SUBJECT: Stoney Creek Urban Boundary Expansion (SCUBE), Transportation Master Plan - (PW08114) - (Ward 10 & 11)

RECOMMENDATION:

(a) That the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan be endorsed;

(b) That the General Manager, Public Works, be authorized and directed to file the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan with the Municipal Clerk for a minimum thirty day public review period;

(c) That upon completion of the thirty day public review period, the General Manager, Public Works, be authorized and directed to program and include the recommended projects/studies in the capital budget for future years, save and except for the study for the inter-regional, multi-modal transportation terminal proposed at the south west quadrant of Fifty Road and South Service Road in Stoney Creek which is identified as the top priority project recognizing that there are active applications with the City for the development of these lands and is to begin immediately following the 30 day review period;

Scott Stewart, C.E.T.
General Manager
Public Works

EXECUTIVE SUMMARY:

The City has undertaken the sub-area Transportation Master Plan study for the Stoney Creek Urban Boundary Expansion (SCUBE) area to assess the transportation needs to support the future urban developments planned for this area. Recently the SCUBE area...
has become known as the Fruitland-Winona area; however for the purpose of this report the acronym SCUBE will be used.

The SCUBE Transportation Master Plan study area is shown in Appendix A. The Municipal Class Environmental Assessment process has generally been followed for the SCUBE Transportation Master Plan Study. The study has been carried out according to the guidelines set out in A.2.7 Master Plans of the Municipal Engineers Association (MEA) Class Environmental Assessment. The screen line analysis of the road network has not identified any major “problems” (definition of problem as in the Municipal Class EA document). The analysis concluded that there is sufficient capacity for the major road network in the study area. As such, the focus of the study was more on the opportunities for operational improvements at a strategic level for the planning horizon of 2021. Since no projects were identified and planned during the SCUBE Transportation Master Plan Study, there is no opportunity for a ‘Part II Order’ (appeal) request.

The major recommendations out of the study are:

- As development progresses, conduct detail studies to confirm operational improvements at major intersections along Highway 8 and Barton Street
- Study the need to protect Right-of-Way along Highway 8 and Fifty Road for future Rapid Transit service
- Undertake further studies to confirm road widening to 3 lanes cross section (adding a centre two-way left turn lane where required) on Highway 8 and Barton Street
- Undertake a separate Class EA study for Fruitland Road between Barton Street and Highway 8 (already initiated) in parallel to the Truck Route Master Plan Study (already initiated)
- Undertake a detailed study for the inter-regional, multi-modal transportation terminal proposed at the south west quadrant of the intersection of Fifty Road and South Service Road
- Develop a local Transportation Demand Management (TDM) strategy
- Ensure integrated and connected cycling network

Although not required, it is recommended to place the SCUBE Transportation Master Plan on public record for a minimum 30-day review period as the Municipal Class EA process was generally followed. Subject to comments received during the review period the City will proceed with the SCUBE Transportation Master Plan recommendations.

**BACKGROUND:**

On October 23, 2003, Hamilton City Council adopted Regional Official Plan Amendment (ROPA) No. 14 and Stoney Creek Official Plan Amendment (OPA) No. 99 to permit the expansion of the urban area in lower Stoney Creek. These amendments were appealed by the Ministry of Municipal Affairs and Housing and Hamilton General Homes.

In February 2005, the province released the final Greenbelt Plan which placed one third of the proposed SCUBE area in the Greenbelt.
On November 22, 2005, the Ontario Municipal Board (OMB) held a pre-hearing to deal with the appeals of Amendments. After testimony and comments, the OMB directed the City, Province and parties to the hearing to bring forward an amendment acceptable to all parties. This resulted in OMB decision/Order No. 1202 issued in April, 2007 with an Official Plan Amendment. The decision allowed lands outside the Greenbelt area to be designated “Urban” and required that a Secondary Plan be developed for the area before any development proceeds. The Board also indicated there would be future hearing to deal with the appropriateness of the Greenbelt designated lands for 3 properties and one area that were identified at the pre-hearing.

ROP No. 14 and OPA No. 99, both amended by the OMB, have added 223 hectares of land to the City of Hamilton Urban Area in the lower Stoney Creek/Winona area.

The City has undertaken the Transportation Master Plan study for the SCUBE area to assess the transportation needs to support the future urban developments planned for this area.

As required under the OMB decision mentioned above, City’s Planning and Economic Development Department initiated the SCUBE Secondary Plan Study. The study is in its early stages. The Secondary Plan will establish the type of future land uses that will be permitted, their location, transportation network, community facilities, infrastructure and urban design standards for development.

**Municipal Environmental Assessment**

The Municipal Class Environmental Assessment process has generally been followed for the SCUBE Transportation Master Plan Study. The study has been carried out according to the guidelines set out in A.2.7 Master Plans of the Municipal Engineers Association (MEA) Class Environmental Assessment.

Approach #1 of the Master Planning process from the Municipal Engineers Association (MEA) document was used as a guide for the SCUBE Transportation Master Plan Study. This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process. However, since no problems were identified in Phase 1, alternatives were not required to be identified for Phase 2.

Approach #1 of the Master Planning process is done at the broad level of assessment thereby requiring more detailed investigations at the project-specific level in order to fulfil the Municipal Class EA documentation requirements for the specific Schedule B and C projects identified within the Master Plan.

The Master Plan would therefore become the basis for, and be used in support of, future investigations for the specific Schedule B and C projects identified within it. Schedule B projects would require the filing of the Project File for public review while Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review.

A Transportation Master Plan Report has been prepared documenting the process followed and the recommendations made for the future road network.
ANALYSIS/RATIONALE:

The Province’s document “Places To Grow” proposes the achievement of a compact urban form to promote the use of transit and to create live-work opportunities. It also identifies a future intercity transit service to Niagara Region. Logical connections to this system include Stoney Creek. The Hamilton Transportation Master Plan (May 2007) study included lower Stoney Creek in the Transit Service Expansion Area and also proposed a transit priority corridor along Highway 8 and Fifty Road.

The City of Hamilton’s Planning and Economic Development Department developed a land use concept for the newly designated Urban Area and provided the minimum and maximum population/employment for each sub-area. These numbers were used as the basis for the development of future transportation demand in the study area.

The SCUBE TMP study was conducted in accordance with the Municipal Class Environmental Assessment (October 2000, as amended in 2007).

The following three major projects came out of the SCUBE TMP study.

- Feasibility Study and Class Environmental Assessment (EA) for the inter-regional, multi-modal transportation terminal proposed at the south west quadrant of the intersection of Fifty Road and South Service Road in Stoney Creek
- Municipal Class EA study for the Fruitland Road section between Barton Street and Highway 8 (already initiated) in parallel to the Truck Route Master Plan Study (already initiated)
- Feasibility Study and Class EA for Highway 8 and Fifty Road from QEW to Highway 8 to determine the Right-of-Way (ROW) needs for a potential future Rapid Transit service to link the B-Line and proposed inter-regional, multi-modal transportation terminal

It is recommended that staff carry forward with the SCUBE Transportation Master Plan recommendations, following the 30-day review period.

ALTERNATIVES FOR CONSIDERATION:

Alternative 1 - Do Not Approve the SCUBE Transportation Master Plan

This alternative would impede progress towards Vision 2020 and the strategies to improve transit, cycling, pedestrian and goods movement systems in the SCUBE area. Not approving the Transportation Master Plan could be interpreted as not supporting urban development and improved traffic operations in Stoney Creek.

This alternative is not recommended.

Alternative 2 - Approval of Portions of the SCUBE Transportation Master Plan

This alternative allows for certain portions of this Transportation Master Plan to be endorsed now while others will be removed from the plan or reviewed and revised as required before being incorporated.

As in the case of the Master Plan and, thus, the preferred strategy, the approved GRIDS (Growth Related Integrated Development Study) growth option will also form the basis of the City’s new secondary plan underway for Stoney Creek. The intent of
undertaking the Master Plans as an integrated process was to ensure that, at the end of the process, each plan would support the others and be consistent. The Transportation Master Plans and the Secondary Plans are the mechanisms by which GRIDS will be implemented. Thus, if a portion of this transportation plan is removed, there must be an assessment of the implications on the overall transportation strategy as well as on the GRIDS/Hamilton Transportation Master Plan and Secondary Plan process.

Thus, for the above noted reasons, this alternative is not recommended.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial Implications**

Appendix B provides listings of the estimated capital costs and timing of specific systems improvements identified in the Hamilton Transportation Master Plan approved in 2007. It is subject to review during the Capital Budget process. Portion of the project financing is through development charges, the percentages as indicated in Appendix B. Additional design studies will be required to determine the feasibility and cost estimate of a Transportation Hub at Fifty Road/South Service Road and Rapid Transit on Highway 8.

**Staffing Implications**

There are no staffing implications.

**Legal Implications**

Municipal undertakings such as road improvements, water and wastewater 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). This study has followed Master Plan Approach #1 in Appendix 4 - Master Plans, of the Municipal Engineers Association Municipal Class Environmental Assessment document. The Master Plan document for this study has been completed and will provide input to further studies as required. The City is not required to file the report on the public record for a minimum 30-day review period. However, the City has the option to file for public review with no Part II Order (appeal) opportunity.

**POLICIES AFFECTING PROPOSAL:**

The SCUBE Transportation Master Plan is consistent with Vision 2020, the Hamilton Transportation Master Plan and Building a Strong Foundation Strategic Directions. The adoption of the SCUBE Transportation Master Plan will also help the City in moving forward with the expanded urban boundary and towards establishing a sustainable community. Provincial policies that affect this proposal include:

- Places to Grow
- Greenbelt Protection Act
- Provincial Policy Statement

The SCUBE Transportation Master Plan also considered policies and recommended directions of previous and on-going studies including:
The recommendations of this study, especially on transit hub, support the Public Works’ strategic plan towards becoming a leader in the “greening” and stewardship of the City.

**RELEVANT CONSULTATION:**

General public, stakeholders and affected public agencies were consulted throughout the planning process. Internal consultation also took place, including consultation with Transit, Traffic Engineering and Operations, Development Engineering, Development Planning, and Community Planning staff. Developer “Mady Development Corporation” was also consulted as their property will be directly impacted due to the Transportation hub proposed on the south west quadrant of Fifty Road and South Service Road.

Public Information Centre (PIC) notices were distributed to residents and businesses in the study area and advertised twice in the Hamilton Spectator (At Your Service Section) on March 20 and 28, 2008 and in Stoney Creek News on March 21 and 28, 2008. A project website was also maintained. In coordination with the Mayor’s office, a newsletter was also issued in March 2008.

The Public Information Centre was held on April 2, 2008 in Stoney Creek to present the project, existing conditions, planning solutions and to solicit public and stakeholder input into the study. Of the 120 participants that attended the PIC, approximately seventy three people signed in and were added to the study mailing list. Twenty seven panels were displayed and handouts and comment sheet were distributed in the PIC. Thirteen comment sheets were received after the PIC. Generally, the comments received were supportive of the proposed transportation hub at Fifty Road and South Service Road. Certain comments were related to the Fruitland Road study; specifically concerns about truck traffic and speeding. However these concerns were beyond the analysis level of a Master Plan.

A Transportation Master Plan Report has been prepared documenting the study process followed to determine the recommended transportation strategy.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

**Community Well-Being is enhanced.** ☑ Yes ☐ No
Public services and programs are delivered in an equitable manner, coordinated, efficient, effective and easily accessible to all citizens.

**Environmental Well-Being is enhanced.** ☑ Yes ☐ No
A sustainable transportation network provides many options for people and goods movement; vehicle-dependency is reduced.
Economic Well-Being is enhanced. ☑ Yes ☐ No
Infrastructure and compact, mixed use development minimize land consumption and servicing costs.

Does the option you are recommending create value across all three bottom lines?
☑ Yes ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?
☑ Yes ☐ No
The creation of a respectful, desirable and supportive workplace.
Appendix - A

Study Area Map
## Appendix - B

### Planned Road Infrastructure Improvements in SCUBE area

<table>
<thead>
<tr>
<th>Road Name</th>
<th>From</th>
<th>To</th>
<th>Description of Works</th>
<th>Anticipated Timing</th>
<th>Total Project Costs ($M)</th>
<th>DC funding %</th>
<th>EA Schedule</th>
<th>Remarks/ Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>Arvin Avenue</td>
<td>McNeilly Road</td>
<td>just east of Lewis Road</td>
<td>New Road</td>
<td>2007-2011</td>
<td>$ 1.85</td>
<td>95 %</td>
<td>C</td>
<td>Separate EA Study underway</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>New Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>extend to McNeilly Road</td>
<td>2007-2011</td>
<td>$ 0.83</td>
<td>95 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Barton Street</td>
<td>Fruitland</td>
<td>Glover Road</td>
<td>Two-way Left-turn Lane</td>
<td>Beyond 2021</td>
<td>$ 4.35</td>
<td>60 %</td>
<td>C</td>
<td>Phases 3 &amp; 4 to be carried out</td>
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<tr>
<td></td>
<td></td>
<td>North Service Road</td>
<td>Road Widening</td>
<td>Beyond 2021</td>
<td>$ 2.32</td>
<td>0 %</td>
<td>C</td>
<td>Phases 3 &amp; 4 to be carried out</td>
</tr>
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<td>Fruitland Road</td>
<td>Arvin Avenue</td>
<td>Barton Street</td>
<td>Road Widening</td>
<td>Beyond 2021</td>
<td>$ 0.79</td>
<td>85 %</td>
<td>C</td>
<td>To be reviewed under the 5 year review of HTMP</td>
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<tr>
<td>Glover Access Road</td>
<td>Glover Road</td>
<td>North Service Road</td>
<td>Conversion to urban cross-section</td>
<td>2007-2011</td>
<td>$ 0.75</td>
<td>20 %</td>
<td>A</td>
<td>Schedule A+</td>
</tr>
<tr>
<td>Hwy 8</td>
<td>Fruitland Road</td>
<td>Hamilton Boundary</td>
<td>Road Widening</td>
<td>Beyond 2021</td>
<td>$ 8.06</td>
<td>25 %</td>
<td>C</td>
<td>Phases 3 &amp; 4 to be carried out</td>
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<td></td>
<td></td>
<td></td>
<td>Road Widening &amp; Two-way Left-turn Lane</td>
<td>Beyond 2021</td>
<td>$ 2.48</td>
<td>86 %</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Jones Road</td>
<td>Barton Street</td>
<td>South Service Road</td>
<td>Conversion to urban cross-section</td>
<td>2012-2021</td>
<td>$ 1.94</td>
<td>50 %</td>
<td>A</td>
<td>Schedule A+</td>
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<td>Lewis Road</td>
<td>Barton Street</td>
<td>South Service Road</td>
<td>Conversion to urban cross-section</td>
<td>2007-2011</td>
<td>$ 1.75</td>
<td>50 %</td>
<td>A</td>
<td>Schedule C, Study underway</td>
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<tr>
<td>McNeilly Road</td>
<td>Barton Street</td>
<td>South Service Road</td>
<td>Conversion to urban cross-section</td>
<td>2007-2011</td>
<td>$ 1.87</td>
<td>50 %</td>
<td>A</td>
<td>Study completed</td>
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<td>Sunnyhurst Avenue</td>
<td>Barton Street</td>
<td>North end</td>
<td>Conversion to urban cross-section</td>
<td>2012-2021</td>
<td>$ 1.12</td>
<td>0 %</td>
<td>A</td>
<td>Schedule A+</td>
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