



**To** City of Hamilton  
**From** Hatch Mott MacDonald  
**Date** March 28, 2013  
**Project #** 307295  
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**CC**  
**Subject** **Hamilton LRT Spurline MSF**

The City of Hamilton initiated an aggressive plan to implement rapid transit, with a long term vision encompassing five corridors, connecting key destinations across the City. In 2011, the City completed the Transit Project Assessment Project (TPAP) for Light Rapid Transit (LRT) on the primary east/west B-Line Corridor, Main/King between Eastgate Square and McMaster University. In 2012, the City decided to continue to move the B-Line forward with the completion of the following:

- Advance the design of the Maintenance and Storage Facility and associated spur line, connected to the B-Line LRT Corridor;
- Develop the project phasing and funding approach, and;
- Complete the Transit Project Assessment Process (TPAP) and Environmental Project Report (EPR).

The City of Hamilton has been working diligently with Metrolinx towards the inclusion of a rapid transit project within the 2010-2015 Metrolinx Capital Budget, with a focus on LRT along the proposed B-Line. The focus on the LRT was a result of overwhelming support for the LRT identified during public consultation and through unanimous support from the City of Hamilton Council.

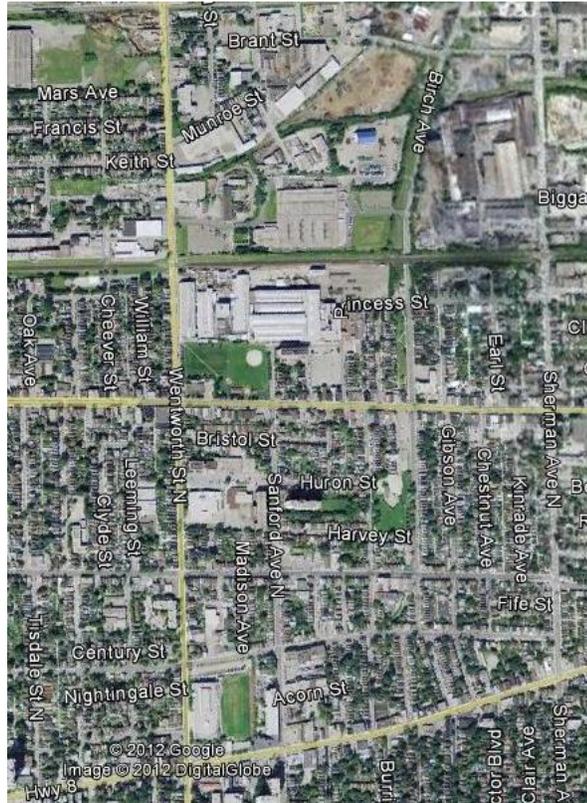
The planning and technical analysis was confined to the following key study areas:

- 330 Wentworth Street (see Figure 1), and
- Adjacent roadways leading to 330 Wentworth Street, including Wentworth, Birch Street, and adjacent parallel roadways.

A number of potential maintenance and storage facility (MSF) locations adjacent to the B-Line were evaluated by the City of Hamilton staff between 2008 through to 2011. Locations were evaluated based on their ability to facilitate storage of 40 to 45 light rail vehicles; if the property was in public or private ownership, if the surrounding land uses were compatible, and whether it was in close proximity to the proposed B-Line route.



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**Figure 1**  
**Study Area**

In late May 2012, the study team held a meeting with the Ministry of the Environment (MOE) to determine if the identified location for a future Maintenance and Storage Facility, contemplated for 330 Wentworth Street North, would be considered a new use on the site, rather than an expansion to the current use (currently used as a bus garage/storage facility). The MSF property is located adjacent to two residential properties (located across the street (along Wentworth). There is also an unofficial dog park located in the corner of the property. The project falls under the Transit Project Assessment Process (TPAP) and includes both the spur line and the MSF (Class 6 under Schedule 1 of Reg. 231/08).

In May/June 2012, Hatch Mott MacDonald (HMM) undertook an evaluation of the alternative alignments to access the MSF located at 330 Wentworth Street. HMM discussed the routes with the City of Hamilton and evaluated them to identify a preferred alternative. The study team performed a high level screening evaluation for each of the spur line alternatives, to help determine the preferred spur line routing. The following routes were identified:



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1. Birch, Barton, Wentworth
  - Birch, Barton, Wentworth (via abandoned tracks into facility)
2. Birch, Barton, Sanford
  - Birch, Princess, Myler, Sanford
3. Birch, Cannon, Sanford
  - North on Sherman, west on Cannon, north on Birch; and south on Birch, west on Cannon St. E, south on Sanford
4. Birch, Princess, Sherman
  - Abandoned rail tracks, Sherman
5. Birch, Wilson, Sherman, Cannon
6. Birch, Wilson, Cannon, Sanford
7. Birch, Wilson, Sherman, Sanford
8. Birch, Cannon, Sanford, Barton

The alternatives were evaluated based on the following criteria:

- Street Characteristics (truck route, driveways, land use);
- Signalized Intersections;
- Pedestrian/Cycling Infrastructure;
- Community Facilities and Features;
- Technical Constraints;
- Environmental Features; and
- Cost.

The result of the screening process did not lead to a strong preference for any particular alternative, however Option 8 was recommended (following Birch/Cannon/Sanford for outbound travel and Sanford/Barton/Birch for inbound travel). This option was recommended as it provides a high level of protected outbound Light Rail Vehicle (LRV) lanes. In addition, it provides aesthetic improvements to the neighborhood by burying the existing hydro lines within



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the hydro corridor; uses roads that have available excess capacity; and provide a high level of protected outbound Light Rail Vehicle (LRV) lanes. This option is also one of the least costly options.

By splitting the outbound and inbound routes, there is less impact on individual streets (i.e., morning impact on Birch/Cannon and evening impact on Sanford/Barton). Running the track on the west side of Birch also allows for more spacing from residential properties, reducing the overall vibration impacts.

This option consists of LRVs travelling south from 330 Wentworth, along Birch Avenue, west on Cannon and south on Sanford, all in protected lanes. Returning vehicles travel north on Sanford, east on Barton and north on Birch. The returning travel is shared running (i.e., operates in mixed traffic).

Below is an update regarding the subconsultants work as it relates to the MSF and Spur Line.

### **Terrestrial and Aquatic Environment**

The natural sciences component had not been initiated when the project was put on hold, however all of the required background information had been gathered and the subconsultant is ready to continue the work when the project is active again.

### **Cultural Environment**

#### *Archaeological Assessment*

The Stage 1 Archaeological Assessment was completed by ASI. The background study determined that there have been no archaeological sites registered within 1 km of the study area. A review of the geography of the study area suggested that the study area has the potential for the identification of Aboriginal and Euro-Canadian archaeological resources, however the property inspections determined that the entire B-Line MSF study area has been previously disturbed by construction activities, including industrial, commercial and residential development. These lands do not require further archaeological assessment. The Report has been submitted to the Ministry of Tourism and Culture.

#### *Built Heritage and Cultural Heritage Assessment*

ASI also completed the existing conditions for the Built Heritage Resources and Cultural Heritage Landscapes. Based on the preliminary plans, it is not expected to impact identified cultural heritage resources. This was determined based on an evaluation of the proposed (preliminary) routes and associated activities against the range of possible impacts as outlined by the Ministry of Tourism and Culture. The following outlines the recommendations based on



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the work completed:

- Most of the cultural heritage resources along the spur lines are in proximity to the right-of-way, therefore if the plans are altered in any way (when construction methods or staging areas are identified), advice needs to be sought from a qualified heritage consultant to develop appropriate mitigation strategies.
- Two structures (BHR 1 and BHR 21) sit outside the current limits of the MSF site. BHR 21 (the Westinghouse Canadian Headquarters) is a designated structure under Part IV of the *Ontario Heritage Act*. In addition, it sits within an industrial landscape which has evolved since the early twentieth century, which also represents many heritage sensitivities. BHR 1 lies in close proximity to the MSF site and could be impacted if the planned work activities are altered.

#### **Air Quality and Noise Assessment**

RWDI was responsible for undertaking the air and noise components of the study based on the identified location for the MSF, preliminary layout of the facility and spur line. The work that RWDI completed between March and August, 2012, included initial steps such as data collection, clarifications, and internal team meetings to review the new information as it was provided.