SUBJECT: Acquisition of Ontario Realty Corporation (ORC) Surplus Land, 0 QEW & Winona Road, Stoney Creek described as Parts 1, 2, 3 and 4, Plan 62R-14865, PIN 17369-0034, and Roll Number 251800311008600 (PW09041/PED09128) - (Ward 11)

RECOMMENDATION:
(a) That the Real Estate Section of the Planning and Economic Development Department be authorized and directed to advise the Ontario Realty Corporation (ORC), acting as agent on behalf of Her Majesty the Queen in Right of Ontario as represented by the Minister of Public Infrastructure Renewal that the City of Hamilton has an interest in acquiring their land, comprising an area of approximately 3.25 hectares (8.0387 acres), described as being 0 QEW & Winona Road, Stoney Creek described as Parts 1, 2, 3 and 4, Plan 62R-14865, PIN 17369-0034, and Roll Number 251800311008600 and more particularly shown on Appendix “A” attached to Report PW09041/PED09128.
EXECUTIVE SUMMARY:
Notice had been received from Ontario Realty Corporation on February 4, 2009 of its intent to dispose of 3.25 hectares (8.0387 acres) of land, more or less at Winona Road and South Service Road in Stoney Creek. The lands are described as Parts 1, 2, 3 and 4, Plan 62R-14865, PIN 17369-0034, and more particularly shown on Appendix “A” to Report PW09041/PED09128.

Staff has identified the south west quadrant of the intersection of Fifty Road and the South Service Road as an ideal location of a multi-modal, inter-regional transportation terminal in addition to a future stormwater management pond. The proposed terminal would serve as a gateway from Niagara, and would provide an opportunity for people to transfer to/use sustainable modes of transportation from the eastern limit of Hamilton to points within the City and beyond.

The acquisition of this property is an essential element in securing the space for both the transportation terminal and the stormwater management pond in this quadrant and would help meet Provincial and Metrolinx goals of inter-regional connectivity by providing a location where Hamilton residents and visitors could access transit to make local or inter-regional trips.

BACKGROUND:
This report affects Ward 11.

The Ontario Realty Corporation advised the City of Hamilton on February 4, 2009 of its intent to dispose of 3.25 hectares (8.0387 acres) of land at Winona Road and South Service Road in Stoney Creek. The lands are described as Parts 1, 2, 3 and 4, Plan
62R-14865, PIN 17369-0034, and Roll Number 251800311008600. The lands are currently vacant, and the zoning is “AS” (Agricultural Specialty).

**Multi-Modal Inter-Regional Transportation Terminal**

On October 6, 2008, Public Works Committee approved Report PW08114 - Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan. This report identified the southwest quadrant of the intersection of Fifty Road and the South Service Road as an ideal location of a multi-modal, inter-regional transportation terminal. The proposed terminal would serve as a gateway from Niagara, and would provide an opportunity for people to transfer to/use sustainable modes of transportation from the eastern limit of Hamilton to points within the City and beyond.

Report PW08114 – Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan discussed the need for more detailed studies regarding the users, function and necessity for this facility, and that work is currently ongoing.

Staff have identified that the southwest quadrant of Fifty Road and the South Service Road would help meet Provincial and Metrolinx goals of inter-regional connectivity by providing a location where Hamilton residents and visitors could access transit to make local or inter-regional trips. Public Works staff have met with GO Transit staff to discuss whether GO service could be extended to this site, if a terminal were constructed. The site could also become the future eastern terminus of the proposed B-Line rapid transit service, as was shown in Report PW043d (Rapid Transit Feasibility Study – Draft Regional Transportation Plan), approved by Public Works Committee on October 20, 2008 and Council on October 29, 2008. Discussions with GO Transit and Metrolinx have not yet produced a commitment by either party to provide transit service to this location in the future.

Public Works staff, together with Planning and Economic Development staff, have met with representatives of Penady, the applicant for the lands fronting Fifty Road and the South Service Road, and they are supportive of a multi-modal, inter-regional transportation facility in southwest quadrant of this intersection, provided it is located closer to Winona Road. The lands which are subject to this report, are in a location that will work from a transportation terminal perspective and will also avoid impact to the proposed commercial development.

**Stormwater Management**

The subject lands were also identified as the location of a future stormwater management pond in PW03157a. It is proposed that the stormwater management pond would be located at the north limit of the subject lands and that the transportation terminal would be located at the south limits of the subject lands. No conflicts between the two proposed uses are anticipated.

**ANALYSIS/RATIONALE:**

Typically, transportation facilities in new and developing neighbourhoods are identified through the applicable planning processes. A Secondary Plan for the Fruitland-Winona area in underway and a Transportation Master Plan for the Stoney Creek Urban Boundary Expansion (SCUBE) area is complete.
SUBJECT: Acquisition of Ontario Realty Corporation (ORC) Surplus Land, 0 QEW & Winona Road, Stoney Creek described as Parts 1, 2, 3 and 4, Plan 62R-14865, PIN 17369-0034, and Roll Number 251800311008600 (PW09041/PED09128) - (Ward 11) - Page 4 of 7

The QEW/Winona Road area provides a highly visible location for a multi-modal transportation terminal, which would demonstrate Hamilton’s commitment to offering residents, visitors, shoppers and employees a range of sustainable transportation options. The location also highlights the benefits of collaboration between internal City Departments, and between the City and the private sector, by bringing together a plan that includes prime commercial development and the transportation terminal.

The acquisition of this property is an essential element in securing the space for both the transportation terminal and the stormwater management pond in this quadrant. If the land is purchased by another agency or developer, opportunities to construct these two important pieces of infrastructure could be lost.

**ALTERNATIVES FOR CONSIDERATION:**

**Alternative 1 - Do Not Purchase the Subject Lands**

This alternative is not recommended. These lands have been identified as an ideal location for a multi-modal, inter-regional transportation terminal in the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan. In addition, the need for a stormwater management facility on these lands has also been identified in past studies undertaken for Public Works.

There are two possible consequences if the City does not purchase these lands. One, is that the lands could be acquired by another public agency over which the City cannot impose its Planning requirements. This could eliminate the potential of locating the transportation terminal and/or stormwater management pond on the subject lands. The second possible outcome, is that the lands could be purchased by a private landowner and the transportation terminal and stormwater management pond would need to be incorporated into their development. In this case, the City loses control over the timing of the required and desired infrastructure, and also becomes less of an active participant in discussions with GO Transit and Metrolinx regarding future extensions of service to this area.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial**

The purchase price is to be based on the estimated market value determined through the preparation of an appraisal by the Province, interest, and associated costs.

A further report will be presented to Council upon conclusion of staff’s negotiations with the Province outlining the purchase price as determined through the appraisal process, and associated costs, as well as the funding source for the purchase of these lands.

**Staffing**

There are no staffing implications associated with the recommendations of this report.

**Legal**

Legal Services will be required to prepare the documents required for this transaction.
Policies Affecting Proposal:

The Public Works Business Plan’s fundamental purpose is to provide safe, strategic and environmentally conscious services that bring our communities to life. Vision 2017’s goal is to be recognized as the centre of environmental and innovative excellence in Canada. The acquisition of the subject parcel for a multi-modal transportation terminal supports the Public Works Business Plan and the plan’s priority of being a leader in the “greening” and stewardship of the City.

The acquisition of 0 QEW and Winona Road also supports the Public Works Strategic Plan goal of being a leader in the “greening” and stewardship of the City, through the stormwater management practices that are proposed, through the promotion of alternative means of transportation and through the comprehensive planning approach that has been taken to develop this strategy.

The acquisition of the subject parcel addresses Desired End Result 7.4 of the Corporate Strategic Plan (Increase alternative transportation usage in areas such as transit, ridership, walking, cycling) and Key Activities 4.4.5 (Improve access to employment areas by public transit (buses, LRT)), 4.6.5 (Improve access to residential areas by public transit (buses, LRT)) and 6.3.4 (Continue to implement the Stormwater Management Master Plan).

This recommendation is also consistent with the Real Estate Management Portfolio Strategy Plan, as approved by Council on November 24, 2004.

Relevant Consultation:

The following City of Hamilton Departments were consulted as part of the development of this report:

- Planning and Economic Development (Planning, Real Estate)
- Public Works (Capital Planning and Implementation)

In addition, the following have been consulted regarding the proposal to locate an inter-regional, multi-modal transit facility in this location:

- Penady
- GO Transit
- Ontario Realty Corporation (ORC)
- Ward 11 Councillor David Mitchell

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
The preferred alternative allows for enhanced alternative transportation systems in the subject area.

Environmental Well-Being is enhanced. ☑ Yes ☐ No
Environmental well-being is enhanced through reduced dependence on single occupancy vehicle trips.
Economic Well-Being is enhanced. ☑ Yes ☐ No
Economic well-being is enhanced through the use of partnerships to develop sustainable transportation options.

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
APPENDIX A - Study Area Map