

CITY OF HAMILTON

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT
Growth Management Division

TO: Chari and Members Planning Committee	WARD(S) AFFECTED: WARD 6
COMMITTEE DATE: March 21, 2011	
SUBJECT/REPORT NO: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6)	
SUBMITTED BY: Tim McCabe General Manager Planning and Economic Development Department	PREPARED BY: Melanie Jajko, 905-546-2424, Ext. 6412
SIGNATURE:	

RECOMMENDATION

- (a) That the General Manager of the Planning and Economic Development Department be authorized and directed to file the Rymal 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 PED11044, subject to funding approval through the capital budget process.
- (c) That the City transfer its share of funding for the Red Hill Business Park Reserve (#108042) in the amount of \$10 million from the appropriate Development Charge Reserves based on servicing cost percentages contained in Table 2 of Report PED11044.

EXECUTIVE SUMMARY

The City of Hamilton has initiated a Schedule C (Phase 3 & 4) Municipal Class Environmental Assessment (EA) process to examine improvements to Rymal Road between Dartnall Road and the New Trinity Church Corridor (see Appendix A – Location Map). This study is building on the recommendations of the Hamilton Transportation Master Plan (2007).

The preferred alternative for this Class EA is widening Rymal Road to a five-lane cross-section, with two lanes in each direction and a continuous left-turn lane, within the existing road Right-of-Way.

The preferred option includes a Right-of-Way width between 30.5 to 36.6 m.

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 9 and 10

FINANCIAL / STAFFING / LEGAL IMPLICATIONS (for Recommendation(s) only)

Financial: The approximate cost for the implementation of the improvements to Rymal Road from Dartnall Road to the New Trinity Church Corridor is estimated at \$8.1 million, of which 82% is growth related (50% residential and 50% non-residential) 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 \$1.7 million available in Rymal Road Works-In-Process (WIP's – 4030955910, 4030980984) which will be transferred to this project. The sources for these funds were \$270k from the levy and the balance from DC's. This would leave \$6.4 million unfunded for this project. Since this project is a key component of the road network servicing the Red Hill Business Park, the balance of the funding will be sourced from the Red Hill Business Park (RHBP) Reserve.

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.

SUBJECT: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6) - Page 3 of 11

TABLE 1 (\$)

Reserve Number:	108042			
Reserve Name:	Red Hill Business Park Reserve			
	<u>2010</u>	<u>2011</u>	<u>2012</u>	<u>2013</u>
Opening Balance	18,205,899	18,555,125	20,885,597	5,165,983
Add:				
Interest Earned	482,693	435,085	384,999	93,410
From Development Charges		10,000,000		
Provincial Contribution				
Sub-Total - To Reserves	<u>482,693</u>	<u>10,435,085</u>	<u>384,999</u>	<u>93,410</u>
Less:				
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				
Sub-Total - From Reserves	<u>133,467</u>	<u>8,104,613</u>	<u>16,104,613</u>	<u>4,104,613</u>
Ending Balance - Dec 31	<u>18,555,125</u>	<u>20,885,597</u>	<u>5,165,983</u>	<u>1,154,781</u>

Through Recommendation “c” of Report PED11044, the City will fund its \$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/Dartnal 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

SUBJECT: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6) - Page 4 of 11

This project is not reflected within the City's 2011-2020 Capital forecast to date due to the fact that the City's Staging of Development program had not been finalized. This project will be reflected in the 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)

The need for improvements to Rymal Road within the Study Area is documented in the Hamilton Transportation Master Plan (2007). Furthermore, significant development is anticipated as part of the North Glanbrook Industrial Business Park and Rymal Road Planning Area to the south of Rymal Road. As development occurs, traffic will increase on roadways within and adjacent to this Business Park and Rymal Road Planning Area. The widening of Rymal Road between Dartnall Road and the Trinity Church Arterial Corridor is expected to improve east-west capacity, traffic operations, safety, and accessibility to existing and future developments. It also presents the opportunity to improve alternative modes of travel (i.e., walking and transit) throughout the corridor.

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.

Rymal Road Planning Area Master Plan (2006)

The Rymal Road Planning Area Master Plan recommends widening of Rymal Road from Trinity Church Road to Upper Centennial Parkway/Regional Road 56. In addition, the Master Plan recommends a north-south link from the Red Hill Valley Parkway to south of Rymal Road. This link is referred to as the Trinity Church Arterial Corridor.

Trinity Church Arterial Corridor Class Environmental Assessment (2007)

The Class Environmental Assessment (Phase 3 & 4) for the proposed Trinity Church Arterial Corridor recommended a new four (4) lane (two (2) lanes in each direction) arterial corridor from the Red Hill Valley Parkway and Stone Church Road intersection to south of Rymal Road, with provision of a roundabout at the intersection with Rymal Road.

Rymal Road Planning Area Class Environmental Assessment (2007)

The Class Environmental Assessment (Phase 3 & 4) for the proposed widening of Rymal Road between Regional Road 56 and the Trinity Church Arterial Corridor recommended five (5) lanes (two (2) through lanes in each direction and a centre-turning lane where needed) with provision for a roundabout at the intersection with the Trinity Church Arterial Corridor.

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. Among the proposed road improvements, the TMP recommended road widening on Rymal Road with provision for a bicycle lane and possible use of the corridor for bus rapid transit between Ryckmans Road and Trinity Church Corridor.

Hamilton's Cycling Master Plan – Shifting Gears (2009)

“Shifting Gears 2009” is the new Cycling Master Plan for the City of Hamilton, approved by Council in June 2009, to guide the development and operation of its cycling infrastructure for the next twenty years. The Transportation Master Plan (2007) proposed an expanded city-wide cycling network, as well as an update to “Shifting Gears 1999”. This Cycling Master Plan update satisfies this goal. Cycling facilities were proposed for the section of Rymal Road from Trinity Church Road westerly to Ancaster in the Transportation Master Plan (2007); however, Shifting Gears 2009 modified this plan for Rymal Road. In the vicinity of the study area of this EA much of the planned cycling facility along Rymal Road was removed but maintaining a connection on Rymal Road between Pritchard Road and Trinity Church Road. This EA maintains the rationalized network as planned in “Shifting Gears 2009”.

POLICY IMPLICATIONS

City of Hamilton Strategic Plan – Growing Our Economy

The proposed improvements to Rymal Road comply 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 Rymal Road will facilitate access and movement in support of existing roadways as well as 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 both sides of Rymal 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 Rymal Road between Dartnall Road and New Trinity Church Corridor is consistent with the Hamilton Transportation Master Plan 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 August 24, 2009, 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.

SUBJECT: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6) - Page 7 of 11

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 PED11044.

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 Rymal Road

The following alternatives for Rymal Road were identified and evaluated:

Do Nothing No major roadway changes

Option 1 Widening Rymal Road within Existing Right-of-Way

Table 1 Provides a summary of the conclusions drawn from the evaluation.

Table 1 – Summary of the Evaluation of Alternatives – Rymal Road

ALTERNATIVE	CONCLUSION
<p>Do Nothing No major roadway changes</p>	<p>The Do Nothing Alternative does not satisfy the City’s TMP, nor does it provide for future bus rapid transit along Rymal Road. Significant congestion within and adjacent to the Study Area will result in increased delays to auto drivers, transit riders and commercial vehicles. Not Recommended</p>
<p>Option 1 Widening Rymal Road within Existing Right-of-Way</p>	<p>Widening Rymal Road is compatible with the City’s TMP, increases safety and capacity and improves travel conditions on the overall road network. The road widening also improves conditions for pedestrians, cyclists and provides room for future bus rapid transit. Impacts to the natural, socio-economic and cultural environments are considered to be moderate and can be mitigated. Recommended</p>

The preferred alternative is Option 1 – Widening Rymal Road to a five-lane cross-section, with two lanes in each direction and a continuous left-turn lane, within the existing road Right-of-Way.

The preferred option includes a Right-of-Way width between 30.5 to 36.6 m.

Property Requirements

The majority of property required will be of temporary limited interest in order to facilitate with the grading of the road widening, which amounts to approximately 3,400 m². However, there are two (2) properties on the north side as well as two (2) properties on the south side of Rymal Road that will require minor acquisition to facilitate with the roadway widening. The permanent minor property acquisition of the four (4) properties will include approximately 1,000 m² of land.

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

SUBJECT: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6) - Page 10 of 11

Hamilton TMP fulfilled EA requirements for Phases 1 & 2 and this Study is fulfilling the requirements of Phase 3 and 4.

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 Rymal 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 Rymal 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 Rymal 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

SUBJECT: Improvements to Rymal Road (Dartnall Road to New Trinity Church Corridor) Municipal Class Environmental Assessment (PED11044) (Ward 6) - Page 11 of 11

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 sidewalks on Rymal Road, provides residents with walking as a safe and healthy transportation alternative.

APPENDICES / SCHEDULES

Appendix "A" to Report PED11044 – Location Map

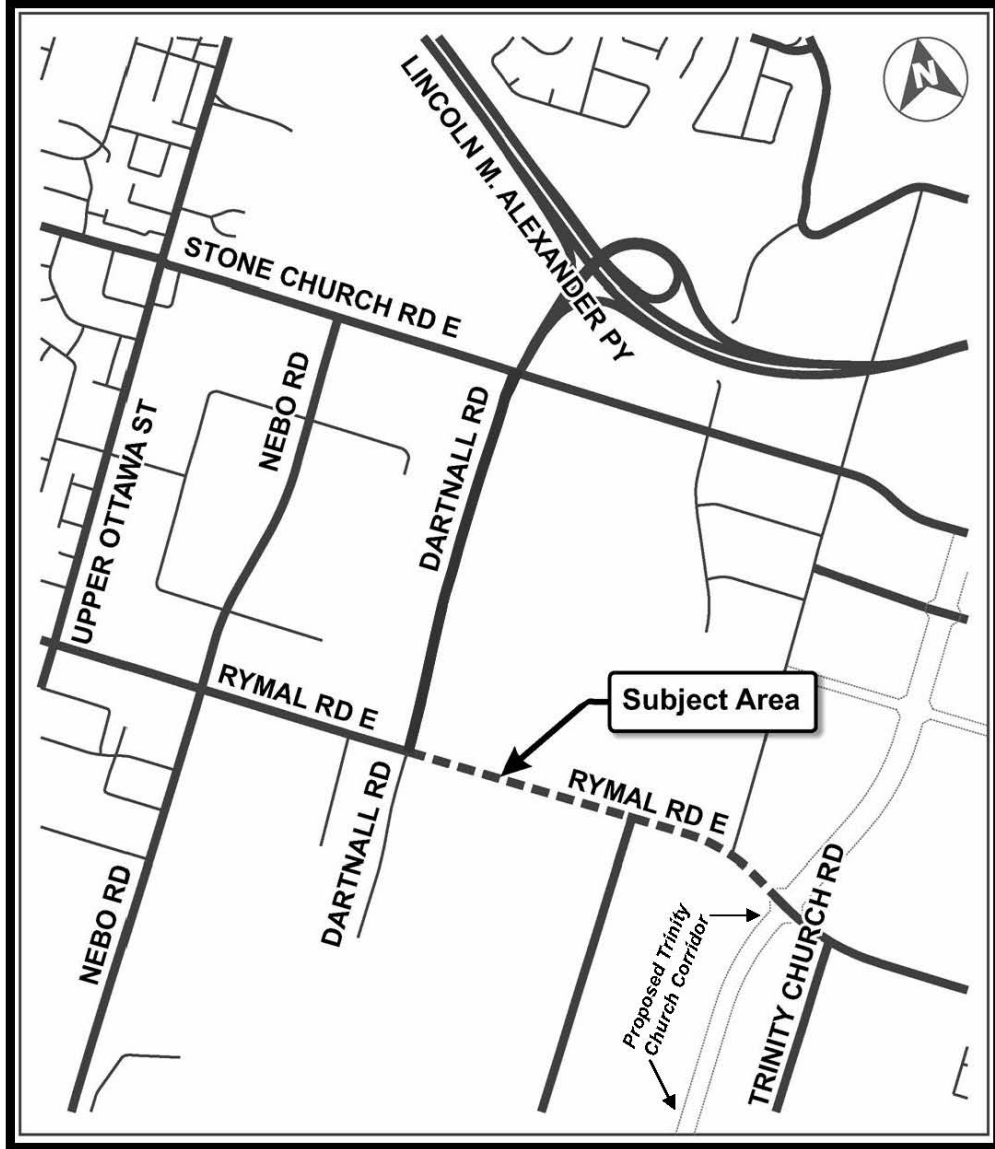
Appendix "B" to Report PED11044 – Agency Consultation List

Appendix "C" to Report PED11044 – Internal Staff Consultation List

Appendix "D" to Report PED11044 – 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)