SUBJECT: Main Street North and Centre Road Class Environmental Assessment (PW09050) - (Ward 15)

RECOMMENDATION:

(a) That the General Manager of Public Works, be authorized and directed to file the Main Street North and Centre Road Class Environmental Assessment 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 of Public Works Department, be authorized and directed to permit the applicant to proceed with implementation of Alternative 3 - Main Street Closed.

EXECUTIVE SUMMARY:

This project has been planned as a “Schedule A+” undertaking under the Municipal Engineers Association’s Class Environmental Assessment (October 2000, as amended in 2007). Although not required, Phases 1 & 2 of the Municipal Class Environmental Assessment process has been followed for the recently completed Main Street North and Centre Road intersection improvements (see Appendix A - Location Map). The planning process has identified alternative solutions to the problem. The problems identified for this project are related to:

- anticipated traffic infiltration from the Waterdown North Secondary Plan development area onto Main St. N.; and,
vehicle trips to/from the north short cutting on Main St. N. between Parkside Dr. and Centre Rd.

The conclusion is that the preferred alternative is the closure of Main Street North at Centre Road. The Project Report is recommended for filing on public record and, subject to any comments received, authorizing the applicant to proceed with implementing the preferred alternative. The improvements will be fully funded by development.

In addition, the need for a westbound exclusive right turn lane onto Centre Road from Parkside Drive was identified in this study. The upgrades and timing will be determined through the comprehensive traffic study currently being conducted by the developers as required by City. The improvement will be required over the longer term as a result of the closure and growth in traffic.

BACKGROUND:

There has been a long history, dating back to the late 1990’s, of residents wanting the closure of Main Street North at Centre Road.

City staff implemented a condition in the Parkside Hills Inc. Draft Plan of Subdivision to determine the impacts, including safety, of anticipated traffic infiltration from the proposed subdivision through Main Street North. The condition states:

*That the owner agree that access to Centre Road will not be permitted until such time as the applicant has completed, at their own expense, an Environmental Assessment (Class Environmental Assessment), to the satisfaction of the Director of Capital Planning and Implementation, Public Works, which addresses the vehicular traffic infiltration onto Main Street, and that the owner agrees to implement the recommendations of the Class Environmental Assessment.*

The Municipal Class Environmental Assessment process has been followed, including public consultation to determine the preferred option. The Environmental Assessment was done by the developer, at their expense, to the City’s satisfaction.

The project classification for road closures is identified in the Municipal Engineers Association’s Class Environmental Assessment (October 2000, as amended in 2007) as a Schedule A+ project (pre-approved subject to public notice). Due to the potential community interest in this matter, and City Staff’s recommendation to consider other alternatives, the City followed Phases 1 and 2 of the Class EA Planning process.

Schedule A+ projects under the Municipal Class Environmental Assessment process do not require the Project Report to be filed, therefore, no formal Part II Order (appeal) process would be allowed for this project.

A Project Report has been prepared documenting the process followed to determine the recommended undertaking and an evaluation of the alternatives.

**Municipal Class Environmental Assessment**

Phases 1 and 2 of the Class EA Planning process have been used to guide the study:

- Phase 1 Problem Definition
- Phase 2 Identification and Evaluation of Alternative Solutions to determine a preferred alternative

Public consultation is a key component of the Class Environmental Assessment process. The public were invited to provide comments for the proposed intersection
improvements at Main Street North at Centre Road in the Notice of Study Commencement and Public Information Centre advertised in the Hamilton Spectator (At Your Service Section) and the Flamborough Review on June 6, 2008. A copy of the notice was also distributed to homes and businesses in the study area.

A Public Information Centre was held on June 10, 2008 at the Bohemian Banquet Centre, 215 Dundas St. E., Waterdown to consult with the public and affected parties to provide background information, to present the list of alternatives, an evaluation of the alternatives, and the preferred alternative.

**ANALYSIS/RATIONALE:**

A number of alternative solutions have been considered as part of this study. The following intersection improvement alternatives have been identified and evaluated:

**Alternative 1**  
**Full Non Signalized Intersection** - “Do Nothing”  
Existing three-way intersection will become a four-way intersection with no restrictions thereby allowing access Waterdown North traffic and trips to/from the north.

**Alternative 2**  
**Main St. N. right in/right out only**  
An island would be constructed to prevent Waterdown North traffic access to Main Street North from Centre Road. Right turns to and from Main Street North would be permitted.

**Alternative 3**  
**Main St. N. closed at Centre Rd.**  
A cul-de-sac would be created on Main Street North at Centre Road. No through vehicle access would be permitted, however, cyclists and pedestrian access would continue to be permitted.

Table 1 provides a summary of the conclusions drawn from the evaluation of the alternatives.

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
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<tr>
<td><strong>Alternative 1</strong></td>
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<tr>
<td>Full Non Signalized Intersection</td>
<td>Does not meet study objectives. Infiltration of future development traffic from Waterdown North can occur. Existing short cutting can continue. Vehicles will continue to make less safe left turns at un-signalized intersection (Parkside Drive and Hamilton Street N.). Main St. N. residents will continue to experience relatively high volumes of traffic. High potential for conflict between vehicles and pedestrian/bikes on Main St. N.</td>
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<tr>
<td><strong>Alternative 2</strong></td>
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<tr>
<td>Main St. N. right in/right out only</td>
<td>Meets study objectives. Infiltration of development traffic prevented. South to east short cutting eliminated, west to north short cutting can continue. Vehicles will make safer left turns at signalized intersection (Parkside Drive and Hamilton Street N.). Main St. N. residents will continue to experience high volumes of north bound traffic but volumes significantly reduced south bound. Moderate potential for conflict between vehicles and pedestrian/bikes on Main St. N. Requires the westbound exclusive right turn lane onto Centre Road from Parkside Drive.</td>
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<tr>
<td><strong>Alternative 3</strong></td>
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<tr>
<td>Main St. N. closed at Centre Rd.</td>
<td>Meets study objectives. Infiltration of development traffic prevented. Short cutting eliminated. Vehicles will make safer left turns at signalized intersection (Parkside Drive and Hamilton Street N.) Main St. N. residents will experience significantly reduced traffic volumes. Low potential for conflict between vehicles and pedestrian/bikes on Main St. N. Requires the westbound exclusive right turn lane onto Centre Road from Parkside Drive.</td>
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Preferred Alternative

Alternative 3 (Closure) (see Appendix C - Preferred Alternative) was selected as the preferred alternative because:

- Infiltration of future development traffic is prevented,
- Existing short cutting is eliminated,
- Vehicles are forced to make safer left turns at signalized intersection,
- Main Street North residents will experience significantly reduced traffic volumes,
- There is a low potential for vehicle and bike/pedestrian conflicts on Main Street North, and
- There are no property requirements.

In addition, the need for a westbound exclusive right turn lane onto Centre Road from Parkside Drive was identified in this study. The upgrades and timing will be determined through the comprehensive traffic study currently being conducted by the developers as required by City. The improvement will be required over the longer term as a result of the closure and growth in traffic.

ALTERNATIVES FOR CONSIDERATION:

There is one alternative for Council to consider with respect to the recommendations of this report:

- To not file the Main Street North and Centre Road Municipal Class Environmental Assessment, Schedule A+ Project Report with the City Clerk for a minimum thirty day public review period and, as a consequence, not proceed with implementation.

The recommended solution (road closure) has been identified using an evaluation and screening process that fulfils the Schedule A+ requirements of the Municipal Class EA. 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.

Should Council not wish to approve the filing of the Main Street North and Centre Road Class Environmental Assessment, Project Report, the outcome would result in doing nothing at the intersection, therefore not resolving the existing traffic infiltration issues, and the impact of future development traffic from Waterdown North. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations. Therefore, the above alternative is not recommended.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial - There is no cost to the City for implementing the road closure. The developer of Parkside Hills Inc. is responsible for the implementation of the recommendations made in the Class Environmental Assessment as a condition of Draft Plan of Subdivision.

The upgrades at the intersection of Centre Road and Parkside Drive will be determined through the comprehensive traffic study by the developers as required by the City.
Financing for this intersection will be determined through the comprehensive traffic study.

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). The project classification for road closures is identified in the Municipal Engineers Association’s Class Environmental Assessment document as a “Schedule A+” undertaking (pre-approved subject to public notice). “Schedule A+” projects under the Municipal Class Environmental Assessment process do not require the Project Report to be filed, therefore, no formal Part II Order (appeal) process would be allowed for this project.

POLICIES AFFECTING PROPOSAL:

- City of Hamilton - Public Works Business Plan

The preferred alternative complies with the City of Hamilton - Public Works Business Plan because community needs are the focus. The closure of Main Street North will provide the residents a safer environment by not having to worry about vehicles using Main Street North as a short cut. The implementation of the road closure will achieve greater pedestrian and cyclist safety.

- City of Hamilton - Strategic Plan

The Main Street North and Centre Road Environmental Assessment complies with the City of Hamilton’s Strategic Plan, because it engaged the community. Although this was considered a Schedule A+ undertaking, due to the potential community interest in this matter Phases 1 and 2 of the EA process were followed, which involved greater public consultation.

RELEVANT CONSULTATION:

As required under the Municipal Class EA, affected public agencies were consulted throughout the planning process. A contact list of potentially interested internal and external participants (see Appendix B - Consultation List) was developed at the start-up phase of the project.

The majority of public comments received were from nearby residents of the study area and were in favour of the closure.

In response to the Notice of Study Commencement and Public Information Centre, members of the public, government and agencies, submitted comments to the City of Hamilton. In summary, the following general comments and concerns were received:

- Concerned about possible diversion of traffic on to other neighbourhood residential streets and whether vehicle/pedestrian controls are proposed for Parkside Dr. and Main Street N. to facilitate left turns.
- Concerned about effect on an existing business including reduced ease of access.
All comments received from public and agencies were fully reviewed and responded (where appropriate) to by the City of Hamilton Project Team and were considered when determining the final alternative.

**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 public are involved in the definition and development of local solutions.
Residents of Main Street North will experience a significant reduction in traffic volumes, due to short cutting being eliminated. Infiltration of development traffic will be prevented.

**Environmental Well-Being is enhanced.** ☑ Yes  ☐ No
Human health and safety are protected.
The preferred alternative will allow for less potential for bike and pedestrian/vehicle conflicts on Main Street North.

**Economic Well-Being is enhanced.** ☑ Yes  ☐ No
Investment in Hamilton is enhanced and supported.

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 - Location Map
Appendix B - Consultation List

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

- Public Works
- Planning and Economic Development
- Hamilton Emergency Services
- Hamilton Police Services
- Corporate Services
- Public Health Services
- Community Services
- Customer Service & Community Outreach
- Hamilton Public Library
- Mayor
- Councillor, Ward 15

The following agencies were contacted for this project:

- Conservation Halton
- Hamilton Conservation Authority
- Ministry of the Environment
- Ministry of Agriculture and Food
- Ministry of Citizenship & Immigration
- Ministry of Natural Resources
- Municipal Affairs & Housing
- Ontario Provincial Police
- Ontario Secretariat of Aboriginal Affairs
- Canada Post Commercial Service Centre
- Ministry of Health & Long Term Care
- Ministry of Public Infrastructure
- National Heritage Information Centre
- Huron Wendat First Nation
- Lands & Resources
- Department of Indian and Northern Affairs
- The Metis Nation of Ontario
- Council of Ontario Chiefs
- Patent & Trademark Agents
- Association of Iroquois and Allied Indians
- Six Nations
- Six Nations Eco-Centre
- Six Nations of the Grand River Territory
- The Metis Women’s Circle
- Haudenosaunee Recourse Centre
- Mississaugas of the New Credit First Nation
- Cultural Explorers
- Canadian Geographical Names Database
- Hamilton Regional Indian Centre
- Ministry of the Attorney General
- Ministry of Aboriginal Affairs
- De dwa da dehs nyes Aboriginal Health
- Ontario Federation of Indian Friendship
- Hamilton District Catholic School Board
- Hamilton-Wentworth District School Board
- Horizon Utilities Corporation
- TransCanada Pipelines
- Canadian Pacific Railway
- Enbridge Pipelines Inc.
- Hydro One
- Ontario Power Generation
- Union Gas
- Cogeco Cable
- Hamilton Utilities Corporation
- Sun Canadian Pipeline
- CN Rail
- Imperial Oil Products & Chemical Division
- Bell Canada
- Southern Ontario Railway
- Canadian National Railway
- Ontario Power Generation
Appendix C - Preferred Alternative