

AEGD TMP Update - Evaluation Table per Road Link

Last Updated May 5, 2021

NOTES:	EXPLANATION
Natural & Cultural Environment Impacts	No field work was conducted. Recommending update to field data during subsequent Municipal Class Environmental Assessment (Phase 3 & 4) and Planning Act development processes.
Roadway Grid Size for each mode of travel:	Minimum spacing between Arterials (major and minor), Collectors and Active Transportation facilities.
Legal Non-conforming land use	Land uses not permitted by the current Zoning By-law, but were permitted by the previous Zoning By-law, e.g. residential.
*	Proposed transportation network within lands located at 555 Glancaster Road, Glanbrook and 9285, 9445, 9511, 9625 & 9751 Twenty Road West, Glanbrook is subject to the outcome of the ongoing City's GRIDS 2 / MCR growth management strategy to the year 2051 concerning the potential future development of the lands for urban uses.

Road Name and Classification	Summary/ Recommendation	Reasons to modify/Criteria of evaluation AEGD Roadway Network From AEGD TMP 2011 to 2021							
		Transportation & Engineering			Socio Economic		Capital Cost	Natural Environment	Cultural Environment
		Network Connectivity and Redundancy	Efficient movement of goods and people	Conformity with AEGD Secondary Plan Vision and Planning First Principles & Vision Zero Principles (i.e. Link alignment, Intersection spacing)	Impact on existing area business and residences - (i.e. Legal non-conforming residents)	Consistency with Planned Land Uses, City-wide Transportation Master Plan, Airport Employment Growth District Vision, etc.	Capital Cost (\$)	Natural Environment Including Terrestrial, Aquatic and Environmentally Sensitive Areas	Cultural Environment Impacts (Archaeology 1 Direction, and Built Heritage)

REMOVALS / PARTIAL REMOVALS

Collector 7E	Removal of roadway from the network	Discontinuous 4-lanes collector corridor between Upper James Street and Glancaster Road	Collector alignment in line with the Hamilton International Airport Runway (06-24) alignment – Transport Canada expressed potential hazard for airplanes approach and landing after dark. Efficiency and connectivity increases with direct connection of Collector 6N to Upper James Street. Minimized impact on goods movement on residential communities along Twenty Road	Eliminates potential approach-and-landing hazard for airplanes after dark hours.	Conflict with existing HSR maintenance facility buildings/use and transit operation	Did not follow property easement boundaries, Split parcels into irregular shapes	Reduction of original infrastructure cost	Impact on the natural environment (if any) reduced by removal of the roadway from network	No further Archeological stage 2 will be need. Impact on the cultural and built heritage will be eliminated by removal of the link from network
Collector 1W - originally on 2011 TMP map	Non-reinstatement of road into the network to optimize the use of capacity in adjacent roadways, reduce capital cost of construction and minimize impact on existing land use and future development.	Originally part of AEGD TMP 2011 approved road network. Connected Twenty Road Extension to Garner Road, west of Glancaster Road. Network connection need is confirmed, but sufficient through proposed/modified Collector 2W.	Removal imposes minimal impact on land accessibility, capacity and network connectivity.	N/A	Minimized impact on the existing land use.	N/A	Reduction of original infrastructure cost	Impact on the natural environment (if any) reduces by removal of the roadway from network	No further Archeological stage 2 will be need. Impact on the cultural and built heritage will be eliminated by removal of the roadway from network
Twenty Road Extension	Shorten Twenty Road Extension up to the limits of Collector 2W proposed alignment	Optimize use of the existing capacity in the network.	Shortening of the corridor imposes minimal impact on network connectivity, travel reliability, and transportation access. Capacity deficiency will be addressed through widening of Collector 2W	N/A	Minimize conflict with HONI property easement.	Preclude single sided development along Twenty Road Extension, between Southcote Road and Collector 2W.	Reduction of more than half the original proposed extension.	Remove possible disturbance effects to natural Environment features.	No further Archeological Stage 2 will be need. Impact on the cultural and built heritage will be eliminated by removal of the link from network

EXTENSIONS

Collector 6N	Continue roadway to Upper James Street	Alignment change east of Collector 6E for direct connectivity to Upper James Street. Maintain cross-sectional continuity along the corridor between Upper James St. and Glancaster Road. Increased network redundancy and connectivity.	Increase efficiency in people and goods movement including improved transportation level of service for surrounding major arterials. Minimizes impact of goods movement on residential communities/land uses along Twenty Road	Yes	New alignment minimizes conflict with HSR facility	Will impact property located at 2240 Upper James Street, south of HSR facility.	Minor cost increase	Crossing wetland in narrowest location/will require hydraulic structure(S).	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Collector 6E *	Reinstate Collector 6E between Collector 6N and Twenty Road West to provide multimodal access to employment lands located north of Collector 6N and the lands designated as rural as per 2015 OMB/LPAT decision (a.k.a. Whitebelt)	Fill the connectivity gap in the network and support development phasing in the study area. Maintain proper network redundancy and connectivity	Provides multimodal access to the future developments. Maintain traffic circulation in the study area and increase multimodal network connectivity and operational efficiency.	Yes	Provide a connection that will service businesses/residences between proposed Collector 6N and Twenty Road.	Follows original intent of the AEGD TMP 2011, to accommodate potential future development, TBD as part of municipal comprehensive review and ongoing LPAT appeals.	Same unit cost as the southerly portion.	Crossing wetland in narrowest location/will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Collector 10N *	Reinstate Collector 10N east of Collector 2W, into the rural designated lands, up to the limits of Collector 1W. Connect Collector 10N to Garner Road to address multimodal network gaps and provide transportation access to lands with potential for future development for urban uses.	Address network gaps and introduce redundancy and connectivity to the network. Promote connectivity with transportation network beyond the study area boundary.	Maintain transportation access to rural designated lands with potential for future development for urban uses.	Yes	Corridor realignment precludes impact on existing institutional land uses along Glanacaster Road and conflict with HONI mainline east-west corridor easement	In conformity with the planned land uses and AEGD Secondary Plan.	Same unit cost as the westerly portion.	Will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Collector 1E *	Reinstate Collector 1E between Collector 6N and Twenty Road West to provide multimodal access to the lands designated as rural (a.k.a Whitebelt)).	Fill the connectivity gap in the network and support development phasing in the study area, if development were to take place. Maintain proper redundancy and connectivity in the network	Provide land access, increase efficiency in movement of goods and people and maintain multimodal network connectivity, provided the lands were to be returned to urban municipal boundary *	Yes	Provide an efficient (grid) connection that will service businesses/residences between proposed Collector 6N and Twenty Road.	Follows original intent of the AEGD TMP 2011. Proposed alignment follows the property easement boundary	Same unit cost as the southerly portion.	Will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies

FUNCTIONAL CLASSIFICATION AND ALIGNMENT CHANGES

Collector 2W	Increase the ROW width to accommodate 4-lanes capacity at full build out; change the alignment slightly easterly to minimize conflict with hydro towers (HONI east-west corridor) and align intersection with Springbrook Road.	Maintain direct connectivity with road network beyond the AEGD boundary. Shift the corridor easterly to align with the Springbrook Road intersection with Garner Road to form a four-legged intersection. This will minimize intersection frequency along Garner Road which improves overall traffic reliability in conformance with TAC Guidelines.	Provides efficient Movement of goods and people, (including the portion of the lands if they were to be returned to urban municipal boundary*). ROW width to accommodate 4-lanes capacity to satiate the vehicular traffic demand in the horizon year.	Preclude alignment conflict with Hydro towers. Minimizes intersection frequency along Garner Road. Forms regular four legged intersection with Springbrook and Garner Road.	Recommend slightly changing alignment westerly to minimize conflict with existing Infrastructure Ontario towers.	Follows original intent of the AEGD TMP 2011, to accommodate potential future development	Right-Of-Way width increase from 26m to 33 m .	Meander southerly to avoid impact to known natural Environment feature. Will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
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Garth Street Extension (Dickenson Road to Collector 2E)	Terminate Garth Street Extension at Dickenson. Merge the section of Garth St. Extension south of Dickenson Road with Arterial 1N.	Provides optimal network connectivity and redundancy.	Maintains reliability for movement of people and goods by providing route continuity and robust network connectivity	N/A	No impact on legally non conforming residences	Precludes two sided development along Garth Street extension immediately north of Dickenson Road	No financial implication.	Will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Collector 1N - (Proposed ARTERIAL 1N)	Change of corridor alignment (West of Glanaster Road) to provide direct access between provincial highways and prestige employment lands. Combine with Garth Street Extension south of Dickenson Rd.	Increased network redundancy and travel reliability and route quality	Provides direct access and connectivity between prestige employment lands and provincial freeway system. Reduces travel time and vehicular distance travelled .	Yes	Minimize impact on existing legally non-conforming residences in short to medium terms	Provide travel reliability and direct access to prestige employment lands to support Airside related businesses	Reduced financial implication, due to realignment (Cost-effective).	Will require field re-evaluation at next phase of the EA/Planning - development application process.	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Collector 2N	Adjust alignment and shorten the corridor to accommodate changing alignment of Collector 1N (Arterial 1N). Provide multimodal transportation access to employment lands bounded by Book Road, Souhtcote Road and Airport boundary.	Maintain redundancy and accessibility in the network	Provide direct access to airside industrial and prestige employment lands south of Book Road	Yes	No impact on existing area business and residences	Consistent with planned land use - follows property easement boundaries	Reduced due to removing of roadway east of Southcote.	Will require detailed field investigation as part of a corridor specific EA. Natural Environment features to be identified in the early phases of EA process to determine significant features and potential impacts	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Book Road East	Reduce the number of lanes from 6 to 4 lanes (two lanes per direction with auxiliary lanes as needed at the intersections/interchange)	Maintains direct connectivity to provincial road network	Does not cause operational deficiency and capacity constraint in the network	Yes	Reduce impact on existing residences and businesses	Consistent with the vision and objectives of the AEGD employment lands	Reduced due to reducing ROW width and number of lanes	Potential for removal of disturbance effects to natural Environment features	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies
Trinity Church Corridor (Airport/RHVP - conceptual corridor)	Relocate future connection of the J.C. Munro Airport to Red Hill Valley Parkway corridor southerly to form a four-legged intersection with Upper James Street and Highway 6 South.	Increases road network connectivity and travel reliability. Provide direct access to airport terminal and provincial highways for east areas of Hamilton	Interconnects two major business parks and provides direct access for business parks to local parkways, provincial expressways and major transportation terminals. Potential for seamless/direct connectivity between Hamilton port and International airport. Key goods movement corridor to support economic competitiveness of the City. Shifts impacts associated with surface goods transport from urban communities.	TBD	To be evaluated as part a corridor specific Municipal Class EA	Consistent with the City-wide TMP recommendations of general business park/corridor connectivity and AEGD Secondary Plan vision of minimizing impacts to existing residents e.g. Mount Hope.	To be determine as part of an independent Environmental Assessment study process.	Will require detailed field investigation as part of a corridor specific EA. Natural Environment features to be identified in the early phases of EA process to determine significant features and potential impacts.	Areas of Archeological Potential, archaeological fieldwork (Stage 1 and 2) to be undertaken as part of the EA process in accordance with the Ontario Heritage Act
Airport Road	Maintain the status quo of the Airport Road between Glanaster Road and Airport Terminal Access until implementation of planned Runway (06-24) extension.	Maintain network connectivity until the extension of Runway (06-24) southerly beyond the limits of existing Airport Road.	Maintains the capacity in the network and direct access to and from J.C. Munro Airport to the other major road networks.	Yes	Maintain prolonged access to businesses currently operating within Airport	N/A	N/A	Impact on natural environment is subject to road alignment and to be determined as part of the subsequent EA process	Archaeology Stage 2 Required, based on Archaeology Stage 1 Report; Cultural environment impacts to be determined during subsequent studies