## EXECUTIVE SUMMARY

The road infrastructure improvements for Upper Wellington Street from Rymal Road to Stone Church Road were identified in the Hamilton Transportation Master Plan (May

---

**Vision:** To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

**Values:** Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.
Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork

2007). The initial scope of this undertaking included works from Limeridge Road to Rymal Road. Through the Capital Budget Program the need was identified to urbanize Upper Wellington Street from Rymal Road to Stone Church Road with sidewalks and left turn lanes (see Appendix A - Location Map).

In the Hamilton Transportation Master Plan (May 2007) the improvements were identified as a Schedule C undertaking; however, it has now been confirmed as a Schedule B project because the anticipated total cost for the proposed road improvements is less than $2.2m. The cost estimate of the proposed road improvements for Upper Wellington Street from Rymal Road to Stone Church Road is approximately $2,184,000.

The Schedule B Municipal Class Environmental Assessment requirements were satisfied through the Hamilton Transportation Master Plan (May 2007), as such the Upper Wellington Street (Rymal Road to Stone Church Road) Project File Report can be filed as documented in the Hamilton Transportation Master Plan (May 2007).

Alternatives for Consideration - See Page 5

**FINANCIAL / STAFFING / LEGAL IMPLICATIONS**

**Financial:** The approximate cost for the implementation of the road improvements to Upper Wellington Street from Rymal Road to Stone Church Road is estimated at $2,184,000, and is broken down as follows:

- Road = $1,900,000
- Sidewalk = $95,000
- Catch Basins = $189,000
- **Total = $2,184,000**

Sufficient funds of approximately $ 2.2 m have been approved through the 2010 capital budget for this project (project ID No. 4031019001). Of the total, 50% ($1.1m) is growth related and will be funded through Development Charges.

**Staffing:** N/A

**Legal:** Municipal undertakings such as road improvements, water and wastewater and transit 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). The Class EA process has been followed.

**HISTORICAL BACKGROUND**

Improvements to Upper Wellington Street, from Rymal Road to Stone Church Road were identified in the Hamilton Transportation Master Plan (May 2007). The initial scope of the road works to be undertaken to Upper Wellington Street was from
Limeridge Road to Rymal Road (see Appendix B – Hamilton Transportation Master Plan Project Table & Appendix C - Proposed Road Capital Improvements map). Originally, the improvements were identified as a Schedule C undertaking; however, through further review the improvements have been confirmed as a Schedule B project, because the approximate total cost is less than $2.2m, which according to the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007), classifies the road infrastructure improvements as a Schedule B undertaking. When the Hamilton Transportation Master Plan (May 2007) was completed in 2007, the trigger for a Schedule C undertaking was $1.8m. No Notice of Completion was issued for the Upper Wellington Street project at that time.

The immediate scope of work to be completed is on Upper Wellington Street, within the boundaries of Rymal Road to Stone Church Road. The Capital Budget Program has identified a need to urbanize the Upper Wellington Street from Rymal Road to Stone Church Road with sidewalks and left turn lanes. The section north of Stone Church Road to Limeridge Road is included in the Capital Budget as only resurfacing. In addition, there are several developable lands within this segment which can impact the road design at this stage. When development proceeds at a later stage, this segment can be formalized.

Approach #2 of the Municipal Engineers Association (MEA) document was used to guide the Hamilton Transportation Master Plan (May 2007). This approach involves the preparation of a Master Plan document at the conclusion of Phases 1 and 2 of the Municipal Class EA process where the level of investigation, consultation and documentation are sufficient to fulfil the requirements for Schedule B projects. Any Schedule C projects would have to fulfil Phases 3 and 4 prior to filing an Environmental Study Report (ESR) for public review. The Schedule B Municipal Class Environmental Assessment requirements were satisfied through the Hamilton Transportation Master Plan (May 2007), as such the Upper Wellington Street (Rymal Road to Stone Church Road) Project File Report can be filed as documented in the Hamilton Transportation Master Plan (May 2007).

**POLICY IMPLICATIONS**

The improvements to Upper Wellington Street from Rymal Road to Stone Church Road comply with the Public Works Department – Business Plan because community needs are the focus. The urbanization of the road including the implementation of sidewalks and left turn lanes will benefit the community by providing a more efficient and safer means to travel.

The road infrastructure improvements conform to the City of Hamilton Strategic Plan, Healthy Community focus area because of the alternative forms of transportation options being provided. The improvements may encourage walking and cycling as transportation options, therefore contributing to the aspirations of achieving a healthy community.
RELEVANT CONSULTATION

An extensive public consultation program was undertaken for the Hamilton Transportation Master Plan (May 2007), integrated with the GRIDS initiative. Considerable internal consultation also took place, including consultation with Public Works, Corporate Services, and Planning and Economic Development staff. External agency circulations occurred at all key points in accordance with the Municipal Class EA process.

Project specific consultation for Upper Wellington Street from Rymal Road to Stone Church Road also occurred. A letter providing an update on the project, including a request for comments was distributed to external agencies, First Nations and internal staff (see Appendix D - Project Update Distribution List). All comments were fully reviewed and responded (where appropriate) to by the City of Hamilton Project Team. Ward 7 Councillor, Scott Duvall has also been notified of the proposed improvements.

A Notice of Completion will be sent to the Hamilton Transportation Master Plan (May 2007) mailing list, and Upper Wellington Street property owners directly affected by the reconstruction work advising them of the filing of the Project File Report for the works to be completed.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Municipal Class Environmental Assessment Process

The Class Environmental Assessment (Class EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007. The City is completing this study in accordance with the planning process applicable to Schedule ‘B’ projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act once the required two phase process is complete and subject to a public review period.

Strategic Transportation Alternatives for the Hamilton Transportation Master Plan (May 2007)

Several broad strategies were examined to address the City’s transportation needs. These included:

- **Status Quo** – No major changes to the road, transit or active transportation networks.
- **Committed Projects Only** – Projects already underway or identified in the 10 year capital plan.
- **Modest Transit Expansion** – Increases in existing bus services, expansion of bus routes to new areas, increased GO Transit Service.
Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork

- **Aggressive Transit Expansion** – Implementation of Bus Rapid Transit System in key corridors, policies to encourage more compact, mixed use development in transit corridors, transit to major employment areas, new GO Rail lines.
- **Demand Management Options** – Aggressive programs to encourage walking, cycling, ride-sharing, telecommuting, etc.
- **Roadway Capacity Optimization** – Localized intersection improvements, access control along major corridors (i.e. improved signal coordination, turn restrictions).
- **Roadway Capacity Expansion** – Selected road widenings, where justified based on demand, new arterial or collector roads to serve new developments, potential freeway expansions.

An evaluation was done on the strategic transportation alternatives with consideration given to the Natural Environment, Socio-cultural, Economic, and Technical factors. The preferred overall strategy is to rely on transit and travel demand management, in combination with road capacity optimization to solve transportation problems, before looking to road expansion.

The Upper Wellington Street improvements are part of the preferred strategy (see Appendix B - Hamilton Transportation Master Plan Project Table & Appendix C – Proposed Road Capital Improvements map) because it is on a transit route, encompasses travel demand management (sidewalks, cycling lanes), and includes road capacity optimization (left turn lanes).

### ALTERNATIVES FOR CONSIDERATION

The preferred alternative solutions have been identified using an evaluation and screening process that fulfils the Schedule B requirements of the Municipal Class EA. Municipal Transportation projects are considered to be pre-approved under the Environmental Assessment Act provided the projects follow the appropriate planning and design process outlined in the Municipal Class EA document.

The MEA Municipal Class EA document was approved under the Environmental Assessment Act. If the City does not follow the process outlined in the Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the EA Act. The Minister of the Environment could revisit the approval of a project or take away the City’s right to use the Municipal Class EA document.

The preferred alternative solution(s) is not normally reconsidered at the end of the process unless there is an issue that is proven to affect the outcome of the evaluation process. There is one alternative for Council to consider with respect to the recommendations of this report:

- To not file the Upper Wellington Street (Rymal Road to Stone Church Road) Municipal Class Environmental Assessment Schedule B Project File Report, as
documented in the Hamilton Transportation Master Plan with the City Clerk for a minimum thirty day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the Upper Wellington Street (Rymal Road to Stone Church Road) Municipal Class Environmental Assessment, Project File Report, as documented in the Hamilton Transportation Master Plan, the Municipal Class EA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the improvements required to address the need to urbanize the road in the study area. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

**CORPORATE STRATEGIC PLAN**


**Financial Sustainability**

- Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner. The improvements to Upper Wellington Street are partially being funded through Development Charges. Since growth is paying for a portion of the road, it is a cost effective solution for the City of Hamilton.

- Address infrastructure deficiencies and unfunded liabilities. Maintaining and improving the road on Upper Wellington Street will help to achieve financial sustainability within the City of Hamilton.

**Healthy Community**

- Adequate access to food, water, shelter and income, safety, work, recreation and support for all (Human Services). The improvements to Upper Wellington Street helps to promote a healthy community through the encouragement of alternative transportation, such as walking and cycling.

**APPENDICES / SCHEDULES**

Appendix “A” to Report PW10029 - Location Map
Appendix “B” to Report PW10029 - Hamilton Transportation Master Plan Project Table
Appendix “C” to Report PW10029 - Proposed Road Capital Improvements map
Appendix “D” to Report PW10029 - Project Update Distribution List
Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
### Appendix B
#### Hamilton Transportation Master Plan Project Table

<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 (Millions)</th>
<th>EA Schedule</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seabreeze Crescent</td>
<td>Glover Road</td>
<td>McNelly Road</td>
<td>Conversion to urban cross-section</td>
<td>2007-2011</td>
<td>$1.15</td>
<td>A</td>
</tr>
<tr>
<td>Seamen Street</td>
<td>South Service Road</td>
<td>Dewart Road</td>
<td>Conversion to urban cross-section</td>
<td>2007-2011</td>
<td>$1.30</td>
<td>A</td>
</tr>
<tr>
<td>Shaver Road</td>
<td>Wilson Street</td>
<td>Garner Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$4.08</td>
<td>C</td>
</tr>
<tr>
<td>Shaver Road</td>
<td>Hwy 403</td>
<td>Wilson Street</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$2.73</td>
<td>C</td>
</tr>
<tr>
<td>South Service Road</td>
<td>Millen Road</td>
<td>Bray Road</td>
<td>Road Widening</td>
<td>2012-2021</td>
<td>$6.44</td>
<td>C</td>
</tr>
<tr>
<td>Southdale Road</td>
<td>Golf Links Road</td>
<td>Garner Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$5.73</td>
<td>C</td>
</tr>
<tr>
<td>Springbrook Road</td>
<td>Meadowlands Blvd</td>
<td>Garner Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$2.40</td>
<td>C</td>
</tr>
<tr>
<td>Stone Church Road</td>
<td>Pritchard Road</td>
<td>Winterberry Drive</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$2.73</td>
<td>C</td>
</tr>
<tr>
<td>Stone Church Road</td>
<td>East of Garth Street</td>
<td>West 5th Street</td>
<td>Two-way Left-turn Lane</td>
<td>2006-2011</td>
<td>$3.25</td>
<td>C</td>
</tr>
<tr>
<td>Stone Church Road</td>
<td>Upper Wellington Street</td>
<td>Upper James Street</td>
<td>Two-way Left-turn Lane</td>
<td>2007-2011</td>
<td>$0.75</td>
<td>A</td>
</tr>
<tr>
<td>Sulphur Springs Road</td>
<td>Wilson Street</td>
<td>Mansfield Drive</td>
<td>Conversion to urban cross-section</td>
<td>2012-2021</td>
<td>$0.75</td>
<td>A</td>
</tr>
<tr>
<td>Sunnyhut 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>A</td>
</tr>
<tr>
<td>Teal Avenue</td>
<td>Garden Avenue</td>
<td>South Service Road</td>
<td>Conversion to urban cross-section</td>
<td>2012-2021</td>
<td>$0.65</td>
<td>A</td>
</tr>
<tr>
<td>Trinity Church Road</td>
<td>Rymal Road</td>
<td>Golf Club Road</td>
<td>Conversion to urban cross-section</td>
<td>2012-2021</td>
<td>$12.38</td>
<td>C</td>
</tr>
<tr>
<td>Trinity Church Road</td>
<td>Golf Club Road</td>
<td>Embassy Road</td>
<td>Addition of left turn lane</td>
<td>2012-2021</td>
<td>$2.32</td>
<td>C</td>
</tr>
<tr>
<td>Trinity Church Road Extension</td>
<td>Rymal Road</td>
<td>Stone Church Road</td>
<td>New Road</td>
<td>2007-2011</td>
<td>$2.23</td>
<td>C</td>
</tr>
<tr>
<td>Trinity Neighbourhood / ROPA 9</td>
<td>Second Road West</td>
<td>Highland Road</td>
<td>New Road</td>
<td>2007-2011</td>
<td>$6.28</td>
<td>C</td>
</tr>
<tr>
<td>Collector Road</td>
<td>1 km S of Wilson Street</td>
<td>Hwy 403</td>
<td>Road Widening</td>
<td>Beyond 2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Twenty Road</td>
<td>Glanbrook Road</td>
<td>Glover Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$9.76</td>
<td>C</td>
</tr>
<tr>
<td>Twenty Road Extension</td>
<td>Glanbrook Road</td>
<td>Trinity Church Road</td>
<td>New Road</td>
<td>2012-2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Gage Avenue</td>
<td>Mohawk Road</td>
<td>Thorley Drive/Edina Pl.</td>
<td>Two-way Left-turn Lane</td>
<td>2007-2011</td>
<td>$2.40</td>
<td>C</td>
</tr>
<tr>
<td>Upper James Street</td>
<td>Rymal Road</td>
<td>Former South Hamilton Limits</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$1.92</td>
<td>C</td>
</tr>
<tr>
<td>Upper Mount Albion Road</td>
<td>Rymal Road</td>
<td>Mud Street</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$4.75</td>
<td>C</td>
</tr>
<tr>
<td>Upper Mount Albion Road</td>
<td>Rymal Road</td>
<td>Highland Road</td>
<td>Road Closure</td>
<td>2012-2021</td>
<td>$2.05</td>
<td>C</td>
</tr>
<tr>
<td>Upper Ottawa Street Extension</td>
<td>Former City Hamilton Limits</td>
<td>Twenty Road</td>
<td>New Road</td>
<td>2012-2021</td>
<td>$2.06</td>
<td>C</td>
</tr>
<tr>
<td>Upper Sherman Avenue</td>
<td>Stone Church Road</td>
<td>Rymal Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$4.67</td>
<td>C</td>
</tr>
<tr>
<td>Upper Sherman Avenue</td>
<td>Stone Church Road</td>
<td>Lincoln Alexander Parkway</td>
<td>Two-way Left-turn Lane</td>
<td>2006-2011</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Upper Wellington Street</td>
<td>Rymal Road</td>
<td>Stone Church Road</td>
<td>Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$5.63</td>
<td>C</td>
</tr>
<tr>
<td>Upper Wellington Street</td>
<td>Limeridge Road</td>
<td>Stone Church Road</td>
<td>Road Widening and Two-way Left-turn Lane</td>
<td>2012-2021</td>
<td>$18.02</td>
<td>C</td>
</tr>
<tr>
<td>Waterdown New East West Link</td>
<td>West of Hwy 6</td>
<td>East of Hwy 6</td>
<td>Intersection Improvements</td>
<td>2012-2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New East West Link/ Hwy 5</td>
<td>West of Hwy 6</td>
<td>East of Hwy 6</td>
<td>Intersection Improvements</td>
<td>2012-2021</td>
<td>$18.02</td>
<td>C</td>
</tr>
<tr>
<td>New East West Link (north of Parkside)</td>
<td>Hwy 6</td>
<td>Churchill Avenue (at Parkside)</td>
<td>New Road</td>
<td>2012-2021</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New East West Link/Centre St</td>
<td>North of New East West Link</td>
<td>South of New East West Link</td>
<td>Intersection Improvements</td>
<td>2012-2021</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Vision: To be the best place in Canada to raise a child, promote innovation, engage citizens and provide diverse economic opportunities.

Values: Honesty, Accountability, Innovation, Leadership, Respect, Excellence, Teamwork
Appendix C
Proposed Road Capital Improvements Map
Appendix D
Project Update Distribution List

The following City of Hamilton Departments were contacted for this project:

- Mayor’s Office
- Ward 7 Councillor
- Public Works
- Planning and Economic Development
- Hamilton Emergency Services
- Hamilton Police Services
- Corporate Services
- Public Health Services
- Community Services
- Hamilton Public Library

The following agencies were contacted for this project:

- Hamilton Conservation Authority
- Ministry of the Environment
- Ministry of Natural Resources
- Ministry of Aboriginal Affairs
- Ministry of the Attorney General
- Department of Indian and Northern Affairs
- Hamilton-Wentworth District School Board
- Hamilton District Catholic School Board
- Hamilton Central Ambulance Communication Centre
- TransCanada Pipelines
- Hydro One
- Enbridge Pipelines Inc.
- Union Gas
- Cogeco Cable Inc.
- Hamilton Utilities Corporation
- Sun Canadian Pipeline
- Mountain Cablevision
- Imperial Oil Products & Chemical Division
- Horizon Utilities Corporation
- Bell Canada
- Assembly of First Nations
- Huron Wendat First Nation
- Six Nations Lands & Resources
- The Metis Nation of Ontario
- Council of Ontario Chiefs
- Patent & Trademark Agents
- Association of Iroquois and Allied Indians
- Six Nations
- Six Nations Eco-Centre
- Lands & Resources
- Six Nations of the Grand River Territory
- Metis Women’s Circle
- Haudenosaunee Recourse Centre
- Mississaugas of the New Credit First Nation
- Cultural Explorers
- Canadian Geographical Names Database
- Hamilton Regional Indian Centre
- De dwa da dehs nyes Aboriginal Health
- Ontario Federation of Indian Friendship
- Nipissing First Nation Union of Ontario Indians
- Council of Ontario Chiefs