



**CITY OF HAMILTON**

**PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT  
Growth Management Division**

<b>TO:</b> Chair and Members Planning Committee	<b>WARD(S) AFFECTED:</b> WARD 6
<b>COMMITTEE DATE:</b> March 21, 2011	
<b>SUBJECT/REPORT NO:</b> Improvements to Dartnall Road (Rymal Road to Stone Church Road) Municipal Class Environmental Assessment (PED11043) (Ward 6)	
<b>SUBMITTED BY:</b> Tim McCabe, General Manager Planning and Economic Development Department	<b>PREPARED BY:</b> Melanie Jajko, 905-546-2424 Ext. 6412
<b>SIGNATURE:</b>	

**RECOMMENDATION**

- (a) That the General Manager of the Planning and Economic Development Department be authorized and directed to file the Dartnall Road Municipal Class Environmental Assessment Environmental Study Report with the Municipal Clerk for a minimum thirty day public review period.
- (b) That upon completion of the minimum thirty day public review period, the General Manager of the Planning and Economic Development Department, be authorized and directed to proceed with implementation of the preferred alternatives, as outlined in Report PED11043, subject to funding approval through the capital budget process.

**EXECUTIVE SUMMARY**

The City of Hamilton has initiated a Schedule C (Phase 3 & 4) Municipal Class Environmental Assessment (EA) process to examine improvements to Dartnall Road between Rymal Road and Stone Church Road (see Appendix "A" – Location Map). This study is building on the recommendations of the Hamilton Transportation Master Plan (2007). This study also examined intersection improvements at the study area intersections, Dartnall Road and Rymal Road East / Dartnall Road and Stone Church Road East.

The preferred alternatives for this Class EA are as follows:

**Section 1 – Dartnall Road between Rymal Road East and the Hitch Factory (520 m north of Rymal Road East)**

Five (5) lane urban cross-section with no bike lanes and sidewalk on the west side. Control alignment shifted to the west of the existing road alignment.

**Section 2 – Dartnall Road between the Hitch Factory (520 m north of Rymal Road East) and Stone Church Road East**

Five (5) lane semi-urban cross section with no bike lanes, sidewalk on the west side and the control alignment shifted to the west side. Stormwater quality treatment using enhanced swale (ditch system) along the east side.

**Intersection Improvements – Dartnall Road and Rymal Road East / Dartnall Road and Stone Church Road East**

Signalized intersections using auxiliary lanes are preferred for the short / medium term at both intersections, and roundabouts are preferred for the potential long-term.

The Environmental Study Report is recommended for filing on the public record and, subject to any comments received, authorizing staff to proceed with implementing the preferred alternative.

***Alternatives for Consideration – See Pages 10 and 11***

<b>FINANCIAL / STAFFING / LEGAL IMPLICATIONS</b> (for Recommendation(s) only)
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**Financial:** The approximate cost for the implementation of the improvements to Dartnall Road from Rymal Road East to Stone Church Road East including the short/medium term intersection improvements is estimated at \$9.7 million, of which 86% (50% residential and 50% non-residential) is growth related and eligible for Development Charges funding as identified in the 2009 Development Charges Background Study. The timing of the expenditures for this project will be 25% in 2011 and 75% in 2012.

There is approximately \$100,000 available in a Dartnall Road Works-In-Process (WIP – 4030980955) which will be transferred to this project. The sources for these funds were \$14,000 from the levy and the balance from DC's. This would leave \$9.6 million unfunded for this project. Since this project is a key component of the road network servicing the Red Hill Business Park (RHBP), the balance of the funding will be sourced from the RHBP Reserve (#108042).

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The RHBP Reserve was established in October 2005 when the Federal and Provincial governments forwarded to the City \$20 million with an additional \$10 million in Development Charge Revenue from the City for a total of \$30 million (1/3 partner funding). Table 1 is a forecast of the RHBP Reserve and identified commitments.

**TABLE 1 (\$)**

<b>Reserve Number:</b>	<b>108042</b>			
<b>Reserve Name:</b>	<b>Red Hill Business Park Reserve</b>			
	<u><b>2010</b></u>	<u><b>2011</b></u>	<u><b>2012</b></u>	<u><b>2013</b></u>
<b>Opening Balance</b>	18,205,899	18,555,125	20,885,597	5,165,983
<b>Add:</b>				
Interest Earned	482,693	435,085	384,999	93,410
From Development Charges		10,000,000		
Provincial Contribution				
<b>Sub-Total - To Reserves</b>	482,693	10,435,085	384,999	93,410
<b>Less:</b>				
Rymal Rd-Dartnall to Trinity Church		1,600,000	4,800,000	
Dartnall-Stone Church to Rymal		2,400,000	7,200,000	
RHBP - Dartnall Road Watermain		366,196	366,196	366,196
RHBP - Dartnall Road Sanitary Sewer		268,333	268,333	268,333
RHBP - Dartnall Road Extension	99,376	3,031,300	3,031,300	3,031,300
RHBP - Twenty Road	13,650	438,783	438,783	438,783
RHBP Servicing	20,441			
Capital Costs				
<b>Sub-Total - From Reserves</b>	133,467	8,104,613	16,104,613	4,104,613
<b>Ending Balance - Dec 31</b>	18,555,125	20,885,597	5,165,983	1,154,781

The City transferred it's \$10 million funding share based on the following Development Charge Reserve contributions illustrated in Table 2. The funding percentages were based on the 2009 Development Charge Background Study and the assumption that the Federal/Provincial shares funded the City's non-residential DC contribution.

**TABLE 2**

Rymal/Dartnall Costing (\$000's)			
	DC Reserve #	Total	%
Roads	110306	10.50	0.60
Wastewater	110340	0.70	0.04
Stormwater	110304	6.60	0.36
Total		17.80	1.00

This project had been submitted within the City's 2011-2020 Capital forecast for a total cost of \$2.5 million (\$100k in WIP's, \$0.5m in 2011 and \$1.9m for 2013). The financial impacts as identified in this Report will be reflected in the City's 2012 – 2021 Capital forecast.

**Staffing:** N/A

**Legal:** Municipal undertakings such as road improvements, water and wastewater and transit projects are subject to Ontario's Environmental Assessment Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007). The Class EA process has been followed.

Land requirements for the implementation of the preferred solutions will be determined during the detailed design stage.

## **HISTORICAL BACKGROUND** (Chronology of events)

### **North Glanbrook Industrial Park Transportation Master Plan (2006)**

The North Glanbrook Industrial Park Transportation Master Plan identified the need for additional north-south capacity within the North Glanbrook Industrial Business Park between Rymal Road and Dickenson Road. The need for additional expansions was identified to meet traffic demand in the long term, including north-south capacity from the Lincoln Alexander Parkway to Dickenson Road, and protection of additional north-south capacity south of Rymal Road. The recommended transportation network includes the extension of Dartnall Road from Rymal Road to Dickenson Road.

**Hamilton Transportation Master Plan (2007)**

The Hamilton Transportation Master Plan (TMP) was prepared to develop policies and strategies for the city-wide transportation network for the next 30 years. Based on the evaluation completed as part of the Hamilton TMP, the preferred solution is to rely on transit and Travel Demand Management (TDM) in combination with road capacity optimization, before considering road expansions. Among the proposed road improvements, the TMP recommended road widening plus a two-way left turn lane on Dartnall Road between Rymal Road and Stone Church Road.

**POLICY IMPLICATIONS**

**City of Hamilton Strategic Plan - Growing Our Economy**

The Improvements to Dartnall Road Municipal Class Environmental Assessment complies with the City of Hamilton Strategic Plan, Focus Area 4, Growing Our Economy through the improvement of goods movement and the local economy. The additional lanes will maximize access and efficiency of local corridors for goods movement/truck routes. Road widening on Dartnall Road will facilitate access and movement to the Lincoln Alexander Parkway.

**City of Hamilton Strategic Plan - Healthy Community**

The road infrastructure improvements conform to the City of Hamilton Strategic Plan, Focus Area 7, Healthy Community because the proposed improvements include a 1.5m sidewalk on the west side of Dartnall Road within the Study Area. The improvements may encourage walking as a transportation option, therefore contributing to the aspirations of achieving a healthy community.

**Hamilton Transportation Master Plan (TMP)**

The preferred alternatives comply with the Hamilton Transportation Master Plan's (TMP's) Transportation Objectives and Guiding Principles because the improved road network supports local businesses and the community's economic development. The recommended road widening plus a two-way left turn lane on Dartnall Road between Rymal Road and Stone Church Road is consistent with the Hamilton TMP as the efficiency of goods movement to, from and within the City are being maximized.

## **RELEVANT CONSULTATION**

As required under the Municipal Class EA, affected public agencies were consulted throughout the planning process. A list of regulatory agencies, thought to be possibly affected or interested in the project, was compiled including First Nations, provincial ministries, federal departments, the local conservation authority, and various utility companies (see Appendix B – Agency Consultation List). Regulatory agencies were contacted through a study notification letter dated September 9, 2008, to inform agencies of the study and invite their participation in the study process. The possibly affected agencies were also circulated the Notice of Public Information Centre.

City of Hamilton staff was circulated during various stages of the Environmental Assessment process. During the start-up of the study a list of internal staff in a variety of departments with a potential interest (see Appendix C – Internal Staff Consultation List) was developed and a letter was circulated advising of the study initiation as well as a request for background information. The internal staff were also circulated the Notice of Public Information Centre. In addition to circulating potential interested internal staff, a Staff Technical Committee was created (see Appendix D – Staff Technical Committee) to provide expertise and input into coming to the conclusions made in this Environmental Assessment study.

In addition, the Financial Planning and Policy Division has been consulted on the financial implications of this study and has provided input into Report PED11043.

Public consultation is a key component of the Class EA process. The public was invited to provide input to the study at various stages.

A Notice of Public Information Centre was advertised twice in the Hamilton Spectator (At Your Service Section) on October 29 and November 5, 2010 and in the Mountain News and Stoney Creek News on October 28 and November 4, 2010. In addition, property owners along the corridor, residents in adjacent neighbourhoods and those on the study mailing list were notified directly by letter of the upcoming Public Information Centre.

A Public Information Centre was held on November 10, 2010 at the Michelangelo's Banquet Centre, 1555 Upper Ottawa Street in Hamilton, to present the findings from the Class EA study and receive feedback from the public on the Preferred Plan. The purpose of the Public Information Centre was to present the existing conditions, an evaluation of the alternatives, and the preferred alternatives.

All comments received from public and agencies were fully reviewed and responded to, where appropriate, by the City of Hamilton Project Team, and were considered when determining the final alternative.

**ANALYSIS / RATIONALE FOR RECOMMENDATION**

(include Performance Measurement/Benchmarking Data, if applicable)

**Municipal Class Environmental Assessment Process**

The Class Environmental Assessment (Class EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007. The City is completing 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 once the required four phase process is complete and subject to a public review period.

The Hamilton Transportation Master Transportation (2007) addressed Phases 1 and 2 of the Municipal Class EA. Phase 1 of the Class EA consisted of identifying the problem or opportunity. Phase 2 of the Class EA consisted of identifying alternative solutions to the problem or opportunity, evaluating the alternatives solutions, identifying recommended solutions, consulting with review agencies and the public, selecting the preferred solution(s), and confirming the Municipal Class EA schedules for subsequent phases to design and implement the solution(s).

The specific objective of this study is to address Phase 3 and 4 requirements of the Municipal Class EA. Phase 3 consists of the examination of design alternatives identified in Phase 2. The design alternatives are identified, evaluated, and selected based on consultation with review agencies and the public. Phase 4 consists of documentation of all the activities undertaken to date through Phases 1, 2 and 3. The documentation is embodied in an Environmental Study Report (ESR) which is placed on the public record for review by the public and review agencies with opportunity to request a Part II Order.

**Alternatives and Preferred Design Concept for Dartnall Road**

The following alternatives for Dartnall Road were identified and evaluated:

**Section 1                      Widening to 5-lane Urban Cross-section between Rymal Road East and the Hitch Factory**

**Alternative 1A**              Widening along the existing road alignment

**Alternative 1B**              Widening shifted to the west of the existing road alignment

**Section 2                      Widening to 5-lane Urban Cross-section between the Hitch Factory and Stone Church Road East**

**Alternative 2A** Widening within the existing Right-of-way (ROW) using new stormwater management facility downstream of the study area (off-site)

**Alternative 2B** Widening shifted to the west using enhanced swale (ditch system) along the east side

**Table 1** provides a summary of the conclusions drawn from the evaluation.

**Table 1 - Summary of the Evaluation of Alternatives - Dartnall Road**

<b>ALTERNATIVE</b>	<b>CONCLUSION</b>
<b>Alternative 1A</b> Widening along the existing road alignment	Greater cost implications for widening the road and utility relocation. Impact to properties on both sides of the roadway. <b>Not Recommended</b>
<b>Alternative 1B</b> Widening shifted to the west of the existing road alignment	Fewer landowners will lose only a portion of their parking area within the City's ROW. Less area of property is required with impacts only on the west side of Dartnall Road. <b>Recommended</b>
<b>Alternative 2A</b> Widening within the existing ROW using new stormwater management facility downstream of the study area (off-site)	Not feasible from a stormwater management perspective as opportunities to enhance water quality are limited. <b>Not Recommended</b>
<b>Alternative 2B</b> Widening shifted to the west using enhanced swale (ditch system) along the east side	Supports naturalized treatment for stormwater quality, which results in higher levels of treatment and less maintenance. Re-vegetation plan on west side of Dartnall Road will enhance terrestrial features. <b>Recommended</b>

**Section 1 Widening to 5-lane Urban Cross-section between Rymal Road East and the Hitch Factory**

The preferred option is Alternative 1B – Five (5) lane urban cross-section with no bike lanes and sidewalk on the west side. Control alignment shifted to the west of the existing road alignment. This alternative is preferred mainly from a socio-economic perspective as it requires less permanent property acquisition on both sides of the roadway. The ROW width for the urban section varies between 24.8m and 36.5m.



**Section 2 Widening to 5-lane Urban Cross-section between the Hitch Factory and Stone Church Road East**

The preferred option is Alternative 2B – Five (5) lane semi-urban cross section with no bike lanes, sidewalk on the west side and the control alignment shifted to the west side. Stormwater quality treatment using enhanced swale (ditch system) along the east side. This alternative is preferred due to the increased stormwater management capacity and the re-vegetation plan on the east side of Dartnall Road within the Billy Monkley Bird Sanctuary. The ROW width for the semi-urban section varies between 36.6m and 38.3m. It is noted that Dartnall Road will continue to have a posted speed limit of 50km/h and be classified as a Major Arterial Roadway.

**Alternatives and Preferred Design Concept for Intersection Improvements at Dartnall Road and Rymal Road East & Dartnall Road and Stone Church Road**

The following alternative designs for Dartnall Road and Rymal Road East have been identified and evaluated:

**Alternative 3A** Intersection improvements by using auxiliary lanes

**Alternative 3B** Intersection improvements by using a roundabout

**Table 2** provides a summary of the conclusions drawn from the evaluation.

**Table 2 - Summary of the Evaluation of Alternatives – Dartnall Road and Rymal Road East**

<b>ALTERNATIVE</b>	<b>CONCLUSION</b>
<b>Alternative 3A</b> Auxiliary Lanes	Existing intersection is in good condition and intersection will continue to operate at acceptable levels of service for several years. <b>Recommended for Short/Medium-Term</b>
<b>Alternative 3B</b> Roundabout	In the long-term, and when the intersection requires reconstruction, the roundabout will provide an improved level of service during peak hours. <b>Recommended for Long-Term</b>

The following alternative designs for Dartnall Road and Stone Church Road have been identified and evaluated:

**Alternative 3C** Intersection improvements by using auxiliary lanes

**Alternative 3D** Intersection improvements by using a roundabout

**Table 3** provides a summary of the conclusions drawn from the evaluation.

**Table 3 - Summary of the Evaluation of Alternatives - Dartnall Road and Stone Church Road**

<b>ALTERNATIVE</b>	<b>CONCLUSION</b>
<b>Alternative 3C</b> Auxiliary Lanes	Existing intersection is in good condition and intersection will continue to operate at acceptable levels of service for several years. <b>Recommended for Short/Medium-Term</b>
<b>Alternative 3D</b> Roundabout	In the long-term, and when the intersection requires reconstruction, the roundabout will provide an improved level of service during peak hours. <b>Recommended for Long-Term</b>

The preferred Alternatives for the intersections of Dartnall Road and Rymal Road East and Dartnall Road and Stone Church Road are Alternatives 3A and 3C – signalized intersection using auxiliary lanes. This is the preferred alternative for the short/medium term due to the fact that the existing intersections at these locations will continue to operate at acceptable levels of service for several years. However, the roundabout alternatives 3B and 3D are preferred for the potential long-term to provide an improved level of service during peak hours.

### **Property Requirements**

As the preferred alternative recommends a control alignment shifted to the west of the existing Dartnall Road alignment, property requirements have been minimized. However, there are some areas within the Study Area that will still require some permanent property acquisition as well as limited interest to facilitate with the grading of the road widening. It is noted that approximately 1,350 m<sup>2</sup> of private property is required, which includes property acquisition from four (4) properties and an additional approximately 1,400 m<sup>2</sup> of property is required for temporary limited interest (grading).

### **ALTERNATIVES FOR CONSIDERATION**

(include Financial, Staffing, Legal and Policy Implications and pros and cons for each alternative)

The preferred alternative solutions have been identified using an evaluation and screening process that fulfils the Schedule C requirements of the Municipal Class EA. Municipal Transportation projects are considered to be pre-approved under the Environmental Assessment Act provided the projects follow the appropriate planning and design process outlined in the Municipal Class EA document. As noted above, the Hamilton TMP fulfilled EA requirements for Phases 1 & 2 and this Study is fulfilling the requirements of Phase 3 and 4.

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The MEA Municipal Class EA document was approved under the Environmental Assessment Act. If the City does not follow the process outlined in the Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the Environmental Assessment Act. The Minister of the Environment could revisit the approval of a project or take away the City's right to use the Municipal Class EA document.

The preferred alternative solution(s) is not normally reconsidered at the end of the process unless there is an issue that is proven to affect the outcome of the evaluation process. There is one alternative for Council to consider with respect to the recommendations of this Report:

- To not file the Dartnall Road Class Environmental Assessment Schedule C Environmental Study Report with the City Clerk for a minimum thirty day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the Dartnall Road Class Environmental Assessment, Environmental Study Report, the Municipal Class EA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the improvements required to address road network issues in the study area. The outcome would result in the inability to meet the future road capacity requirements along Dartnall Road. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

**CORPORATE STRATEGIC PLAN (Linkage to Desired End Results)**

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

***Growing Our Economy***

- ◆ Competitive business environment

The road widening plus a two-way centre turn lane will improve goods movement and the local economy, helping to make Hamilton a competitive place of business.

***Environmental Stewardship***

- ◆ Reduced impact of City activities on the environment

Mitigation measures have been developed in an effort to avoid or minimize adverse environmental impacts, protect identified environmental sensitivities and features, and optimize opportunities for restoration of any disturbed areas.

***Healthy Community***

- ◆ An engaged Citizenry

The proposed sidewalk on Dartnall Road provides residents with walking as a safe and healthy transportation alternative.

<b>APPENDICES / SCHEDULES</b>
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Appendix “A” to Report PED11043 – Location Map

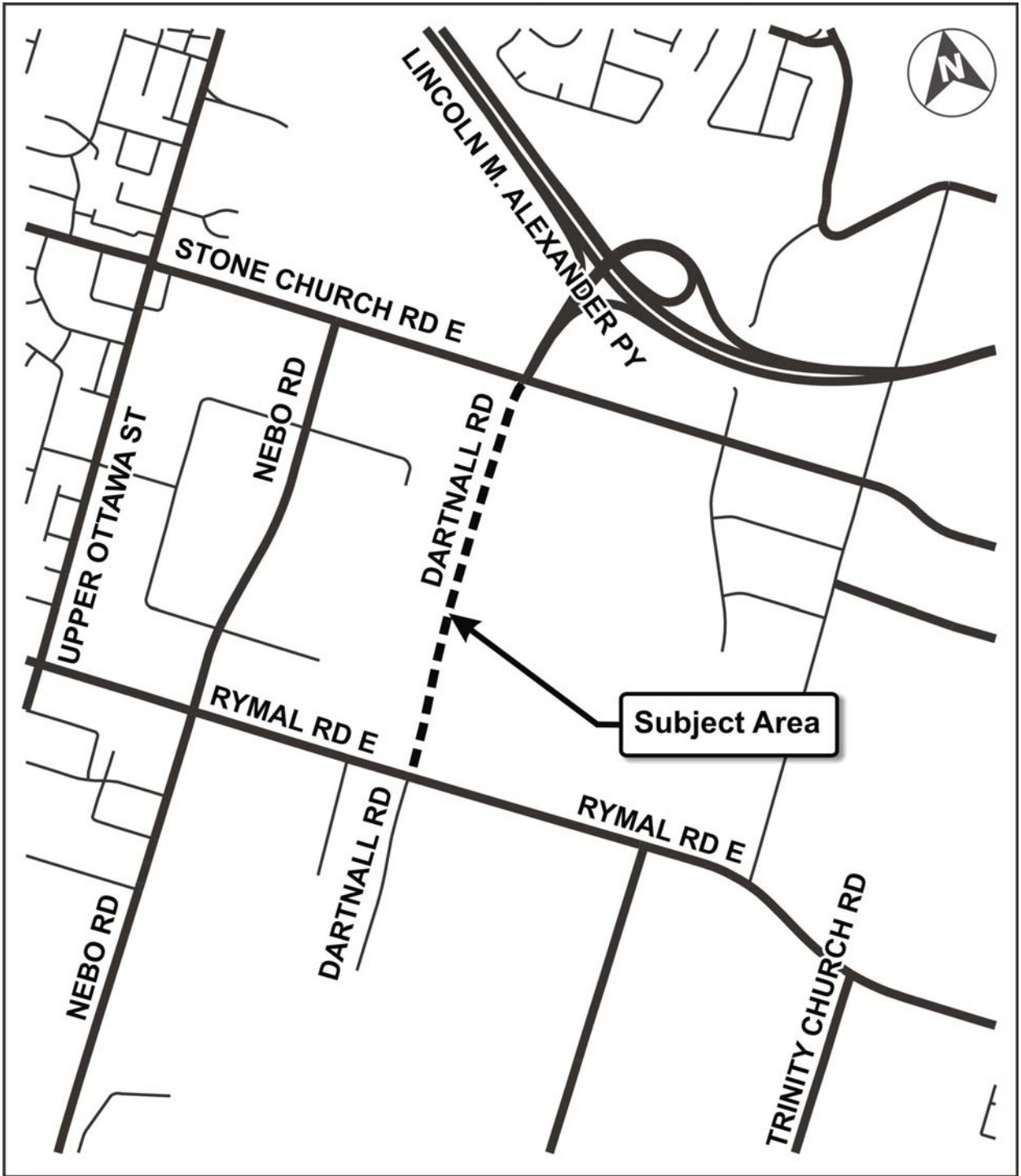
Appendix “B” to Report PED11043 – Agency Consultation List

Appendix “C” to Report PED11043 – Internal Staff Consultation List

Appendix “D” to Report PED11043 – Staff Technical Committee

MJ:tl

Attachs(4)



### Agency Consultation List

The following Provincial Agencies were contacted for this project:

- Ministry of Aboriginal Affairs
- Ministry of Agriculture, Food and Rural Services
- Ministry of Attorney General
- Ministry of Culture
- Ministry of Citizenship and Immigration
- Ministry of Community and Social Services
- Ministry of Health and Long-Term Care
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of the Environment
- Ministry of Training, Colleges and Universities
- Ministry of Transportation
- Ministry of Energy and Infrastructure
- Ontario Provincial Police

The following Federal Agencies were contacted for this project:

- Canada Post Commercial Service Centre
- Canadian Environmental Assessment Agency
- Canadian Centre of Inland Waters
- Environment Canada
- Fisheries and Oceans Canada
- Human Resources Development Canada
- Hamilton Port Authority
- Indian and Northern Affairs Canada
- Industry Canada
- Transport Canada

The following First Nations were contacted for this project:

- Assembly of First Nations
- Huron Wendat First Nation
- Association of Iroquois and Allied Indians
- Council of Ontario Chiefs
- Cultural Explorers
- De dwa da dehs nyes Aboriginal Health Centre
- Hamilton Executive Directors Aboriginal Coalition
- Haudenosaunee Resource Centre
- Metis Nation of Ontario
- Metis Women’s Circle
- Mississaugas of the New Credit First Nation
- Nipissing First Nation (Union of Ontario Indians)

- Ontario Federation of Indian Friendship
- Six Nations of the Grand River

The following Utility Agencies were contacted for this project:

- Atria Networks
- Bell Canada
- Cogeco Cable Inc.
- Enbridge Pipelines Inc.
- Imperial Oil
- Hamilton Utilities Corporation
- Horizon Utilities (formerly Hamilton Hydro)
- Hydro One
- Mountain Cablevision
- Ontario Power Generation
- South Mount Cable Ltd.
- Sun-Canadian Pipeline
- TransCanada Pipelines Limited
- Trans-Northern Pipelines Inc.
- Union Gas

The following Other Key Stakeholders were contacted for this project:

- Canadian National Railway
- Canadian Pacific Railway
- Greater Toronto Transit Authority
- Hamilton Conservation Authority
- Hamilton Cycling Committee
- Hamilton-Wentworth Catholic District School Board
- Hamilton-Wentworth District School Board
- Niagara Peninsula Conservation Authority
- Niagara Escarpment Commission
- Planning and Engineering Initiates Ltd.
- Southern Ontario Railway

**Internal Staff Consultation List**

The following City of Hamilton Departments were contacted for this study:

- City Managers Office
- Community Services
- Corporate Services, Joe Spiler, Manager of Capital Budgets and Development
- Hamilton Emergency Services
- Hamilton Police Services
- Hamilton Public Library
- Mayors Office
- Planning and Economic Development
- Public Health Services
- Public Works
- Ward 6, 9 and 10 Councillors



**Staff Technical Committee**

The following City of Hamilton departments were included on the Staff Technical Committee:

- Planning and Economic Development Department
  - o Infrastructure Planning
  - o Community Planning & Design
  - o Develop Planning
  - o Engineering Design & Construction
  
- Public Works Department
  - o Design
  - o Traffic Engineering
  - o Infrastructure and Source Water Planning
  - o Transit Planning
  - o Strategic Planning & Rapid Transit
  - o Transit (HSR)