



CITY OF HAMILTON
PUBLIC WORKS DEPARTMENT
Engineering Services Division

TO:	Chair and Members Public Works Committee
COMMITTEE DATE:	December 2, 2019
SUBJECT/REPORT NO:	Mohawk Road Municipal Class Environmental Assessment (PW19106) (Ward 12)
WARD(S) AFFECTED:	Ward 12
PREPARED BY:	Megan Salvucci (905) 546-2424 Ext. 2732
SUBMITTED BY:	Gord McGuire Director, Engineering Services Public Works Department
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager, Public Works, be authorized and directed to file the Mohawk Road (McNiven Road to Highway 403) Schedule C Municipal Class Environmental Assessment Environmental Study Report (ESR) with the Municipal Clerk for a minimum thirty (30) day public review period; and
- (b) That upon completion of the minimum thirty (30) day public review period, the General Manager, Public Works, be authorized and directed to proceed with the implementation of the preferred alternative (attached as Appendix "C" to Report PW19106), to be funded through the proposed Capital Budget Process for 2022 with construction scheduled for 2024.

EXECUTIVE SUMMARY

The City of Hamilton has completed a study following the Municipal Class Environmental Assessment (MCEA) process for Schedule C projects, to address improvements needed for Mohawk Road from McNiven Road/ Lime Kiln Road to Highway 403. The study area can be viewed in Appendix "A" to Report PW19106. Identified through the Ancaster Transportation Master Plan (2011), a Schedule C Environmental Assessment was recommended for Mohawk Road to look at expanding

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OUR Mission: To provide high quality cost conscious public services that contribute to a healthy, safe and prosperous community, in a sustainable manner.

OUR Culture: Collective Ownership, Steadfast Integrity, Courageous Change, Sensational Service, Engaged Empowered Employees.

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the road from two lanes to three lanes, including a centre two-way left turn lane, and to identify opportunities for active transportation facilities.

Currently Mohawk Road from McNiven Road/ Lime Kiln Road to Highway 403, is one lane in each direction with gravel shoulders and a sidewalk on the southside from McNiven Road to approximately 40 metres west of Cayuga Avenue. Through the environmental assessment process, the preferred design for Mohawk Road was determined to be: one through-lane in each direction; a two-way centre left turn lane; a multi-use path on the north side between Lime Kiln Road and Filman Road; and a sidewalk on the south side between McNiven Road and Algonquin Avenue. This decision was made in coordination with staff recommendations and community input.

The Environmental Study Report is complete and ready to be filed on the public record for the minimum thirty (30) day public review period. Upon Council approval of this Class EA and subject to comments received during the review, staff will proceed with the detailed design and implementation of the preferred alternative.

Alternatives for Consideration – Not Applicable

FINANCIAL – STAFFING – LEGAL IMPLICATIONS

Financial: The funding for proposed works along Mohawk Road, from McNiven Road/ Lime Kiln Road to Highway 403, has been scheduled within the proposed 2022 Capital Budget with construction scheduled for 2024.

Staffing: N/A

Legal: N/A

HISTORICAL BACKGROUND

Completed in 2011, the Ancaster Transportation Master Plan (ATMP) identified the future requirements to address short, medium, and long-term transportation demands and challenges. The ATMP identified Mohawk Road, from McNiven Road/ Lime Kiln Road to Highway 403, as a road widening project that would look at the addition of a third traffic lane and the inclusion of active transportation facilities. These changes would require an Environmental Assessment to be completed following the Schedule C process.

The Mohawk Road Environmental Assessment (EA) was initiated in Fall 2018. Public Information Centres were held on September 24th, 2018 and April 11th, 2019.

Upon completion of the required studies and public engagement, the draft Environmental Study Report was completed in October 2019.

POLICY IMPLICATIONS AND LEGISLATED REQUIREMENTS

These recommendations are consistent with the Urban Hamilton Official Plan, Hamilton Transportation Master Plan and all other corporate policies. This recommendation will not bind the Corporation or alter or contravene any established City Policy.

Legislated Requirements

The Municipal Class Environmental Assessment (EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007, 2011, and 2015. The City has completed this study in accordance with the planning process applicable to Schedule C projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act (EA Act), as long as they are planned, designed and constructed according to the requirements of the Municipal Class EA document. If the City does not follow the process outlined in the MEA Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the EA Act. The Minister of the Environment, Conservation and Parks could revisit the approval of a project or take away the City's right to use the Municipal Class EA document.

Through following the legislated process, the study has fulfilled the Class EA requirements for Phases 3 and 4 to determine the preferred planning solution and design concepts and to document the results in the final report. This study will therefore fulfil all legal requirements of the planning process pertaining to Schedule C.

Following Council approval, the City will be providing the Environmental Study Report to the public for a minimum thirty (30) day review for the public to provide any final comments that they may have with respect to this planning process. This will also be the opportunity for a Part II Order (appeal) for the public and agencies.

RELEVANT CONSULTATION

Members of Council

The study area is located within Ward 12. Project details have been discussed with the Ward Councillor through various communications and participation at the Public Information Centres.

Indigenous Communities

The following Indigenous communities were engaged during the Environmental Assessment process: the Mississaugas of the Credit First Nation, the Haudenosaunee Confederacy Council, the Six Nations, the Huron-Wendat, and the Métis.

Public and Stakeholders

The Municipal Class EA process requires public and stakeholder consultation, according to the requirements of a Schedule C project. Consultation plans were developed and followed.

Public Consultation was carried out in the form of a Notice of Study Commencement and a Public Information Centre, which was issued on September 14, 2018 and September 21, 2018 in the Ancaster News for the first Public Consultation Centre (PIC). A mail out was sent to pertinent agencies, City Staff and 76 landowners within the study area. The first PIC was held on Monday, September 24, 2018, from 6:00 p.m. to 8:00 p.m. at the Old Town Hall, 310 Wilson St E, Ancaster. The PIC followed a drop-in format which allowed attendees to review the display information, present their comments and discuss them directly with City of Hamilton and their consultants. A total of twenty-two (22) individuals signed in at the PIC over the course of the evening and nine (9) comments were received in response to the PIC.

Notification for PIC #2 was issued March 28, 2019 and April 4, 2019 in the Ancaster News. A mail out was sent to pertinent agencies, City staff and 76 landowners within the study area. The second PIC was held on Thursday, April 11, 2019, from 6:00 p.m. to 8:00 p.m. at the Old Town Hall, 310 Wilson St E, Ancaster. The PIC followed a drop-in format which allowed attendees to review the display information, present their comments and discuss them directly with City of Hamilton and their consultants. A total of eighteen (18) individuals signed in at the PIC over the course of the evening and eight (8) comments were received in response to the PIC.

The pertinent project information was made available throughout the study on the project website: <https://www.hamilton.ca/MohawkRdEA>

Throughout the public consultation process, feedback from the public has been generally supportive of the recommendations.

Following PIC #2, resident concerns were brought forward regarding the lack of sidewalk on the south side of Mohawk between Cayuga Avenue and Algonquin Avenue. Staff reassessed options available to incorporate a south sidewalk into the preferred design. Once the feasibility was determined, letters were sent to the 13 property owners

on the south side of Mohawk Road between Cayuga Avenue and Algonquin Avenue to notify them of the change in design.

Comments from concerned land owners have been dealt with and are contained within the Environmental Study Report.

Internal

The following groups were consulted in the preparation of this report and the associated study: Asset Management; Healthy Built Environments; Growth Management; Design; Transportation Operations; Roadway Maintenance; Waste Collection; Forestry and Horticulture; Hamilton Street Rail (HSR); Hamilton Water; and Transportation Planning.

ANALYSIS AND RATIONALE FOR RECOMMENDATION(S)

Evaluation of Alternatives and Identification of Preferred Design

Nine alternatives were identified and evaluated as part of this study and further details for the options are in Appendix “B” to Report PW19106 of the Staff Report and Section 3.2 in the Environmental Study Report. The alternatives were assessed against the evaluation criteria as appropriate. The following evaluation criteria were considered:

- future traffic operations;
- motorist safety;
- pedestrian safety;
- cyclist safety;
- pedestrian and cyclist security and comfort;
- potential conflict for cyclists at driveways;
- compliance with transportation planning policy;
- stormwater management;
- tree impacts;
- property impacts;
- cultural heritage impacts;
- accessibility;
- active transportation connectivity;
- utility relocation; operations and maintenance;
- and construction staging and constructability

The selection of the recommended alternative involved identifying and making trade-offs among the advantages and disadvantages of the alternatives. Certain criteria had more weight, such as the safety of road users and impacts to trees, as they were identified as critical factors by the project team and the public. The alternative that had the best

overall balance of advantages and disadvantages was recommended as the preferred alternative.

Public and stakeholder input was collected throughout the process and contributed to the determination of the preferred alternative.

Recommended Design Option

Based on the evaluation of alternative design concepts and feedback from the public and stakeholders, a modified Option 4A, Three-Lane Section with Boulevard Multi-Use Path North Side Only, was selected as the preferred design. To address comments received from the public, a sidewalk is also being recommended along the southside of Mohawk Road from McNiven Road to Algonquin Avenue. Cross-sections of this design can be viewed in Appendix “C” to Report PW19106.

A copy of the Environmental Study Report is available upon request.

ALTERNATIVES FOR CONSIDERATION

N/A

ALIGNMENT TO THE 2016 – 2025 STRATEGIC PLAN

Community Engagement and Participation

Hamilton has an open, transparent and accessible approach to City government that engages with and empowers all citizens to be involved in their community. The study included public consultation through two public information centres and communications between the project team and residents throughout the study process.

Healthy and Safe Communities

Hamilton is a safe and supportive City where people are active, healthy, and have a high quality of life. A key focus for this study was to improve active transportation amenities along Mohawk Road.

Clean and Green

Hamilton is environmentally sustainable with a healthy balance of natural and urban spaces. The preferred design emphasized retaining existing mature trees and includes a landscape plan for the corridor.

Built Environment and Infrastructure

Hamilton is supported by state of the art infrastructure, transportation options, buildings and public spaces that create a dynamic City. The preferred design improves the existing infrastructure and supports growth in Ancaster.

Our People and Performance

Hamiltonians have a high level of trust and confidence in their City government. Through the public engagement process, community concerns were heard and solutions were incorporated into the final project recommendations.

APPENDICES AND SCHEDULES ATTACHED

Appendix “A” to Report PW19106: Study Area Map

Appendix “B” to Report PW19106: Evaluation of Alternative Solutions

Appendix “C” to Report PW19106: Cross Sections of Recommended Design Option