



Summary of

PUBLIC INFORMATION CENTRE #2

RYMAL ROAD PLANNING AREA (ROPA 9 LANDS) Master Plan Class Environmental Assessment

TRINITY NEIGHBOURHOOD STUDY Neighbourhood Adjacent to the Rymal Road Planning Area ("ROPA 9" Lands)

Thursday, January 26th, 2006
From 6:00 PM to 8:00 PM

City of Hamilton



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1. INTRODUCTION

The second Public Information Centre (PIC#2) was held on Thursday, January 26th, 2006, from 6:00 to 8:00 PM at the Salvation Army Church Gymnasium.

The meeting was attended by the following members of the project team:

City of Hamilton: Christine Lee-Morrison, Project Manager – Strategic Planning
Mohan Philip – Strategic Planning
Leanne Ryan – Traffic Engineering

iTRANS Consulting: Ray Bacquie, Study Project Manager
Liza Sheppard, Project Engineer
Nathalie Baudais, Transportation Planner

Urban Strategies: Cyndi Rottenberg-Walker (facilitator)

Councillor Phil Bruckner of Ward 9 and Councillor Dave Mitchell of Ward 11 of the City of Hamilton were also in attendance.

Approximately 114 members of the public attended the PIC.

Members of the community in the vicinity of the ROPA 9 lands had expressed concerns regarding traffic operations in the area, specifically, traffic infiltration (resulting in increased traffic volumes on neighbourhood streets), travel speeds, traffic control compliance, and safety for pedestrians and cyclists. The purpose of PIC#2 was to present to members of the community, options that were identified and assessed in an attempt to address these concerns, and to gather public input. The format was an informal drop-in centre from 6:00 to 6:30 PM to view the display panels and drawings, and to have discussions with the project team. There was a presentation at 6:30 PM, followed by a question and answer period. The PIC continued until 8:00 PM, which provided participants the opportunity to further discuss the project with the study team.

2. NOTIFICATION

Advertisements informing the public of the PIC, were placed in the Hamilton Spectator on Friday, January 13th and on Friday, January 20th, 2006, and in the Stoney Creek News, Mountain News and Glanbrook Gazette (Brabant) on Friday, January 13th 2006.

Notification letters were also mailed out to property owners in an area bounded by Pritchard Road to the west, Mud Street-Winterberry Drive-Highland Road to the north, the Hydro corridor to the south, and Whitedeer Road - Regional Road 56 to the east.

Other individuals who had responded with an interest in the study since its commencement, and conservation authorities, Federal and Provincial agencies, and utility companies were also notified.

3. PIC PRESENTATION MATERIAL

Upon arrival at the PIC, attendees were asked to sign a visitor registration sheet. One hundred and fourteen people signed the registration sheet.

Twenty-six panels were displayed. The information panels included the following:

- Welcome
- ROPA9 Study information and study area
- Background to the meeting
- Overall project context
- Trinity Neighbourhood study area
- Road network and road classifications
- Description of existing conditions
- Future traffic conditions
- Problem/opportunity statement
- Description of 4 alternative transportation solutions
- Description of alternative solutions assessment criteria
- Evaluation tables of the transportation alternatives
- Recommended solutions
- Future actions
- Contact information

4. SUMMARY OF QUESTIONS AND COMMENTS

Comment sheets were provided for submission of comments, at or after the PIC. Questions asked and comments received verbally or via comment sheets at the PIC, and comments/questions received after the PIC via e-mail, letters and telephone calls are summarized below.

- Trinity Church Road should not be extended.
- Dartnall Road should be considered and evaluated as an alternative to the Trinity Church Road extension.
- As part of the Red Hill Open Space Replacement Strategy – Public Works of the Hamilton Conservation Authority wish to create a trail from the Karst lands west through this area to align with the extension of Arbour Road, ideally the trail could be aligned with a proposed road or utility corridor.
- Concerns regarding impacts of road closures on adjacent streets such as Highland Road and Gatestone Drive.

- Concerns about time frame (3 to 5 years) of implementation for Phase 2 measures.
- Concerns regarding effectiveness of Phase 1 traffic calming measures.
- Consideration for pedestrians walking along Upper Mount Albion Road and crossing Highland Road and Rymal Road.
- The poor quality of the road on Upper Mount Albion Road was not highlighted in the meeting panels, considering it's also a truck route and emergency route.
- Like the ideas of new collectors being put in place as long as Second Road and Upper Mount Albion Road are closed.
- Build the roads (new ones) before all the development comes. The existing roads (Upper Mount Albion Road and Second Road West) will be destroyed with the additional traffic (both local residential and construction) just waiting to use the new roads.
- If it could be considered, move the truck route and emergency vehicle route to Pritchard Road. If not, then consider widening and improving Upper Mount Albion Road, and installing sidewalks on at least one side of the road.
- Prioritize the Trinity Church Road extension over the widening of Rymal Road. With the expressway coming on line in 2007 (next year) it would seem to make sense to have the extension completed ASAP to give expressway traffic easy access to Rymal Road.
- Concerns regarding alignments of the Trinity Church Road extension.
- Maintenance of the safety of church goers who must park their cars in the church parking lot opposite the church and then cross Trinity Church Road to enter the church.
- Monitor effectiveness of Phase 1 measures.
- Concerns regarding alternative alignments for the Trinity Church Road extension.
- Concerns regarding the limit of the Rymal Road widening.
- Concerns over the implications of the Karst lands.
- Concerns regarding the timing of the construction of new road connections.
- Concerns regarding the phasing of development until the new road connections are provided.
- Concerns regarding the extension of Trinity Church Road.

- Concerns regarding the speed limit of Rymal Road and the number of traffic signals that will be provided.
- Concerns that the Phase 1 improvements will not be sufficient in the interim while the new road connections and road closures are implemented.
- Concerns regarding the primary emergency route and truck route status on Upper Mount Albion Road.

5. COMMENTS PROVIDED BY THE HAMILTON CONSERVATION AUTHORITY

The City of Hamilton has been consulting with the Hamilton Conservation Authority regarding the potential new road alignments west of 2nd Road West, and impacts on the Karst lands. The following are the general comments provided by the Conservation Authority regarding the Karst lands.

- The Eramosa Karst is a provincially significant earth science ANSI and contains numerous diverse karstic features, including dry valleys, overflow sinks, sinking streams and a post glacial stream cave of significant length – the Nexus Cave. Provincial and Conservation Authority goals respecting this ANSI pertain to preserving its geomorphology and the hydrological function of the karst.
- The Hamilton Conservation Authority has recently secured 60 hectares of the Core and buffer areas of the Eramosa Karst from the Province as part of efforts to preserve this significant resource.
- Studies, including detailed hydrological and geomorphology, are to be conducted to ensure that any new development does not adversely impact the ability of surface flows from the Feeder Area to continue to recharge the karst in the Core Area. The MNR report provides more detailed direction as follows,

“It is recommended that the Feeder Area be afforded a level of protection to ensure that:

1. the flows of the creeks into the Core Area are substantially maintained (i.e. stream discharge including low flow and high flow characteristics, and discharge response to runoff events)
2. water quality is improved (i.e. primarily a reduction in sediment load, since the sediment load is currently quite high as a result of agriculture), and,
3. protective measures are employed to reduce the risk of contamination of surface streams by substances that would significantly impact the karst.

It is also recommended that prior to any development in the Feeder Area, development plans be reviewed to ensure that these objectives will be met. As well as expertise in civil engineering, reviewers should have expertise in environmental hydrology and geomorphology. A sound knowledge of karst hydrology and geomorphology would be an asset.”

6. CONCLUSIONS

In general, the public was supportive of the recommendations. Copies of the comments are on file with the City.

The most common concern expressed at the public meeting and on the comment forms was the timing for implementation of the new road connections, and the potential impacts that these connections would have on other routes.