



Welcome

Twenty Road East and Upper Red Hill Valley Parkway Extension Municipal Class Environmental Assessment Phases 3 & 4

Virtual Public Information Centre #1

This is a narrated presentation that, due to COVID-19 restrictions, is replacing a traditional face-to-face Public Information Centre.

This presentation will be made available on the City of Hamilton and Engage Hamilton websites. A pdf copy of the presentation slides is also available on the websites should you wish to print a hard copy or view with no narration.



Your feedback is important to us!

Welcome to the first Public Information Centre for the Twenty Road East and Red Hill Valley Parkway Extension Municipal Class Environmental Assessment.

As you view this presentation, you may find that you have questions, comments or suggestions that you would like to raise with the project team regarding this study.

A Comment Form for PIC #1 is available on the Engage Hamilton project website: (www.engage.hamilton.ca/TwentyandURHVPextensions). We encourage you to complete and submit this form. Your input will become part of the consultation record for this study and will assist the project team in refining the results of this study.

Why Are We Here?

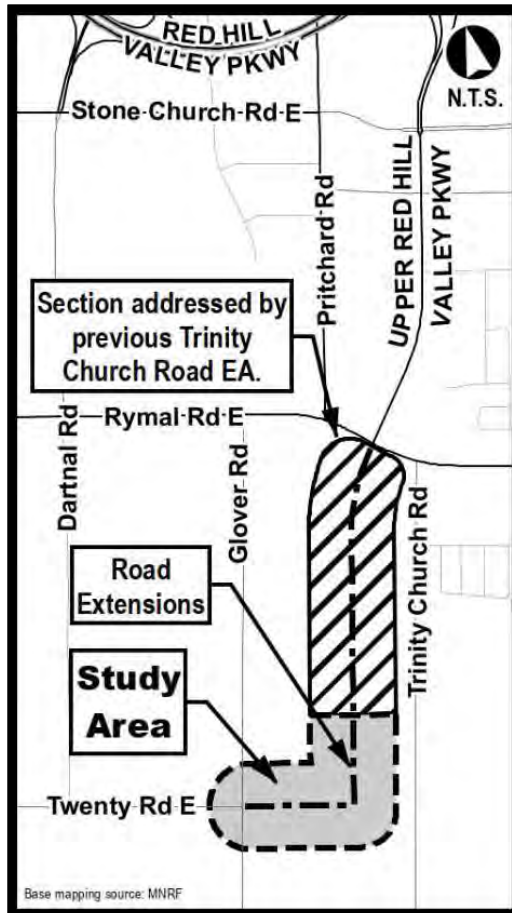
The Purpose of this Public Information Centre (PIC) is to:

- Introduce you to the Study
- Provide an overview of the Study's planning process and how the community can participate
- Provide an overview of existing and future conditions
- Present the Study Problems and Opportunities
- Confirm the Preferred Alternative from the previously completed Phases 1 & 2
- Gather public input on work completed to date and review the next steps in the Study

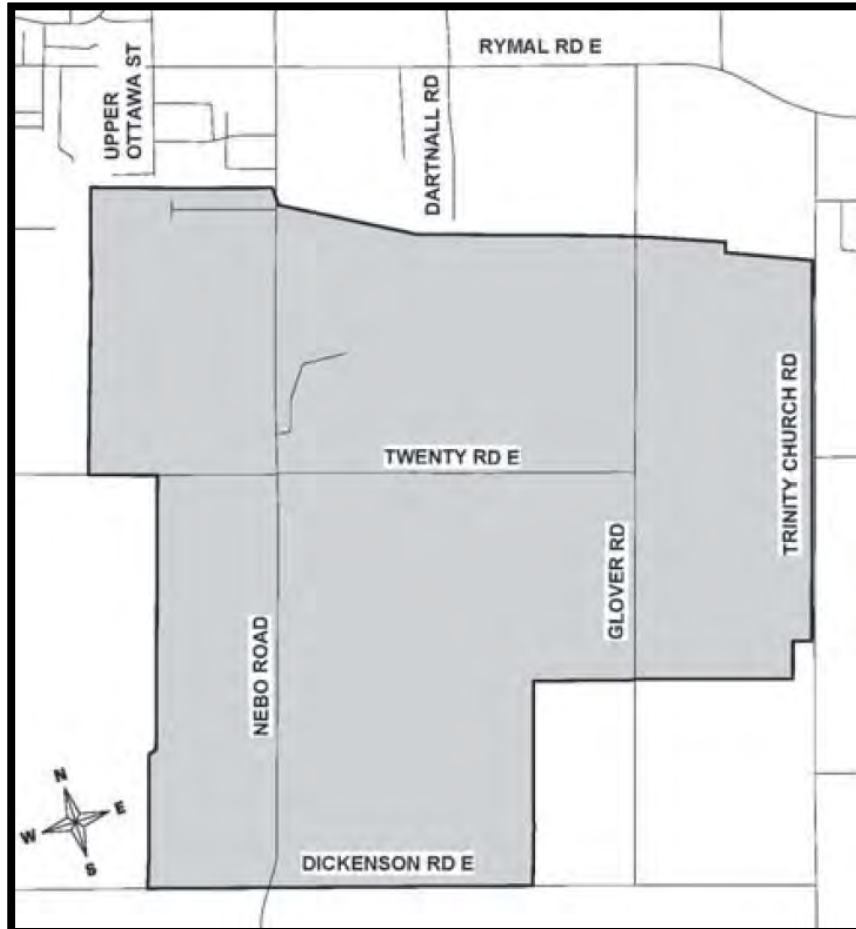


Study Area Overview

- The study area is located within the Red Hill Business Park South and is bounded by Rymal Road to the north, Trinity Church Road to the east, and Glover Road to the west.
- The area being studied includes the proposed future right-of-way as well as a construction buffer around this right-of-way, as shown in the map to the left.



Red Hill Business Park South



Business Park Facts

- Net supply of 261 ha (645 acres) of developable land, of which 79 ha (195 acres) is fully serviced and “shovel ready.”
- Home to several large employers that include international auto manufacturing distribution centres, major life science employers, and Canada’s largest bakery.
- The proposed road extensions will provide improved access to and support ongoing development in the Red Hill Business Park.

Sources:

Facts: Invest in Hamilton, Red Hill Business Park North and Red Hill Business Park South (website)

Image: McCormick Rankin, Red Hill Industrial Business Park South TMP Addendum

How Did We Get Here?

A series of studies dating back to 2006 have laid the groundwork for the current EA study. The next three slides detail the work that has been done leading up to this study.

2006



Rymal Road Planning Area (ROPA 9) Master Plan Class Environmental Assessment Phases 1 & 2

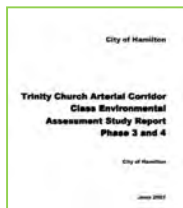
Identified need for north-south link from Red Hill Valley Parkway to south of Rymal Road, recommended route alignment for northerly extension of Trinity Church Road from Rymal Road to Stone Church Road (later revised).



North Glanbrook Industrial Business Park Transportation Master Plan

Recommended alignments for easterly extension of Twenty Road East and southerly extension of Trinity Church Road, with east-west link Trinity Church Road, Glover Road, and future Dartnall Road extension (not carried forward in later studies).

2007



Trinity Church Arterial Corridor Class Environmental Assessment Study Report Phase 3 and 4

Superseded earlier studies with recommendation to extend Red Hill Valley Parkway south from Stone Church Road to Rymal Road (now in service). Further recommendation to extend south carried forward to current EA, fulfilling Phase 1 & 2 EA requirements for current EA.

How Did We Get Here?

2013



Red Hill Business Park South Transportation Master Plan Addendum

Initiated due to previous Twenty Road extension alignments no longer being viable due to development in the area. Preferred alignment for Twenty Road extension carried to current EA, fulfilling Phase 1 & 2 EA requirements.

2018



City of Hamilton Transportation Master Plan Review & Update

Identified planned multi-use trail along existing Hydro One corridor, and bike lanes on Twenty Road East and Upper Red Hill Valley Parkway extensions.

2021

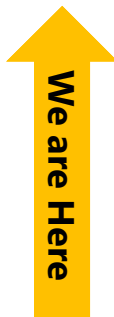
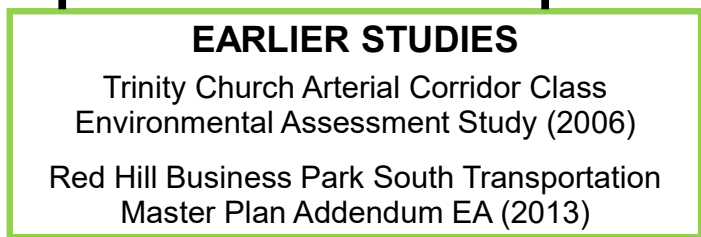
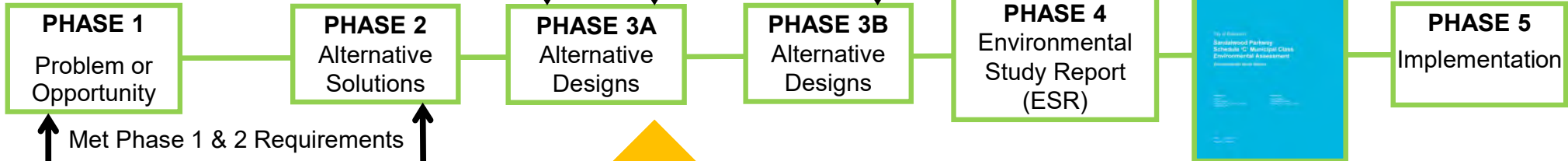
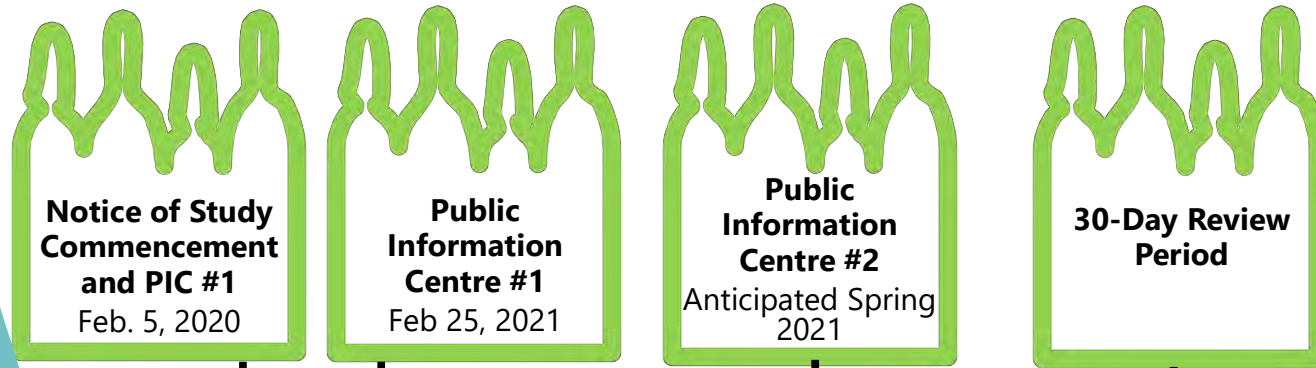


Twenty Road East and Upper Red Hill Valley Parkway Extension Municipal Class Environmental Assessment (Today)



Municipal Class EA Process

This study is following the process of Schedule 'C' requirements of the Municipal Class EA (October 2000, as amended 2007, 2011 & 2015), which will complete Phases 3 and 4. At present, the study is in Phase 3.



Phase 1: Problem/Opportunity

What are the problems?

- In 2006-2007, studies identified future capacity constraints on existing area roads as a result of increasing traffic which would result from planned development in the Red Hill Valley Business Park and recommended a series of road extensions to manage the planned growth in traffic. (*Note: The Business Park will be discussed in the land use slide, two slides down.*)
- Twenty Road East and Upper Red Hill Valley Parkway road extensions are required to establish a road network to service planned growth including within the Red Hill Business Park area. Development cannot proceed in this area until these road corridors are formalized.

What are the opportunities?

- To follow Council's direction to grow the City's industrial parks, tax base and employment rates.
- To specifically develop the Red Hill Business Park and to do so, by providing better connections to and from the Park and major arteries such as Rymal Road and Red Hill Valley Parkway.
- To implement a road network and cross-section that provides flexibility to current and future trends in industrial land use and provides infrastructure for local pedestrian and cyclist mobility.

Phase 2: Alternative Solutions

This EA has confirmed that the preferred alternative established in the Red Hill Business Park Transportation Master Plan, Alternative #2, continues to be the preferred alternative. This satisfies the requirements of Phase 2 of the Municipal Class EA process and has been validated as part of this study.



Alternative #2

2013 TMP
Addendum
Recommendation

Preferred

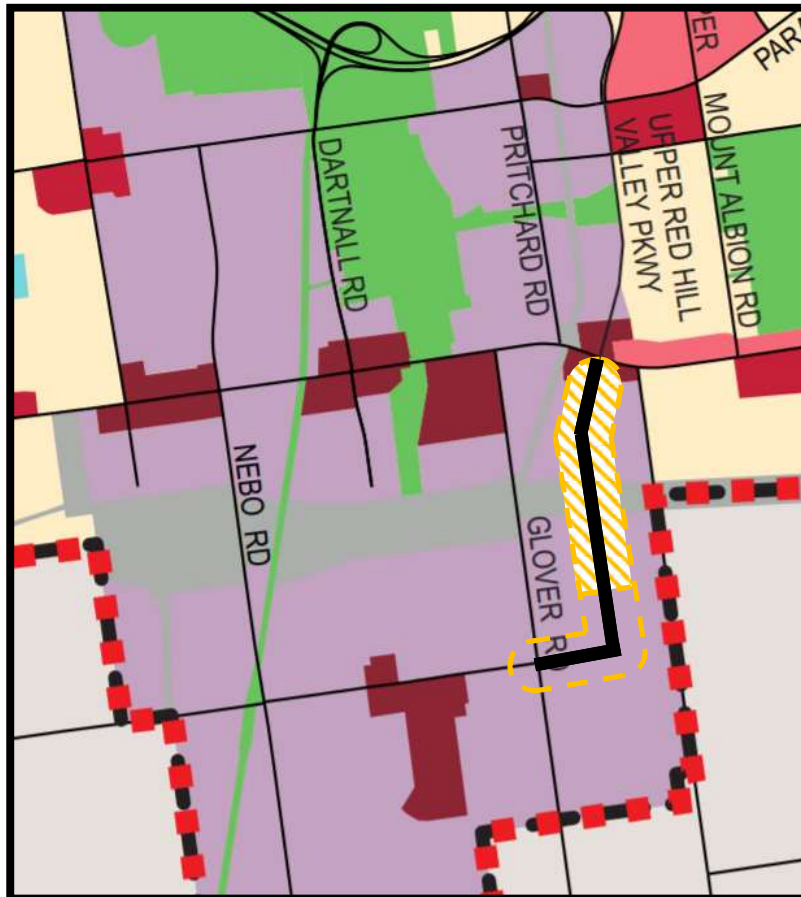
Provides more opportunity for desirable larger potential lots for future development and is most consistent with existing approved plans.

2013 TMP
Addendum
Recommendation






Confirmed

Alignment continues to provide most potential for desirable larger potential lots.

Land Use



Legend

	Business Park		Open Space		Study Area
	Arterial Commercial		Area Previously Approved under Trinity Church Arterial Corridor EA		

Source: City of Hamilton Urban Official Plan, Schedule E-1

- Existing land use is currently predominantly agricultural; existing residential areas are located south of Rymal Road on Glover Road and east of Trinity Church Road. A church and cemetery are located on the west side of Trinity Church Road south of Rymal Road.
- As shown in the map to the left, the area has been designated under Hamilton's Official Plan as an area for future commercial and business activity usage.
- The extensions of Twenty Road East and Upper Red Hill Valley Parkway will provide an important link for these businesses to the Red Hill Valley Parkway and Lincoln Alexander Parkway.
- Several landowners are beginning to show interest in developing their lands as part of the overall business park vision.

Natural Environment – Terrestrial & Aquatic

Aquatic Conditions

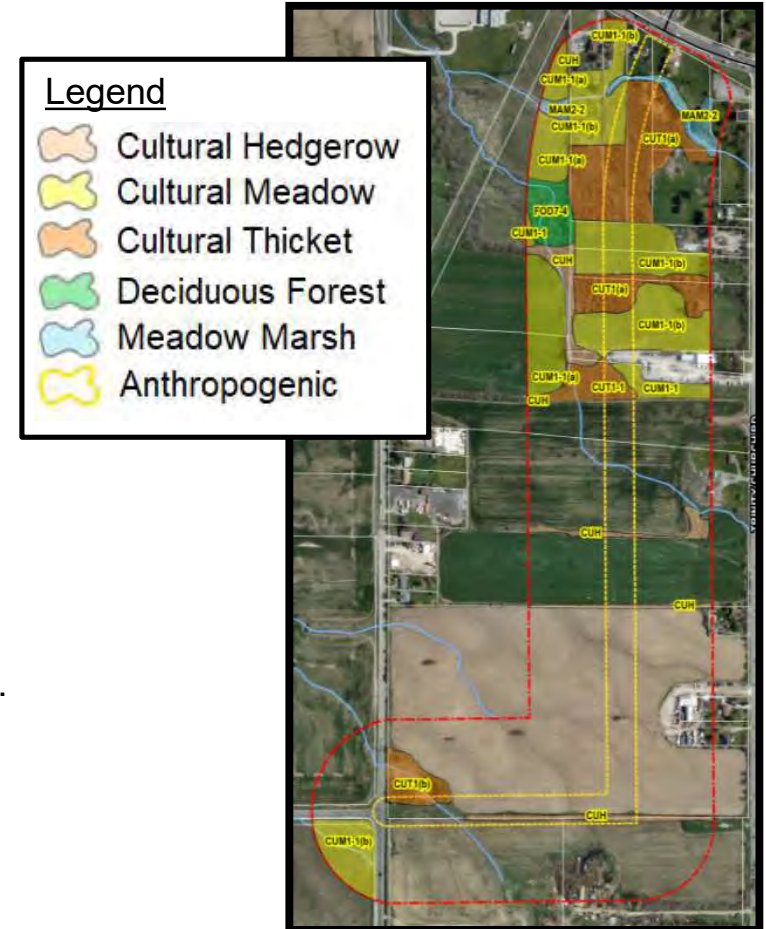
- Due to physical barriers downstream, the study area does not provide direct fish habitat.
- Streams contribute to downstream fish habitat by providing food supply (leaves, twigs, insects, etc.).

Terrestrial Conditions

- Much of the study area has been farmed for generations, but there remain pockets of naturalized areas, mostly in the north, that include Deciduous Forest, Cultural Hedgerows, Cultural Meadows, Cultural Thickets, and Meadow Marshes. Some of the areas within the Study Area support potential habitat for Species at Risk (Tri-coloured Bat, Small-footed Bat, Bobolink, Eastern Meadowlark and Monarch Butterfly).

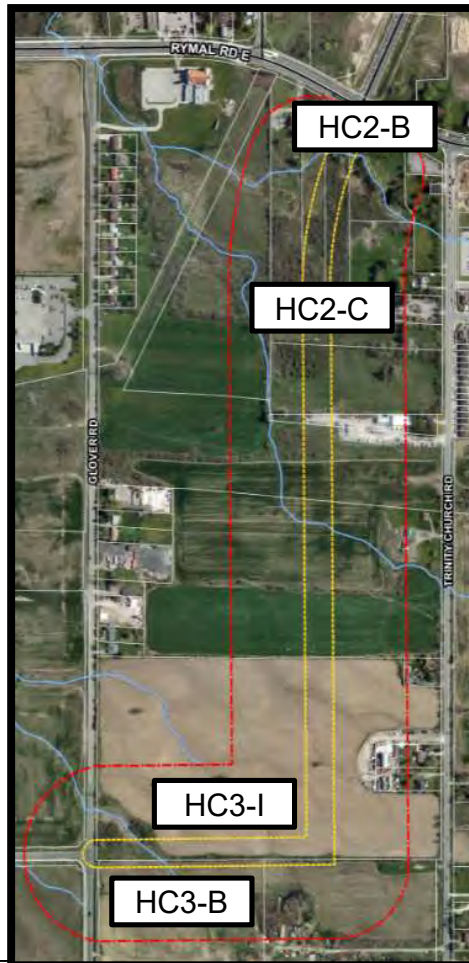
How will this information be used?

- This data will be considered in the development and evaluation of alternative design concepts.



Headwater Drainage Features

The study area is located within the Hannon Creek Subwatershed. Four headwater tributaries are found in the study area, all of which discharge downstream into Hannon Creek.



HC2-B	Alternates between swale and defined channel; standing water can be found during spring which supports wetland communities along the defined channel.
HC2-C	Defined natural channel (where it could be seen upstream and downstream of the karst feature) with flowing water in spring and pools throughout summer.
HC3-B	Defined natural channel with flowing water in spring, but limited or no water present in summer. Assessment is based on limited access at this location.
HC3-I	No defined bank present within study area (flows through agricultural land used to grow crops). Substantial flow during spring, but dry beyond that.

These Tributaries do not support direct fish habitat; however, they do contribute to downstream fish habitat.

How will this information be used?

➤ This data will be considered in the development and evaluation of alternative design concepts.

Existing Cultural Environment



Cultural Heritage

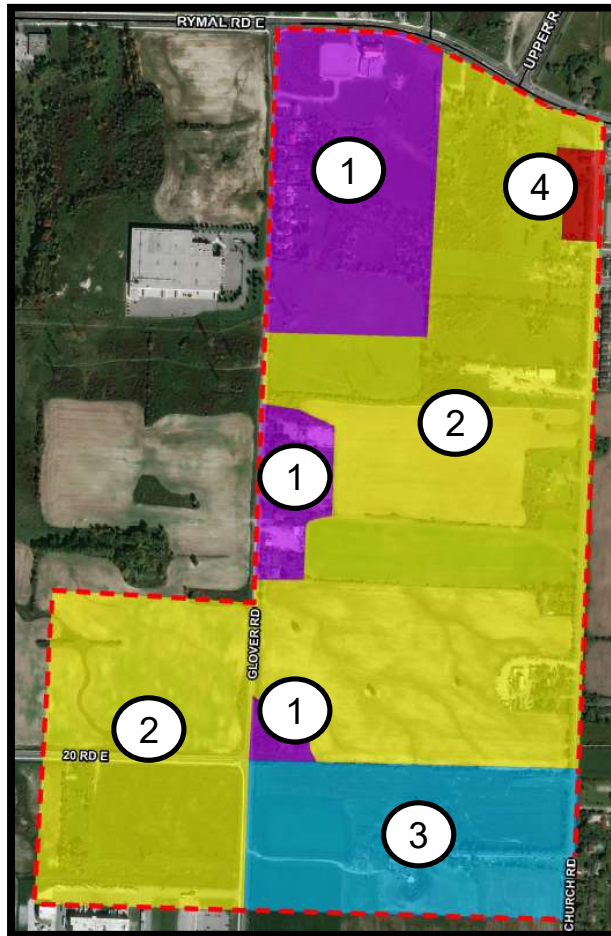
- Several properties have been identified within the study area with confirmed or potential features of built heritage value.
- No direct impacts are anticipated to any listed or potential built heritage features.
- Some minor indirect impacts (eg. vibration from construction activities) may require minor mitigation.

No.	Address	Property Type	Heritage Recognition
1	10 Trinity Church Road	Church	Listed
2	12 Trinity Church Road	Cemetery	Listed
3	56 Trinity Church Road	House	Assessed, no significant heritage value
4	90 Trinity Church Road	House	Assessed, no significant heritage value
5	338 Trinity Church Road	House	Listed
6	420 Trinity Church Road	Multiple	Listed

How will this information be used?

- This data will be considered in the development and evaluation of alternative design concepts.

Existing Cultural Environment



Archeology

The potential for archaeological finds exists throughout much of the study area. Background study has determined that further archaeological work will be needed with Stage 2 and Stage 3 Archaeological Assessments.

How will this information be used?

This data will be considered in the development and evaluation of alternative design concepts.

- ① Previously Assessed, No Further Work Required
- ② Potential for Artifacts, Stage 2 Assessment Required
- ③ Artifacts Previously Found, Stage 3 Assessment Required
- ④ Cemetery

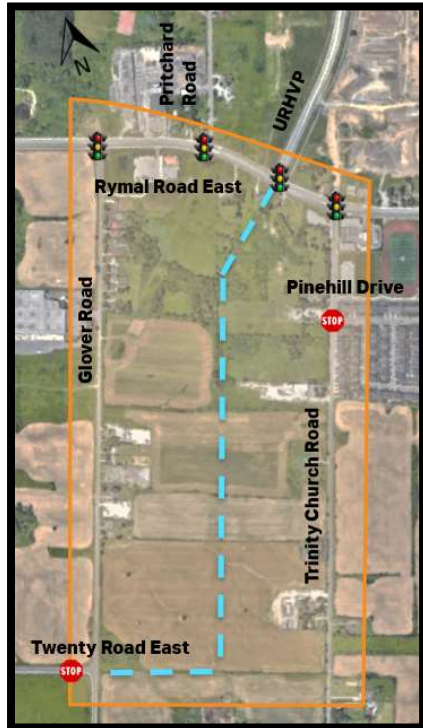
Stage 2 Archaeological Assessment:

A preliminary on-site survey to determine the presence of artifacts. Methods include plowing and test pits

Stage 3 Archaeological Assessment:

More detailed examination of sites identified during Phase 2. Includes further analysis of background documentation, mapping of sites, and hand-digging soil and screening for artifacts.

Existing Traffic Analysis



Intersection	Overall Level of Service	
	AM Peak	PM Peak
Rymal Road East & Glover Road	A	B
Rymal Road East & Pritchard Road	A	B
Rymal Road East & URHVP	B	B
Rymal Road East & Trinity Church Road	C	C
Twenty Road East & Glover Road	A	A

- Most intersections are functioning well today. Some minor delays may be experienced at Rymal Road East and Trinity Church Road during peak traffic periods.
- As the Red Hill Business Park is developed, more traffic will move through these intersections, leading to increasing commuting delays. The Twenty Road East and Upper Red Hill Valley Parkway extensions will create additional road capacity so that the existing road network can continue to operate smoothly.
- Work is currently in progress to model these future demands and determine the optimal design for the new road.

Legend

- Signalized Intersection
- Unsignalized Intersection
- Study Area
- New road Connection

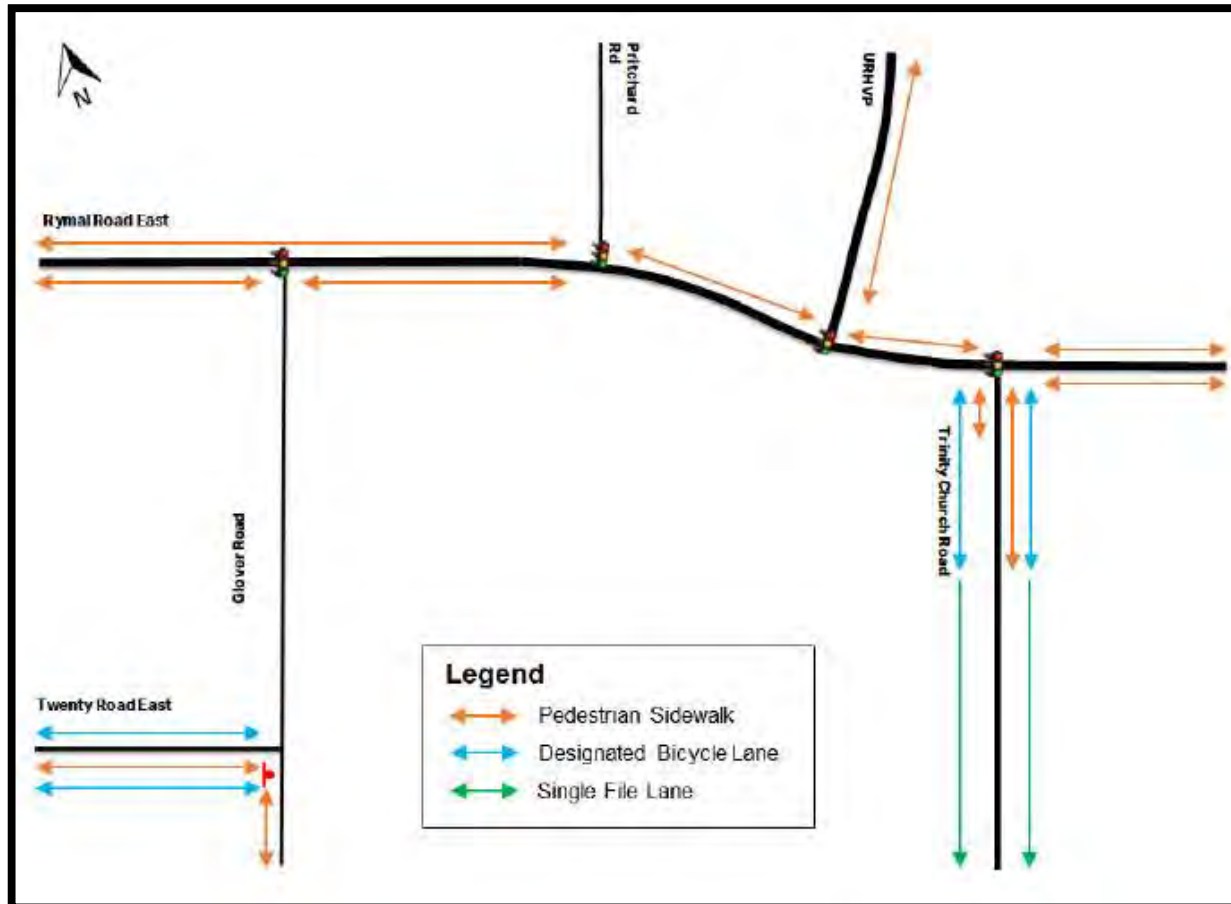
What is Level of Service?

Level of Service (“LoS”) describes the driver experience at an intersection. As volumes increase at an intersection, it takes more time for vehicles to move through it.

Intersections with an LoS of ‘A’ to ‘D’ are operating at or below their capacity, while an LoS of ‘E’ or ‘F’ means that they are overcapacity. Only intersections with an LoS of ‘D’ or better are allowed by the City of Hamilton.

LoS	Average Delay (seconds/vehicle)	
	Signalized	Unsignalized
A	≤ 10	≤ 10
B	>10 and ≤ 20	>10 and ≤ 15
C	>20 and ≤ 35	>15 and ≤ 25
D	>35 and ≤ 55	>25 and ≤ 35
E	>55 and ≤ 80	>35 and ≤ 50
F	>80	>50




Active Transportation



- The existing active transportation network is a patchwork of sidewalks, bicycle lanes, and other infrastructure including:
 - bicycle lanes on Twenty Road and a portion of Trinity Church Road, and,
 - Sidewalks on Twenty Road and Rymal Road.
- The current study will look at connecting existing infrastructure together using new bicycle lanes, sidewalks and/or multi-use trails to increase the connectivity of the network.



Draft Evaluation Criteria

In Phase 3 of the study, **Design Alternatives** (eg. road cross sections, intersection designs, etc.) will be developed to implement the Preferred Planning Alternative. These alternatives will be evaluated against the following criteria to determine the best solution with the least negative impacts.

FACTOR	CRITERIA	DESCRIPTION
<p>SOCIO-ECONOMIC</p> 	<ul style="list-style-type: none"> Property requirements Construction impacts Existing and future land use 	<ul style="list-style-type: none"> Property required for project implementation. Travel delays/detours, noise, dust, etc. during construction. Ability of project to accommodate existing uses and future development.
<p>CULTURAL ENVIRONMENT</p> 	<ul style="list-style-type: none"> Archaeological resources Cultural & built heritage resources 	<ul style="list-style-type: none"> Identify potential impacts to archaeological sites and identify future studies. Identify potential disturbance to cultural & built heritage resources(e.g. registered sites, heritage landscapes) and identify detail design considerations.
<p>NATURAL HERITAGE</p> 	<ul style="list-style-type: none"> Aquatic environment Terrestrial environment Species at risk Climate change 	<ul style="list-style-type: none"> Influence of project construction and location on aquatic and terrestrial species and habitat. Effects of the project on the climate/effects of climate on the project.

Draft Evaluation Criteria

In Phase 3 of the study, **Design Alternatives** (eg. road cross sections, intersection designs, etc.) will be developed to implement the Preferred Planning Alternative. These alternatives will be evaluated against the following criteria to determine the best solution with the least negative impacts.

FACTOR	CRITERIA	DESCRIPTION
<p>ENGINEERING</p> 	<ul style="list-style-type: none"> • Design • Constructability • Safety (engineering and traffic) • Municipal servicing/utilities • Stormwater drainage 	<ul style="list-style-type: none"> • Ability of project to accommodate all users. • City design standards (e.g. horizontal and vertical curvature). • Ability of project to accommodate major utilities. • Ability of project to accommodate corridor drainage and to provide an appropriate conveyance for external drainage.
<p>COST</p> 	<ul style="list-style-type: none"> • Capital construction costs 	<ul style="list-style-type: none"> • Transportation/Traffic • Speed and traffic control design. • Vehicular and active transportation considerations. • Access for future development. • Construction costs (e.g. total cost).

What Happens Next

Winter 2021

- Consider all questions and comments received from this PIC

Winter/Spring 2021

- Develop Design Alternatives to implement the Preferred Alternative
- Assess & Evaluate Design Alternatives
- Hold Public Information Centre #2 to present the Recommended Design Alternatives

Summer/Fall 2021

- Prepare Environmental Study Report
- Present ESR findings to Planning Committee of Council
- 30 Day Public & Agency review period



Ongoing
Engagement
and
Consultation

What Happens Next

Thank You for Participating!

➤ We appreciate the time you have taken to learn more about the Twenty Road and Upper Red Hill Valley Parkway Extension Class EA. To stay involved and receive further updates as the Project progresses:

➤ Visit our project websites:

Main website: www.hamilton.ca/TwentyandURHVPextensions

Virtual Consultation: www.engage.hamilton.ca/TwentyandURHVPextensions

➤ Join our mailing list – leave us an email or mailing address

➤ Please contact the City and Consultant Project Managers with any additional comments or questions:

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