TO: Chair and Members Planning Committee
WARD(S) AFFECTED: WARD 11

COMMITTEE DATE: September 4, 2013

SUBJECT/REPORT NO:
Red Hill Business Park South Transportation Master Plan Addendum (PED13146) (Ward 11)

SUBMITTED BY:
Tim McCabe
General Manager
Planning and Economic Development Department

PREPARED BY:
Diana Morreale (905) 546-2424 Ext. 4101

RECOMMENDATION

(a) That the Red Hill Business Park South Transportation Master Plan Addendum recommendations and projects listed in Report PED13146 be endorsed;

(b) That the General Manager, Planning and Economic Development Department, be authorized and directed to file the Red Hill Business Park South Transportation Master Plan Addendum for public review for a minimum period of thirty (30) days;

(c) That subject to finalization of the thirty (30) day review period, the General Manager, Planning and Economic Development Department, be authorized and directed to proceed with the remaining Class Environmental Assessment (EA) process, design and implementation for the following projects:

(i) Twenty Road from Dartnall Road to Glover Road (Schedule B);
(ii) Twenty Road extension from Glover Road to Trinity Church Arterial Road and the associated southerly extension of the Trinity Church Arterial Road to meet Twenty Road (Schedule C); and,

OUR Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
OUR Mission: WE provide quality public service that contribute to a healthy, safe and prosperous community, in a sustainable manner.
OUR Values: Accountability, Cost Consciousness, Equity, Excellence, Honesty, Innovation, Leadership, Respect and Teamwork
EXECUTIVE SUMMARY

Improving Hamilton’s transportation system is a contributing factor to the economic vitality and competitive advantage of our City. In an effort to spur industrial development and make available “shovel ready lands”, the City of Hamilton undertook the North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan (2006) to identify a road network that complements and supports the approved land uses identified in the Secondary Plan for the area. Since the completion of the Master Plan the Business Park has been renamed the Red Hill Business Park South (RHBPS).

Access to the park and servicing had been a critical hurdle to development and it was predicted that development would start to progress once those factors were addressed. With completion of the Red Hill Valley Parkway, RHBPS is now five (5) minutes from the Queen Elizabeth Way and seven (7) minutes from Highway 403 in Ancaster. In addition, the City of Hamilton is in the process of extending services (watermains, sewers, storm ponds, etc.) to the Business Park. As a result, with the completion of major transportation projects and extension of services there has been notable uptake in development interest in the Business Park.

Within the Business Park, the development of the lands south of Twenty Road between the future Dartnall Road Extension and Glover Road changes the opportunities for a planned road south of Twenty Road connecting the future Dartnall Road to the Trinity Church Arterial Road extension (i.e. the construction of the Maple Leaf Foods plant physically precludes the ability to construct a road in this area). With elimination of the proposed southerly east-west road it is necessary to re-evaluate the Twenty Road realignment. The study area for the Transportation Master Plan (TMP) Addendum is the Business Park boundaries as shown in Appendix “A”.

Prior to the commencement of the TMP Addendum a petition was received by the City’s Planning Committee on November 8, 2011. The petition was signed by residents of the residential area along Glover Road south of the Business Park and requested that the City construct a cul-de-sac between 580 Glover Road and the Business Park (with reference to the Maple Leaf Foods development south of Twenty Road).

The objectives of the study were to:

- Identify alignment alternatives for Twenty Road between of Dartnall Road and the Trinity Church Arterial Road; and,

- Identify functional alternatives for Glover Road north of Dickenson Road East.
The Addendum is recommended for filing on the public record and, subject to Council approval of Capital Budget construction costs and any comments received, authorizing staff to proceed:

(i) Twenty Road from Dartnall Road to Glover Road (Schedule B);
(ii) Twenty Road extension from Glover Road to Trinity Church Arterial Road and the associated southerly extension of the Trinity Church Arterial Road to meet Twenty Road (Schedule C); and,
(iii) Glover Road traffic island (Schedule A+).

**FINANCIAL / STAFFING / LEGAL IMPLICATIONS**

**Financial:** The implementation of the preferred Twenty Road alternative (from Glover Road to the Trinity Church Arterial Road) will be 100% funded through development charges. The implementation of the traffic island at Glover Road will be funded through the levy. The additional Class EA work (Schedule C) will also be funded through development charges.

**Staffing:** N/A

**Legal:** Municipal undertakings such as road improvements are subject to Ontario's Environmental Assessment Act and the Class EA process of the Municipal Engineers Association Municipal Class Environmental Assessment document (June 2000, as amended in 2007 and 2011). The Project File Report for this Class EA has been completed. The City is required to file the report on the public record for a minimum thirty day review period. Subject to comments received, the City will proceed with the implementation phase for the preferred alternatives identified in the Addendum.

**HISTORICAL BACKGROUND**

The intent of the Addendum is to ensure that preferred road alignments will be in keeping with on-going and anticipated development occurring within the Business Park. Based on recent developments within the RHBPS, there appears to be market demand for larger parcels of industrial land. As a result, the road network within the RHBPS should provide the flexibility for larger development.

In addition, feedback from local residents has identified the need to review the function of Glover Road as it transitions from the industrial area into the rural residential area north of Dickenson Road East. As part of the TMP Addendum, a traffic analysis update has been completed to reflect recent developments and road network refinements since the 2006 NGIBP TMP. Findings from this traffic analysis have helped in the evaluation of alternatives.
1. EXISTING CONDITIONS

(a) Natural Environment
As part of the TMP Addendum the existing conditions have been reviewed and updated with particular focus on the areas of roadway alternatives. The majority of the study area falls within the Hannon Creek Subwatershed, and part of the south-west and south-east corners of the study area fall within the Twenty Mile Creek Subwatershed. There are karst features in the Hannon Creek Subwatershed. These features are in the form of “fissures” in the ground that provide drainage to the groundwater system. Most of the significant karst features are on the west side of the watershed and there are no observed or expected karsts in the vicinity of the road alternatives addressed in the TMP Addendum.

Within the study area, terrestrial habitat is primarily limited to cultivated fields and other highly modified vegetation communities (i.e., cultural meadow and cultural thickets). Two small wetland features (just north and south of Twenty Road East) have been mapped as part of the Natural Heritage System (NHS) and included as Key Natural Heritage and Key Hydrologic Feature Wetlands on Schedule B-4 of the Urban Hamilton Official Plan. An additional meadow marsh/cultural meadow/cultural thicket community (not currently mapped as part of the NHS) occurs immediately east of the current terminus of Twenty Road East. According to Schedule B-2 of the Urban Hamilton Official Plan, there are no Significant Woodlands mapped within the study area.

Although the study area has been highly modified and degraded by human impact on the natural environment, potential habitat for several species at risk (SAR) remains. There are seven species that could potentially occur within the vicinity of the proposed road alignments and, therefore, could potentially be affected. The seven species identified are Barn Swallow, Bobolink, Eastern Meadowlark, Yellow-breasted Chat, Milksnake, Eastern Ribbonsnake, Monarch, and American Badger. The SAR work for the TMP Addendum was a preliminary screening and any future design phases for road alignments will require further field work and habitat assessment.

(b) Land Use
The existing development remains relatively sparse and is a mix of industrial, agricultural and residential land uses although all land within the park is currently zoned as industrial or commercial. Notable developments since 2006 include:

- Canada Bread (opened in 2011): 385,000 square foot bakery.
- Maple Leaf Foods (under construction, scheduled to open in December 2013): 500,000 square foot food processing operation.
- Navistar (under construction): 250,000 square foot automotive parts distribution centre located south of Twenty Road and east of Glover Road bordering the south boundary of the Business Park.
(c) Road Network
The existing road network within and adjacent to the Red Hill Business Park South is generally comprised of two lane and four lane arterial and collector roadways. The roads, listed below, all provide direct or indirect access to the Business Park.

<table>
<thead>
<tr>
<th>Two Lane Roads (East-West)</th>
<th>Type</th>
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<tbody>
<tr>
<td>Stone Church Road</td>
<td>arterial</td>
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<tr>
<td>Rymal Road</td>
<td>arterial</td>
</tr>
<tr>
<td>Twenty Road</td>
<td>collector</td>
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<tr>
<td>Golf Club Road</td>
<td>collector</td>
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<tr>
<td>Dickenson Road</td>
<td>collector</td>
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<th>Two Lane Roads (North-South)</th>
<th>Type</th>
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<tbody>
<tr>
<td>Miles Road</td>
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</tr>
<tr>
<td>Nebo Road (Rymal Road to Dickenson Road)</td>
<td>collector</td>
</tr>
<tr>
<td>Dartnall Road (Lincoln Alexander Parkway to Rymal Road to south terminus)</td>
<td>arterial</td>
</tr>
<tr>
<td>Glover Road</td>
<td>collector</td>
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<tr>
<td>Pritchard Road</td>
<td>collector</td>
</tr>
<tr>
<td>Trinity Church Road</td>
<td>collector</td>
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<tr>
<td>Upper Mount Albion Road</td>
<td>arterial</td>
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<th>Four Lane Roads (East-West)</th>
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<tbody>
<tr>
<td>Lincoln Alexander Parkway (to Mud Street Extension and the Red Hill Valley Parkway)</td>
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<tr>
<td>Mud Street</td>
<td>arterial</td>
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<tr>
<th>Four Lane Roads (North-South)</th>
<th>Type</th>
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<tbody>
<tr>
<td>Upper Gage Avenue</td>
<td>collector</td>
</tr>
<tr>
<td>Upper Ottawa Street</td>
<td>arterial</td>
</tr>
<tr>
<td>Nebo Road (Stone Church Road to Rymal Road)</td>
<td>collector</td>
</tr>
</tbody>
</table>

(d) Traffic Conditions
Traffic forecasts were updated in this study from a base year of 2005 to 2011 to reflect the actual growth that has occurred in the area. Updated turning movement counts are included in Appendix “C”. In response to feedback from the community about increased truck traffic, additional traffic counts were also completed along Glover Road in September 2012. No notable differences in the AM and PM peak traffic volumes or the 24 hour traffic volume were observed compared to the existing traffic information presented in Appendix “C”. The findings of the additional traffic count are consistent with the results of traffic counts conducted previously for Glover Road.
2. TRANSPORTATION ALTERNATIVES

(i) Twenty Road Alignments
The transportation network identified in the 2006 Transportation Master Plan (TMP) identifies two east-west roads – a realigned Twenty Road from the future Dartnall Road Extension to Trinity Church Road and a road south of Twenty Road between the Dartnall Road Extension and Trinity Church Arterial Road. However, a road south of Twenty Road became infeasible when Maple Leaf Foods decided to locate a major food processing facility there. Given the land use development within the study area, two alternatives (see Appendix “E”) have been identified and are discussed in detail in the Analysis/Rational for Recommendation section of this Report.

(ii) Glover Road
Glover Road transitions from a two lane urban road in the industrial area to a two lane rural road with ditches in the rural residential area. Local residents have expressed concern regarding traffic related impacts associated with the development of the Business Park. Specifically, they are concerned with increased truck traffic (see Appendix “F”). As a result, alternatives (see Appendix “E”) have been developed to address those concerns. Three alternatives have been identified and are discussed in detail in the Analysis/Rational for Recommendation section of this Report.

POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS

City of Hamilton – Strategic Plan
The RHBPS TMP Addendum complies with the City of Hamilton’s Strategic Plan. With its implementation it will promote growth of the non-residential tax base.

City Wide Transportation Master Plan
The RHBPS TMP Addendum complies with the objectives of the Hamilton TMP as it supports our community’s economic development and allows for the efficiency of goods movement to, from, and within the City.

RELEVANT CONSULTATION

As required under the Municipal Class EA, affected members of the public, agencies, and stakeholders were consulted throughout the planning process for the TMP Addendum. A list of regulatory agencies thought to be possibly affected or interested in the project was compiled. The list included First Nations, Provincial Ministries, Federal Departments, and local Conversation Authorities (see Appendix D). Potentially interested aboriginal community and organization representatives were sent notifications regarding the study commencement on March 15, 2012 and the Public Information Centre on June 12, 2012.
Two public consultation events were held as part of the TMP Addendum study. The first Public Information Centre (PIC) was held on June 25, 2012. The public was notified of the Study Commencement and PIC via newspaper notices published in the Hamilton Spectator, the Mountain News, and the Glanbrook Gazette. In addition, notification letters were distributed by direct mail and email to stakeholders and local residents. The purpose of the PIC was to provide the public and interested stakeholders with an opportunity to review the alternatives for Twenty Road and Glover Road, along with the evaluation of alternatives and recommended alternative for Twenty Road. In total, 62 people signed in at the PIC. Attendees included local residents, adjacent property owners, and the local City Councillor (Ward 11).

The following summarizes the common verbal and written comments received at the PIC:

- Preference for Glover Road Alternative 1 (keep open with transition and signs).
- Preference for Glover Road Alternative 2 (back-to-back cul-de-sacs).
- Concerns regarding traffic and truck traffic within and near the Business Park along Nebo Road, Glover Road and Trinity Church Road.
- Desire to see more speed and truck route enforcement within and near the Business Park.
- Questions regarding future plans at intersections (e.g. design, signs, signalization).
- Questions regarding timing for road works (e.g. Dartnell Road Extension, Trinity Church Arterial Road).
- Questions regarding the approved Trinity Church Arterial Road and associated impacts and mitigation (e.g. berm or wall by residents along Trinity Church Road).

The second public consultation event was a Glover Road Public Meeting that was held on December 4, 2012. Prior to the commencement of the TMP Addendum a petition was received by the City's Planning Committee on November 8, 2011. The petition was signed by residents of the residential area along Glover Road south of the Business Park and requested that the City construct a cul-de-sac between 580 Glover Road and the Business Park (with reference to the Maple Leaf Foods development south of Twenty Road). The evaluation of alternatives (as described in detail in the Analysis/Rational for Recommendation section of this Report) was presented, reviewed and discussed at the Glover Road Public Meeting on December 4, 2012. Notification letters regarding the Glover Road Public Meeting were sent via direct mail and email. The purpose of the meeting was to provide Glover residents with an opportunity to review the evaluation of alternatives for Glover Road. In total, 28 people signed in at the meeting. Attendees included local residents, adjacent property owners,
and the local City Councillor (Ward 11). The majority of attendees (~85%) were residents of Glover Road.

The following summarizes the common verbal and written comments received at the meeting:

- Preference for cul-de-sacs (Alternative 2).

- Preference for traffic island (Alternative 3) unless it impedes services in which case the preference is to do nothing (Alternative 1).

- Suggestion that consideration should be given to a cul-de-sac at Dickenson Road and Glover Road.

- Concerns regarding traffic and other impacts (e.g. noise, garbage, tree removal, changes to property value) associated with the Business Park.

- Desire for services (e.g. snow removal, garbage removal, school buses, emergency services) to be maintained.

- Suggestion that if a traffic island is created it should be highly visible.

- Desire for street lights to be added to Glover Road.

In addition to the public consultation events, study materials were made available online at: www.hamilton.ca/redhilltmpaddendum.

**ANALYSIS / RATIONALE FOR RECOMMENDATION**

The Addendum followed the approved environmental planning process for Master Plans under the *Municipal Class Environmental Assessment* (Municipal Engineers Association, 2000 as amended in 2007 and 2011) and fulfils the requirements for Schedule B Projects and outlines additional work that is required for the Schedule C Projects that are identified.

In accordance with the Municipal Class EA, municipal road projects are categorized as Schedule A, A+, B or C projects. Schedule A and A+ projects are pre-approved and do not require a formal EA process (A+ requires public advisement prior to implementation of project). Schedule B projects must complete a screening process comprising of the first two (2) phases of the Class EA planning and design process and Schedule C projects must complete all four (4) phases of the process.
Phase 1 – Problem or Opportunity
The first phase of the Class EA process is to develop a Problem or Opportunity Statement, and for the Addendum the following has been developed:

The form of the industrial development occurring within the RHBPS warrants a review of the:

- The alignment of Twenty Road as identified in the NGIBP Transportation Master Plan (TMP); and,
- The location of the intersection of the future Trinity Church Arterial Road, as identified in the Trinity Church Road Corridor Class Environmental Assessment Report, with the Twenty Road extension.

The intent of the review is to ensure that road alignments are proposed which will be in keeping with on-going and anticipated development within the Business Park. Based on recent developments within the RHBPS, there appears to be market demand for larger parcels of industrial land. As a result, the road network within the RHBPS should provide the flexibility for larger development.

In addition, feedback from local residents has identified the need to review the function of Glover Road as it transitions from the industrial area into the rural residential area north of Dickenson Road East. In that respect, the Problem and Opportunity statement was expanded to include a detailed assessment of this issue.

Phase 2 – Alternative Solutions
In order to address the problem statement, the second phase of the Class EA process involves the identification and evaluation of all reasonable and feasible alternatives to address the problem. In addition, a general inventory of the natural, social, cultural and economic environments is undertaken, potential environmental impacts identified and a set of evaluation criteria is developed. The criteria is then used to evaluate the alternative solutions and develop a preferred solution, or set of solutions, to address the problem. The alternatives for Twenty Road and Glover Road are shown in Appendix “E”

Two (2) alternatives were identified for Twenty Road:

**Twenty Road: Alternative 1 (Alignment as recommended in the 2006 TMP)**
- Alignment of Twenty Road to swing to the north between the future Dartnall Road Extension and Glover Road and then continue on a straight line to connect with the future Trinity Church Arterial Road.

**Twenty Road: Alternative 2 (Extend existing road allowance directly east to the future Trinity Church Arterial Road)**
- Alignment of Twenty Road to extend directly east from the existing right-of-way and intersect with a southerly extension of the future Trinity Church Arterial Road.
Three (3) alternatives were identified for Glover Road:

**Glover Road: Alternative 1 (Do nothing – with appropriate traffic signs)**
- No change to the existing condition traffic operations on Glover Road north of Dickenson Road East. Addition of appropriately placed traffic signs to discourage truck traffic in the Glover Road residential area.

**Glover Road: Alternative 2 (Cul-de-sacs on Glover Road north of Dickenson Road East)**
- Creation of cul-de-sacs on Glover Road to separate the Business Park and Glover Road residential area.

**Glover Road: Alternative 3 (Traffic island on Glover Road north of Dickenson Road East – with appropriate traffic signs)**
- Installation of a traffic island at the transition between the Business Park and Glover Road residential area to discourage truck traffic in the residential area. Addition of appropriately placed traffic signs to discourage truck traffic within the Glover Road residential area.

Based on the assessment and evaluation of alternatives, Twenty Road Alternative 2 and Glover Road Alternative 3 were identified as the technically preferred alternative.

The Transportation Master Plan Addendum completes Phases 1 and 2 of the Municipal Class Environmental Assessment (Class EA) process for the road works addressed in this Report. The Class EA Schedules for proposed works identified in this TMP Addendum are as follows:

- Schedule C - Twenty Road from Glover Road to the Trinity Church Arterial Road and the associated southerly extension of the Trinity Church Arterial Road to meet Twenty Road;
- Schedule B - Twenty Road from Dartnall Road to Glover Road; and,
- Schedule A+ - Glover Road traffic island.

**ALTERNATIVES FOR CONSIDERATION**

There are two (2) alternatives for Council to consider with respect to the recommendations of this Report:

1. To not file the Red Hill Business Park South Transportation Master Plan Addendum on public record for a minimum of thirty (30) day review period.

The outcome of this would result in not implementing any of the recommended changes to the approved road network (i.e. to Twenty Road and Glover Road). This would
impact the ability of the City to implement an appropriate arterial/collector road network to support continued development of the park.

2. To approve the recommendations of this Report with a modification to the preferred Glover Road alternative; instead recommending the inclusion of dual cul-de-sacs as the preferred alternative.

This alternative is not supported by staff because the traffic analysis completed for the TMP Addendum determined that even by 2031, the traffic volumes along Glover Road within the residential area north of Dickenson Road are anticipated to remain well below typical volumes for a collector road. Although cul-de-sacs would reduce traffic within the residential area, there are a number of adverse impacts anticipated. In particular, a reduction in emergency service response time (i.e. by 3-5 minutes for Fire response), anticipated reduction to the response time for winter road maintenance, in addition to land requirements needed to construct the cul-de-sacs. Residents living near the cul-de-sacs may also experience some nuisance effects (i.e. noise) associated with vehicles turning around at the cul-de-sacs.

Staff is in agreement with the recommendations of the Report that the use of Glover Road by non-local traffic will likely be discouraged both by the road narrowing through the construction of a traffic island that will establish a transition from the industrial to the residential area as well as through the addition of appropriately placed traffic signs.

If Council wishes to install cul-de-sacs on Glover Road it will cost approximately $400,000 for land and Capital construction. Whereas the construction of traffic island with appropriate traffic signs would be significantly less. This cost for either approach is not recoverable from development charges and would have to be funded from the levy or elsewhere.

The two (2) alternatives listed above are not desirable and staff recommend that Council endorse the TMP Addendum as illustrated in Appendix “G” of this Report.

**ALIGNMENT TO THE 2012 – 2015 STRATEGIC PLAN:**

**Strategic Priority #1**
A Prosperous & Healthy Community

*WE enhance our image, economy and well-being by demonstrating that Hamilton is a great place to live, work, play and learn.*

**Strategic Objective**
1.1 Continue to grow the non-residential tax base.
1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
APPENDICES / SCHEDULES

Appendix "A" - Red Hill Business Park South TMP Addendum
Appendix "B" - Existing Conditions
Appendix "C" - Existing AM (PM) Peak Hour Traffic Volumes/Turning Movements
Appendix "D" - Stakeholder and Agency List
Appendix "E" - Alternatives
Appendix "F" - Staff Report Petition Request for Glover Road
Appendix "G" - Preferred Transportation Network

:DTM
Appendix "D" to Report PED13146 Stakeholder and Agency List

Agency/Stakeholder:

- Hamilton Conservation Authority (HCA)
- Niagara Peninsula Conservation Authority
- Ministry of Natural Resources (MNR)
- Hamilton Fire
- Hamilton Police Service
- Hamilton Emergency Medical Services

Aboriginal Consultation:

- Métis Nation of Ontario
- Six Nations of the Grand River Territory First Nation Elected Chief and Council
- Mississaugas of New Credit First Nation
- Huron-Wendat Nation Council
- Council of Ontario Chiefs
- Haudenosaunee Resource Centre
- Hamilton Regional Indian Centre
- Ontario Federation of Indian Friendship
Appendix “E” - Alternatives

TWENTY ROAD ALTERNATIVE 1
TWENTY ROAD ALTERNATIVE 2

Legend

Arterial
Collector
Arterial Road
(Protected for 4 lanes)
Study Area
Potential Transit Hub
Installation of appropriately placed traffic signs
GLOVER ROAD ALTERNATIVE 3

Glover Road Traffic Island would be located near or just south of the business park boundary.

Exact location and design to be determined during Detail Design.
Council Direction:

At the November 8, 2011, Planning Committee meeting, a petition was received from the residents of Glover Road requesting the installation of a cul-de-sac north of 580 Glover Road. Staff were directed to report back to Public Works Committee.

Information:

At the Planning Committee meeting on November 8, 2011, Report PED11199 - Housekeeping Amendments, was presented. Included in the amendment report was an application by Maple Leaf Foods. A resident petition was received at the meeting requesting the City construct a cul-de-sac design on Glover Road between 580 Glover Road and the new Maple Leaf Foods site (refer to Appendix A). This location is the point where the residential enclave transitions to the business park lands to the north. The residents expressed concern regarding traffic and safety. The petition includes signatures of residents between 580 Glover Road and Dickinson Road to the south. Currently, Glover Road is a through road between Rymal Road and Dickinson Road. A cul-de-sac design would create two ‘dead end’ roadways, one providing business park access south of Twenty Road and the other providing residential access north of Dickinson Road.

The City is currently preparing an Addendum to the 2006 North Glanbrook Industrial Business Park Transportation Master Plan (now known as the Redhill Industrial Business Park). When staff became aware of the resident petition, the scope of the Addendum was revised to include the cul-de-sac option. Impacts, if any, the closure of Glover Road would create will be identified in the context of Glover Road and also the adjacent road network. We are expecting the report to be submitted in June.
SUBJECT: Petition for Cul-de-Sac North of 580 Glover Road  
(PW12021) - (Ward 11) - Page 2 of 2

In the interim meetings have been scheduled with EMS, Fire and Operations & Waste Management staff to consider impacts to those services should a cul-de-sac design be considered. Once staff has an opportunity to review the findings of the report, we will discuss the proposal with the Ward Councillor. We anticipate a response back to Committee by the end of 2012. The reconstruction of Glover Road, within the Redhill Industrial Business Park limits, is scheduled to commence in 2012, any required work will be coordinated with this work.
Petition for Cul-de-Sacs north of 580 Glover Road
INFORMATION REPORT

TO: Chair and Members
Public Works Committee

WARD(S) AFFECTED: WARD 11

COMMITTEE DATE: November 19, 2012

SUBJECT/REPORT NO:
Petition Request to City of Hamilton and Maple Leaf Foods Requesting a Cul-de-Sac North of 580 Glover Road (PW12021a) - (Ward 11)

SUBMITTED BY:
John Mater, C.E.T.
Acting General Manager
Public Works Department

PREPARED BY:
Leanne Cunliffe
(905) 546-2424, Extension 5925

SIGNATURE:

Council Direction:

At the November 8th, 2011 Planning Committee meeting, a Petition was received from the residents of Glover Road requesting the installation of a cul-de-sac north of no. 580 Glover Road. The Petition related to Report PED11199 - Housekeeping Amendments, Maple Leaf Foods on Glover Road. Staff was directed to report back to Public Works Committee.

Information:

In a report to Committee and Council on April 11, 2012, staff advised that the analysis required to address the Petition from the residents of Glover Road at the south limits of the Red Hill Business Park South (RHBPS) lands would be included in the Transportation Master Plan Addendum for the Business Park under the direction of Planning and Economic Development. Subsequent to that report a public information session was held on June 25th, 2012 as well as meetings with EMS, Development Engineering, and Operations and Waste Management staff to discuss road closure options and cross-section design alternatives to physically address the residents' concerns. Evaluation of the proposed alternatives has been based on various criteria including social effects, road maintenance, EMS response times, land requirements, and financial impacts.

A second public information centre is scheduled for late November to present the results of additional analysis of the Glover Road alternatives. The final report will be authored by Planning and Economic Development staff and will recommend preferred alternatives for the overall Park Road network, including Glover Road. That document will be presented to Planning Committee and Council in the first or second quarter of 2013.
Appendix "G" to Report PED13146 (Page 1 of 1)

Appendix "G" - Preferred Transportation Network

Twenty Road Extension east to the Trinity Church Arterial Road Corridor.

Intersection configuration to be determined during Detail Design.

Glover Road Traffic Island located near or just south of the business park boundary.

Exact location and design to be determined during Detail Design.