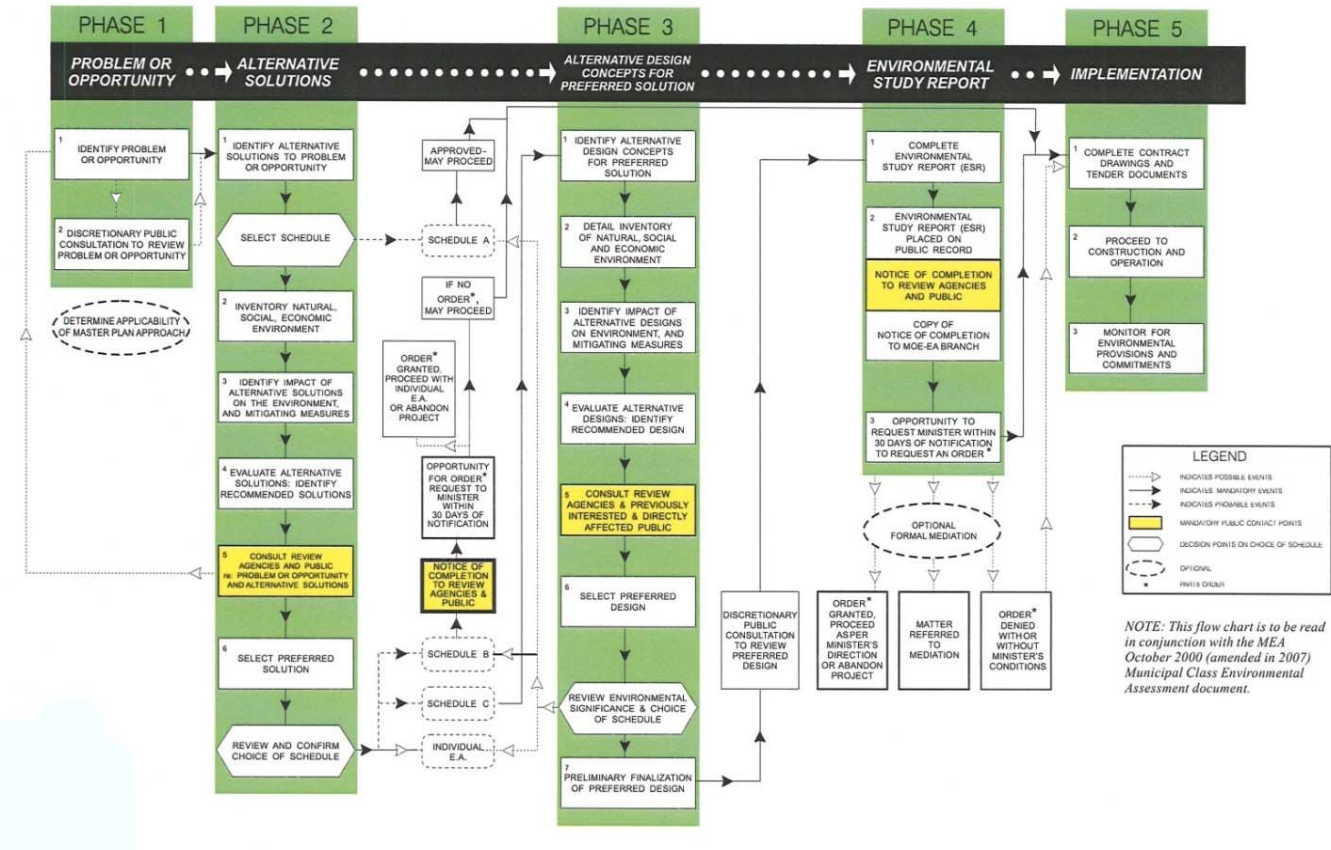
# Background

- Cormorant Road is a two lane collector road located within the Ancaster Industrial Park in the City of Hamilton.
- The City of Hamilton will be completing the Schedule B Municipal Class Environmental Assessment (EA) for the extension of Cormorant Road to create a second access into the Ancaster Industrial Park.
- Currently, there is only one way in and out of the Ancaster Industrial Park, through Tradewind Drive to Wilson Street.
- The purpose of this study is to assess the extension of Cormorant Road, from Tradewind Drive to Trinity Road. The extension of Cormorant Road is key to allow further development of the Ancaster Industrial Park west of Tradewind Drive.



# The Process

## Environmental Assessment PLANNING AND DESIGN PROCESS



Cormorant Road Extension, Schedule B,  
Municipal Class Environmental Assessment  
Public Information Centre: December 18<sup>th</sup>, 2014

# Change in EA Process

- In 2006, when the EA process was initiated for the extension of Cormorant Road, it followed the ***Integrated Planning Process*** that combines the Municipal Class EA process and the *Planning Act*.
- The project was formerly known as the “Valeri Business Park and Cormorant Road Extension Integrated Planning and Municipal Class EA (MCEA)” and was being led by the private developer of the proposed Valeri Business Park subdivision.
- Since the subdivision is not proceeding at this time, the City will be completing the Environmental Assessment for the extension of Cormorant Road in response to the public’s concerns.
- The City of Hamilton will not be using the Integrated Planning Process, but instead will ***only be seeking MCEA approval for the Cormorant Road Extension***. This will fulfill Phases 1 and 2 of the MCEA.



Cormorant Road Extension, Schedule B,  
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# Problem/Opportunity Statement

Presently, there is only one single point of ingress/egress into the Ancaster Industrial Park. There have been safety concerns expressed from the Ancaster Industrial Park landowners on the existing roadway network system. ***The lack of an alternate access and the lengthy dead end road system raises the following issues:***

- ***limited access and poor circulation of traffic***
- ***response time for emergency services***
- ***public safety (no alternative access)***

The objective of the EA process is to determine the optimal location for the extension of Cormorant Road to create a second access into the Ancaster Industrial Park.



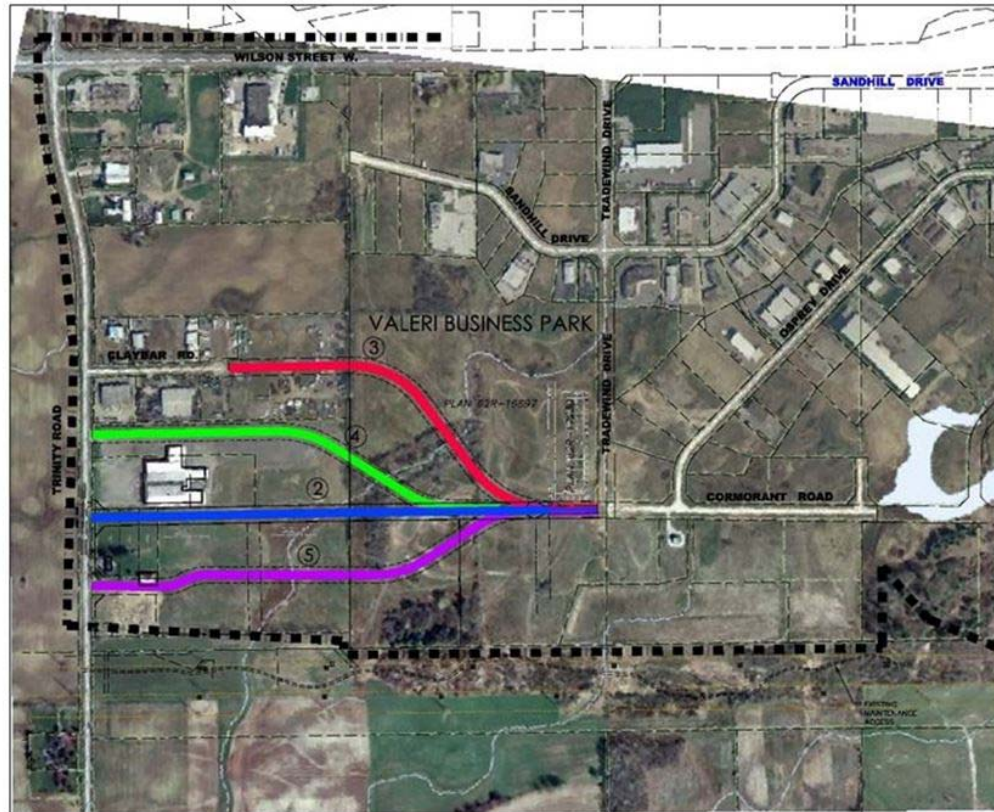
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# Evaluation of Alternatives

## Alternatives to be Evaluated

|                   |   |
|-------------------|---|
| Alternative No. 1 | Do Nothing  |
| Alternative No. 2 | Extend Cormorant Road straight through to Trinity Road  |
| Alternative No. 3 | Extend Cormorant Road westerly, then northwest to connect to existing Claybar Road                                    |
| Alternative No. 4 | Extend Cormorant Road westerly, then to Trinity Road midway between Alternatives No. 2 and 3.                         |
| Alternative No. 5 | Extend Cormorant Road westerly, then southwest, as per original alignment as indicated in the Ancaster Zoning By-Law. |

# Map of Alternatives



## Cormorant Road Extension Alternatives



### LEGEND

- ■ ■ ■ ANCASTER INDUSTRIAL PARK AREA
- ALTERNATIVE 1 (DO NOTHING)
- ALTERNATIVE 2
- ALTERNATIVE 3
- ALTERNATIVE 4
- ALTERNATIVE 5
- LIMITS OF PROPOSED DRAFT PLAN

# Evaluation of Alternatives

| Cormorant Road Extension Alternatives |   |   |  |   |  |
|---------------------------------------|---|---|--|---|--|
|                                       | Alternative 1: Do Nothing   | Alternative 2: Extend Cormorant Road straight through to Trinity Road   | Alternative 3: Extend Cormorant Road westerly to connect to Claybar Road.  | Alternate 4: Extend Cormorant Road westerly to Trinity Church Road between Alternatives No. 2 and 3.  | Alternative 5: Extend Cormorant Road westerly, to the south west as per the original alignment as indicated in the Ancaster Zoning By-law.   |
| Natural Environment                   | None<br><br>Preferred   | Will cross the NW watercourse and the adjacent woodland. Will impact vegetation and wildlife.<br><br>Least Preferred  | Will cross the NW watercourse and the adjacent woodland. Will have significant impact on vegetation and wildlife.<br><br>Least Preferred   | Will cross the NW watercourse and the adjacent woodland. Will have the greatest impact on vegetation and wildlife.<br><br>Least Preferred                   | Will cross the NW watercourse and the adjacent woodland. Will impact vegetation and wildlife.<br><br>Least Preferred   |
| Social Environment                    | By not creating a second entry/exit for the business park the traffic mobility and accessibility to businesses will not be improved.<br><br>Least Preferred | A second entry/exit into the business park will improve traffic mobility and accessibility to businesses and allow for future development.<br><br>Preferred | A second entry/exit into the business park will improve traffic mobility and accessibility to businesses and allow for future development.<br><br>Preferred  | A second entry/exit into the business park will improve traffic mobility and accessibility to businesses and allow for future development.<br><br>Preferred | A second entry/exit into the business park will improve traffic mobility and accessibility to businesses and allow for future development.<br><br>Preferred  |
| Cultural Environment                  | None<br><br>Preferred   | No impact on Built Heritage Features.<br><br>Preferred  | No impact on Built Heritage Features.<br><br>Preferred   | No impact on Built Heritage Features.<br><br>Preferred  | No impact on Built Heritage Features.<br><br>Preferred   |
| Economic Environment                  | No land or construction cost. No new development will occur to add to the industrial tax base.<br><br>Least Preferred                                       | Cost is expected to be lower than other alternatives as this provides the most direct route to Trinity Road.<br><br>Most Preferred                          | As this is the least direct route to Trinity Road, the cost of construction is greatest. Also, the cost of reconstructing Claybar is expected to be higher than new construction.<br><br>Least Preferred | Due to its road length, this alternative would be a higher cost than a more direct route.<br><br>Least Preferred  | Due to its road length, this alternative would be a higher cost than a more direct route. Existing Contours would require more expansive grading operations, increasing the cost.<br><br>Least Preferred |
| <b>Summary of Evaluation</b>          |   |   |  |   |  |
|                                       | Eliminated<br><br>Does not solve the existing traffic mobility problem in the Ancaster Industrial Park and will not allow for further development to occur. | Preferred Solution<br><br>Provides a second entrance/exit into the industrial park with the lowest construction costs.                                      | Eliminated<br><br>Provides a second entrance/exit into the industrial park at a higher construction cost.  | Eliminated<br><br>Provides a second entrance/exit into the industrial park at a higher construction cost.   | Eliminated<br><br>Provides a second entrance/exit into the industrial park at a higher construction cost.  |



# Preferred Alternative



## Cormorant Road Preferred Alternative



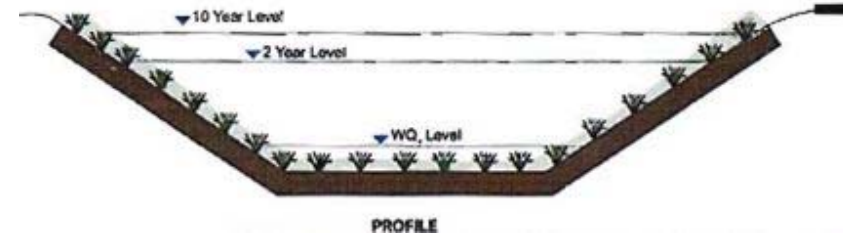
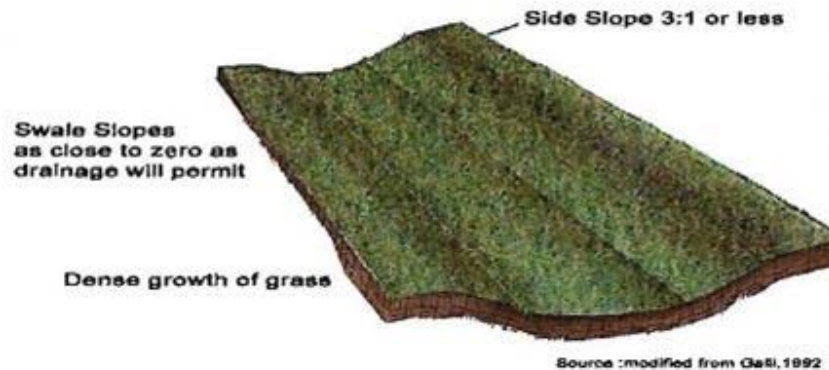
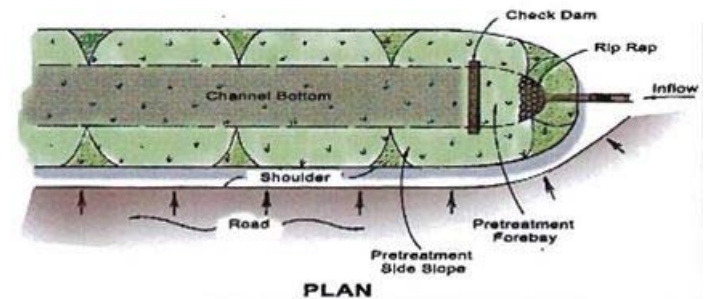
### LEGEND

- ■ ■ ■ ■ ANCASTER INDUSTRIAL PARK AREA
- PREFERRED ALTERNATIVE

- Opportunity to incorporate stormwater management within the Cormorant Road right-of-way in the form of low impact development (LID) features

**LID features** recommended for consideration in the final design of the Preferred Alternative include:

- Bio-retention and enhanced grass swales;
- Grassed swales; and,
- Enhanced Urban Tree Canopy.



# Next Steps

- The project team will review all comments received and answer any questions asked by individuals/agencies.
- The Preferred Alternative and Project File Report will be recommended to Council at the City's Planning and Economic Development Committee (tentatively targeting February 2015 meeting).
- If the Preferred Alternative is endorsed by Council, the project team will proceed with detail design.
- Please feel free fill out a comment sheet. We would appreciate receiving your comments by January 8<sup>th</sup>, 2015.

