

CITY OF HAMILTON

***PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division
and
CITY MANAGER'S OFFICE
Legal Services and Corporate Counsel***

Report to: Chair and Members Public Works Committee	Submitted by: Scott Stewart, C.E.T. General Manager Public Works Department Peter A. Barkwell City Solicitor Legal Services and Corporate Counsel
Date: September 28, 2007	Prepared by: Gord McGuire Extension 2439 Helen Vastis Extension 2622

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide)

RECOMMENDATION:

- (a) That the following City land be incorporated into the following streets;
Red Hill Valley Parkway Legal description as shown in Appendix A to report PW07124/LS07016
- (b) That the City amend By-Law No. 01-215 To Regulate Traffic in order to include the Red Hill Valley Parkway (see Appendix B to report PW07124/LS07016);
- (c) That the following parts of Mount Albion Road be permanently closed to vehicular traffic (see By-Law in Appendix C to report PW07124/LS07016);
Firstly, Part of Lot 33, Concession 6, Part of Lot 33, Concession 5 and Part of the original road allowance between Concessions 5 and 6 in the geographic Township of Saltfleet, being designated as Part 2 on Deposited Plan 62R-11194, and
Secondly, Part of Lot 33, Concession 6 in the Township of Saltfleet, being designated as Parts 3 and 18 on Deposited Plan 62R-11198.
- (d) That the appropriate By-Laws be introduced and enacted by Council;

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide) - Page 2 of 6

- (e) That the General Manager, Public Works and the City Solicitor be authorized and directed to register the By-Laws in the proper land registry office.

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

Peter A. Barkwell
City Solicitor
Legal Services

EXECUTIVE SUMMARY:

The Red Hill Valley Project, which re-commenced construction in 2003, and which involved work on the roadway, stormwater management system, combined sewer overflow pipe and naturalized creek areas, will be completed in November 2007. Land acquisitions to facilitate the construction of this Parkway have taken place over the past five decades. The purpose of this report is to enact the by-law establishing the Red Hill Valley Parkway and to enact the by-law permanently closing parts of Mount Albion Road, pursuant to the Municipal Act.

BACKGROUND:

The information/recommendations contained within this report have City Wide implications.

To Incorporate City lands into the Red Hill Valley Parkway by By-Law

The City has been acquiring lands over the past several decades in order to facilitate the construction of this highway. These lands are ultimately required to be a part of the public highway system.

The construction of this project is drawing to a close, and in anticipation of the opening of the Red Hill Valley Parkway, it is necessary to incorporate City land into the road allowance as indicated below:

Incorporating into Street Name	Land Description Being Incorporated	Financial Implications	Reason for Being Incorporated
Red Hill Valley Parkway	See attached By-Law in Appendix A	N/A	Creation of new public highway

To Permanently Close Portions of Mount Albion Road by By-Law

Through the Impact Assessment and Design Process (granted by the 1997 Exemption Order and aimed at further reducing the environmental impacts associated with the 1985 approved design for the Expressway) it was determined that portions of Mount Albion should be permanently closed and those portions outside the roadway corridor utilized as trail access (see attached By-Law in Appendix C). The following chronology sets out the extensive process that has been undertaken regarding the closure of this portion of Mount Albion Road:

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide) - Page 3 of 6

1982 - Region of Hamilton-Wentworth Environmental Assessment Submission "Mountain East-West and North-South Transportation Corridor" has the northbound lanes of the expressway crossing the Niagara escarpment along Mount Albion Road, east of the hydro corridor (south bound lanes located west of hydro corridor). This preferred design required Mount Albion to be closed as it physically occupied the Parkway alignment.

1985 - Joint Hearing Board decision approves "Expressway" through Red Hill Valley including the closing of Mount Albion Road as mentioned above.

1990 - Hamilton-Wentworth Region releases Preliminary Design Investigation Executive Summary document that highlights the closure of Mount Albion with park access added.

1996 - Region proposes to realign expressway escarpment crossing west of hydro corridor to lessen impact. A portion of Mount Albion would remain to provide pedestrian and cyclist access from the lower area to the upper. However the connection to Mud St. was still removed due to escarpment excavation and Parkway construction. ("Red Hill Creek Expressway, North-South Section" - Exemption Order - May 1996). The focus of Ministry of Transportation comments on the Exemption Order submission (and subsequent re-design process) is on Queen Elizabeth Way/Red Hill interchange and corridor connections.

1997 - Community Stakeholder Committee formed as per the Exemption Order to facilitate the redesign of the Expressway project. Mount Albion Ratepayers Association advocate for the completion of the Expressway with the understanding that Mount Albion would no longer be a through road crossing the escarpment and it would be closed to daily vehicular traffic.

1997 to 2003 - Redesign reports all illustrate and/or specifically reconfirm that Mount Albion will no longer be a through road. Pedestrians, cyclist and utility/emergency vehicles will continue to access the closed section of roadway after the "Expressway" is opened. More specifically, emergency and utility vehicles will be able to access the upper reaches of the valley (i.e., viaduct, hydro corridor and Trans Northern Pipeline) by unlocking barriers at the cul-de-sac being built on Mount Albion near Glen Castle Drive.

2006 - Hamilton City Council approves Red Hill paving contract, which includes a line item for a cul-de-sac to be built on Mount Albion Road in the area previously mentioned.

2007 - Hamilton City Council reaffirms closure on February 15th.

To Regulate Traffic on the new Red Hill Valley Parkway by By-Law

The attached By-Law (see Appendix B) authorizes posted speed limits; lane designations; stop controls; yield controls; truck route designations; pedestrian, animal and cyclist prohibitions for the new Red Hill Valley Parkway (RHVP). The posted speed on the RHVP will be set at 90 km/h with appropriate curve warning and supplementary speed advisory tabs where required. The RHVP will also be designated as a full-time "Truck Route". Staff are not proposing a full-time parking prohibition at this time as this would require signs to be erected along the entire length of the freeway. If at some point parking on the RHVP becomes an issue, staff will revisit the issue at that time and if need be, will propose signing to prohibit parking on the RHVP.

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide) - Page 4 of 6

Additional by-laws to close portions of Mud Street, Pottruff Road, and Melvin Avenue will be brought forward for Council's passing at a later date.

ANALYSIS/RATIONALE:

To Establish the Red Hill Valley Parkway by By-Law

Current provincial legislation requires that a municipal by-law be passed by council to incorporate lands into the municipal public highway system. This report follows requirements of that legislation.

To Permanently Close Parts of Mount Albion Road by By-Law

As part of the Red Hill Valley Project construction, the City invested approximately \$12 million into the building of twin bridge structures carrying the Parkway over the escarpment face. The purpose of these structures is to allow for the safe passage of wildlife (including the endangered Southern Flying Squirrel) and people (e.g. the Bruce Trail users) under the Parkway. To keep Mount Albion Road open to traffic would negate the objective of these works which would prove to be a squandering of taxpayer funds and which would add greater risk to animals and pedestrians in the area.

Further, Mount Albion Road is temporarily connected at the top of the Niagara Escarpment to Mud St., on lands which the City is contractually obligated to transfer back to two developers. Once the Red Hill Valley Parkway is operational, the City is obligated to re-convey these lands back to the developers who require these lands as part of their overall land development in this area. If the City does not honour its contractual obligations the result would be a negative effect on future sub-division planning, an introduction of heavy arterial traffic to the local street system, and the exposure of the City to millions of dollars in damages as a result of litigation commenced by the developers.

This area is projected to experience a great increase in growth and as such Mount Albion Road is already operating beyond capacity (over 15,000 vehicles per day). If left open, it will require the replanning of the local and regional transportation system that has been set for over thirty years, affecting local neighbourhood streets and collectors that have not been designed or built to withstand this type of traffic.

ALTERNATIVES FOR CONSIDERATION:

The alternative would be to not incorporate these lands into public highway. This would prohibit the opening of the Parkway and conflict with the development strategy and approved road patterns. Given the investment in this Project and overall importance to the City's economic and transportation future, this is not a viable alternative.

The closure of Mount Albion Road has been carefully studied and has followed a clear legislative process. This closure is in the City's best interests both in terms of transportation planning and financial investment.

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide) - Page 5 of 6

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

FINANCIAL: These lands have been acquired as part of the Red Hill Valley Parkway project. Operations and maintenance costs for the Red Hill Valley Project are estimated at \$3.2 million per annum.

STAFFING: There are no associated staffing implications, other than operations and maintenance impacts with road network extensions.

LEGAL: The City of Hamilton is enacting these By-Laws pursuant to the relevant legislation. The by-laws will take effect upon registration in the proper land registry office.

POLICIES AFFECTING PROPOSAL:

The recommendations in this report support the Public Works Strategic Plan vision drivers of Communities - Services our communities connect with and trust; Finances – Sound financial management for the long haul; by providing a key link in the transportation plan which has been an integral component of Hamilton’s growth strategy for the last four decades.

RELEVANT CONSULTATION:

In consultation with the Red Hill Valley Project office it has been determined that the highway opening is imminent and all other relevant conditions have been satisfied. As such this process should proceed to facilitate an orderly development pattern.

In consultation with various government agencies and the public as part of the Impact Assessment and Design Process it was determined that the portion of Mount Albion Road (as referenced) could serve as community (i.e. pedestrian) and wildlife access and as such, a closure to vehicular traffic on Mount Albion is necessary to achieve this objective.

In consultation with the Planning and Economic Development Department regarding the closure of Mount Albion Road it was determined that the City is contractually obligated to re-convey these lands at the top of the Escarpment back to developers as part of their overall land development in this area.

In consultation with the Traffic Engineering and Operations Section it was determined that as part of the establishment of the Red Hill Valley Parkway it is necessary to amend the By-Law to Regulate Traffic to include this new highway.

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.

SUBJECT: By-Laws to Establish the Red Hill Valley Parkway and to Permanently Close Part of Mount Albion Road (PW07124/LS07016) - (City Wide) - Page 6 of 6

Economic Well-Being is enhanced. Yes No

Investment in Hamilton is enhanced and supported.

A co-ordinated effective transportation network that allows better access to our employment lands enhances the economic well being of Hamilton.

Does the option you are recommending create value across all three bottom lines?

Yes No

By following provincial guidelines and City driven development guidelines we enhance the delivery of this public service.

Do the options you are recommending make Hamilton a City of choice for high performance public servants?

Yes No

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

**CITY OF HAMILTON
BY-LAW NO. 07-
TO ESTABLISH CERTAIN LANDS AS A HIGHWAY
TO FORM PART OF THE
RED HILL VALLEY PARKWAY**

WHEREAS the Council of the City of Hamilton is empowered under Section 31(1) of the Municipal Act, 2001, S.O. c. 25, as amended, to establish a highway by by-law;

AND WHEREAS the Council of the City of Hamilton deems it necessary to establish certain lands as a highway to form part of the lands known as the Red Hill Valley Parkway;

AND WHEREAS the said land is owned by the City of Hamilton.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That the following land is hereby established as a highway to form part of the Red Hill Valley Parkway:

Part of Lot 34, Concession 7 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 2, 3, 4, 5, 10, 22, and 23 on Plan 62R-11328.

Part of Lot 33, Concession 7 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 13, 14, 15, 16, 19, and 20 on Plan 62R-11328.

Part of Lots 33 and 34, Concession 7 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 9 on Plan 62R-11328.

Part of Lot 33, Concession 6 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 5, 6, 30, 33, 41, 42, 43, 44, 46, 48, 49, 50, 51, 52, 53, and 54 on Plan 62R-17943.

Part of Lot 34, Concession 6 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 25, 26, 27, 35, 36, 37, 38, 39, 40, and 45 on Plan 62R-17943.

Part of Lots 33 and 34, Concession 6 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 2, 3, 4, 7, 18, 19, 28, 29, 31, 32, 34, and 47 on Plan 62R-17943.

Part of the Road Allowance between Concessions 6 and 7 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 1 and 55 on Plan 62R-17943.

Part of Lot 33, Concession 6 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 1 on Plan 62R-17958.

Part of the Road Allowance between Concessions 5 and 6, in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 2 on Plan 62R-17958.

Part of Lot 32, Concession 4 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 4 and 5 on Plan RC-H-619.

Part of Lot 33, Concession 4 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 1 on Plan RC-H-619.

Part of Lots 32 and 33, and Part of the Road Allowance between Lots 32 and 33, Concession 4, in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 2 on Plan RC-H-619.

Part of Lot 29, Concession 1 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 1 and 4 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-002,

Part of Lot 30, Concession 2 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 2 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-000.

Part of Lot 29, Concession 2 in the Geographic Township of Saltfleet now in the City of Hamilton. Designated as Parts 5, 6, 7, and 8 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-000.

Part of the Road Allowance between Concessions 1 and 2, and Part of Lot 29, Concession 1 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 4 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-000.

Part of Block 'B' on Registered Plan 1168 and Part of Block 'C' on Registered Plan 876, and Part of Lot 31, Concession 2, and Part of the Road Allowance between Lots 30 and 31, in the Geographic Township of

Saltfleet, now in the City of Hamilton. Designated as Part 1 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-000.

Part of Lot 29, Concession 2 and Part of Block 'B' and the Traffic Circle, closed by Judges Order and Registered as Instrument AB61776 on Registered Plan 876, and Part of Block 'E' and 'F' on Registered Plan 865, in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 3 on Marshall Macklin Monaghan Ontario Limited Plan 20-07-073-000.

Part of Lot 33, Concession 5 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 1, 2, 3, 5, and 6 on Plan RC-H-617.

Part of Lot 33, Concession 5 and Part of the Road Allowance between Concessions 4 and 5, in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 4 on Plan RC-H-617.

Part of the Road Allowance between Concessions 4 and 5, in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 7 on Plan RC-H-617.

Part of Lot 31, Concession 3, and Part of the Road Allowance between Lots 30 and 31, Concession 3 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 11 on Plan RC-H-622.

Part of Lot 32, Concession 4 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 4 and 6 on Plan R - -.

Part of Lot 32, Concession 3 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 8 and 12 on Plan R - -.

Part of Lots 31 and 32, Concession 3 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 9 and 10 on Plan R - -.

Part of Block 'A' on Plan 62M-47 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Parts 2 and 3 on Plan R - -.

Part of Lot 32, and Part of the Road Allowance between Concessions 3 and 4 in the Geographic Township of Saltfleet, now in the City of Hamilton. Designated as Part 7 on Plan R - -.

City of Hamilton

2. That the General Manager of Public Works or his duly authorized agent is hereby authorized to open the said land as a public highway.

3. That this by-law shall come into force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Wentworth (No. 62).

PASSED and ENACTED this day of , 2007

Fred Eisenberger
Mayor

Kevin C. Christenson
City Clerk

Authority: Item , Name of Committee
Report
CM: Date

Bill No.

CITY OF HAMILTON

BY-LAW NO. 07-

**To Amend By-law No. 01-215
Being a By-law To Regulate Traffic**

WHEREAS sections 8, 9 and 10 of the Municipal Act, 2001, S.O. 2001, c. 25, authorize the City of Hamilton to pass by-laws as necessary or desirable for the public and municipal purposes, and in particular paragraphs 4 through 8 of subsection 10(2) authorize by-laws respecting: assets of the municipality, the economic, social and environmental well-being of the municipality; health, safety and well-being of persons; the provision of any service or thing that it considers necessary or desirable for the public; and the protection of persons and property.

AND WHEREAS on the 18th day of September, 2001, the Council of the City of Hamilton enacted By-law No. 01-215 to regulate traffic;

AND WHEREAS it is necessary to amend By-law No. 01-215.

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

- 1. Part 1 Section 2 (Interpretations) of By-law 01-215 is hereby amended by replacing subsection (f) in its entirety with the following:

“For the purposes of this By-law, the Lincoln M. Alexander Parkway may also be referred to as the "Linc" or the "Lincoln Alexander Pkwy." and the Red Hill Valley Parkway may also be referred to as the “RHVP”.

- 2. Schedule 2 (Speed Limits) of By-law No. 01-215, as amended, is hereby further amended by adding to Section "E" thereof the following items, namely:

“Red Hill Valley Parkway	Linc	Q.E.W.	90
Linc	Red Hill Valley Parkway	Hwy 403	90”

and by deleting from Section “G” Subsection 1 (Hamilton) the following items, namely:

“Lincoln Alexander Parkway	610 m east of Upper Ottawa	Winterberry	80
Lincoln Alexander Parkway	Mohawk Rd./ Highway 403	610 m east of Upper Ottawa	90”

and by deleting from Section “G” Subsection 2 (Ancaster) the following item, namely:

“Lincoln M. Alexander Parkway	Highway 403	Town of Ancaster easterly limit	90”
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3. Schedule 5 (Stop Signs) of By-law 01-215, as amended, is hereby further amended by adding to Section “E” thereof the following items, namely:

“Red Hill Valley Parkway N/B-Off-Ramp	Northbound	Greenhill
Mount Albion	Northbound	Lawrence
Red Hill Valley Parkway S/B-Off-Ramp	Southbound	Greenhill
Harrisford	Southbound	Greenhill”

4. Schedule 4 (Yield Signs) of By-law 01-215, as amended, is hereby further amended by adding to Section “E” thereof the following item, namely:

“Queenston Rd. W/B On-Ramp	Northbound	Red Hill Valley Parkway”
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5. Schedule 13 (Designated Traffic Lanes) of By-law 01-215, as amended, is hereby further amended by adding to Section “E” thereof the following items, namely:

“Lawrence	King to 60 m southerly	east curb lane	Anytime	Northerly to Easterly
Lawrence	King to 60 m southerly	2 nd lane from east curb	Anytime	Northerly to Northerly and Westerly
Lawrence	King to 60 m southerly	3 rd lane from east curb	Anytime	Northerly to Westerly
Red Hill Valley Parkway S/B Off-Ramp	King to 60 m northerly	west curb lane	Anytime	Southerly to Westerly

Red Hill Valley Parkway S/B Off-Ramp	King to 60 m northerly	2 nd lane from west curb	Anytime	Southerly to Southerly
Red Hill Valley Parkway S/B Off-Ramp	King to 60 m northerly	3 rd lane from west curb	Anytime	Southerly to Easterly
Red Hill Valley Parkway N/B Off-Ramp	King to 60 m southerly	east curb lane	Anytime	Northerly to Easterly
Red Hill Valley Parkway N/B Off-Ramp	King to 60 m southerly	2 nd & 3 rd lanes from east curb	Anytime	Northerly to Westerly
Red Hill Valley Parkway S/B Off-Ramp	Queenston to 60 m Northerly	west curb lane	Anytime	Southerly to Westerly
Red Hill Valley Parkway S/B Off-Ramp	Queenston to 60 m Northerly	2 nd & 3 rd lanes from west curb	Anytime	Southerly to Easterly
Red Hill Valley Parkway N/B Off-Ramp	Queenston to 60 m Southerly	east curb lane	Anytime	Northerly to Easterly
Red Hill Valley Parkway N/B Off-Ramp	Queenston to 60 m Southerly	2 nd & 3 rd lanes from east curb	Anytime	Northerly to Westerly
Red Hill Valley Parkway N/B Off-Ramp	Barton to 60 m Southerly	east curb lane	Anytime	Northerly to Easterly
Red Hill Valley Parkway N/B Off-Ramp	Barton to 60 m Southerly	2 nd & 3 rd lanes from east curb	Anytime	Northerly to Westerly
Red Hill Valley Parkway S/B Off-Ramp	Barton to 60 m Northerly	west curb lane	Anytime	Southerly to Westerly
Red Hill Valley	Barton to 60 m Northerly	2 nd & 3 rd	Anytime	Southerly to

9. This By-law shall come into force and take effect on the date of its passing and enactment.

PASSED and ENACTED this day of October , 2007

Fred Eisenberger
Mayor

Kevin C. Christenson
City Clerk

Authority: Item ,
Report
CM:

Bill No.

CITY OF HAMILTON

BY-LAW NO. 07-

BEING A BY-LAW TO PERMANENTLY CLOSE TO VEHICULAR TRAFFIC PART OF LOT 33, CONCESSION 6, PART OF LOT 33, CONCESSION 5 AND PART OF THE ORIGINAL ROAD ALLOWANCE BETWEEN CONCESSIONS 5 AND 6 IN THE GEOGRAPHIC TOWNSHIP OF SALTFLEET, BEING DESIGNATED AS PART 2 ON DEPOSITED PLAN 62R-11194; AND PART OF LOT 33, CONCESSION 6 IN THE TOWNSHIP OF SALTFLEET, BEING DESIGNATED AS PARTS 3 AND 18 ON DEPOSITED PLAN 62R-11198, CITY OF HAMILTON

WHEREAS the Council of the City of Hamilton is empowered under Section 34 of the *Municipal Act, 2001*, S.O. 2001, c.25 as amended, to permanently close any highway;

AND WHEREAS the road is a highway under the jurisdiction of the City of Hamilton;

AND WHEREAS notice of the City's intention to pass this By-law has been published pursuant to the *Municipal Act, 2001*, S.O. 2001, c.25 as amended;

NOW THEREFORE the Council of the City of Hamilton enacts as follows:

1. That the part of the road allowance, set out as:

Firstly

Part of Lot 33, Concession 6, Part of Lot 33, Concession 5 and Part of the original road allowance between Concessions 5 and 6 in the geographic Township of Saltfleet, being designated as Part 2 on Plan 62R-11194; and

Secondly

Part of Lot 33, Concession 6 in the Township of Saltfleet, being designated as Parts 3 and 18 on Plan 62R- 11198,

City of Hamilton.

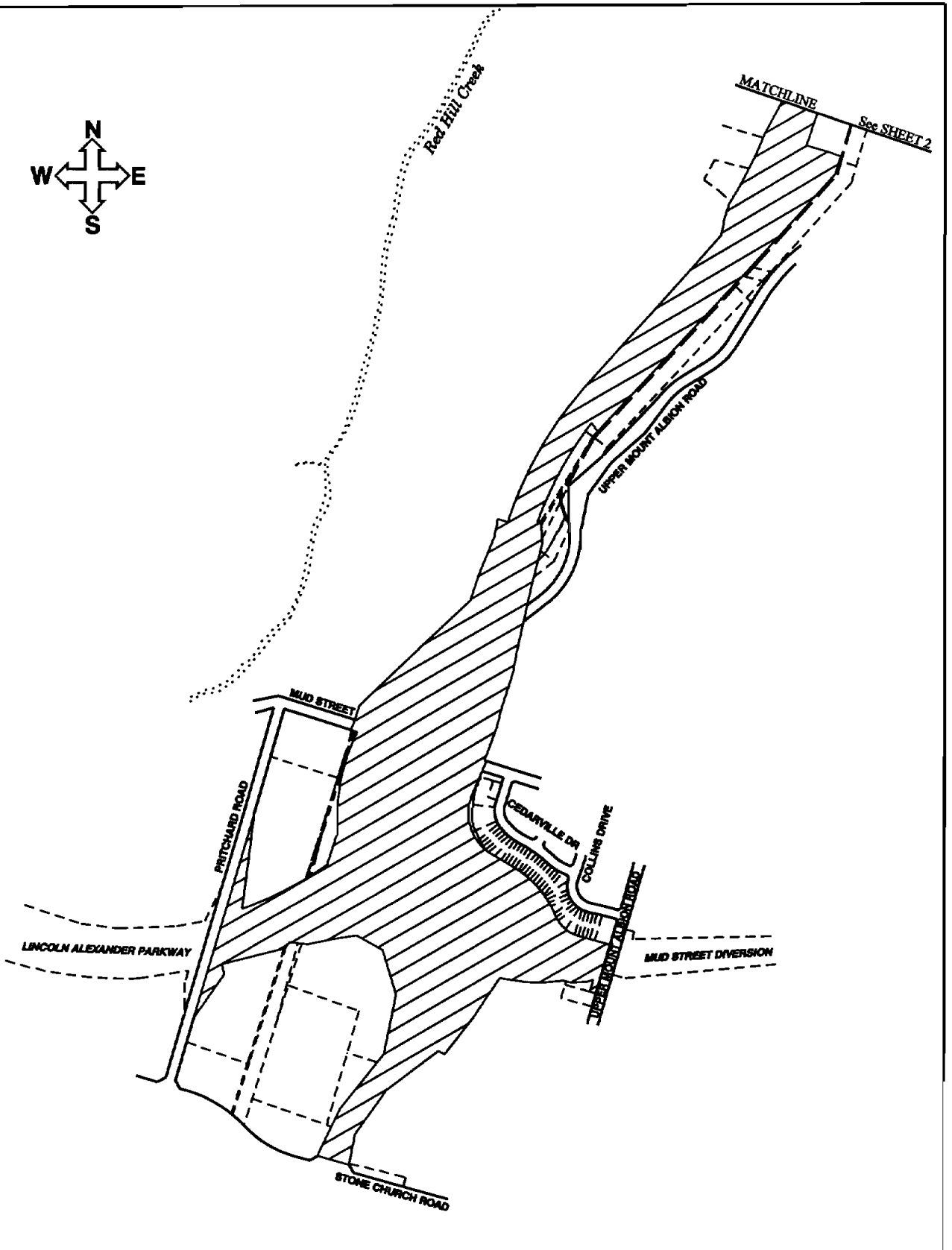
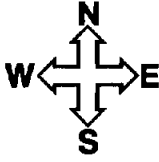
is hereby permanently closed to vehicular traffic but not to pedestrian traffic.

2. That the said lands be kept open to pedestrians and cyclists and to be used generally for trail access and that utility and emergency vehicles have the ability to access the upper reaches of the valley by unlocking the barriers at the cul-de-sac being built on Mount Albion Road near Glen Castle Drive.
3. That the General Manager of Public Works or his duly authorized agent is hereby authorized to erect barricades to enforce the due observance of the provisions of this by-law.
4. That this by-law shall come into force and effect on the date of its registration in the Land Registry Office for the Land Titles Division of Wentworth (No. 62).

PASSED AND ENACTED on this day of October, 2007.

Fred Eisenberger
Mayor

Kevin C. Christenson
City Clerk



Proposed Bylaw

Sheet 1 of 3

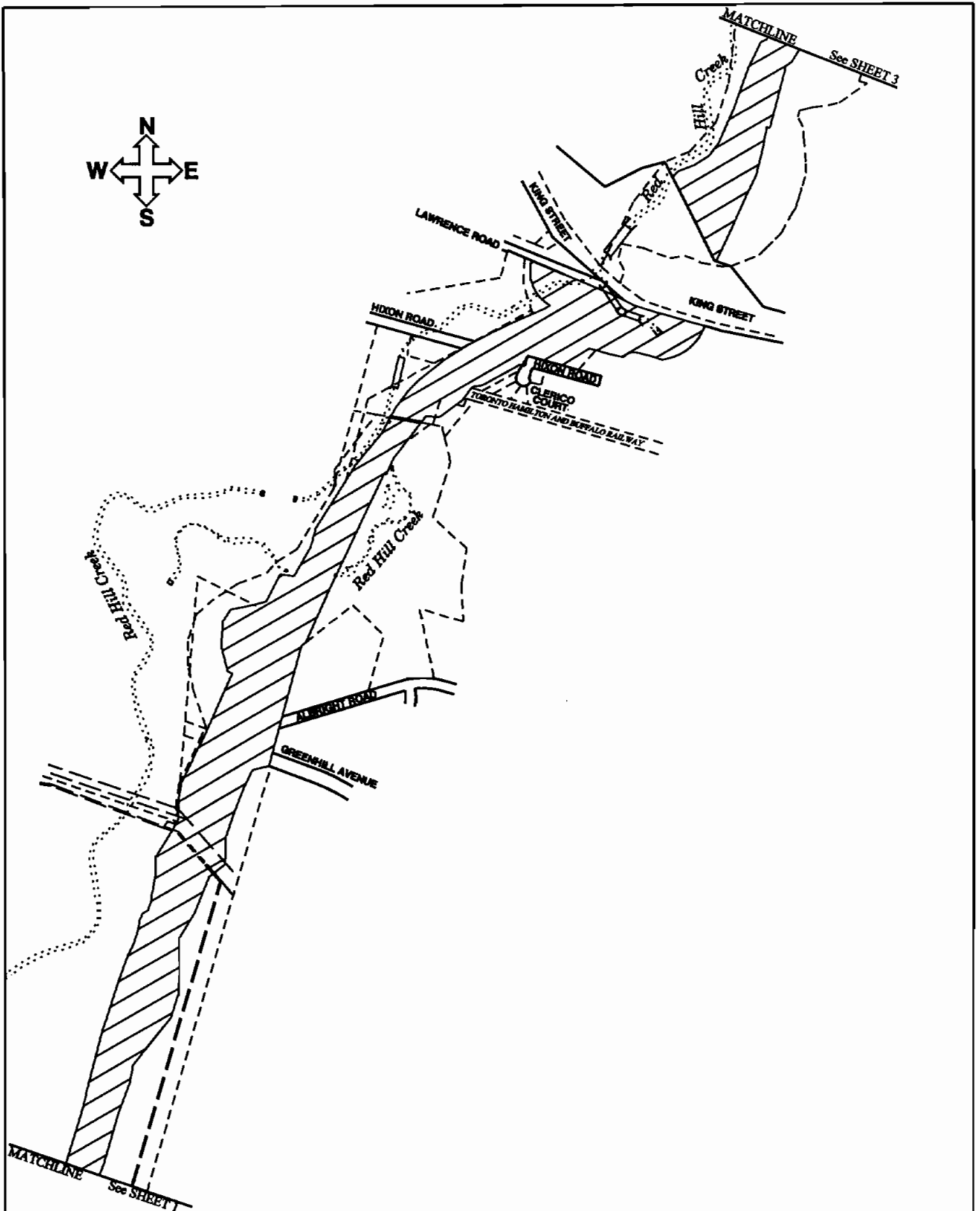
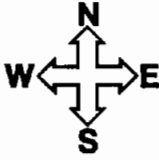
City of Hamilton

**RHVP Road Dedication Bylaw
Wards 5, 6 & 9**

**CITY OF
HAMILTON**

Public Works Department
General Manager, Scott Stewart

DATE: September 21, 2007

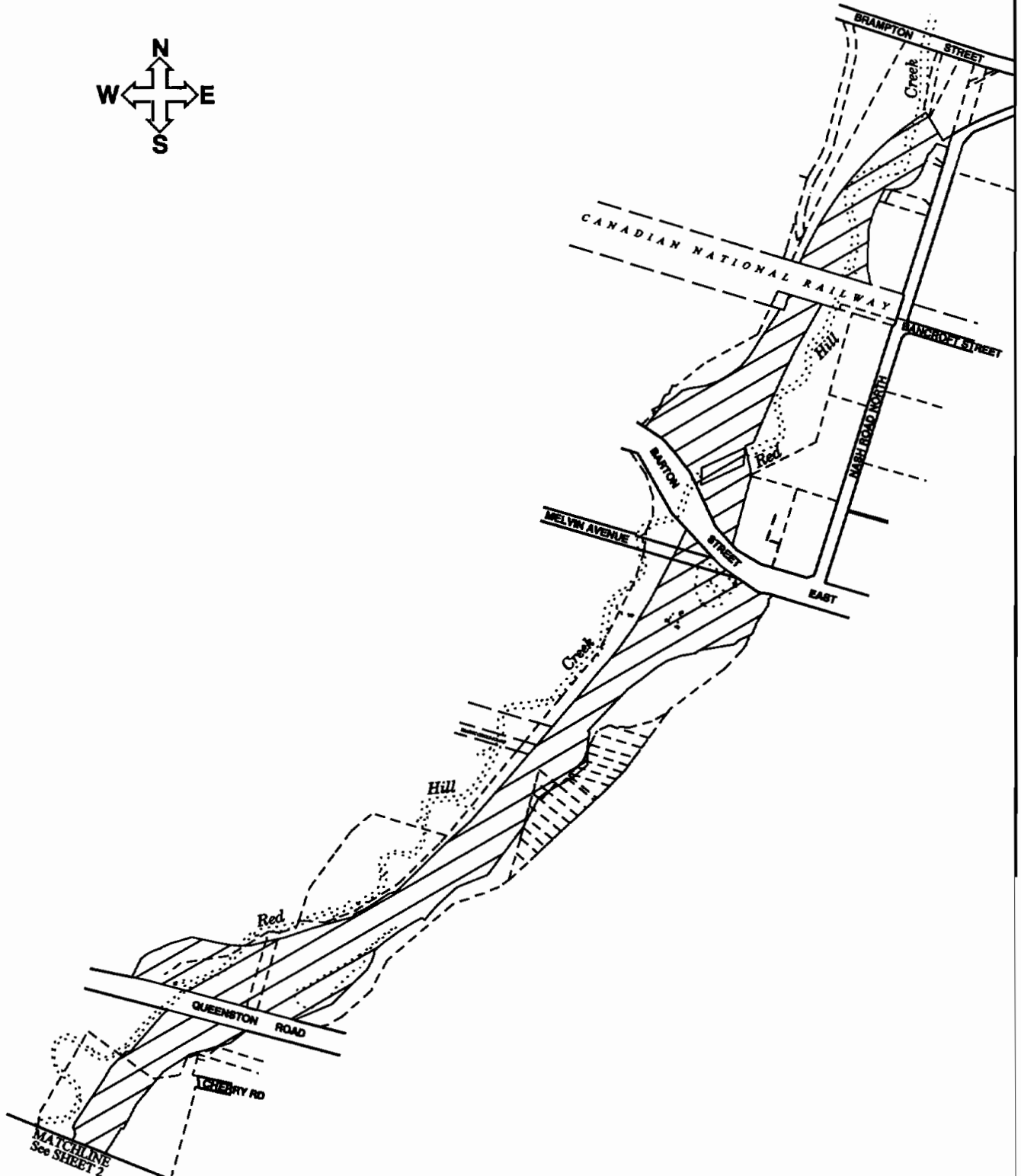
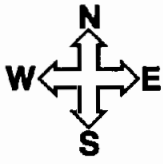


 Proposed Bylaw

Sheet 2 of 3

City of Hamilton
**RHVP Road Dedication Bylaw
Wards 4 & 5**

CITY OF HAMILTON
Public Works Department
General Manager, Scott Stewart
DATE: September 21, 2007



 Proposed Bylaw

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City of Hamilton
**RHVP Road Dedication Bylaw
Wards 4 & 5**

**CITY OF
HAMILTON**
Public Works Department
General Manager, Scott Stewart

DATE: September 21, 2007