SUBJECT: Binbrook Village Transportation Master Plan
Municipal Class Environmental Assessment (PW05047) - (Affects Ward 11)

RECOMMENDATION:
(a) That the General Manager, Public Works Department, be authorized and directed to file the Class Environmental Assessment Binbrook Village Transportation Master Plan with the Municipal Clerk for a 30 day public review.

(b) That the Binbrook Village Transportation Master Plan be approved for implementation, subject to finalization of the Class Environmental Assessment.

(c) That the General Manager, Public Works Department, be authorized and directed to proceed with the Schedule C Class Environmental Assessment study process in 2006 for the Binbrook Village Transportation Master Plan at an estimated cost of $400,000.00 (85% funded from development charges), pending Council approval of the 2006 Capital Budget.

EXECUTIVE SUMMARY:
The City of Hamilton has completed the Binbrook Village Transportation Master Plan using the Municipal Class Environmental Assessment (EA). The Master Plan is based
on the Binbrook Village Secondary Plan (Amendment No 27 to the Official Plan of the Township of Glanbrook) adopted by the former Township of Glanbrook in 1999, and the former Region of Hamilton -Wentworth in 2000, which establishes detailed policies and land-use planning including road patterns to guide future development in the urban settlement area of Binbrook Village. The plan is intended to guide the orderly, long-term development of the transportation system in Binbrook Village in an effective and economical manner. It will provide direction for the planning and implementation of a balanced road, pedestrian and bicycle network. The lands subject to the Binbrook Village secondary plan are located in the eastern part of the former Township of Glanbrook and emanate from the intersection of Highway 56 and Binbrook road (as shown on attached map). Binbrook Village consists of approximately 360 ha, and will support approximately 5,630 residential units and a population of about 14,740 people.

The purpose of the transportation study is to recommend a plan that will:

1) Implement the policies of the Binbrook Village Secondary Plan including the approved land-use plan and the development phasing.
2) Guide the orderly, long-term development of the transportation system in the Binbrook Village.
3) Provide direction for the planning and implementation of roads, pedestrians and bicycle facilities.
4) Integrate the construction of the roadway infrastructure through the consideration of future travel demand in the Binbrook Village that reflects community values, policies of the secondary plan and the urban design guidelines.

The proposed Binbrook Village Transportation Master Plan Study followed Section A.2.7 Master Plans of the Municipal Class Environmental Assessment (Class EA) and addresses Phases 1 and 2 of the Class EA process. A wide range of consultation and exchange of ideas and information with external ministries and agencies, local property owners, local community groups and the public was undertaken in 2002 and 2003. The Binbrook Village Transportation Master Plan was developed in conjunction with the Binbrook Urban Design Guidelines. The planning guidelines establish the physical appearance of the street, buildings and public spaces within the community core.

The roadway and key intersection projects evaluated in the transportation master plan are summarized below:

Roadway:

1) Regional Road 56 (North limits of the community core limits).
2) Regional Road 56 (In the community core to the Binbrook South limits).
3) Binbrook Road (In the community core).
4) Binbrook Road (Community core west limits to Fletcher road).
5) Community core by pass (Regional Road 56 to Binbrook Road).
6) All other collector streets.

Key Intersections:

1) Regional Road 56 and Community core by pass.
2) Regional Road 56 and Binbrook Road.
3) Binbrook Road and Community core bypass.

Other features such as traffic calming, pedestrian and bicycle friendly features have been integrated into the design of the residential streets, along with parking in the community core to ensure its competitiveness and vibrancy.

The Regional Road 56 and Binbrook Road recommended alternatives are Schedule C projects under the Municipal Class EA. The new roads (i.e. the community collector road and other collector and local roads) and traffic calming features within the future development areas adjacent to Regional Road 56 or Binbrook Road are Schedule B projects (identified through the Master Plan) and can be approved in accordance with the Planning Act through plans of subdivision.

The estimated cost to reconstruct Regional Road 56 and Binbrook Road from their present configuration to the preferred alternative is $9.1 M (2004 Dollars) and $10.2 M (2004 Dollars) respectively. These projects will be submitted once the Class EA’s are completed, subject to availability of development charge revenue within the relevant Development Charge Reserves and the City’s capital funding. These are Schedule C Municipal Class EA projects. It is recommended that the City proceed to Phases 3 and 4 of the Municipal Class EA Planning and Design Process for Binbrook Road and Regional Road 56 within the Binbrook Settlement Area. In accordance with the Binbrook Secondary Plan and the recommendations of the Binbrook Village Transportation Master Plan, the Class EA will identify the lands required for road allowance widening purposes and the detailed roadway design, in order that the City can acquire the lands through dedication as a condition for development approval at such time that the lands are developed.

The Binbrook Village Transportation Master Plan is complete and ready to be filed on the public record for a 30-day review. Upon approval of this Class EA and subject to comments received during the review, Staff will proceed with the implementation of the preferred alternatives, and the further planning work for the Schedule C projects.

**BACKGROUND:**

The recommendations within this report primarily affect Ward 11 with City wide implications.

The Binbrook Village Secondary Plan (Amendment No 27 to the Official Plan of the Township of Glanbrook) was adopted by the former Township of Glanbrook on December 20, 1999, and the former Region of Hamilton–Wentworth on February 23, 2000. It establishes detailed policies and land-use planning including road patterns to guide future development in the urban settlement area of Binbrook Village. It contains the development principles, objectives and policies for Binbrook Village, and addresses the land-use, infrastructure and servicing issues, transportation issues, environmental issues and implementation. The Master Plan is based on a review and analysis of policies of the Township of Glanbrook and Hamilton–Wentworth Official Plans, and land-use planning policies of the Province of Ontario, as well as existing conditions in the Binbrook Village.

The lands subject to the Binbrook Village Secondary Plan are located in the eastern part of the former Township of Glanbrook (now City of Hamilton) and emanate from the
intersection of Highway 56 and Binbrook Road. The Binbrook Village consists of approximately 360 ha, and will support approximately 5,630 residential units and a population of about 14,740 people. The land is designated as follows: 192 ha residential, 35 ha open spaces, 12 ha institutional, 43 ha commercial, 7 ha storm water management facilities and 71 ha for roadways.

The purpose of the Binbrook Village Transportation Master Plan and the Binbrook Urban Design Guidelines is to implement the policies of the Binbrook Village Secondary Plan including the approved land-use plan and development phasing, through the Planning Act and the Environmental Assessment Act. The Planning Guidelines and Class EA was initiated in 2002 concurrently to review the transportation impacts and roadway transportation requirements resulting from the planned growth in Binbrook and to establish the guidelines for the physical appearance of building and public spaces within the community core. It is intended also to guide the orderly, long term development of the transportation system and integrate the transportation system with the Urban design issues and maintain the village-like character of the Binbrook community in an effective and economic manner.

The roadway and key intersections in this Class EA Transportation Master Plan and the guidelines to specifically address the design of the public realm, streetscape and the built form and character of private development is listed below. Others key issues include truck traffic in Binbrook, parking, trails and bikeways.

Roadway:

- Regional Road 56 (North limits of the community core limits).
- Regional Road 56 (In the community core to the Binbrook South limits).
- Binbrook Road (In the community core).
- Binbrook Road (Community core west limits to Fletcher road).
- Community core by pass (Regional Road 56 to Binbrook Road).
- All other collector streets.

Key Intersections:

- Regional Road 56 and Community core by pass.
- Regional Road 56 and Binbrook Road.
- Binbrook Road and Community core by pass.

Urban Design Guidelines:

- The character of Binbrook Village in its historical and present day context
- Key urban design principles
- Heritage design
- Streetscape design
- Architectural design
- Public space design
- Community core design
- Gateway design at entrances into the community core and
- Parking design.
The Binbrook Village Transportation Master Plan has been completed in accordance with Section A.2.7 Master Plans of the Class EA. The City is required to file the report on the public record and it is recommended that it be filed for a minimum of 30-day review period. Subject to Council’s approval of this Class EA and comments received during the review period, the City will proceed with the implementation phase of the preferred alternatives for Schedule A and B projects.

Public Consultation

A Summary of the public comments and responses are included in the Project File Report. All comments received were addressed in the study. Newspaper notices were published in the Hamilton Spectator, Glanbrook Gazette, and the City Connections, to notify of the public meetings in advance. Three public meetings were held to present the project. The first presentation and open house was held on June 7, 2002, to review the study scope, objectives, process, and schedule along with the existing and future transportation needs and environmental considerations in the Binbrook Secondary Plan area. Twenty-three (23) people were in attendance. The second open house was held on October 24, 2002, with seventy-five (75) people in attendance to review the work plan, schedule, existing and future transportation deficiencies, Binbrook Village Urban Design Guidelines, and the transportation and urban design alternatives. The third open house was held on May 8, 2003, to review the identified options and the preferred solutions, fifty-eight (58) people were in attendance.

Analysis of Alternatives

Alternative Solutions

The Class EA process requires that all reasonable and feasible alternatives be considered to address the problems and opportunity. The following preferred alternatives are outlined for the Binbrook Village Transportation Master Plan:

Do Nothing:

No improvements to the existing roadways and transportation systems would be done. The do nothing alternative represents what will likely occur if none of the alternatives were implemented. As doing nothing would not implement the secondary plan, it is not recommended.

Preferred Roadway Alternative Solutions:

The preferred alternatives for the Schedule C projects, Binbrook Road and Regional Road 56 as outlined in the Project File Report.

Truck Traffic

The issue of truck traffic along Regional Road 56 was reviewed as part of this Master Plan as concerns had been raised about truck volumes. Truck traffic volumes will likely remain constant until such time that transportation improvements outside Binbrook are made (i.e. Red Hill Creek Expressway, Niagara-GTA corridor). In addition, implementation of transportation alternatives that will introduce speed calming and other features that discourage a high volume of through truck traffic would attract unfavourable response from the trucking industry. Changes in truck regulations or restrictions of trucks on Regional Road 56 would have a negative impact on the trucking industry.
and service to industry, given their strategic importance as an employment base in Hamilton. Therefore, no changes or trucking restrictions are recommended at this time, but continual monitoring is recommended on Regional Road 56, including compliance with the posted speed limit and the traffic signal at Regional Road 56 and Binbrook Road by the City.

**Trails and Bikeways**

An enhanced comprehensive and interconnected system of trails (off-road) and bikeways (on-road) were developed throughout the Binbrook area (see attached map) in order to create an “active living” community. Given the location of community features such as schools, parklands, arena, commercial and employment areas, enhancements to the cycling and trail network has been integrated into all roadway alternatives, including open space linkages.

**Traffic Calming and Parking**

Other features such as Traffic calming (i.e. modern roundabout proposed at Binbrook Road and the Community Collector, raised median island along Regional Road 56 and in the vicinity of the intersection of Binbrook Road and Regional Road 56), pedestrian and bicycle friendly features have been integrated into the design of the residential neighbourhood. Parking in the community core to ensure the competitiveness and vibrancy of the community core was provided for, through on-street parking and off street parking lots. City staff will be responsible for the implementation of the parking policies and guidelines.

**Municipal Class EA Schedule**

Regional Road 56 and Binbrook Road recommended alternatives are Schedule C projects under the Municipal Class EA, while the new roads (i.e., the community collector road and other collector and local roads) and traffic calming features within the future development areas adjacent to Regional Road 56 or Binbrook Road are Schedule B projects (identified through the Master Plan) and can be approved in accordance with the Planning Act through plans of subdivision.

**Implementation Plan**

Implementation of the Binbrook Village Transportation Master Plan is subject to receiving all necessary approvals, funding and schedules for the other Municipal Services (sanitary, storm water and water services), and funding for streetscaping.

The estimated cost to reconstruct Regional Road 56 from its present configuration to the preferred alternative, including storm sewers, street lighting, sidewalks and traffic signals at the intersection with Community Collector Road and the intersection with Binbrook Road, but do not include streetscaping, is $9.1 M (2004 Dollars). Similarly, the estimated cost to reconstruct Binbrook Road is $10.2 M (2004 Dollars) along with the modern roundabout at the intersection with the community collector road. These amounts are consistent with the estimates in the DC Study (using 2004 dollars) and will be updated through the Schedule “C” Planning process and the project tendering at construction.

It is recommended that the City proceed to Phases 3 and 4 of the Municipal Class EA for Binbrook Road and Regional Road 56 within the Binbrook Settlement Area. In order
to identify the lands required for road allowance widening purposes and address the
detailed design of the roadway, in accordance with Binbrook Secondary Plan and the
recommendations of the Binbrook Village Transportation Master Plan, in order that the
City can acquire the lands through dedication as a condition for development approval
at such time that the lands are required for development.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial

The Class EA studies of the four (4) Schedule C EA projects identified in the Binbrook
Village Transportation Master Plan (Binbrook Road and Regional Road 56 are broken
into two sections each) are estimated to cost approximately $100,000 for each of the
Class EA studies (total $400,000). The projects, Binbrook Road (East and West of
Regional Road 56), Binbrook Road (Fletchers Road to 0.3 km west of Regional Road
56), Regional Road 56 (Community Core to North limits) and Regional Road 56
(Community Core to South limits), have been identified in the development charges
study and are eligible for funding from DCs, subject to availability. Implementation of
the projects will be done through capital funding (non-growth portion), and development
charges funding (growth portion), after the completion of the Schedule C EA’s. An
estimate of construction costs is shown:

Binbrook Road – East of Binbrook Village to Fletchers Road - Identified as between
71% growth-related (71% eligible for DC funding) and 85% of the capital costs are
growth-related. The total estimated value for the preferred Binbrook Road works is
$10.2 M (2004 Dollars), including storm sewers, street lighting and sidewalks, but not
including streetscaping.

Reg Rd 56 - North Limits of Binbrook Village to South Limits - 86% of the capital costs
are growth-related. The total estimated value for the preferred Regional Road 56 works
is $9.1 M (2004 Dollars), including storm sewers, street lighting and sidewalks, but not
including streetscaping. The following table summarizes the financial implications:

<table>
<thead>
<tr>
<th>Table - Estimated Project Costs of Schedule C EA Projects</th>
</tr>
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<tbody>
<tr>
<td>Project Name</td>
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<tr>
<td>Schedule C Class EA Studies</td>
</tr>
<tr>
<td>Binbrook Rd - east of Hwy 56 to Fletchers Rd</td>
</tr>
<tr>
<td>Hwy 56 - Community Core to South Limits</td>
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* Funding shares are approximates

POLICIES AFFECTING PROPOSAL:

The recommendations in the Binbrook Village Transportation Master Plan are
consistent with the Regional Official Plan, Township of Glanbrook Official Plan and will
not alter or contravene any City policy.
CONSULTATION WITH RELEVANT DEPARTMENTS/AGENCIES:

Outside Agencies - The project commencement and public meeting notices were circulated to approximately 31 government, utility, and environmental agencies (i.e. Hamilton and Niagara Conservation Authority, Ministry of Transportation, Hamilton Hydro, Bell Canada, Mountain Cablevision, Union Gas, Binbrook Baptist Church, etc).

City of Hamilton Staff - The following Departments were consulted on this project:

- Hamilton Emergency Services - Fire, Ambulance and Police,
- Public Works Department - Operations & Maintenance -Traffic Engineering & Operations, Capital Planning & Implementation, Transit
- Corporate Services, Budget and Finance.

CITY STRATEGIC COMMITMENT:

The Binbrook Village Transportation Master Plan Class EA is consistent with Council’s Mission, Vision, Values, and Goals, and the Vision 2020 Sustainable Plan. The Binbrook Village Transportation Master Plan implements Council policy of promoting a balanced transportation system. Each alternative has been thoroughly evaluated and the preferred alternative selected using sustainable planning principles. This satisfies the goals in the following ways:

Health Impacts - Providing safe and effective transportation network is a priority in planning this project. The integration of Trails and Bikeways in the Master Plan to create an “active living” community promotes good health and wellness in the community.

Social Impacts - The proposed Binbrook Village Transportation Master Plan will improve the aesthetics of the community and maintain the Village character and Heritage features of the community.

Environmental Impacts - This proposal will encourage the use of several modes of transportation including pedestrians and bicycles that are less polluting than automobiles.
SUBJECT: Binbrook Village Transportation Master Plan
Municipal Class Environmental Assessment (PW05047) - (Page 9 of 9)

Approved Open Space Linkages and Bikeways in the Binbroook Village Secondary Plan

- Proposed Collector Road with On-Road Bikeways (20 to 36 m wide R.O.W.)
- Arterial Road with On-road Bikeways where feasible and warranted (26 to 36 m wide R.O.W.)
- Open Space Multi-use Trail Linkage

Location Map
April 2005
Map Not to Scale