

## 3.0 MASTER PLAN ORGANIZATION

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### 3.1 THE MASTER PLAN

The Trails Master Plan is shown on **Figure 7, Master Plan**. This figure illustrates the composite trail locations, showing all system projects and trailhead sign locations. The Plan displays existing trails and linkages to neighbouring municipalities together with proposed trail projects intended to complete the system. The Master Plan is further subdivided into the individual City Wards (Wards 1 through 15) for the purposes of describing the trail system projects on a ward basis in detail. Individual projects are also described in detail within an accompanying project data sheets.

Significant built and natural environment features, land use and transportation facilities are displayed on the Ward maps. Project details including priority and preliminary cost estimates are provided within the Implementation section of this Plan.

*This plan does not address or plan for equestrian and mechanized trail uses such as snowmobiling and All Terrain Vehicles.*

**FIGURE 7**

## 3.2 HAMILTON REGIONAL SETTING, WARDS 1-15 AND INTERPRETIVE THEMES

The interpretive themes set out below are intended to form the basis of future interpretive displays and information for use at trailhead signs, waterfalls and other noteworthy features.

**Introduction:** The Niagara Escarpment is the most prominent geological feature in the City of Hamilton. It forms the outer edge of an ancient lake bed centred in the State of Michigan. The City's physical, biological and cultural development is organized around this physical feature. The regional setting forms the context within which trail design issues are identified and addressed.

**Geology:** Below the Niagara Escarpment, Queenston shale bedrock underlies urban lands, fruit belt and lower Escarpment slopes. Escarpment outcrops and cliffs comprising Amabel and Lockport dolomite are found in the upper Escarpment slopes and underlie adjacent lands west and south of the Escarpment brow. These limestone formations display karst features in the Waterdown and Tapleypoint area. Guelph dolostone underlies the landscape south, north and westwards to the City limits.

**Geomorphology:** Lake Ontario and glacial landforms left during the retreat of the glaciers are the most prominent geomorphologic features. As the glaciers melted over 12,000 years ago, two distinctive advances and subsequent retreats from ice centred over Lake Ontario and central Ontario formed the Paris/Galt Moraines and the Waterdown/Mt. Hope Moraines.

As this ice formation retreated, ancient lakes covered the lands between the Escarpment and present day Lake Ontario leaving ancient beaches and sand plains at Burlington Heights and the beach strip. These ancient beaches separate Hamilton Harbour from Cootes Paradise and Lake Ontario from Hamilton Harbour.

The Dundas Valley appears to have been an ancient river which cut a broad channel through the Niagara Escarpment from west to east. As the glaciers retreated, this deep and wide channel was filled with glacial debris, end moraines and overlain by the Norfolk sand plain extending to Brantford and beyond.

Till moraines deposited during the second advance/retreat parallel the Niagara Escarpment to the south and west. To the south, the closest lies adjacent to the Escarpment brow and the intervening lands between it and the next moraine are drained by the Red Hill Creek. This watershed in turn is separated by another till moraine from the Twenty Mile Creek watershed which in turn is separated by another moraine south of which lies the Welland River (Chippewa Creek) watershed. In between each moraine lie clay plains. Comparable parallel till moraines interspersed with sand plains are situated northeast of Greensville between which are situated, from south to north, the Borer's and Grindstone Creek watersheds.

To the west and north of Dundas and the Norfolk sand plain lies extensive limestone bedrock plains with several drumlin fields, an esker, a till plain and large wetland complexes comprised of peat and muck. This limestone plain is bordered by till moraines along the City's northern boundary. The Spencer Creek rises on the Galt moraine and drains southwards to Cootes Paradise.

Former Lake Iroquois and present day Lake Ontario currents deposited materials which formed Burlington Heights and the beach strip at the foot of the Dundas Valley and Burlington Bay. Drainage into Cootes Paradise and Burlington Bay exited into former Lake Iroquois and present day Lake Ontario through channels at the northern ends of Burlington Heights and the beach strip which have long since been filled and replaced with the Desjardins Canal (1845) and the Burlington Canal (1826).

**Soils:** Hamilton generally exhibits a wide distribution of reasonably drained gentle sloping productive agricultural soils with the exception of the shallow soiled limestone bedrock plain north of Greensville, floodplains along the City's main watercourses and wetland complexes, interspersed with drumlin fields, situated to the north and west of Millgrove.

Soils of higher agricultural capability are generally situated in the south while good agricultural soils are interspersed with bedrock outcrops, drumlins and poorly drained organic soils in the north. Other impediments include shallow Escarpment soils and steep terrain associated with the Escarpment face, Dundas Valley and Flamborough drumlin fields.

**Drainage:** Drainage below the Niagara Escarpment is mostly organized from the Escarpment face to Lake Ontario. Streams and their ravines within the old City have been piped and their ravines filled as has much of the southern shore of Hamilton harbour. Approximately a third of the original harbour was filled and built upon. Remnants of this once majestic shore include Windermere Basin and portions of the Statherne slip.

Drainage over the Niagara Escarpment is impeded by glacial moraines which funnel the drainage parallel to the Escarpment to openings in the Moraine and thence over the Niagara Escarpment. Twenty Mile Creek, the Red Hill Creek, Borer's Creek and Grindstone Creek drain areas parallel to the Niagara Escarpment before passing over Escarpment waterfalls on their way to Lake Ontario. Ancaster and Spencer Creeks drain into Cootes Paradise through the Dundas Valley and Crook's Hollow. The Spencer Creek rises on the Galt Moraine and flows through the Flamborough Plain through several wetland complexes.

Fletcher's Creek rises in the glacial sand deposits located at the head of the Dundas valley and flows westwards into the Grand River. The Welland River (Chippewa Creek) rises in the southern limits of these glacial sand deposits in the vicinity of John Munroe International Airport and flows in an easterly direction eventually into the Welland Canal.

Within the City's urban areas, many watercourses which once flowed over the Escarpment face through steep ravines to the Harbour now drain through sewers and their ravines have been filled and leveled although subsurface flows still follows these ancient channels to the lake.

**Biology:** The City is situated within a transition zone between three major forest regions: the Carolinian Zone; Deciduous Forest; and the Great Lakes – St. Lawrence Forests. Many of the remaining Carolinian communities are situated on undisturbed and regenerating portions of the Niagara Escarpment, Hamilton Harbour and Cootes Paradise.

Relative to surrounding communities, the City exhibits a higher proportion of upland wetland and alvar habitats situated between the Paris/Galt Moraines and the Waterdown Moraine on the Flamborough plain where drainage is impeded by flat terrain and drumlin fields and on bedrock plains located on the edge of the Niagara Escarpment.

Early settlement resulted in the clearing of the original forest cover and by 1900, little forested land remained. Early conservation efforts included the establishment of Cootes Paradise as a wildlife sanctuary, King's Forests in the Red Hill Creek and park development along the Niagara Escarpment. In the late 1950's, the Hamilton Region Conservation Authority was established on the Spencer Creek watershed while Conservation Halton and the Niagara Peninsula Conservation Authority were established on the Bronte/Grindstone and Welland River/Twenty Mile Creek Watersheds. The Grand River Conservation Authority was established earlier on the Grand River, into which the Fairchild Creek drains from its headwaters located at the head of the Dundas Valley west of the Niagara Escarpment.

In the 1960's and 70's the Valens, Christie and Binbrook Conservation Areas were developed based on reservoirs on the Spencer's Creek and Welland River and significant conservation area development occurred on lands acquired on the Niagara Escarpment before and after the Gertler Report on the Niagara Escarpment.

These Authorities developed regulations under the Conservation Authorities Act which required permits to be issued before buildings could be built on floodplains and fill added or the grades changed on regulated steep slopes, wetlands and floodplains and before watercourses could be modified. These regulations enabled Authorities to become actively involved in municipal planning for sensitive lands.

In 1976, the four Authorities produced an Environmentally Sensitive Areas report for the Region of Hamilton Wentworth. That report identified remnant natural areas and evaluated them for the purposes of designation for preservation within the first Regional Official Plan. Subsequent research updates of these environmentally significant areas occurred in the early 90's and more recently.

In the 1980's The Province adopted Provincial Policy Statements on Floodplains and Provincially Significant Wetlands which provided the basis for the management of these natural heritage features. Comprehensive policy statement on these and other natural heritage features (e.g., areas of natural and scientific interest identified by the Ministry of Natural Resources and significant woodlots) were adopted in the 1990's under the Planning Act with the latest revisions in May 2005.

**Settlement:**<sup>72</sup> Prehistoric settlement commenced approximately 11,000 years ago. Early hunting bands appear to have visited the City between 9,000 and 7,000 BC as the glaciers and tundra like vegetation receded northwards to harvest migrating caribou herds at strategic locations along post-glacial lakes. Between 7,000 and 1,000 BC, intermittent settlements occurred to harvest rich aquatic resources in the spring and summer on present day Cootes Paradise, Hamilton Harbour and Lake Ontario shores and inland hunting camps in the fall and winter.

Between 1,000 BC and 1650 AD, subsistence practices were supplemented with agricultural crops (corn) which enabled more intensively occupied sites, often along major streams. These villages were inter-connected by paths which formed the initial routes along which settlement occurred. Some of these paths were later incorporated into our current road system.

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<sup>72</sup> Information contained in this section is taken in part from Archaeological Services Inc., Cultural Heritage Landscape Study, Growth Related Integrated Development Study (GRIDS) December 2004.

European settlement commenced with the Loyalists who began arriving in the 1790's and built sawmills and grist mills on area creeks. Wentworth County began as part of the Gore District. The District was subdivided into Counties in 1850. At that time, Wentworth and Halton Counties were a single municipality until 1854. Early settlement was based upon occupation of the lands whereby the settler used prominent features to mark out or measure their lands. Formal surveys came later.

Early surveyors used the northern and southern shores of Hamilton Harbour “as baselines from which to project rights angles”<sup>73</sup> townships. By the 1870's the landscape was characterized by a uniform distribution of 100 to 200 acre farms with a farm house/barns fronting onto concession roads of 66 ft. in width. Each farmstead was to maintain ½ of this road allowance. Side roads were opened latter. Rural settlements, which serviced the agricultural community, were organized along the main roads and grist and sawmills.

Ridge Road ran easterly to Pelham and Thorold while the Hamilton to Port Dover Road ran south. Garner Road went from Hamilton to Brantford while Governor's Road ran from Dundas to London. Sydenham Road, a toll road, rose above the Niagara Escarpment and merges with present day Highway 6 in Millgrove. In 1901, a County roads system was introduced with improvements to construction and maintenance including paving.

The Niagara Escarpment limited physical development from the earliest times to the present. While waterfalls attracted early settlers to develop water powered saw and grist mills along the Escarpment edge (e.g., Crooks Hollow and Ancaster), the terrain discouraged larger settlements. The former City of Hamilton began on flatter well drained lands south of the western shores of Hamilton Harbour at the foot of Burlington Heights between the Niagara Escarpment and the Harbour east of the Chedoke Creek ravine and west of a series of inlets beginning with Lands Inlet.

Other physical limitations in the rural areas included the wetlands and drumlin fields located north and west of the Escarpment. Early agricultural practice involved the use of horses which could be used to cultivate smaller, wetter and more difficult soils and terrain (e.g., Escarpment terraces and Flamborough wetlands). With the introduction of larger, heavier mechanized farm equipment, poorer drained soils and steeper slopes were abandoned and regenerated. Drainage improvements on wetter soils have also been abandoned. Remnant natural habitats have expanded onto these lands. Some have since been designated as environmentally significant areas.

Urban growth after 1900 focused on the former City of Hamilton. Urban growth extended eastwards between the Niagara Escarpment and Hamilton Harbour and westward across the Chedoke Creek ravine after 1920 following completion of the McKittrick Bridge. Beginning with the early mountain access roads and incline railways, urban growth breached the Niagara Escarpment. This early foothold expanded rapidly with wider use of the automobile.

Between 1855 and 1930 Hamilton acted as a hub for a developing network of railways with rail yards centred on the southwestern shore of Hamilton Harbour and Longwood Road. By 1915, two incline railways connected the lower and upper cities at Wentworth and James Streets while radial railways connected the lower city to Ancaster and Brantford, Beamsville, Dundas and Beamsville. Internally, the Hamilton Street Railway (H.S.R.) provided public rail transportation throughout the lower city.

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<sup>73</sup> Ibid, Archaeological Services Inc., December 2004, page 13.

By the early 30's, the highway system comprised Highways 2 from Hamilton to Toronto, Highway 6 to Guelph in the north and Port Dover in the south, Highways 2 and 8 to London and Kitchener in the west and Niagara in the east, and Highways 53 and 20 to Brantford in the west and Dunville in the southeast. By 2000, the system comprised the QEW to Toronto and St. Catharines, Highway 403 to Brantford and the Lincoln Alexander Parkway/Red Hill Creek Expressway.

Beginning in the 1898 with the development of hydro-electricity at Niagara Falls, the first bulk electricity transmission lines provided electricity to Hamilton. Building upon this beginning, a system of bulk electricity transmission lines and hydro-carbon pipelines has been constructed inter-connecting the City with Ontario's transmission and pipeline grids. Some of these transmission corridors are owned and operated by easements and others were purchased by Ontario Hydro (now the Ontario Realty Corporation; O.R.C.).

*This Trails Master Plan represents another milestone in the physical development of Hamilton's landscape. It builds upon this landscape and where possible and feasible, highlights individual features for interpretive and educational purposes throughout the system.*

### 3.3 DESIGN ISSUES

The Master Plan addresses the following design issues:

#### **Design Issue #1: Provincial Legislation and Plans**

The Province has enacted several new legislative and policy initiatives affecting municipal planning and facility development. Alternative modes of transportation including off road trail systems are much more important and are given very specific attention. Public health and increased physical activity patterns are more important. Environmental planning and protection is enhanced. Land use intensification using a wider variety of land uses is promoted. A significant shift in policy direction is occurring and this Master Plan has been designed to address the greater importance placed on trails and physical activity patterns. We have reviewed this legislation and Provincial plans to develop trails and trail development standards consistent with emerging policy.

#### **Design Issue # 2: Hamilton's GRIDS and Transportation Master Plan**

Hamilton's GRIDS and Transportation Master Planning Process are nearing completion. The Provincial initiatives noted above will find expression within these planning instruments. We have reviewed and used available background documents and research to develop the trails within this Master Plan to complement emerging City of Hamilton policy.

#### **Design Issue # 3: Public Health**

Physical activity is a significant component of a healthy lifestyle and can be part of the solution to various health issues. Moderate (as well as intensive) forms of physical activity can be helpful such as hiking, walking, running, cycling and inline skating. Providing a wider variety of opportunities for physical activity, supporting infrastructure and user information is important if the benefits or trail usage is to be achieved. This Master Plan provides for a range of physical activity needs by trail classification, design and provision of specific trails for a variety of needs, skills and fitness levels.

#### **Design Issue #4: Urban and Rural Trails**

Urban and rural trails address different needs and opportunities. Urban trails provide an alternative mode of transportation by which users can access work, school and play as well as recreation, cultural and environmental appreciation opportunities. Rural trails inter-connect regional environmental features as well as provide recreational opportunities and environmental appreciation.



*Hamilton-Brantford Rail Trail, east of Emerson, looking east (May 28, 2002)*

Recreational trails following Hydro corridors on lands owned by the Ontario Realty Corporation have the

potential to cross agricultural lands where existing lease agreements exist with agricultural producers. Detailed investigation will be required to determine locations of potential crossing of agricultural fields and impacts to agricultural production. We have designed this system with these different purposes in mind.

#### **Design Issue #5: Physical Barriers**

The Niagara Escarpment, the Flamborough wetland complexes and drumlin fields and Highways #403, #6 and the Q.E.W. represent barriers which limit our ability to develop trail opportunities across these natural and built features. These represent significant barriers to our ability to develop an affordable comprehensive system. Furthermore, the built form of many older urban neighbourhoods limit the ability to design and implement an off-road trail system. Where these situations prevail, we have integrated our work with that of the City Public Works planned for on-street trail facilities and showed linkages where necessary.

The Niagara Escarpment bisects the City of Hamilton with a substantial grade separation. Furthermore, the street pattern and Mountain accesses limit the City's ability to develop and maintain trails along the full length of the urban Escarpment or to cross this steep grade separation.

The Chedoke Rail Trail and the Escarpment Rail Trail provide excellent access to and from the lower and upper City in the east and western ends wards. No comparable access exists in the central City, nor is one likely to exist without significant facility development and infrastructure.

We are recommending investigating a dedicated inclined railway for pedestrians and cyclists to connect the upper and lower Cities in the vicinity of Wentworth and Concession Streets. A carefully planned incline railway could re-capture part of Hamilton's past and stimulate tourism, commercial and neighbourhood development on Concession Street. Numerous examples exist in other communities, more commonly these are used year-round in Europe. H.S.R. has considered this concept and has suggested alternative locations. This requires additional study beyond this report, but is worth seriously exploring.

The Chedoke Ravine and Creek as well as Highway #403 pass through the City from the Niagara Escarpment to Cootes Paradise. These natural and built environmental features impede east/west trail development. Trail inter-connections exist along the Hamilton Harbour

Waterfront Trail and the Chedoke Radial Rail Trail to the north and south respectively. On street cycling access exists along King and Main Streets.

No off-street trail access exists in the mid-section of the Chedoke Ravine. This Master Plan proposed to create that access and extend the Hamilton Brantford Rail Trail into the City.

The Red Hill Creek Expressway and associated projects will affect existing and proposed trails from the Niagara Escarpment to the Hamilton Harbour. Some of these changes are summarized in the report entitled “Red Hill Creek Expressway North-South Section, Draft Report, Land Use Assessment.”<sup>74</sup>

These changes are beyond the scope of this Master Plan and are addressed in a Landscape Management Plan produced in conjunction with detailed planning for the Expressway in a report by others. This Master Plan, to the extent practical, provides access points to the valley and considers the proposed expressway Open Space Replacement Strategy at the top of the valley.

#### **Design Issue #6: Trail Partners**

Hamilton’s trail systems will involve many partners including four Conservation Authorities, the Bruce Trail Association and others. The trail standards and trails recommended in this report will apply to City of Hamilton trail projects and are made as recommendations to other trail partners for their consideration. Where the City of Hamilton provides material or financial support to its trail partners, the partners will be encouraged to use the standards developed to design, construct and maintain the trails recommended in this Master Plan to City of Hamilton Standards.

#### **Design Issue #7: Public Safety and Education**

Public safety can be addressed in multiple ways. The trail design standards address the needs of specific users at appropriate volumes (e.g., bicycles, inline skating, walking, hiking). Conflicts between users may require some trails to be single purpose while others will be multiple use trails. Where multiple uses exist or are anticipated, surface treatment and width have been addressed. Physical ability also affects safety. For example, younger users need more room to learn cycling or inline skating.

Proposed trails will provide rating, degree of difficulty information and trail furniture needed to help users transition from a sedentary to an active and healthier lifestyle as they build their body strength. Others with physical disabilities may require more room in which to enjoy recreational activities. Heat and air quality advisories are health factors to be considered on those trails requiring significant physical activity. These and other safety concerns have been designed into the trails system.

#### **Design Issue #8: Trail Design Standards**

The trail design standards have been organized to meet a wide range and ability of users, the physical terrain and the trail activity. Specific provisions are described in the discussion of design standards. For each standard, we have used a numerical and lettering system to indicate the recommended trail uses, the level of activity required and the design standard to which the trail is operated to.

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<sup>74</sup> Dillon Consulting Limited, Red Hill Creek Expressway North-South Section, Draft Report Land Use Assessment, October 2002.

**Design Issue #9: Creating a “hub” where several trails intersect**

Several trails intersect within the City of Hamilton along the waterfront and Niagara Escarpment. No single junction exists, but several potential nodes exist where trails intersect and users interact. Some hubs may provide opportunities for trail users to access public transit at central locations. We identify those nodes which may become more heavily used entrances to the City and trails in order to enhance neighbourhood and tourism development. Facilities required to strengthen and develop these nodes are also proposed (e.g. seating areas, trailhead sign with mapping, parking area).

**Design Issue #10: Respecting the Natural Environment**

Not all natural features in Hamilton should be publicly accessible. Access to sensitive sites which support endangered species will be restricted. However, Hamilton’s trails system crosses many natural features. Where these facilities may impact these features, the provisions of this Master Plan have been reviewed by the Environmentally Significant Areas Impact Advisory Group (E.S.A.I.A.G.), the applicable Conservation Authority and the Niagara Escarpment Commission for comments and these comments are reflected in the provisions of the proposed Master Plan.

**Design Issue #11: Secondary Planning**

The new Hamilton Official Plan will implement Secondary Plans for each neighbourhood. The Mountain neighbourhoods from Concession Street southwards are loosely based on a grid system. Further to the south, the neighbourhood pattern evolves into a system of curvilinear streets with collectors organized around a major grid pattern. On street cycling and pedestrian facilities are provided through many of these neighbourhoods, at least in part.

The expansion of the “on street” trails has been addressed in the downtown Transportation Master Plan. These provisions have been identified within this Master Plan. Additional facilities have been provided as required to connect these “on street” trails to “off street” trails and to proposed “trail hubs” and the proposed Escarpment incline railway.

In addition to the existing transportation master plans, a number of recognized references<sup>75</sup> exist which if applied to Greenfield neighbourhood development or to the redevelopment of existing neighbourhoods, would enhance cycling and pedestrian movement. An example of such a reference is footnoted below.

To date, most trail facilities have been developed in the west end of the City. Where these facilities exist, these are heavily used. In the eastern City below the Niagara Escarpment, there is an absence of east/west and north/south trails. More trail facilities are required to better serve this area and to reduce the reliance on single occupancy vehicle trips.

**Design Issue #12: Link Trails to City Parks, City Museums, Conservation Areas, the Royal Botanical Gardens and Waterfalls/Cascades**

Some of Hamilton Trails link existing City parks. In some cases, trails are nearby parks and can be extended to link to City parks. Where this occurs, recommended links are shown which may include both “on-street” trails and “off-street” trails.

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<sup>75</sup> Ewing, Reid., with MaryBeth DeAnna, Christine C. Heflin, and Douglas R. Porter., *Best Development Practices, Doing the Right Thing and Making Money at the Same Time.*, published in co-operation with the Urban Land Institute, the Florida Department of Community Affairs and the Florida Atlantic University/Florida International University Joint Centre for Environmental and Urban Problems, Planners Press, American Planning Association, 1996.

The intention is to form a larger, City-wide system to provide a full range of recreation opportunities where the parks form nodes along the trails and to provide access to City museums, Conservation Areas, the Royal Botanical Gardens and some of the waterfalls/cascades. In some older Wards, where development is built out or complete, parks may only be linked using “on-street” trails.

### **Design Issue #13: Site Specific Design Issues**

Hamilton Public Works Department staff identified 10 current site design issues (in 2006) which need to be addressed in the Master Plan in order to develop an integrated, comprehensive on street cycling and off street multi-purpose trails system. The 10 site design issues involve on street and off street facilities in the following areas:

- At the head of the Red Creek Valley above the Niagara Escarpment;
- The Canadian Pacific Rail line over Highway 403 (Ward One);
- York Boulevard to Plains Road (Ward One);
- Hatt Street (Ward Thirteen);
- The Canal Lift Bridge (Ward Five);
- Southcote Road (Ward Fourteen);
- Highland Road (Ward Nine);
- Hunter Street (Ward Two & Three);
- King Street between Longwood and Macklin (Ward One); and
- Longwood Road (Ward One)
- Connections to Windermere Basin and the Sherman Inlet (Ward Three, Four & Five)

Recommended solutions to these design issues are identified in the provisions for the individual Wards initiatives in which these are located.

## **3.4 THE MASTER PLAN CONCEPT**

The Trails Master Plan design concept provides for:

- integration of the existing trails system;
- creation of new “hubs” where trails intercept for the purposes of facility development;
- new accesses to cross the Niagara Escarpment and the Chedoke Ravine;
- design standards and classifications to be applied to development and management in accordance with the trail use and character of the built and natural environments through which the trail passes; and
- integration of the “on street” and “off street” trail systems to better address broader community land use and transportation goals and objectives;
- creation of new multi-use recreation trails.

### 3.5 HAMILTON'S TRAIL PARTNERS

Hamilton's trail partners include several local, provincial and national land owners and trail organizations (see **Figure 8, Trail Systems**). The Public Works Department is the City Department with major responsibilities for developing and implementing this Master Plan.

The Traffic Engineering and Operations section of the Public Works Department is responsible for the "on street" trail components of this Master Plan and for ensuring that this Plan incorporates and implements the "on street" trail components approved in the City's transportation Master Plans.

The Planning and Development Department are responsible for reviewing the provisions of this Plan for conformity with City' built and natural environment policies. The two Departments (Public Works and Planning and Economic Development) have responsibilities for implementing Vision 2020 in the provisions of this Master Plan.

The Hamilton Conservation Authority is an important local owner/manager (i.e., the Dundas Valley Conservation Area) within the City of Hamilton and the Authority having major watershed jurisdiction within Hamilton's urban area. The Authority owns and/or operates several conservation areas (i.e., Confederation Park) within internal trails' systems and, together with other trails organizations support trails interconnecting these conservation areas.

Other Authorities throughout the rural area of the City of Hamilton include the Grand River Conservation Authority, Hamilton Waterfront Trust, Conservation Halton and the Niagara Peninsula Conservation Authority.



The Royal Botanical Gardens is an important large local public landowner which contains many environmental and cultural features. These include Cootes Paradise, Hamilton Harbour, the Niagara Escarpment and the Grindstone Creek. Walking and multi-purpose trails interconnect these features within the Gardens with destinations within the City of Hamilton and in the surrounding area.

The Waterfront Regeneration Trust is responsible for implementing major waterfront multi-purpose trails interconnecting local Hamilton Waterfront features located throughout the waterfronts in the Greater Toronto Area and the Niagara Peninsula. These popular trails are an important component of Hamilton's trails system.

The Ontario Trails Council is a not-for-profit advocate for trails in Ontario supportive of the development of municipal trails' systems. The Council does not operate any trails within the City. The Trans Canada Trail operates throughout the City on right of ways shared with other trail development organizations. Hamilton acts as a "hub" into which several important Provincial trails radiate.

The Bruce Trail Association is one of the oldest hiking organizations. The Iroquoia Bruce Trail Club operates the Bruce Trail and side trails along the Niagara Escarpment through the City. These cross both private and public lands and are managed by a small staff and many local volunteer Bruce Trail Clubs. The Association would link Bruce Trail side trails with existing and proposed trails.

The Hamilton Cycling Committee is a local interest group of members who share an interest in cycling. Other local citizen groups provide volunteer maintenance of local trails. *A detailed stakeholder contact list is provided in the appendices.*

**FIGURE 8**