RECOMMENDATION

(a) That the General Manager, Planning and Economic Development Department, be authorized and directed to file the Parkside Drive Municipal Class Environmental Assessment, Environmental Study Report with the Municipal Clerk for a minimum thirty (30) day public review period;

(b) That upon completion of the minimum thirty (30) day public review period, the General Manager, Planning and Economic Development Department be authorized and directed to submit as part of the Capital Budget process the preferred alternative design as recommended in the Parkside Drive Environmental Study Report;

(c) That the implementation of the Parkside Drive improvements be separated into two (2) phases;

(i) That the preferred alternative for the section of Parkside Drive from Highway 6 to Main Street be implemented first;
(ii) That the preferred alternative for the section of Parkside Drive east of Main Street to 500 m East of Churchill Avenue not be implemented until the East-West Corridor (from Parkside Drive to Highway 6) is constructed and the preferred alternative is reviewed at that time.

EXECUTIVE SUMMARY

The City of Hamilton has completed a Schedule “C” (Phases 3 and 4) Municipal Class Environmental Assessment Study to examine the improvements for Parkside Drive (from Highway 6 to 500 m East of Churchill Avenue) (see Appendix A). The purpose of this study was to address the long-term transportation requirements for Parkside Drive, protect for these future requirements and to provide the facilities in a phased manner consistent with the 2007 Hamilton Transportation Master Plan (HTMP). The preferred alternative design solution for the Parkside Drive Phases 3 and 4 Class Environmental Assessment (EA) included in the Environmental Study Report (ESR) are as follows:

Intersection of Highway 6 and Parkside Drive
The intersection of Highway 6 and Parkside Drive is under the jurisdiction of the Ministry of Transportation (MTO). The Ministry has recently completed a design for the intersection which will be implemented by the Ministry as part of their capital improvements for the proposed Highway 5 and 6 interchange. For this EA Study, the Ministry’s intersection design has been incorporated into the preferred alternative design for Parkside Drive (see Appendix B).

From Highway 6 to Hollybush Drive:
The design follows the existing road alignment and is comprised of a two (2) lane cross-section with bike lanes on the north and south sides, a 2.0 metre sidewalk on the south side, and an open ditch for drainage on the north side (as shown in Appendix C).

From Hollybush Drive to Main Street:
The design follows the existing road alignment and is comprised of a two (2) thru lanes, a two-way centre turn lane, bike lanes and sidewalks on both sides (as shown in Appendix D).

From Main Street to Eastern Project limits:
The design follows the existing road alignment and is comprised of a two (2) lane cross-section, with sidewalks on the north and south sides (as shown in Appendix E). The preferred design alternative for the section of Parkside Drive from Main Street to east of Churchill Avenue will not be implemented until the following has occurred:

- The East-West Corridor (from Parkside Drive to Highway 6) is constructed; and,
• After the East-West Corridor is constructed and operational staff will re-evaluate this section of Parkside Drive to determine if the proposed improvements are required to be implemented.

The ESR is recommended for filing on the public record and, subject to any comments received, authorizing staff to proceed with implementing the preferred alternative design. The implementation of the preferred alternative design will be subject to Council approval of Capital Budget for property acquisition, road construction, and associated storm water facilities. Therefore, the Parkside Drive improvements (from east of MTO’s Highway 6 and Parkside Drive intersection to Main Street) may be completed in stages and phasing of construction will be determined upon completion of detail design.

**Alternatives for Consideration – See Page 9.**

**FINANCIAL / STAFFING / LEGAL IMPLICATIONS**

**Financial:**
The most current budgeted project construction cost for implementing the Parkside Drive preferred design from Highway 6 to Main Street is $10.6M (including property acquisition) of which 60% (50% residential and 50% non-residential) is growth related and eligible for Development Charges (DC) funding as identified in the 2009 Development Charges (DC) Background Study. The 2009 City DC Background Study had included this project at a total cost of $7.785M.

The most recent budgeted cost updates will be reflected in the City’s proposed 2014 DC Background Study. The City’s 2013 - 2022 Tax-Supported Capital Budget Forecast had included this project at a total cost of $6.39M with $3M spent on construction in 2014 and 2016. The implementation of the preferred alternative will be subject to Council approval of Capital Budget costs for property acquisition, road construction, and associated storm water facilities.

**Staffing:**
There are no staffing implications.

**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 and 2011). The Class EA process has been followed.
Land requirements for the implementation of the preferred solutions will be determined during the detailed design stage.

**HISTORICAL BACKGROUND**

Parkside Drive is a predominantly two-lane minor arterial roadway (mostly a rural cross-section). The project limits for this study extend from Highway 6 in the west to 500 m east of Churchill Avenue in the east, a length of approximately 4.0 kilometres. The predominant land uses within the study area consists of residential and agricultural as well as institutional and a few commercial uses.

**Hamilton Transportation Master Plan (2007)**

In 2007, the Hamilton Transportation Master Plan (TMP) was prepared to develop policies and strategies for the City-wide transportation network for the next 30 years. Based on the evaluation completed as part of the Hamilton TMP, the preferred solution is to rely on transit and Travel Demand Management (TDM) in combination with road capacity optimization before considering road expansions. Among the proposed road improvements, the TMP recommended road widening plus a continuous two-way left turn on Parkside Drive. The study area for this project was extended to 500 m east of Churchill Avenue.

**POLICY IMPLICATIONS/LEGISLATED REQUIREMENTS**

**The City of Hamilton Strategic Plan (2012-2015)**

The improvements coming out of the Parkside Drive Municipal Class Environmental Assessment comply with the City of Hamilton’s Strategic Plan, Priority No. 1 – “A Prosperous & Healthy Community”. In particular, the improvements to Parkside Drive supports managed growth and optimize community benefit.

**Hamilton Transportation Master Plan**

The preferred design solution complies with the Hamilton TMP’s transportation objectives and guiding principles. The recommended road widening, sidewalks, bike lanes, plus two-way left turn lane on Parkside Drive is consistent with the Hamilton TMP as the efficiency of goods movement and people to, from, and within the City are being maximized.

**RELEVANT CONSULTATION**

As required under the Municipal Class EA, affected members of the public, agencies, and stakeholders were consulted throughout the planning process. A consultation plan was used to engage and inform members of the public, agencies, and stakeholders.
about the study and present them with opportunities throughout the project to provide their input into the design.

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, local conversation authorities, and various utility companies (see Appendix F). Regulatory agencies were contacted through a study notification letter dated February 12, 2012. The letter informed agencies of the study and invited their participation in the study process. The affected agencies were also circulated the Notice of Public Information Centre.

City of Hamilton staff was circulated during various stages of the Environmental Assessment process (see Appendix G for Internal Staff Consultation List). In addition to circulating potentially interested internal staff, a Staff Technical Committee was created to provide expertise and input into coming to conclusions made in this Environmental Assessment Study.

In addition, the Financial Planning and Policy Division has been consulted on the financial implications of this study and has provided input into Report PED13097.

The public was invited to provide input into the study at various stages. A Notice of Public Information Centre was advertised twice in the Hamilton Spectator on September 7, 2012 and September 14, 2012 and in the Flamborough Review on September 6, 2012 and September 13, 2012. In addition, property owners along the corridor and those on the study mailing list were notified directly by letter of the upcoming Public Information Centre (PIC).

A PIC was held on September 19, 2012 from 6:00 p.m. to 8:00 p.m. at St. Thomas the Apostle Parish in Waterdown to present the findings from the Class EA Study and receive feedback from the public on the preferred design. The purpose of the PIC was to present the existing conditions, an evaluation of the alternatives and the preferred alternatives.

Following the September 2012 PIC, the City of Hamilton held a Neighbourhood Meeting on November 19, 2012 for area residents living on Parkside Drive from Main Street to east of Churchill Avenue. The purpose of the Neighbourhood Meeting was to inform residents that the project team reviewed their submitted comments on the preferred Parkside Drive Design (shown at the September 2012 PIC) and completed additional design work to come up with an alternative solution that would still address the purpose of the study, but have reduced impacts along the corridor from Main Street to east of Churchill.
All comments received from the public and agencies were fully reviewed and responded to, where appropriate, by the City of Hamilton Project Team, and were considered when determining the final alternative.

**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 (EA), October 2000, as amended in 2007 and 2011. The City is completing this study in accordance with the planning process applicable to Schedule ‘C’ projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act once the required four phase process is complete. Class EA requirements for Schedule C projects include the following four phases:

- Phase 1- problem identification;
- Phase 2- review alternative solutions;
- Phase 3- provide alternative design solutions; and,
- Phase 4- provide a detailed Environmental Study Report.

The Hamilton Transportation Master Transportation (2007) addressed Phases 1 and 2 of the Municipal Class EA. The specific objective of this study is to address the Phase 3 and 4 requirements of the Municipal Class EA. The documentation is embodied in an Environmental Study Report (ESR) which is placed on the public record for review by the public and review agencies with opportunity to request a Part II Order.
Alternatives and Preferred Design Concept for Parkside Drive

The following alternatives for Parkside Drive were identified and evaluated:

- **Section from Highway 6 to Main Street**

  **Table 1 – Summary of Parkside Drive Alternatives (from Highway 6 to Main Street)**

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>The existing transportation system is not changed. <strong>NOT RECOMMENDED:</strong> Alternative 1 was not recommended because it does not meet the Hamilton TMP objectives. It does not address existing congestion during peak periods. It does not address the overall drainage or stormwater requirements.</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>Widening to the North (Property line along the south side would form the limit of the new Right-of-Way, with the widening occurring entirely on the north side of Parkside Drive). <strong>NOT RECOMMENDED:</strong> Alternative 2 was not recommended because of the higher capital costs, due to the need to acquire significant property on the north side of Parkside Drive.</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>Widening to the South (Property line along the north side would form the limit of the new Right-of-Way, with the widening occurring entirely on the south side of Parkside Drive). <strong>NOT RECOMMENDED:</strong> Alternative 3 was not recommended due to the need to acquire significant amount of property required on south side of Parkside Drive.</td>
</tr>
<tr>
<td>Alternative 4</td>
<td>Follow Existing Right-of-Way (The new road alignment would deviate from the centreline of the existing road but generally follow the existing Right-of-Way). <strong>RECOMMENDED:</strong> Alternative 4 was recommended since it meets the objectives of the Hamilton TMP and has reduced property acquisition costs.</td>
</tr>
</tbody>
</table>

- **Section from Main Street to Eastern Project Limits**

  From Highway 6 to Main Street, the impacts of the preferred design to private properties as well as the natural environment are relatively minor. However, from Main Street to the eastern limits of the study area it was recognized that the preferred design concept would result in significant impacts to both the natural environment and private properties. As a result, the project team decided to analyze...
a number of different alternatives for this section in order to identify a solution that would have a reduced impact. These alternatives are detailed in Table 2:

Table 2 – Summary of Parkside Drive Alternatives (from Main Street to Eastern Project Limits)

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>DESCRIPTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 4A</td>
<td>3-lane cross section with sidewalk on both sides of the roadway.</td>
</tr>
<tr>
<td>Alternative 4B</td>
<td>3-lane cross section with no sidewalk on the north side of Parkside Drive from Main Street to the east limit of the study area.</td>
</tr>
<tr>
<td>Alternative 4C</td>
<td>2-lane cross section with left turn lanes at Mill Street North and Victoria Street.</td>
</tr>
</tbody>
</table>

The alternatives shown in Table 2 were presented at the September 19, 2012 PIC. The City of Hamilton also held a Neighbourhood Meeting on November 19, 2012 for area residents living on Parkside Drive from Main Street to east of Churchill Avenue. The purpose of the Neighbourhood Meeting was to inform residents that the project team reviewed their submitted comments on the preferred Parkside Drive Design (shown at the September 2012 PIC) and completed additional design work to come up with an alternative solution that would still address the purpose of the study, but have reduced impacts along the corridor from Main Street to east of Churchill.

It is important to note that the proposed alternative design along Parkside Drive in this section of roadway is not for increasing roadway capacity to address future traffic growth. As such, the number of through lanes has remained the same. The future traffic growth in the area will be accommodated by the proposed East-West corridor. At the Neighbourhood Meeting the key design elements proposed for the alternative design for the Parkside Road corridor from Main Street to east of Churchill Avenue consisted of the following:

1. 1.5 m on-road bike lanes on both sides of the roadway;
2. 2.0 m sidewalk on both sides of the roadway;
3. Urban cross section with curb and gutter (including storm sewer); and,
4. Left turn lanes at the intersections of Victoria Avenue and Mill Street.
At the Neighbourhood Meeting area residents have raised the following key issues:

- “No improvement required on Parkside Drive (from Main Street to east of Churchill Avenue). Build east-west corridor."
- Speeding on Parkside Drive.
- On-street Parking – The gravel shoulder is currently being utilized for on-street parking. Once the roadway cross section is urbanized there will be no opportunity for on-street parking.”

Following the November 2012 Neighbourhood Meeting the project team determined that the implementation of the Parkside Drive improvements should be separated into two (2) stages:

Stage 1: Construction of the preferred alternative for the section of Parkside Drive from Highway 6 to Main Street be implemented first.

Stage 2: The preferred alternative that was presented at the November 19, 2012 meeting for the section of Parkside Drive from Main Street to east of Churchill Avenue will not be implemented until the following has occurred:

- The East-West Corridor (from Parkside Drive to Highway 6) is constructed; and,
- After the East-West Corridor is constructed, operational staff will re-evaluate this section of Parkside Drive to determine if the proposed improvements are still required to be implemented.

**ALTERNATIVES FOR CONSIDERATION**

The preferred alternative designs have been identified using an evaluation and screening process that fulfils the Schedule C 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. As noted above, the Hamilton TMP fulfilled EA requirements for Phases 1 - 2 and this study is fulfilling the requirements of Phases 3 - 4.

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 design 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 Parkside Drive Class Environmental Assessment Schedule C Environmental Study Report with the City Clerk for a minimum thirty (30) day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the Parkside Drive Class Environmental Assessment, Environmental Study Report, 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 road network issues in the study area. The outcome would result in the inability to urbanize Parkside Drive. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

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
1.2 Continue to prioritize capital infrastructure projects to support managed growth and optimize community benefit.
1.4 Improve the City’s transportation system to support multi-modal mobility and encourage inter-regional connections.
1.5 Support the development and implementation of neighbourhood and City wide strategies that will improve the health and well-being of residents.
1.6 Enhance Overall Sustainability (financial, economic, social and environmental).

Strategic Priority #2
Valued & Sustainable Services

*WE deliver high quality services that meet citizen needs and expectations, in a cost effective and responsible manner.*
Strategic Objective
2.1 Implement processes to improve services, leverage technology and validate cost
effectiveness and efficiencies across the Corporation.
2.2 Improve the City’s approach to engaging and informing citizens and stakeholders.
2.3 Enhance customer service satisfaction.

APPENDICES / SCHEDULES

Appendix A  -  Study Area
Appendix B  -  Highway 6 and Parkside Drive Intersection
Appendix C  -  Highway 6 to Hollybush Drive Cross Section
Appendix D  -  Hollybush Drive to Main Street Cross Section
Appendix E  -  Main Street to Eastern Project Limits
Appendix F  -  Agency Consultation List
Appendix G  -  Internal Staff Circulation List
Study Area

Parkside Drive Road Improvements
Class Environmental Assessment Phase 3 & 4 (Ward 15)
Highway 6 to Hollybush Drive Cross Section
Hollybush Drive to Main Street Cross Section
Main Street to Eastern Project Limit Cross Section
Agency Consultation List

The following Provincial Agencies were contacted for this project:

- Ministry of Aboriginal Affairs
- Ministry of Agriculture, Food and Rural Services
- Ministry of Attorney General
- Ministry of Culture
- Ministry of Citizenship and Immigration
- Ministry of Community and Social Services
- Ministry of Health and Long-Term Care
- Ministry of Municipal Affairs and Housing
- Ministry of Natural Resources
- Ministry of the Environment
- Ministry of Training, Colleges and Universities
- Ministry of Transportation
- Ministry of Energy and Infrastructure
- Ontario Provincial Police

The following Federal Agencies were contacted for this project:

- Canada Post Commercial Service Centre
- Canadian Environmental Assessment Agency
- Canadian Centre of Inland Waters
- Environment Canada
- Fisheries and Oceans Canada
- Human Resources Development Canada
- Hamilton Port Authority
- Indian and Northern Affairs Canada
- Industry Canada
- Transport Canada

The following First Nations were contacted for this project:

- The Metis Nation of Ontario
- Huron-Wendat Nation Council
- Hamilton Executive Director for Aboriginal Coalition
- Mississaugas of the New Credit First Nation
The following Utility Agencies were contacted for this project:

- Atria Networks
- Bell Canada
- Cogeco Cable Inc.
- Enbridge Pipelines Inc.
- Imperial Oil
- Hamilton Utilities Corporation
- Horizon Utilities (formerly Hamilton Hydro)
- Hydro One
- Mountain Cablevision
- Ontario Power Generation
- South Mount Cable Ltd.
- Sun-Canadian Pipeline
- TransCanada Pipelines Limited
- Trans-Northern Pipelines Inc.
- Union Gas

The following Other Key Stakeholders were contacted for this project:

- City of Burlington
- Halton Region
- Go Transit
- Metrolinx
- Hamilton Conservation Authority
- Conservation Halton
- McMaster University Medical Centre
- St. Joseph’s Hospital
- Hamilton Health Sciences
- French Catholic School Board
- Hamilton-Wentworth District School Board
- Waterdown BIA
- Hamilton Cycling Committee
- Canadian National Railway
- Canadian Pacific Railway
- Niagara Escarpment Commission
Internal Staff Circulation List

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

- City Manager’s Office
- Community Services
- Corporate Services
- Hamilton Emergency Services
- Hamilton Police Services
- Hamilton Public Library
- Mayor’s Office
- Planning and Economic Development
- Public Health Services
- Public Works
- Ward 15 Councillor