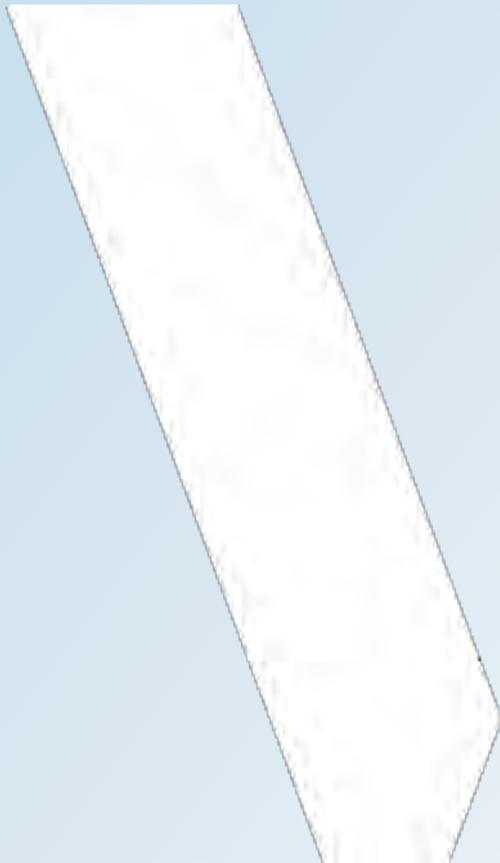
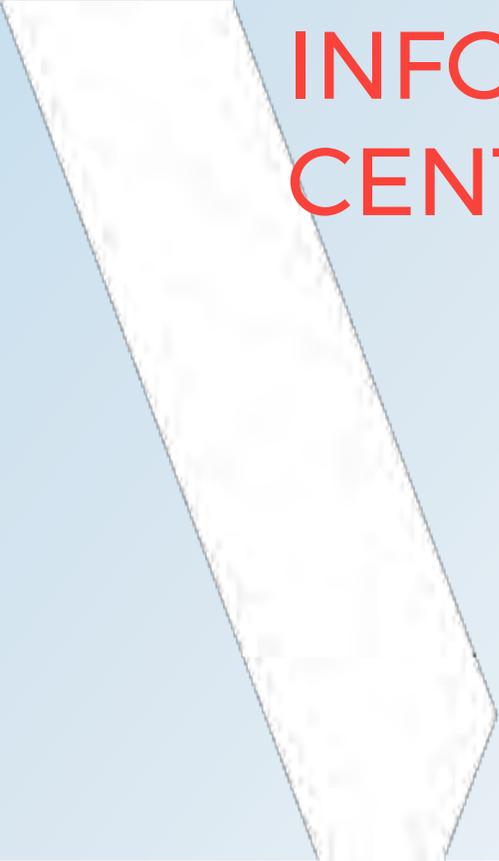


APPENDIX

A CONSULTATION





**NOTICE OF STUDY
COMMENCEMENT
AND PUBLIC
INFORMATION
CENTRE**

**NOTICE OF STUDY COMMENCEMENT
&
PUBLIC INFORMATION CENTRE (PIC) #1**

**King Street West (Dundas) Bridge (Bridge #248)
Municipal Class Environmental Assessment Study**

THE STUDY

The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) process to facilitate bridge rehabilitation works on the King Street West (Dundas) Bridge (Bridge #248) (map below).

The EA documentation will include the problem/opportunity statement, generate and assess alternative planning solutions, such as repairing or replacing the bridge, document the natural, historical, technical, socio-economic and cultural environments in the area, and identify the preferred alternative based on input through the study consultation activities.

THE PROCESS

This study will complete at a minimum Phases 1 and 2 (Schedule B) of the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, and 2015). Additional works, if needed, will be determined as part of the study process.

PUBLIC INFORMATION CENTRE

The following Public Information Centre (PIC) will be held to receive public input:

DATE: Wednesday, February 1, 2017

TIME: 6:00 p.m. – 8:00 p.m. (open house format)

LOCATION: Dundas Baptist Church Gymnasium, 201 Governors Road, Dundas, ON, L9H 3J7

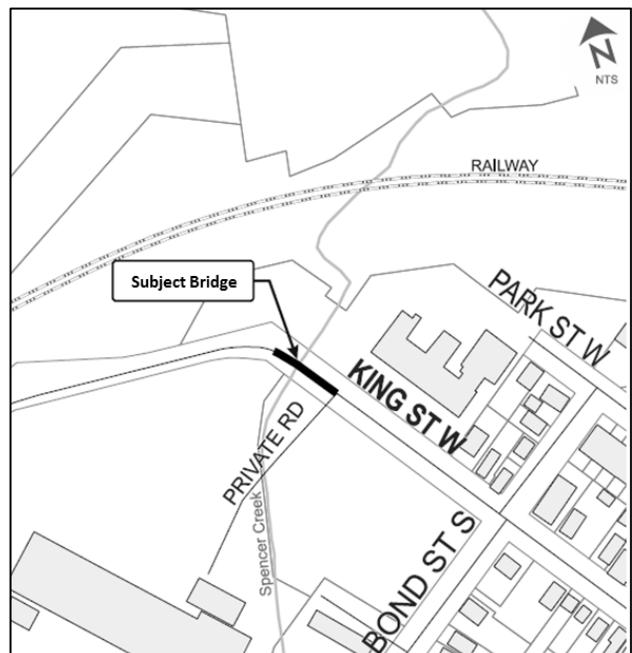
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PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:

Janelle Trant, M.Sc.
Project Manager
Transportation Management
City of Hamilton, Public Works Department
Phone: 905-546-2424 ext. 4101
Fax: 905-546-2039
Email: tplanning@hamilton.ca

Mehemed Delibasic, M.Sc., P.Eng.
Project Manager
WSP Canada Inc.
Phone: 905-882-1100 ext. 6967
Email: Mehemed.Delibasic@wspgroup.com



The map above shows the location of Bridge 248

Please contact the City's Project Manager regarding disability accommodation requirements for the PIC by January 27, 2017.

Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice Issued January 19 & 26, 2017 in the Dundas Star News.

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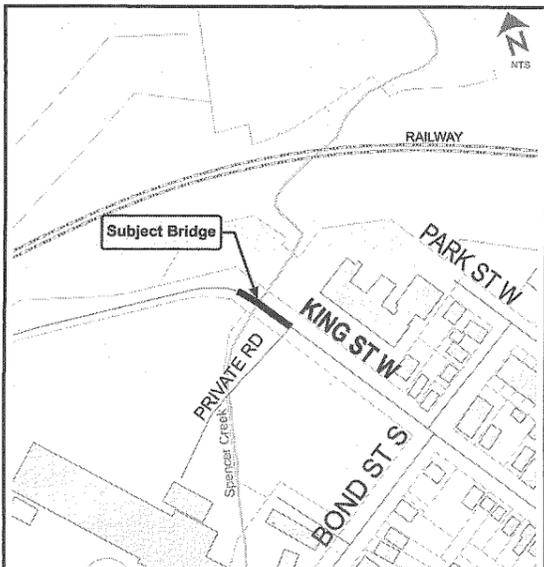
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**CITIZEN APPOINTMENTS TO
HAMILTON ADVISORY COMMITTEES**

Hamilton City Council will be appointing members of the public to fill vacancies on various Advisory Committees, each of which has a specific mandate that assists Council in a unique manner. Membership appointments are to coincide with the 2014-2018 term of Council. Most Advisory Committees meet monthly with additional work required between meetings. This is an opportunity to meet new and interesting people, develop your skills and share your talents. Further information regarding these Advisory Committees (Mandates; Terms of Reference and Roles, Responsibilities and Expectations) is available on the City's website at www.hamilton.ca. The City is seeking volunteers for the following Advisory Committees:

- Advisory Committee for Immigrants and Refugees – 1 vacancy**
- Committee Against Racism – 1 vacancy**
- Food Advisory Committee – 6 vacancies**
- Hamilton Aboriginal Advisory Committee – 4 vacancies**
- Hamilton Mundialization Committee – 2 vacancies**
- Hamilton Status of Women Committee – 1 vacancy**
- Housing and Homelessness Advisory Committee – 1 vacancy**
- Seniors' Advisory Committee – 1 vacancy**

Application Forms, in both an online and printable format, and additional information are available at the following locations:

- On the City's website at www.hamilton.ca
- Office of the City Clerk, Hamilton City Hall, 71 Main Street W., 1st Floor
- At all Municipal Service Centres – for a location nearest you, please call (905) 546-CITY (2489).

The deadline for submission of all applications is **Friday, February 24, 2017 at 4:30 p.m.** to the Office of the City Clerk or any of the Municipal Service Centres.

City Council wishes to ensure that its Advisory Committees reflect the diverse nature of the City of Hamilton's population including women, persons with disabilities, Aboriginal persons, and racial and ethnic minorities and encourages all residents to consider these opportunities.

Conflict of interest rules will apply to all citizen members, pursuant to the *Municipal Conflict of Interest Act, R.S.O., 1990, Chapter M.50*, copies of which are available from the Office of the City Clerk.

For further information regarding the appointment of citizens to Hamilton Advisory Committees, please contact:

Loren Kolar, Legislative Coordinator
Office of the City Clerk, Hamilton City Hall
71 Main Street West, 1st Floor
Hamilton, Ontario L8P 4Y5

Phone: (905) 546-2424 ext. 2604 ♦ **E-mail:** Loren.Kolar@hamilton.ca



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REG. \$19.99
SALE \$13.50

*Offer valid Friday, January 27th - 29th on 27 count variety packs in-store only. Offer valid on Keurig® Compatible capsules that are sold individually in bins only. Limit 2 variety packs per customer. While supplies last. See store for details.

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ALL FLAVOURED SINGLE SERVE COFFEE PACKS!*

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STARTING AT \$5.99 / 12 PACK

*Sale applies to regular priced flavoured single serve coffee packs only. (12 - 24 pack sizes) See store or web for a complete list of sale items. While supplies last. No rainchecks. Not valid on previous purchases. Sale ends January 29th, 2017.



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L7P 0A2
Tel: 905-319-0745
(across from Sail)

Kitchener
4391 King St. East
N2P 2G1
Tel: 519-650-5558
(Across from Costco)

Milton
1099 Maple Avenue
L9T 0A5
Tel: 905-864-9264
(in the Longos plaza)

We're open 24 hours a day at WWW.ECSOFFEE.COM

NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE (PIC) #1

King Street West (Dundas) Bridge (#248)
Municipal Class Environmental Assessment Study

THE STUDY

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THE PROCESS

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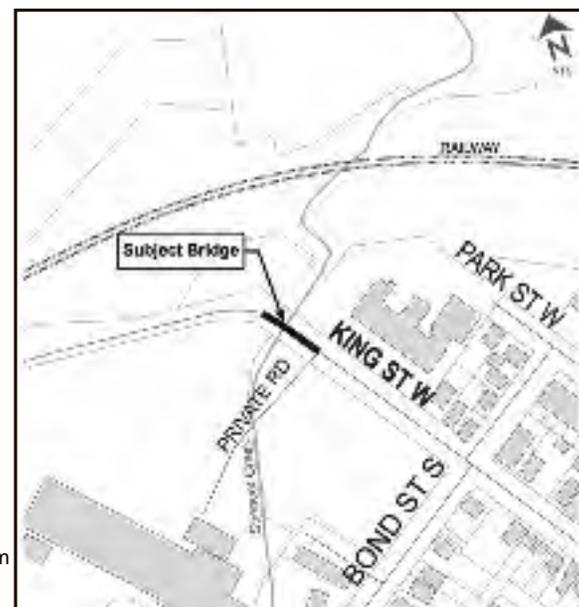
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The map above shows the location of Bridge 248

Please contact the City's Project Manager regarding disability accommodation requirements for the PIC by January 27, 2017.

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Hamilton

NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE (PIC) 1 BOARDS INSTALLED NEAR THE KING STREET WEST (DUNDAS) BRIDGE



NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE (PIC) 1 BOARDS INSTALLED NEAR THE KING STREET WEST (DUNDAS) BRIDGE



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CITY OF HAMILTON
NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE (PIC) #1
King Street West (Dundas) Bridge Municipal Class Environmental Assessment Study

THE STUDY & PROCESS The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) process to facilitate rehabilitation works for this bridge. This study is to complete at a minimum Phases 1 and 2 of the Municipal Engineers Association Municipal Class EA. Additional works, if needed, will be determined through the study process.

PUBLIC INFORMATION CENTRE **DATE :** Wednesday, February 1, 2017
TIME : 6:00 p.m. - 8:00 p.m. (open house format)
LOCATION : Dundas Baptist Church Gymnasium, 201 Governors Rd, Dundas, ON

PUBLIC COMMENTS INVITED There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments or wish to be added to the study mailing list, please contact:
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City of Hamilton, Public Works Department
Phone: 905-546-2424 ext. 4101
Fax: 905-546-2039
Email: tplanning@hamilton.ca

**NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE (PIC) 1
BOARDS INSTALLED NEAR THE KING STREET WEST (DUNDAS) BRIDGE**



NOTICE OF STUDY COMMENCEMENT AND PUBLIC INFORMATION CENTRE (PIC) 1 BOARDS INSTALLED NEAR THE KING STREET WEST (DUNDAS) BRIDGE



CITY OF HAMILTON
NOTICE OF STUDY COMMENCEMENT & PUBLIC INFORMATION CENTRE (PIC) #1
King Street West (Dundas) Bridge Municipal Class Environmental Assessment Study

THE STUDY & PROCESS The City of Hamilton has initiated a Municipal Class Environmental Assessment (ECA) process to facilitate rehabilitation works for this bridge. This study is to complete a minimum Phase 1 and 2 of the Municipal Engineers Association Municipal Class ECA. Additional work, if needed, will be determined through the study process.

PUBLIC INFORMATION CENTRE **DATE:** Wednesday, February 1, 2017
TIME: 8:00 a.m. - 8:00 p.m. (open house format)
LOCATION: Dundas Baptist Church Gymnasium, 251 Governors Rd, Dundas, ON

PUBLIC COMMENTS INVITED There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Manager. If you have any questions or comments or wish to be added to the study mailing list, please contact:
Janella Trapp, M.Sc., Project Manager - Transportation Management
City of Hamilton, Public Works Department
Phone: 905-546-3424 ext. 4191
Fax: 905-546-2039
Email: tptrapp@cityofhamilton.ca

Last Name	First Name	Title	Job Title	Organization	Street Address	City and Province	Postal Code	Contact Information
Durand	Tina	Ms.	Secretary Political Sector	Huron-Wendat Nation Council	255 Place Chef Michel-Laveau	Wendake, QC	G0A 4V0	418-843-3767 1-877-712-3767 Fax: 418-842-1108
General	Paul	Mr.	Lands & Resources	Six Nations Eco-Centre	1721 Chiefswood Road	Ohsweken, ON	N0A 1M0	519-445-0330 pgeneral@sixnations.ca
Bomberry	Lonny	Mr.	Director of Lands & Resources	Six Nations of the Grand River Territory	1695 Chiefswood Road	Ohsweken, ON	N0A 1M0	Chief Ava Hill (519) 445-2201 arleenmaracle@sixnations.ca and lonnybomberry@sixnations.ca
Hill	Leroy	Hohahe	Secretary to Haudenosaunee Confederacy Chiefs Council	Haudeosaunee Confederacy Council	2634 6th Line RR#2	Ohsweken, ON	N0A 1M0	Chief Allen McNaughton Haudenosaunee Development Institute hdi2@bellnet.ca (519) 445-4222
LaForme	Mark	Mr.	Director, Department of Consultation and Accommodation	Mississaugas of New Credit First Nation	6 First Line, RR#6	Hagersville, ON	N0A 1H0	Tel: (905) 768-4260 Fax: (905) 768-9751 Cell: (289) 527-6577 Mark.Laforme@Newcreditfirstnation.com doca@newcreditfirstnation.com
				Metis Nation of Ontario	Métis Nation Consultation Unit 500 Old St. Patrick St, Unit 3	Ottawa, ON	K1N 9G4	Tel: 613-798-1488 Fax: 613-725-4225 www.metisnation.org/home.aspx
Sault	Fawn		Manager, Department of Consultation and Accommodation	Mississaugas of New Credit First Nation	2789 Mississauga Road RR#6	Hagersville, ON	N0A 1H0	Fawn.sault@newcreditfirstnation.com
LaFrome	Stacey	Chief		Mississaugas of New Credit First Nation	2789 Mississauga Road, RR#6	Hagersville, ON	NOA, 1H0	stacey.laforme@newcreditfirstnation.com 905-768-1133 x240

KING STREET WEST (DUNDAS) BRIDGE #248 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

CITY OF HAMILTON

PUBLIC INFORMATION CENTRE (PIC) #1



February 1, 2017



PURPOSE OF PIC #1

- To review and obtain public input and comments on the alternative solutions for bridge rehabilitation works on the King Street West (Dundas) Bridge.
 - City of Hamilton and WSP (consultants) staff are available to discuss the project with you.
- We would like to hear your comments:

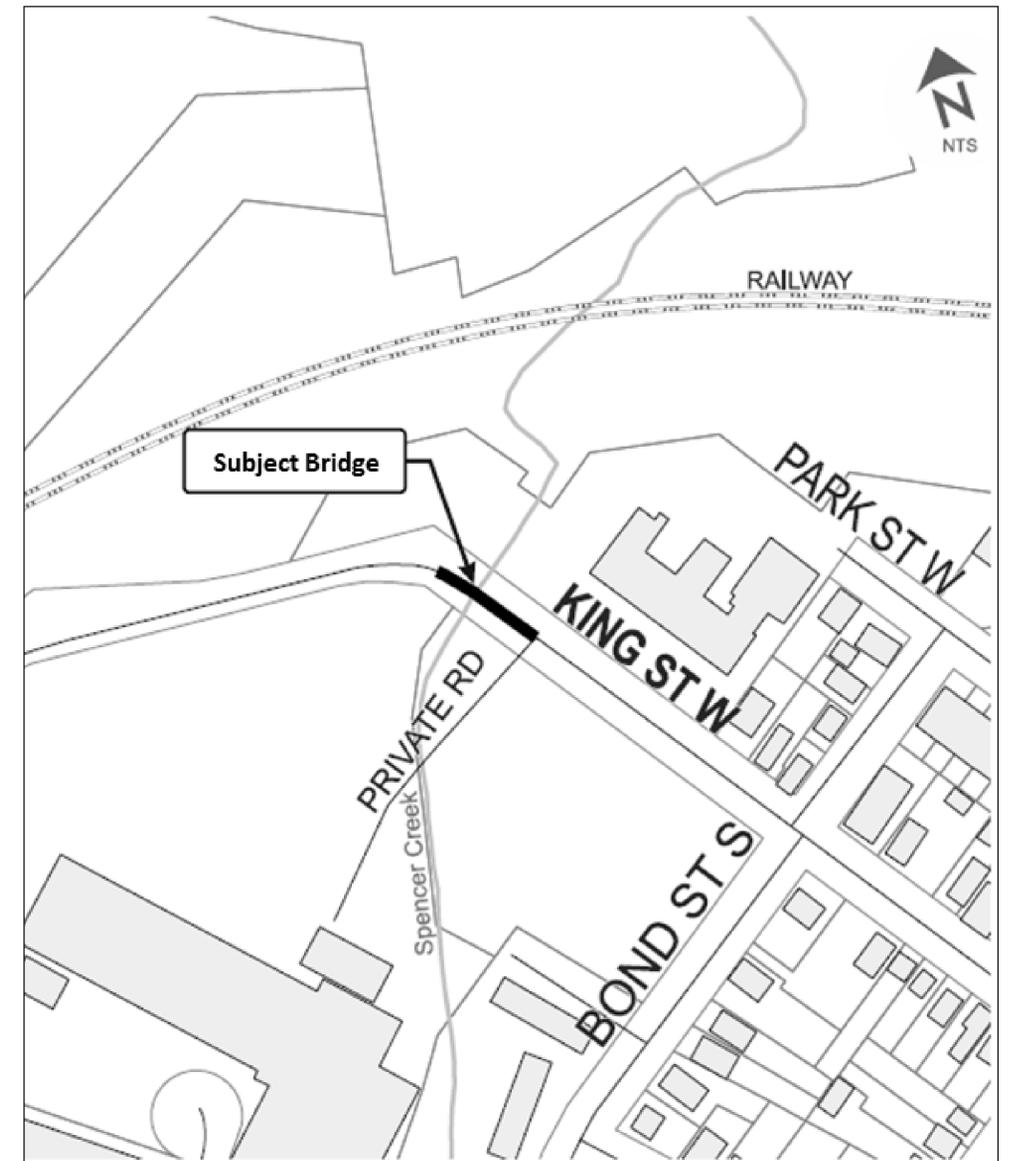
Please complete a comment sheet and drop it into the comment box before leaving or return comments via email to tplanning@hamilton.ca by February 14, 2017.

- More details about the project are available on the project website:

www.hamilton.ca/kingstwbridgeEA

STUDY OVERVIEW

- The City of Hamilton, through WSP Canada Inc., has initiated a Municipal Class Environmental Assessment (EA) process to facilitate bridge rehabilitation works on the King Street West (Dundas) Bridge (#248).
- The EA documentation will include the following:
 - problem/ opportunity statement
 - generate and assess alternative planning solutions such as repairing or replacing the bridge
 - document the natural, historical, technical, socio-economic, and cultural environments in the area
 - develop the evaluation criteria and identify the preferred alternative based on input through the study consultation activities



Study is following the Municipal Class Environmental Assessment (EA) planning process



There is an opportunity at any time during the Class EA process for public input, including this Public Information Centre (PIC).

OVERVIEW OF THE MUNICIPAL CLASS EA PROCESS

- The objective of this study is to complete at a minimum Phases 1 and 2 (Schedule B) of the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011, and 2015), which is approved under the Ontario EA Act.
- The Municipal Class EA enables the planning of municipal infrastructure projects in accordance with a proven procedure for protecting the environment.
 - Phase 1 consists of identifying the problem or opportunity.
 - Phase 2 consists of identifying and evaluating alternative solutions, assessing the effects on the environment, identifying measures to mitigate adverse effects, consulting with stakeholders, selecting the preferred solution(s), and confirming the Municipal Class EA schedules for subsequent phases to design and implement the solution(s).
- Additional works, if needed, will be determined as part of the study process.

PROBLEM / OPPORTUNITY STATEMENT

- The Problem/Opportunity Statement:

Identify the preferred alternative for improvements to the King Street West Bridge. Improvements are required to address the existing condition of the structure.

In addressing the problem/opportunity, consideration will be given to:

- current and future travel demands
- accommodating all modes of transportation
- bridge structure and approaches
- user safety
- net positive effect to socio-economic, cultural and natural environments
- aesthetics

NEED AND JUSTIFICATION

- In 2004 the King Street West (Dundas) Bridge underwent rehabilitation.
- In 2009, a visual inspection was conducted which found several major deficiencies.
- Due to the significant deterioration of the structure, a bi-annual monitoring program is in place (since 2012).
- A detailed delamination survey completed in 2015 identified the need for bridge rehabilitation.
- A study in March 2016 confirmed the feasibility of a potential road realignment and construction of a new bridge and retaining walls to the south.



EXISTING BRIDGE CHARACTERISTICS

- The King Street West (Dundas) Bridge provides a connection between the communities of Dundas and Greensville, crossing over Spencer Creek.
- The bridge is located approximately 145 m north of Bond Street, in Dundas, Ontario (north of Fisher's Mill Park).



- The original bridge was constructed around 1926 and consists of a single span cast-in-place reinforced concrete T-beam structure.
- The bridge spans about 10 m and consists of two 3.65 m wide traffic lanes and a 2.5 m wide sidewalk along the north side of the bridge.

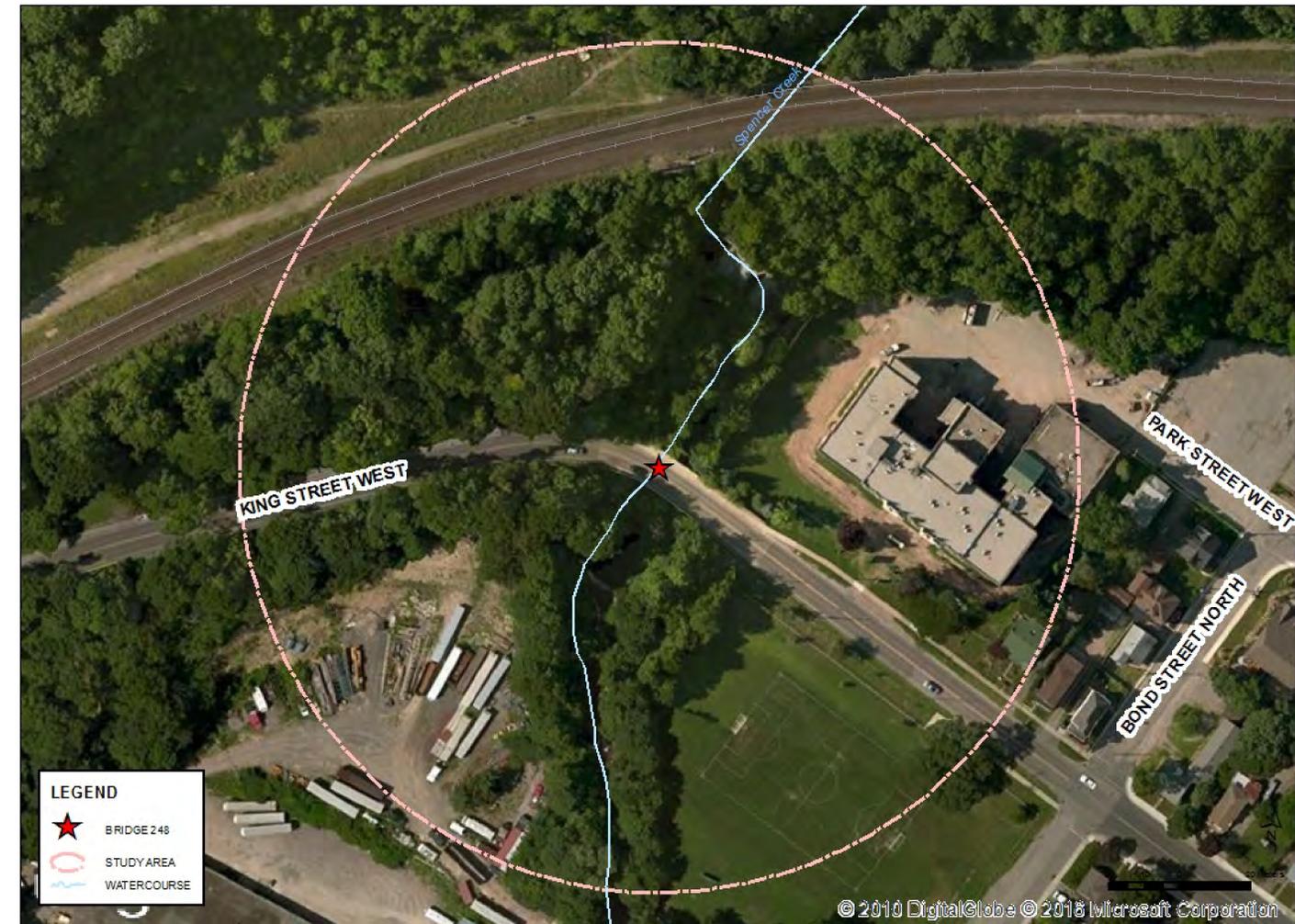
ROADWAY CHARACTERISTICS

- King Street West is a 2-lane arterial road.
- There is a grade-separated rail crossing approximately 330 m west of the bridge with a vertical clearance of 4.0 m.
- No signalized intersections along King Street West within the study area.
- Posted speed limit on King Street West is 50 km/h and there are advisory speed limit signs before the bridge (30 km/h).
- King Street West has an urban cross section east of the King Street West (Dundas) Bridge and rural cross section west of the bridge.



EXISTING NATURAL HERITAGE FEATURES

- A Natural Heritage Characterization Report for the bridge and surrounding areas was completed in 2015. The following are key points drawn from the report:
 - The Study Area includes Spencer Creek, a permanent coldwater creek.
 - Fish community information for the reach has been provided by the Ministry of Natural Resources and Forestry, and includes a few cool-water species and darter species.
 - Species at Risk potential was noted for twelve species; two vegetation species and ten wildlife species.
 - One species at risk was identified during field investigations (Bank Swallow).
- WSP completed an autumn vegetation survey in 2016. Additional investigation is planned for 2017.



CULTURAL HERITAGE EVALUATION REPORT (CHER)

- A CHER determines the cultural heritage value or interest of a bridge based on *Ontario Regulation 9/06*. This occurs through development of a detailed background history, site assessment, and evaluation based on a review of its Design/Physical Value, Contextual Value and Historical/Associative Value.
- Based on knowledge of similar structures, there is no indication that the Bond Street Bridge has elements that would be described as significant from a design or construction perspective. However, the heritage value of the structure is derived primarily from its association with historical elements and its physical position in that cultural heritage landscape.

TRAFFIC – EXISTING CONDITIONS

Table 1: Annual Average Daily Traffic (AADT) on King Street West / Highway 8 within Study Area

Year	EB Count	WB Count	Total AADT
2013	4644	4656	9,300
2016	4358	4386	8,744

Table 2: 2016 Existing Conditions Link Capacity Analysis on King Street West/ Highway 8 between Bond Street and Woodleys Lane

Peak Hour	Hourly Volume (peak direction)	v/c
7:45AM – 8:45AM	428 (EB)	0.49
4:30PM – 5:30PM	384 (WB)	0.44

- A maximum link capacity of 880 vehicles per hour per lane is typically assumed.
- Volumes higher than 792 vehicles per hour per lane will indicate the need for additional link capacity as the volume-over-capacity ratio (v/c) will be greater than 0.90.
- Based on these link v/c ratios, currently there is no need to widen King Street West/ Highway 8 within the study area.

TRAFFIC – FUTURE CONDITIONS

- Population growth in the study area is estimated at approximately 1.0 % per year.

Table 3: Volume information from the City’s Travel Demand Model (based on forecasted average growth rate of approximately 0.9 % per year) for both directions

Year	Link Flow		
	EB	WB	Total
2011	343	505	848
2031	685	330	1015

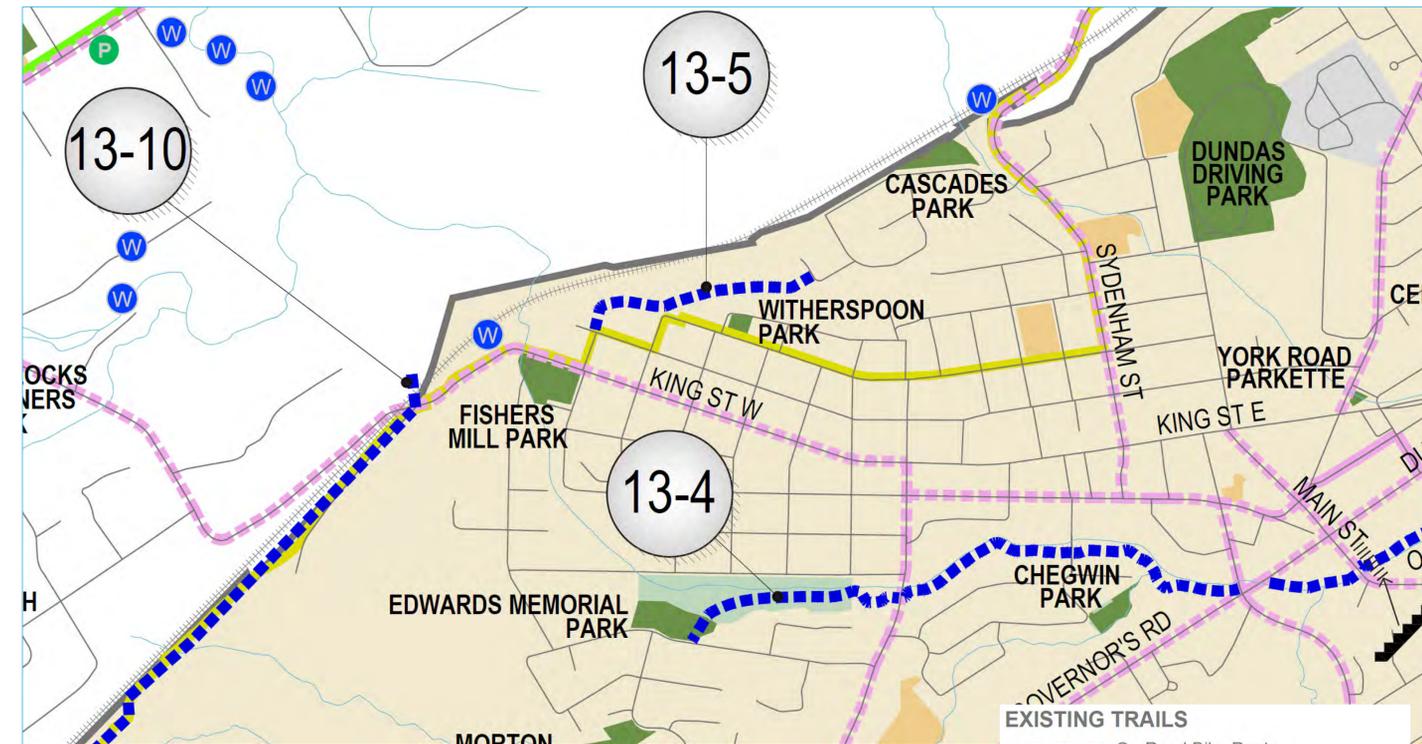
Table 4: Comparison of existing and future volumes and volume-over-capacity ratios

Peak Hour	Hourly Volume (peak direction)		v/c	
	2016	2026	2016	2026
7:45AM – 8:45AM	428 (EB)	473 (EB)	0.49	0.54
4:30PM – 5:30PM	384 (WB)	424 (WB)	0.44	0.48

- Future (2026) traffic for the study horizon was calculated by applying a 1.0 % annual growth rate over ten years to the existing volumes.
- Based on these link v/c ratios, there is no need to widen King Street West/ Highway 8 within the study area for the following ten years.

ACTIVE TRANSPORTATION

- This location is identified as a cycling route in Hamilton's Cycling Master Plan (2007)
- This location is identified as an on-road cycling route in Hamilton's Recreational Trails Master Plan (2016)
- It is expected that the bridge will provide accommodation for bicyclists and pedestrians.



Source: Hamilton's Recreational Trails Master Plan



ALTERNATIVE SOLUTIONS

- Alternative solutions are developed to address the problem and opportunity statement with a specific focus on improving structural integrity of the subject bridge and minimizing impact to safety and traffic operations on King Street West.
- In addition to the “Do Nothing” alternative, specific alternatives were developed based on other possibilities than bridge replacement.
- Rehabilitating the existing bridge and replacing the bridge will both be considered, as well as removing the existing bridge and constructing a new bridge downstream and realigning King Street West.

ALTERNATIVE SOLUTIONS

Alternative Planning Solutions	Description
Alternative 1 Do Nothing (this alternative provides a base to which the other alternatives can be compared)	Under this alternative, no measures to improve the condition of the bridge are considered (status quo).
Alternative 2 Rehabilitate Existing Bridge	Repair and rehabilitate the existing bridge to address the structural deficiencies
Alternative 3 Replace Bridge at existing location	Replace existing bridge with new bridge that complies with current design standards (including the provision of active transportation)
Alternative 4 Replace Existing Bridge and Realign King Street West	Remove the existing bridge and construct a new bridge downstream and realign King Street West (including the provision of active transportation)

EVALUATION CRITERIA

Technical-Transportation

- Traffic Operations and Accommodation of Current and Future Travel Demand
- Traffic Safety
- Road Network Compatibility/Connectivity
- Accommodation of Pedestrians/Cyclists
- Response Times/Access for Emergency Vehicles

Engineering Considerations-Constructability

- Bridge Design and Accessibility
- Services/Utilities
- Construction Staging
- Drainage/Stormwater Management

Capital Cost/ Implementation

- Effects on Travel Time
- Effect on Road Operation
- Maintenance Costs
- Capital Costs

Social/Economic Environment

- Sustainability and City/ Regional Planning
- Potential sustainability improvements to the community
- Construction Related Impacts
- Potential Impact on Heritage Resources and Archaeological Features
- Noise Impacts
- Impacts to Communities
- Community connectivity

Cultural Environment

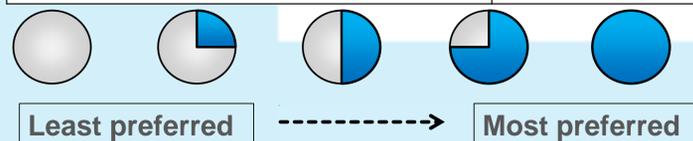
- Archaeological Resources
- Built Heritage Resources

Natural Environment

- Species at Risk (SAR)
- Vegetation and wildlife
- Water Resources and Fisheries
- Natural Hazards

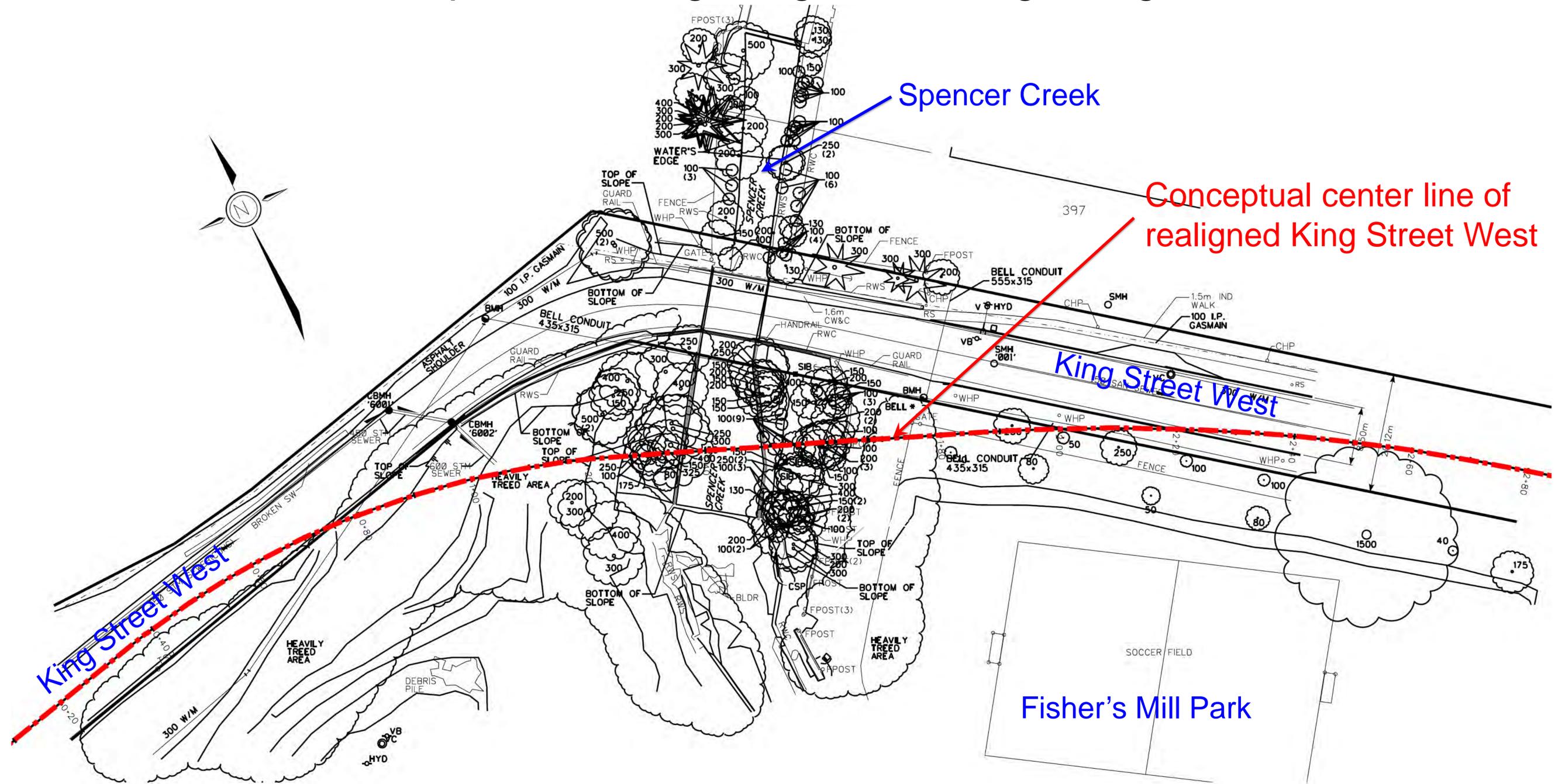
EVALUATION MATRIX FOR ALTERNATIVES

Alternative Solution Criteria	Alternative Solution #1 Do Nothing	Alternative Solution #2 Rehabilitate Existing Bridge	Alternative Solution #3 Replace Bridge at existing location	Alternative Solution #4 Replace Existing Bridge and Realign King Street West
Technical Criteria (Transportation and Engineering considerations)				
Natural Environment Criteria				
Socio-Cultural Environment				
Cost Criteria Overall Rating				
Summary: Level of response to the Problem Statement	<ul style="list-style-type: none"> Results in limited service life Potential for bridge to require load restrictions or to be taken out of service Does not meet roadway geometrics and sightline required standards at bridge western approach Does not address pedestrian and cyclist requirements and safety Least impacts on natural environment <p>This alternative cannot address the problem statement on its own.</p> <p>Not preferred</p>	<ul style="list-style-type: none"> Requires staging of traffic with a single lane in alternating directions and temporary full road closures Requires significant roadway protection during staging Based on current condition, rehabilitation is not anticipated to provide the same extended service life as a new structure Cost of rehabilitation is comparable to bridge replacement Will not provide opportunities for improved public facilities to encourage and promote alternative modes of transportation (walking, cycling) Minor impacts on natural environment <p>Not preferred</p>	<ul style="list-style-type: none"> Requires staging of traffic with a single lane in alternating directions and temporary full road closures Requires significant roadway protection during staging Foundation replacement impacts Spencer Creek Does not meet roadway geometrics and sightline required standards at bridge western approach Higher potential to accommodate active transportation (pedestrian and cyclist) requirements More clearing of vegetation during bridge replacement Greater impacts on natural environment <p>Not preferred</p>	<ul style="list-style-type: none"> Requires retaining walls at bridge approaches (south) Improvement to the safety of bridge users (sightlines, road geometrics) Minimizes traffic impacts by maintaining two lanes on existing bridge during new construction Lowest cost for on-going new bridge maintenance Most clearing of vegetation during demolition/construction for new bridge Greatest natural environment impacts during construction Accommodates active transportation (pedestrian and cyclist) requirements <p>This planning solution fully addresses the problem statement.</p> <p>Preliminary recommended alternative</p>
Overall Rating				



PRELIMINARY RECOMMENDED ALTERNATIVE SOLUTION

- Alternative #4 - Replace existing bridge and realign King Street West



Potential realignment of King Street West (to the south)

NEXT STEPS AND STUDY CONTACTS

Following this Public Information Centre, the Study Team will:

- review all comments
- confirm the preferred solution and confirm Project Schedule (B or C):
 - If Schedule B, prepare Study Report
 - If Schedule C, undertake Phases 3 & 4 and then prepare Study report
- obtain Council approval and file for public review for 30 days

Please talk with a Study Team member and complete / submit a comment sheet by February 14, 2017.

You can also provide comments via email or phone to:

Mehemed Delibasic, M.Sc., P.Eng.

Project Manager

WSP Canada Inc.

100 Commerce Valley Drive West

Thornhill, Ontario L3T 0A1

Email: Mehemed.Delibasic@wspgroup.com

Phone: (905) 882-1100 ext. 6967

Janelle Trant, M.Sc.

Project Manager, Transportation Management

City of Hamilton, Public Works Department

77 James Street North, Suite 400

Hamilton, Ontario, L8R 2K3

Email: tplanning@hamilton.ca

Phone: (905) 546-2424 ext. 4101

**City of Hamilton
King Street West (Dundas) Bridge #248
Municipal Class Environmental Assessment Study**

Public Information Centre (PIC) #1

Wednesday, February 1, 2017, 6:00 p.m. – 8:00 p.m. (open house format)

Dundas Baptist Church Gymnasium, 201 Governors Road, Dundas, Ontario

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PLEASE PRINT

Name: _____

Address: _____

_____ Postal Code: _____

E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

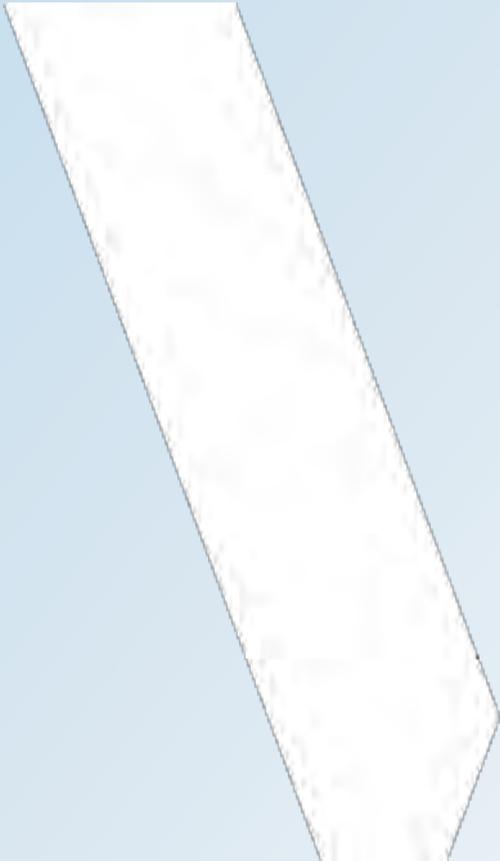
How does the bridge fit into the story of the area's history?



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if additional space is required.



PUBLIC AND STAKEHOLDERS COMMENTS



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PLEASE PRINT

Name: [REDACTED]
Address: [REDACTED]
Postal Code: [REDACTED]
E-Mail: [REDACTED] Phone: [REDACTED]

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why? *No heritage value*
How does the bridge fit into the story of the area's history?

I would be worried about aboriginal history - this area is full of arrowheads, so it was certainly a hunting area & not a settlement. This would need to be further clarified.



Hamilton

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General Questions / Comments:

- ① Fisher Mill Park must be kept intact.
- ② If you are going to replace a road, it should meet the standards of a complete road. This would mean including wide (2m.) sidewalks on both sides of the street from the railway bridge to Brock Street. It would also include a bike lane - likely only needed on the upbound side, since downward bikes can go at the same speed as cars and take a lane. Bike lane goes to railway bridge
- ③ the bike lane would act as a traffic-calming tactic, since it would ~~not~~ necessitate narrowing the car lanes - and this slows traffic. If this is not incorporated, the car lanes need to be narrowed anyway
- ④ Suggest a pedestrian crossing about 50m. downhill from the railway. Cars slow anyway for the railway, and, once through that narrow space, will be able to see pedestrians. Crossing should be the special new mes

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Address: _____

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QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

I do feel it is. The ^{front of} Dundas District high school was left as is as a heritage attraction. Those of us who have walked the area for decades prefer the bridge we kept fitting to the area. If its concrete it could be faced with stone to blend in. This refers to the new realigned bridge which I'm certain will be the decision.



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PLEASE PRINT

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Address: _____

Postal Code: _____

E-Mail: _____

Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why? *No*

How does the bridge fit into the story of the area's history? *NOT SURE*

My main concern is with the potential loss of use of the soccer field in the park. Dundas already does not have enough soccer fields to support the current league. Although the plan shows that the park won't be that impacted these things sometimes end up very different than the plans



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PLEASE PRINT

Name: [REDACTED]
Address: [REDACTED]
[REDACTED] Postal Code: [REDACTED]
E-Mail: [REDACTED] Phone: [REDACTED]

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

Alternative no. 4 seems like the best route to go, as it will not disrupt traffic while the new bridge is being built, and the design looks like it will not take up much green space or park land.



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PLEASE PRINT

Name: [REDACTED]
Address: [REDACTED]
Postal Code: [REDACTED]
E-Mail: [REDACTED] Phone: [REDACTED]

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why? *YES*

How does the bridge fit into the story of the area's history?

*Entranceway to the town & passage over
Spencer Creek.*



You may use the reverse of this page if additional space is required.



General Questions / Comments:

We should consider the possible use of old bridge abutments to hold a pedestrian bridge.

The old road bed could be used as the trail to the pedestrian bridge + separate bikes/walkers from the car bridge.

- Need to minimize road footprint through the park.

- Concern that straightening the bend will tend to increase traffic speed entering the town - safety concerns need to be addressed.

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PLEASE PRINT

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Address: _____

Postal Code: _____

E-Mail: _____

Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

- Mill + structures to North.
- Grave stone to south
- Park to South



You may use the reverse of this page if additional space is required.



General Questions / Comments:

~~But~~ The bridge should be replaced in the same spot that it is now. ~~But~~ Reducing the corner will not fix the bad drivers in this area. You can't take the corner out of every road in the city. The citizens of Dundas paid for that park and expect to ~~use~~ be able to use it. Realigning the road will cut through the trees and grave site on that corner. There should be provisions for bicycles and pedestrians from their current ~~end~~ end at the bridge, all the way up the hill again.

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Address: _____
Postal Code: _____
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QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

n/a - see reverse.



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General Questions / Comments:

If project involves road closure, please schedule to coincide with larger project to replace storm sewers up escarpment section of HWY 8. (i.e., originally scheduled for 2013, with final PIC in 2012, said to close both lanes for ~1 year)

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QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

I think we should move forward with Alternative #4 as long as it does not directly impact taxes in Dundas



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PLEASE PRINT

Name: [REDACTED]
Address: [REDACTED]
[REDACTED] Postal Code: [REDACTED]
E-Mail: [REDACTED] Phone: [REDACTED]

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

Jay leave the bridge !!
Why let it decay like this?
Environmental impact??
Birds, rare trees!!
You cannot keep everyone safe but
how about some signs for the pub
lic?



You may use the reverse of this page if additional space is required.



General Questions / Comments:

need google maps and not willful vagueness

the environmental impact will be very large → Hamilton seems to despise trees

you certainly do NOT give enough time for anyone to launch complaints or offer alternatives (but I guess that is part of the plan)

Frankly, I think you deliberately have let the bridge rot in order to force construction

considering that you already have a distinct "preference" I doubt that anything us plebeians point out will even be remotely considered

How about also some low cost solutions like putting up signs for people (I assume they can read)

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General Questions / Comments:

My house is [REDACTED]

Considering to short time, the presentation would have benefited from having the planned realignment overlaid on a Google Map (satellite view). So many people found difficulty figuring out where things were (and the image should have included the railway bridge).

The only way realignment would work - is to cut some trees just past the small bridge, then cut down the steep tree slope (South side) the resultant view would be of a parking lot.

I suspect this is why the maps were either too sparse or too complex.

Please fix bridge I don't realign.

Certainly put a proper sidewalk in from the small bridge to the railway bridge (I guess).

BUT: Need ~~to~~ realignment superimposed on a Google map (satellite).

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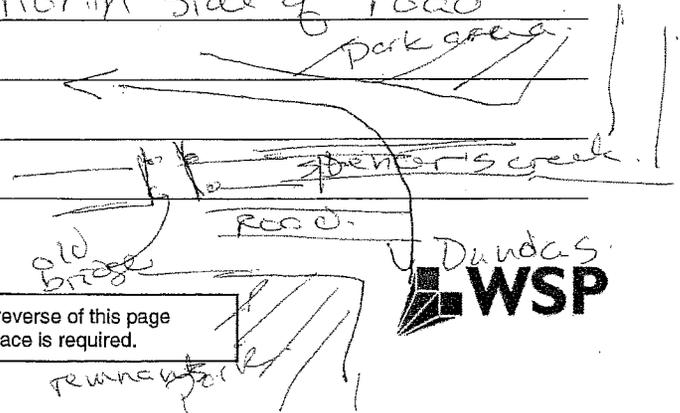
Name: _____
Address: _____
Postal Code: _____
E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

Not concerned about history of bridge. More interest
ed in ^{old} bridge + road up escarpment to toll house.
Interested in old park area ~~at~~ below face
of escarpment on north side of road



You may use the reverse of this page if additional space is required.



strongly 8 mo

Concerns

General Questions / Comments:

① realignment will cause an increase in speed of vehicles. When accidents occur potential to be associated with greater damage. (Address speed issues. As density increased more foot traffic as well.)*

② Bridge movement / realignment, preferred with a lessers movement to the away from current route.

③ Take opportunity to address flow restrictions for flood waters under bridge
b) Take opportunity to remove concrete flow base. Creates frazzle

④ Address exposure of pipes to high flows (eg. natural gas).
Ice adheres to concrete / stream bed - creating accumulation of ice + potential for pipe failure. (super cooled water)

④ Protect as many trees + chinquapin oak as possible.

⑤ Do not affect playing area / park.

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⑥ Address "active transportation" needs (walking / cycling) so that safe passage is available

Don't appreciate community being used as speedway

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QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

- River is the key piece to focus on
as the ditching of the creek is causing
multiple issues, - frozzen ice, flooding, habitat damage
- focus on the positive of recovering park on
the north side as well as mill ruins
- secure walking & biking route
Move the bridge please!



Hamilton

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E-Mail:

Phone:

QUESTIONS / COMMENTS:

① Do you feel that the bridge is associated with heritage values and if so, why?

② How does the bridge fit into the story of the area's history?

① Yes. I hope that both local & fauna concerns - specifically the Chingwapin oak which is a heritage tree - and native & Euro Canadian stories are considered.



Hamilton

You may use the reverse of this page if additional space is required.



General Questions / Comments:

not at this time.

Thank you for your participation!

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City of Hamilton
King Street West (Dundas) Bridge #248
Municipal Class Environmental Assessment Study
Public Information Centre (PIC) #1
Wednesday, February 1, 2017, 6:00 p.m. – 8:00 p.m. (open house format)
Dundas Baptist Church Gymnasium, 201 Governors Road, Dundas, Ontario

COMMENT SHEET

Please provide us with your comments regarding any of the material presented today or any other issues that you feel are relevant to this project.

Please drop your completed comment sheet in the box provided before leaving or return comments via email or mail by February 14, 2017 to:

Janelle Trant, M.Sc.

Project Manager, Transportation Management
City of Hamilton, Public Works Department
77 James Street North, Suite 400
Hamilton, Ontario, L8R 2K3
Email: tplanning@hamilton.ca
Phone: (905) 546-2424 ext. 4101

Mehemed Delibasic, M.Sc., P.Eng.

Project Manager
WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill, Ontario, L3T 0A1
Email: Mehemed.Delibasic@wspgroup.com
Phone: (905) 882-1100 ext. 6967

PLEASE PRINT

Name: _____

Address: _____

Postal Code: _____

E-Mail: _____

Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

MY CONCERN IS THE PARK AND GREEN SPACE. THERE IS A HISTORICAL TREE AND A SOCCER FIELD THAT WILL BE IMPACTED AND POTENTIALLY LOST WHEN THERE ARE ALREADY LIMITED PLAYING FIELDS. ALSO, THE PROPOSED MAP IS CONCEPTUAL AND REALLY DOESN'T ANSWER ANY OF MY CONCERNS. IN FACT, IT REALLY JUST GLOSSES OVER THE WHOLE THING. DUNDAS



Hamilton

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if additional space is required.



General Questions / Comments:

HAS A LONG AND VALUABLE HISTORY AND IF THERE ARE ARTIFACTS OR HISTORICAL MATTERS THAT NEEDS TO BE CONSIDERED. THE DUNDAS MUSEUM IS VERY ACTIVE EDUCATING THE HISTORY OF DUNDAS. AS AN [REDACTED] I'M INTERESTED IN THE HISTORY OF DUNDAS (AND STONEY CREEK) AND IM INTERESTED IN PRESERVING HISTORY.

Thank you for your participation!

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PLEASE PRINT

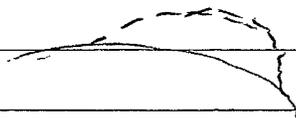
Name: _____
Address: _____
_____ Postal Code: _____
E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

I like the increased radius of the corner.



*KEEP THE BIG TREE NOW IN THE
PARK.*

*BE SURE TO ALLOW FOR "HIKER TRAFFIC" ON THE
NEAR BY TRAILS*



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if additional space is required.



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Phone: (905) 882-1100 ext. 6967

PLEASE PRINT

Name: _____
Address: _____
_____ Postal Code: _____
E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?



You may use the reverse of this page if additional space is required.



General Questions / Comments:

~~The principle~~ The principal concerns with the proposed realignment seem to be:

1) The realignment, as shown on the maps begins very near to the Chinguipin Oak in Fisher Park. As this is a designated heritage tree, it would seem to be desirable to shift the start of the deviation slightly to the west so that King Street ~~will not~~ so that there will not be any impact to the root zone of this tree.

2) The realignment will require significant cutting of trees in the construction zone, therefore plans should be presented to show how this damage will be minimized/mitigated by replanting and renaturalization of the no-longer-required roadbed.

Thank you for your participation!

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Phone: (905) 882-1100 ext. 6967

PLEASE PRINT

Name: _____

Address: _____

Postal Code: _____

E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

*For me it just another bridge that
has reached the end of its useful
life - your option #4 makes sense
in all ways - straightening a curve
probably widens (I hope) and eases
driving & maintenance with
very little disruption to environment.*



Hamilton

You may use the reverse of this page
if additional space is required.



**City of Hamilton
King Street West (Dundas) Bridge #248
Municipal Class Environmental Assessment Study**

Public Information Centre (PIC) #1

Wednesday, February 1, 2017, 6:00 p.m. – 8:00 p.m. (open house format)

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Email: Mehemed.Delibasic@wspgroup.com
Phone: (905) 882-1100 ext. 6967

PLEASE PRINT

Name: _____

Address: _____

Postal Code: _____

E-Mail: _____

Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why?

How does the bridge fit into the story of the area's history?

I support Alternative #3!!

If you with slight regrading & softening of curve. ~~Alternative #4~~

Alternative #4 will create speeding as the road is straighter. This will create issues with District Lot's residents + Bond St. turning

As a part of alternative #3, widening to support pedestrian & cyclist traffic could be done.

Yes, The mill that was there + The old wall on west side of District Lot



Hamilton

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Phone: (905) 882-1100 ext. 6967

PLEASE PRINT

Name: _____
Address: _____
Postal Code: _____
E-Mail: _____ Phone: _____

QUESTIONS / COMMENTS:

Do you feel that the bridge is associated with heritage values and if so, why? *No.*

How does the bridge fit into the story of the area's history?

Please see over



You may use the reverse of this page if additional space is required.



General Questions / Comments:

Concerns that I have for the preferred Option #7 which involves relocating the bridge:

1. Loss of park space at Fishers Mill Park. This park is needed for the neighbourhood and also for the community. The Dundas taxpayers paid for the land ^(Fishers Mill Park) through area rating and the parkland should be preserved as much as possible.

2. Re-routing the road and rebuilding the bridge will result in lost flora (and possibly fauna). After re-routing, can flora (trees, etc) be replanted in old road space to replenish lost greenery?

Thank you for your participation!

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Delibasic, Mehemed

From:
Sent: Monday, February 13, 2017 2:14 PM
To: Delibasic, Mehemed; Janelle Trant
Cc: VanderBeek, Arlene
Subject: King Street Bridge #248 Feedback, Dundas
Attachments: king street bridge matrix 2017-02-04.pdf

Good day,

I was unable to attend the information meeting on February 1st but have reviewed the information and have the following comments.

If I understand correctly, it's basically down to Option 3. replace existing **in place** or Option 4. **twin** existing including new roadway.

3 is more difficult for construction, and as such may incur higher cost and that is the main reason I can see for twinning.

I focused on the problem statement (PS) and the evaluation matrix (EM). I found the PS lacking because it should have listed issues such as cost, construction issues, demolition and its effects. I found the EM lacking because it should have listed and evaluated each consideration stated in the problem statement.

To that end, I've made my own matrix, which I feel is more comprehensive, objective and complete. See attached.

I thought that the information as presented was skewed to pick Option 4.

1. accommodating all modes of transportation - cars, cyclists, pedestrians - both 3 and 4 do this, yet it is only listed in 4...
2. bridge structure and approaches - for 3 you said foundation replacement impacts Spencer Creek, would this not also be true of 4?
3. user safety - you only list improvements in 4, not 3... you must be talking about car users, not bikes or pedestrians which are the same in both options.
4. net positive effect to socio-economic, cultural and natural environments - you were honest about 4 but cultural or heritage elements were not considered.
5. aesthetics - not considered

My outstanding questions to the City

6. how important are new sight lines. Are there significant accidents now? If it ain't broke...
7. costs of demolition, construction, remediation? It is important to detail costs at a public meeting so that the public can make informed decisions
8. what will be done with the old bridge after the new bridge is in? I assume demolition and with that costs and environmental impact.
9. Option 4 requires retaining walls at bridge approaches. Does the existing location already have the necessary retaining walls and and if so could these be assessed and made suitable at lower cost than a new location?
10. How many square feet of virgin land and waterway would be affected in Option 4? It is important for citizens to understand this in detail and not just have a rough sketch which could be altered at a later date.
11. For Option 4, what traffic calming measures have been considered?

After speaking to many residents I believe that Option 3, Replace in place would be the preferred option, since it is unclear at this time how much virgin greenspace would be destroyed by twinning.

Please confirm that you have received this email. I look forward to your comments.

Thanks and bye for now,

Dundas, ON

< --- // === O === // --- >

KING STREET BRIDGE, DUNDAS	OPTION 3. REPLACE EXISTING	OPTION 4. TWIN EXISTING
CONSIDERATIONS:		
current and future travel demands	- they do not consider this an issue	- they do not consider this an issue
accommodating all modes of transportation	- cars, pedestrian cyclists - a new bridge does this	- cars, pedestrian cyclists - a new bridge does this
bridge structure and approaches	- assess existing retaining walls - foundations must be replaced - geometrics/ sightlines do not meet road standards going downhill - does this cause accidents or is a variance possible?	- new retaining walls required - new foundations - geometrics/ sightlines meet road standards
user safety	- accommodation for pedestrians and cyclists	- accommodation for pedestrians and cyclists - better downhill sightlines for cars but this could facilitate higher speed and reduction of traffic calming for pedestrians in town
effect to socio economic	- road closures, higher construction cost	-
effect to cultural: historic street, character of neighbourhoods in town	- no significant effect	- loss of mature trees, new impact to lands and Spencer Creek
effect to natural environment	- demolition of existing - landfill - use existing greenfield or waterway to implement	- demolition of existing - landfill - new greenfield and waterway required to implement
aesthetics	-	- taking out trees - altering character of neighbourhood
Additional Considerations		
Construction	- significant traffic impact during construction	-no traffic impact during construction
Finances	- higher capital cost during construction - new bridge - low maintenance cost	- lower capital cost - new bridge - low maintenance cost
Environmental Impact	- new bridge has more impact than a rehabilitated one	- new bridge plus relocation requires the most clearing of vegetation and has the most natural impact
Remediation	same location, minimal	different location, significant
<p>My outstanding questions:</p> <ul style="list-style-type: none"> - how important are new sight lines? Are there significant accidents now? If it ain't broke... - did they discuss project costs and in detail? - did they talk about what will be done with the old bridge after the new bridge is in? I assume demolition and with that costs and environmental impact. - Option 4 requires retaining walls at bridge approaches. Does the existing location already have the necessary retaining walls and and if so could these be assessed and made suitable at lower cost than a new location? - how many square feet of virgin land/ waterway would be affected in Option 4? 		
<p>— compiled by [REDACTED] 2017-Feb-04 —</p>		

Delibasic, Mehemed

From:
Sent: Tuesday, February 14, 2017 5:30 PM
To: tplanning; Delibasic, Mehemed
Cc: arlene.vanderbeek; julie.litzen
Subject: Dundas Bridge #248 Muicipal Class Environmental Assessment Study COMMENT SHEET
Attachments: King Street Bridge Assessment - Comment Sheet.docx

Importance: High

ATTN: Ms Janelle Trant and Mr. Mehemed Delibasic:

My name is _____ and I was in attendance at the Open House you hosted on Wednesday, February 1st at the Dundas Baptist Church. I took my Comment Sheet home to dwell on it and to fully think about and articulate my thoughts and concerns, so please find it attached here with this e-mail, along with my contact information, for your consideration.

Lastly, I would like to thank you both and your respective teams for hosting this open house and keeping our Community 'in the loop'!

I look forward to the next Open House with regard to this issue!

Sincerely and Respectfully,

City of Hamilton

King Street West (Dundas) Bridge #248

Municipal Class Environmental Assessment Study

Public Information Centre (PIC) #1

Wednesday, February 1, 2017, 6:00 p.m. - 8:00 p.m. (open house format)

Dundas Baptist Church Gymnasium, 201 Governors Road, Dundas, Ontario

COMMENT SHEET

Name:

Address:

Postal Code:

E-mail:

Phone:

QUESTIONS / COMMENTS

Do you feel that the bridge is associated with heritage value and if so, why? How does the bridge fit into the story of the area's history?

This location (not this version of the actual physical bridge) has spanned the Spencer Creek since at least 1834, with this particular physical bridge being here since 1926, three years before the demolition of the Gore / Fisher Mills and the construction of the Dundas District High School. It has served as a physical link at that point between Dundas and Greensville for almost two centuries!

So, while that *physical* bridge in its current condition doesn't have much heritage value, except for possibly the stone abutments on the bridge's four points (in my humble opinion), the place and space in which it is situated in does, including the King Street West that the bridge links over the Spencer Creek between Dundas to the east and Greensville and the Niagara Escarpment to the west and north and the former Fisher Mills property which straddle both sides of King Street at that point.

I understand that the physical condition of the bridge needs to be addressed one way or another, so for the reasons I state above, Alternative #3 (replacing the bridge in its current location) is my preferred choice and - I believe - the best one for Dundas!

General Questions / Comments:

When studying the four alternatives, I was initially impressed with the possibilities of Alternative #4, including the potential for pedestrian and cycling accommodation, but I am concerned with a few things, including:

- the loss of green space: both sides of King Street West represent a local landmark of the former Fisher Mills property. The proposed impact would be greatest on the south side of King Street - the Fisher Mills Park, which many local citizens - including myself - fought in various degrees for the preservation of the green space and the establishment of the Park.
The preservation condition of the heritage Chinquapin Oak on the Park site caused me concern as well, and I was not totally convinced with the answers I received about the preservation of that Oak!
- the heritage component: like I stated above, the physical bridge is not so much the issue as the place and the space itself!
If Alternative #4 is eventually implemented, I'm assuming the most thorough of archaeological assessments will be undertaken most thoroughly - and that any important artifacts should be housed locally, if at all feasible, at The Dundas Museum & Archives!
- The proposed curve of King Street should be 'gentler' than was shown at the Open House (I'm assuming that that option was the most severest case), with as little green space to the south removed as possible and minimum impact to the Fisher's Mill Park.
I took several walks up and down King Street and believe that your drawings may have been a little inaccurate in interpreting the current site conditions.
- Excessive vehicular speed on a 'straighter' road poses a potential hazard to other vehicles and to any pedestrians and possibly to anyone in the Fisher Mills Park. It can be a perilous point there, but I wasn't convinced that this alternative would work to alleviate any potential vehicular dangers. So, I do not believe that moving the bridge to possibly improve traffic conditions is a necessarily good reason to relocate the bridge.
- There was no discussion on what would happen to the space that would be to the north of the potentially displaced King Street - although I understand that this wasn't the purpose of this Open House. But like I mentioned earlier, the pedestrian / bicycling possibilities are intriguing.

So, as I wrote earlier, I feel Alternative #3 (replacing the bridge in its current location) is the most favourable one for Dundas at this point. But I do look forward to what fine-tuning your team can come up with for your preferred option: Alternative #4.

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Monday, February 06, 2017 3:06 PM
To:
Cc: Delibasic, Mehemed; Becker, Pat
Subject: RE: King Street West (Dundas) Bridge #248

Hello,

We appreciate your comments. Our team will review your comments and provide response as required.

To continue your participation, details about the project are available on the project website:
www.hamilton.ca/kingstwbridgeEA.

Thank you,
Janelle

Janelle Trant

Project Manager, Transportation Management

Janelle.Trant@hamilton.ca | 905-546-2424 x 4101

Transportation Management | Public Works Department | City of Hamilton

Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

From:
Sent: February-06-17 11:57 AM
To: Transportation Planning
Cc: "Mehemed Delibasic"
Subject: King Street West (Dundas) Bridge #248

COMMENTS from Feb.1st open house.

If the existing bridge is beyond reasonable repair, I submit: 1.Remove the bridge and replace with a suitable structure on the same site. Sydenham and Weir roads are suitable alternative routes during demolation and construction. 2. Alternatively build the new bridge immediately beside the existing bridge on the down stream side. UNDER NO CIRCUMSTANCES should a new bridge be built further down stream with a long sweeping curve that would serve no purpose except to encourage increased traffic speed and resultant accidents together with increased costs of a much longer bridge.

A Thought ! At a time when new stop signs, speed bumps and lower speed limits are popping up all over the place in the city,WHY would the consultants redesign a bridge approach that requires traffic to slow down with one that will encourage greater speed.

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Friday, February 03, 2017 9:05 AM
To:
Cc: Delibasic, Mehemed; Becker, Pat
Subject: RE: Public Info Centre for Spencer Creek Bridge
Attachments: Comment Sheet-King St W Bridge 248 PIC1.pdf

Hi ,

We appreciate your comments and interest in this study. I have attached an electronic copy of the comment sheet.

All of the materials presented at the PIC are now available on the following website: www.hamilton.ca/kingstwbridgeEA. The PIC boards are found under "Public Consultation".

Thank you,
Janelle

Janelle Trant

Project Manager, Transportation Management
Janelle.Trant@hamilton.ca | 905-546-2424 x 4101
Transportation Management | Public Works Department | City of Hamilton
Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

From:
Sent: February-02-17 6:00 PM
To: Transportation Planning
Cc:
Subject: Public Info Centre for Spencer Creek Bridge

Hello Janelle: I attended the PIC yesterday evening but not sure if we spoke – I was with my husband who submitted a hard copy of Comment Sheet. As a member of the and co-chair with , I was the only person from this group in attendance and would like to submit comments on behalf of the group at large as well as my personal comments. The group does not have any projects that we are currently engaged in and are not therefore meeting on a regular basis unless we do. However, for background you can visit our website:

It should be noted that the Chinquapin Oak is one of two trees in Dundas, now recognized provincially as a significant heritage tree under the Ontario Heritage Tree Program: <http://www.dundastrees.ca/ontario-heritage-tree-program.php>

For the benefit of members who did not attend the PIC, could you send me a digital version of the Comment Sheet that I could distribute? Also, would it be possible to get a copy of the presentation board showing the bird's eye view of the existing bridge with a schematic arc showing the option with the proposed realignment of the roadway with a new bridge to be built to the south of the existing one? Thanks,

Delibasic, Mehemed

From: Delibasic, Mehemed
Sent: Wednesday, February 22, 2017 11:58 AM
To: Saunders, Racheal
Subject: FW: King St. West (Dundas) Bridge (#248)

From:
Sent: Tuesday, February 21, 2017 5:06 PM
To: tplanning@hamilton.ca
Cc: Delibasic, Mehemed <Mehemed.Delibasic@wspgroup.com>
Subject: King St. West (Dundas) Bridge (#248)

Attention : Janelle Trent,

After reading th report in the Dundas News recently, I found myself wondering why anyone would put more importance on a small piece of sacrificial parkland rather than personal safety of drivers and pedestrians using the bridge in question. As a resident of Dundas, on , for 14 plus years, I've seen evidence of and witnessed numerous accidents and close calls over these years.

There was a rebuilding of this same bridge a number of years ago and due to less than ideal engineering and design processes, a \$1 million extra was awarded to the construction company chosen for the project. Structural integrity was lacking under the surface of the bridge. In addition, part of the issue was the fact that the finished grade of the pavement sloped the wrong way as you proceeded over the bridge causing vehicles to slide into the oncoming lane or crash into the guardrail.

This parkland, by the way. is mostly utilized by people walking their dogs and using it as a repository for the animal feces. There is only one viable solution for this bridge in order for it to be safe for all vehicles, bicycles, trucks and pedestrians. the correct solution is to move the bridge about 35 meters further up the hill and then make the corner less severe while slicing off a small corner of the "parkland". Please, for the sake of the residents and travellers on King Street and surrounding area, make the right decision.

Regards,

Delibasic, Mehemed

From:
Sent: Friday, February 03, 2017 6:09 AM
To: Delibasic, Mehemed
Cc: tplanning@hamilton.ca; Janelle.Trant@hamilton.ca
Subject: Re: King St W Bridge, Dundas

Yes I was able to access the file. I will put my concerns together over the weekend and get back to everyone
Thanks for your help

On Thu, Feb 2, 2017 at 9:36 PM, Delibasic, Mehemed <Mehemed.Delibasic@wspgroup.com> wrote:

I checked and access to website and boards from last night public meeting are working. The boards are at:

<https://d3fp1lf1m7bbt3.cloudfront.net/sites/default/files/media/browser/2017-02-02/kingstea-pic1-presentation.pdf>

Details about the project are available on the project website:
www.hamilton.ca/kingstwbridgeEA

Please let us know if you manage to download it.

Thank you.

Regards,

Mehemed Delibasic, M.Sc., P. Eng.
Manager | Transportation Planning

WSP Canada Inc.
100 Commerce Valley Drive West
Thornhill, Ontario L3T 0A1 Canada
T [+1 905-882-1100 Ext. 6967](tel:+19058821100)
C [+1 416-318-6801](tel:+14163186801)
Mehemed.Delibasic@wspgroup.com
www.wspgroup.com

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-----Original Message-----

From: Delibasic, Mehemed
Sent: Wednesday, February 01, 2017 9:17 PM
To:
Cc: tplanning@hamilton.ca; Janelle.Trant@hamilton.ca
Subject: Re: King St W Bridge, Dundas

Thank you

We appreciate and thank you for attending our meeting tonight. We will look into website issue and contact you ASAP tomorrow

Thank you
Regards
Mehemed

Sent from my iPhone

> On Feb 1, 2017, at 6:59 PM, > wrote:
>
> We were just in to your public information Centre regarding the proposed changes to the bridge. We are unable to access your website to look at all the slides as you suggested, instead of taking pictures. Can you please confirm your website so we are able to respond with our thoughts.
>
> Thank you
>

You are receiving this communication because you are listed as a current WSP contact. Should you have any questions regarding WSP's electronic communications policy, please consult our Anti-Spam Commitment www.wspgroup.com/casl. For any concern or if you believe you should not be receiving this message, please forward this message to caslcompliance@wspgroup.com so that we can promptly address your request. This message is intended only for the addressee and may contain information which is privileged, confidential, proprietary, or exempt from disclosure under applicable law. If you are not the intended recipient, you are strictly prohibited from disclosing, distributing, copying, or in any way using this message. If you have received this communication in error, please notify the sender and delete any copies you may have received.

Vous recevez cette communication car vous faites partie des contacts de WSP. Si vous avez des questions concernant la politique de communications électroniques de WSP, veuillez consulter notre Engagement anti-pourriel www.wspgroup.com/lcap. Pour toute question ou si vous croyez que vous ne devriez pas recevoir ce message, prière de le transférer au conformitelcap@wspgroup.com afin que nous puissions rapidement traiter votre demande. Ce message est destiné uniquement au destinataire et il peut contenir des informations privilégiées, confidentielles ou non divulguables en vertu de la loi. Si vous n'êtes pas le destinataire du présent message, il vous est strictement interdit de le divulguer, de le distribuer, de le copier ou de l'utiliser de quelque façon que ce soit. Si vous avez reçu la présente communication par erreur, veuillez en aviser l'expéditeur et supprimer le message.

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Monday, February 06, 2017 2:53 PM
To:
Cc: Delibasic, Mehemed; Becker, Pat
Subject: RE: City of Hamilton King St. W. (Dundas) bridge #248 Municipal class EA study

Hi ,

We appreciate your comments. Our team will review your comments and provide response as required.

To continue your participation, details about the project are available on the project website:
www.hamilton.ca/kingstwbridgeEA.

Thank you,
Janelle

Janelle Trant

Project Manager, Transportation Management

Janelle.Trant@hamilton.ca | 905-546-2424 x 4101

Transportation Management | Public Works Department | City of Hamilton

Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

From:
Sent: February-04-17 5:20 PM
To: Transportation Planning
Subject: City of Hamilton King St. W. (Dundas) bridge #248 Municipal class EA study

Dear Ms. Trant:

I am writing to give you feedback on the proposed changes to the King St. bridge # 248. I appreciate your efforts to inform the public and present the different options for this bridge. Knowing that nothing will happen to Fisher's Mill park came as a relief to me and many other members of our community. I would say that I was most convinced by the option of building a new bridge south of the existing bridge and so removing the sharp turn on this road that I believe is a contributing factor to the high number of vehicle accidents at this stretch of King St. W. Furthermore, creating a sidewalk (on either side) with some kind of protective division between it and the road may go a long way to increasing the safety of pedestrians on this stretch of road.

Although I realize this next suggestion may be outside the scope of the current project, I would suggest exploring the feasibility of stairs connecting the top of the hill on King St W. just south of Hillcrest avenue on the escarpment down to Woodleys Ln.. I was envisioning stairs similar to what the city has installed at Chedoke connecting up to Scenic Dr. These would allow for safe pedestrian and bicycle access from Dundas to Greensville, bypassing the most dangerous part of the current escarpment access. Furthermore, as in the case of other escarpment access stairs, they will provide an attractive destination for people looking to exercise on the

stairs. This option would increase pedestrian safety while promoting physical exercise and remove the cost of widening King St W as it climbs the escarpment.

Thank you for taking the time to consider my suggestions. I look forward to future developments on this subject.

Sincerely,

--

Hamilton, Ontario
Canada
phone

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Monday, February 13, 2017 2:10 PM
To:
Cc: Delibasic, Mehemed
Subject: RE: King St W Dundas bridge

Hi ,

A Municipal Class Environmental Assessment for this bridge is currently underway. This study includes identification of the problem/opportunity statement, generating and assessing alternative planning solutions, such as repairing or replacing the bridge, documenting the natural, historical, technical, socio-economic and cultural environments in the area, and identifying the preferred alternative based on input through the study consultation activities.

More information about the project is available here: www.hamilton.ca/kingstwbridgeEA. A Public Information Centre was held on February 1st, 2017 to review the background information, and present the alternative planning solutions. The material that was presented at the Public Information Centre is also available on the website.

Thank you,
Janelle

Janelle Trant

Project Manager, Transportation Management

Janelle.Trant@hamilton.ca | 905-546-2424 x 4101

Transportation Management | Public Works Department | City of Hamilton

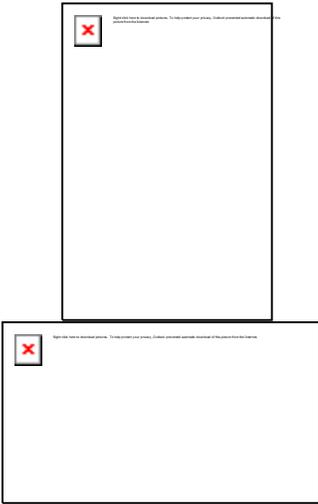
Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

From:
Sent: February-11-17 5:50 PM
To: Transportation Planning
Subject: King St W Dundas bridge

Hi There,

I am wondering what the plan is for the bridge? What work is being done there and when?

Thanks so much for the info.



Sales Representative



Hamilton, ON



Office:



Cell:



[www.](#) [.com](#)

Delibasic, Mehemed

From:
Sent: Tuesday, February 07, 2017 5:04 PM
To: tplanning@hamilton.ca
Cc: Delibasic, Mehemed
Subject: King Street West (Dundas) Bridge #248 Municipal Class EA

Good Afternoon,
Please find below my comments on the PIC presentation (viewed online).

I use the bridge described in this EA on a fairly regular basis while walking my dog. The bend in the road and the eroded nature of the sidewalk directly to the west of the bridge has often concerned me and I would like to see this improved as part of the bridge replacement.

I would also like to see the bridge replacement improve safety for those accessing the Bruce Trail where it crosses King Street West to follow Woodley's Lane.

I am in favour of a solution that provides the best opportunity in the future to create a walking path between Greenville and Dundas and the best opportunity to reconnect the Bruce Trail along the escarpment lands along the Webster's, Tew's Falls and Dundas Peak areas (rather than using the current route through downtown Dundas).

If Option 4 is selected to realign the bridge through Fisher's Mill Park, it would be my expectation that the loss of tree canopy be made up (if not increased) with extensive native tree plantings in the immediate area, preferably on the north side of the realigned King Street West to maintain the natural corridor along the creek and escarpment as much as possible. I would also expect that a foot path remains on the north side so that the falls next to District Lofts can be visited.

Dundas, ON,

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Thursday, February 23, 2017 1:16 PM
To:
Cc: Delibasic, Mehemed
Subject: RE: KING STREET WEST (DUNDAS) BRIDGE # 248

Hello ,

Thank you for your comments. Our team will review your feedback.

Thank you,
Janelle Trant

Janelle Trant

Project Manager, Transportation Management

Janelle.Trant@hamilton.ca | 905-546-2424 x 4101

Transportation Management | Public Works Department | City of Hamilton
Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

From:
Sent: February-14-17 9:06 PM
To: Transportation Planning
Cc: VanderBeek, Arlene; VanderBeek, Arlene
Subject: RE: KING STREET WEST (DUNDAS) BRIDGE # 248

RE: KING STREET WEST (DUNDAS) BRIDGE # 248

I attended the public information night on February 1, 2017.

The methodology used in the study was incomplete.

The conclusion that “Recommended Alternative #4” is the best solution is the result of an incomplete study.

PROBLEMS WITH THE STUDY AND “RECOMMENDED ALTERNATIVE #4”

“Technical Criteria”

The shallow curve of “Recommended Alternative #4” encourages higher speeds coming down the hill. It may reduce accidents right at the corner but it moves the problem further down the road which creates a much bigger problem. Cars will be going faster approaching the intersection west of Fisher’s Mill Park when people are trying to cross the road from the District Lofts to the Park.

Some people have mentioned that there are accidents at the corner of the bridge currently. The solution is not to make the corner faster, but to slow traffic down before it gets to the bridge. Putting in traffic calming measures between the railway bridge exit and the subject bridge would better solve this problem.

When asked about the effect that the proposed geometry had on vehicle speed the staff said that most drivers follow the posted speed limits, but for the 15% of drivers that don't *"nothing they can do will change that"*.

The argument used that *"improved sightlines will make the road safer"* ignores the speed issue. Faster cars mean a less safe environment for pedestrians and cyclists. When someone walking is trying to cross the road, it doesn't matter how good the sightlines are....if a vehicle is going faster it is harder to judge whether it is safe or not.

"Natural Environment Criteria"

As the *"Evaluation Matrix"* points out the *"Recommended Alternative #4"* has a failing score for the environment. The matrix indicates the *"most clearing of vegetation"* in this alternative. This means that the most *trees* will be cut down. In fact, according to the drawing of the *"Recommended Alternative Solution (#4)"* realigning the street will eliminate ALL of the trees at the inside of the corner. Not only would this alternative have the *"greatest natural environment impacts during construction"*, but the long term effect would be even more significant.

By eliminating the trees at the corner, the environment for pedestrians and cyclists is severely degraded.

"Socio - Cultural Issues"

Maintaining the Character of the Community of Dundas

This category was the weakest aspect of this study and it is probably the most important factor to the residents of Dundas.

Maintaining the charm of the community of Dundas is critical to the people who live here. The history, aesthetics and unique character in Dundas is the reason why we live here.

King Street is the heart of our historic community. The approaches are critical to maintaining the character of Dundas. The vista looking west down King Street has always been of the the treed slope of the escarpment. Having a sharp corner and a defined bridge is consistent with the historical nature of the street. Historic streets have defined ends and marked transitions. Softening this corner with a bridge that melds into the roadway as it will do in *"Alternative # 4"* is a suburban solution that is inappropriate to the context.

The future of Fisher's Mill Park is in the balance

Fisher's Mill Park is on the eastern border of the bridge. The City recently purchased the land, but hasn't developed the park as of yet.

The character of the borders of the park will determine whether it is successful or not. Parks that are well used are quieter havens. They have streets beside them that have slower traffic, defined borders with mature trees, and are friendly to pedestrians.

Alternative #4 would be a disaster for the park.

On the western edge the mature trees would be removed and replaced with a fast bridge/roadway that would meld into the northern edge of the park. Trying to cross King Street to the park from the District Lofts would be difficult because of the speed of the cars. The edge of the roadway would likely need a concrete or steel guard rail. The resulting “park” would feel more like a patch of green beside an on-ramp to a highway.

“Cost Criteria”

This criteria seems to be a major consideration for staff. “*Recommended Alternative # 4*” is the most convenient option for building since you can keep the old bridge open while you build the new one.

Building a new bridge in a different location than the current one might be cheaper to build in the short term, but this undervalues the long term environmental impacts, as well as the safety concerns of the residents of Dundas mentioned above. On top of this

Summary

In order to get an appropriate solution for the King Street West Bridge, the “*character*” of the design and whether it fits in with context around the site should be the primary criteria.

Alternative #4 would be a disaster for Dundas. It would create a faster roadway with safety concerns, remove the the most trees and ruin a park. On top of this the historic character of Dundas is compromised at one of the entrances to the community.

Alternative #3 would be more desirable as long as the detailing of the bridge and pedestrian pathways is in keeping with the context of the street, park and environment.

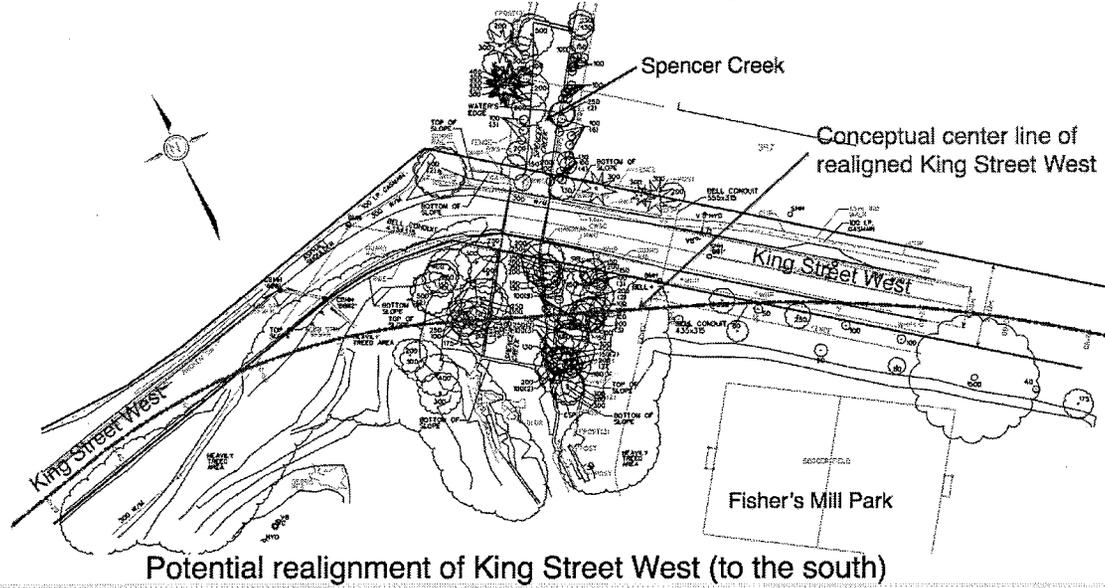
Alternative #2 would be work if a pedestrian option was added.

Yours sincerely

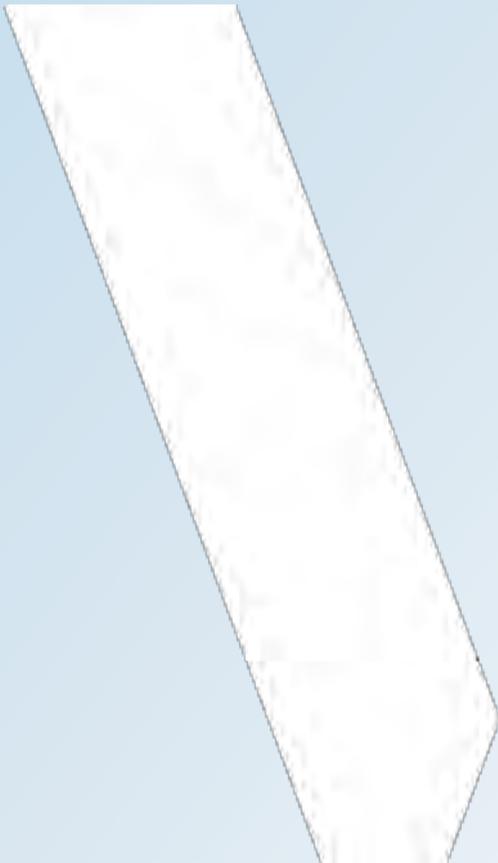
Dundas, Ontario,

PRELIMINARY RECOMMENDED ALTERNATIVE SOLUTION

➤ Alternative #4 - Replace existing bridge and realign King Street West



AGENCY COMMENTS



Delibasic, Mehemed

From: EnviroOnt <EnviroOnt@tc.gc.ca>
Sent: Wednesday, February 15, 2017 3:38 PM
To: tplanning@hamilton.ca; Delibasic, Mehemed
Subject: NEATS 44025 Class EA - King Street West (Dundas) Bridge (#248), City of Hamilton ONT
Attachments: NEATS 44025 Class EA - King Street West (Dundas) Bridge (#248), City of Hamilton ONT.pdf

Greetings,

Thank you for your correspondence.

Please note Transport Canada **does not** require receipt of all individual or Class EA related notifications. We are requesting project proponents to self-assess if their project will interact with a federal property **and** require approval and/or authorization under any Acts administered by Transport Canada*.

Under *the Canadian Environmental Assessment Act, 2012*, Transport Canada is required to determine the likelihood of significant adverse environmental effects of projects that will occur on federal property prior to exercising a power, performing a function or duty in relation to that project. The project proponent should review the Directory of Federal Real Property, available at <http://www.tbs-sct.gc.ca/dfrp-rbif/>, to verify if the project will potentially interact with any federal property and/or waterway. The project proponent should also review the list of Acts that Transport Canada administers and assists in administering that may apply to the project, available at: <https://www.tc.gc.ca/eng/acts-regulations/acts.htm>.

If the aforementioned does not apply, the Environmental Assessment program should not be included in any correspondence. If there is a role under the program, correspondence should be forwarded *electronically* to: EnviroOnt@tc.gc.ca with a brief description of Transport Canada's expected role.

*Below is a summary of the most common Acts that have applied to projects in an Environmental Assessment context:

- **Navigation Protection Act (NPA)** – the Act applies primarily to works constructed or placed in, on, over, under, through, or across scheduled navigable waters set out under the Act. The Navigation Protection Program administers the NPA through the review and authorization of works affecting scheduled navigable waters. Information about the Program, NPA and approval process is available at: <http://www.tc.gc.ca/eng/programs-621.html>. Enquiries can be directed to NPPONT-PPNONT@tc.gc.ca or by calling (519) 383-1863.
- **Railway Safety Act (RSA)** – the Act provides the regulatory framework for railway safety, security, and some of the environmental impacts of railway operations in Canada. The Rail Safety Program develops and enforces regulations, rules, standards and procedures governing safe railway operations. Additional information about the Program is available at: <https://www.tc.gc.ca/eng/railsafety/menu.htm>. Enquiries can be directed to RailSafety@tc.gc.ca or by calling (613) 998-2985.
- **Transportation of Dangerous Goods Act (TDGA)** – the transportation of dangerous goods by air, marine, rail and road is regulated under the TDGA. Transport Canada, based on risks, develops safety standards and regulations, provides oversight and gives expert advice on dangerous goods to promote public safety. Additional information about the transportation of dangerous goods is available at: <https://www.tc.gc.ca/eng/tdg/safety-menu.htm>. Enquiries can be directed to TDG-TMDOntario@tc.gc.ca or by calling (416) 973-1868.

- **Aeronautics Act** – Transport Canada has sole jurisdiction over aeronautics, which includes aerodromes and all related buildings or services used for aviation purposes. Aviation safety in Canada is regulated under this Act and the Canadian Aviation Regulations (CARs). Elevated Structures, such as wind turbines and communication towers, would be examples of projects that must be assessed for lighting and marking requirements in accordance with the CARs. Transport Canada also has an interest in projects that have the potential to cause interference between wildlife and aviation activities. One example would be waste facilities, which may attract birds into commercial and recreational flight paths. The *Land Use In The Vicinity of Aerodromes* publication recommends guidelines for and uses in the vicinity of aerodromes, available at: <https://www.tc.gc.ca/eng/civilaviation/publications/tp1247-menu-1418.htm>. Enquires can be directed to CASO-SACO@tc.gc.ca or by calling 1 (800) 305-2059 / (416) 952-0230.

Please advise if additional information is needed.

Thank you,

Environmental Assessment Program, Ontario Region

Transport Canada / Government of Canada / 4900 Yonge St., Toronto, ON M2N 6A5

EnviroOnt@tc.gc.ca / Facsimile : (416) 952-0514 / TTY: 1-888-675-6863

Programme d'évaluation environnementale, Région de l'Ontario

Transports Canada / Gouvernement du Canada / 4900, rue Yonge, Toronto, ON, M2N 6A5

EnviroOnt@tc.gc.ca / télécopieur: (416) 952-0514

Delibasic, Mehemed

From: Slattery, Barbara (MOECC) <barbara.slattery@ontario.ca>
Sent: Tuesday, January 31, 2017 2:12 PM
To: tplanning@hamilton.ca; Delibasic, Mehemed
Subject: acknowledgement letter - Bridge #248 Class EA
Attachments: Bridge248Backlet.docx; NOC_DundasBridge.zip

With regards,

Barb Slattery, EA/Planning Coordinator
[Ministry of the Environment and Climate Change](#)
West Central Region
(905) 521-7864

Ministry of the Environment
and Climate Change
West Central Region

119 King Street West
12th Floor
Hamilton, Ontario L8P 4Y7
Tel.: 905 521-7640
Fax: 905 521-7820

Ministère de l'Environnement
et de l'Action en matière de changement climatique
Direction régionale du Centre-Quest

119 rue King Quest
12e étage
Hamilton (Ontario) L8P 4Y7
Tél. : 905 521-7640
Télééc. : 905 521-7820



January 31, 2017

Ms Janelle Trant
City of Hamilton Public Works

Mr. Mehemid Delibasic
WSP Canada Inc.

Dear Ms Trant and Mr. Delibasic:

**Re: Response to Notice of Commencement
King Street West (Dundas) Bridge (Bridge #248)
City of Hamilton**

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment and Climate Change (MOECC) acknowledges that the City of Hamilton has indicated that its study is now following the Schedule "B" process as provided by the MEA Class EA to identify and assesses options for the bridge's rehabilitation

A map of the subject is attached showing features within the study area that should be considered as part of the study. The area falls within a highly vulnerable aquifer (HVA) and as such, the project must be evaluated in terms of potential impacts. As this bridge is in the immediate vicinity of surface water (Spencer Creek), the following matters need to be considered:

- Changes to the Permit to Take Water program may affect your project as certain types of construction dewatering no longer requires a Permit to Take Water. Please consult the ministry website at <https://www.ontario.ca/page/water-taking-user-guide-environmental-activity-and-sector-registry#section-3>
- Guidance on nearshore construction and dredging may be obtained from this Ministry's *Guidelines for Evaluating Construction Activities Impacting on Water Resources* dated January 1995 and *Evaluating Construction Activities Impacting on Water Resources, Part III A, Part III B, and Part III C* dated February 1994. Where dredging is required, consideration should be given to appropriate storage, handling, dewatering and disposal of excavated material.
- Appropriate mitigation measures should be considered prior to construction. For example: machinery should not operate directly in a watercourse; refuelling of all vehicles and equipment should be done away from watercourses; adequate erosion and sedimentation controls must be incorporated into the planning and construction for the project; the time of excavation to restoration must be kept to a minimum; disturbed shoreline should be stabilized as soon as possible; removal of vegetation from the right-of-way should be kept to a minimum; materials removed and stockpiled such as excavated soil, sediment and backfill material must be placed above the high water mark

and contained in a manner to ensure sediment does not enter the waterway; all fill must be composed of clean, coarse material acceptable for open water disposal. Long term erosion and water quality impairment must not occur as a result of this project.

- Tarpaulins, traps or enclosures should be used during bridge demolition to prevent debris from entering the watercourse. Any debris inadvertently dropped in the water must be collected and deposited onshore in an approved location expeditiously. Cutting or drilling fluids must be prevented from entering the watercourse and must be properly disposed of.
- Fill for the bridge and causeway must be in accordance with this Ministry's *Fill Quality Guidelines for Lakefilling in Ontario*.
- Waste materials generated during the course of construction must be handled in accordance with this Ministry's *Protocol for the Management of Excess Materials in Road Construction and Maintenance*. The principles of this protocol are included in OPSS 180.
- All spills that could potentially cause damage to the environment should be reported to the Spills Action Centre of the Ministry of Environment and Energy at 1-800-268-6060.

Ministry of Tourism, Culture and Sport Consultation

If this bridge is more than 40 years old, as part of the EA study you must ensure that you meet the requirements of the Ministry of Tourism, Culture and Sport. Please ensure that you contact them to determine the study requirements. Excellent guidance related to heritage and archaeological resource identification and evaluation is also available on the MEA Class Environmental Assessment website.

Indigenous Community Consultation

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties.

Where the Crown's duty to consult is triggered in relation to your proposed project, **the MOECC is delegating the procedural aspects of rights-based consultation to you through this letter.**

Based on the location of this project, the following Aboriginal communities should be notified of the project and provided with opportunities for consultation:

COMMUNITY	CONTACT
Six Nations of the Grand River Territory 1695 Chiefswood Road P.O. Box 5000 Ohsweken, ON N0A 1M0	Chief Ava Hill Tel: (519)445-2201 Email: arleenmaracle@sixnations.ca and lonnybomberry@sixnations.ca
Haudesaunee Confederacy Council 2634 6 th Line Road R.R. #2 Ohsweken, ON N0A 1M0	Chief Allan McNaughton Haudenosaunee Development Institute Email: hdi2@bellnet.ca Phone: 519-445-4222
Mississaugas of the New Credit 2789 Mississauga Road RR #6 Hagersville, ON N0A 1H0	Fawn Sault Consultation Manager Email: Fawn.Sault@newcreditfirstnation.com
Metis Nation of Ontario Metis Consultation Unit 500 Old St. Patrick Street, Unit 3 Ottawa, ON K1N 9G4	Tel: (613) 798-1488 Fax: (613)725-4225 www.metisnation.org/home.aspx

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the “Code of Practice for Consultation in Ontario’s Environmental Assessment Process” which can be found at the following link:

<https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process>

Additional information related to Ontario’s Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

You must contact the Director of Environmental Approvals Branch under the following circumstances subsequent to initial discussions with the communities identified by MOECC:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Approvals Branch can be notified either by email with the subject line “Potential Duty to Consult” to EAASIBgen@ontario.ca or by mail or fax at the address provided below:

Email:	EAASIBGen@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452

Address:	Environmental Approvals Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5
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The MOECC will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

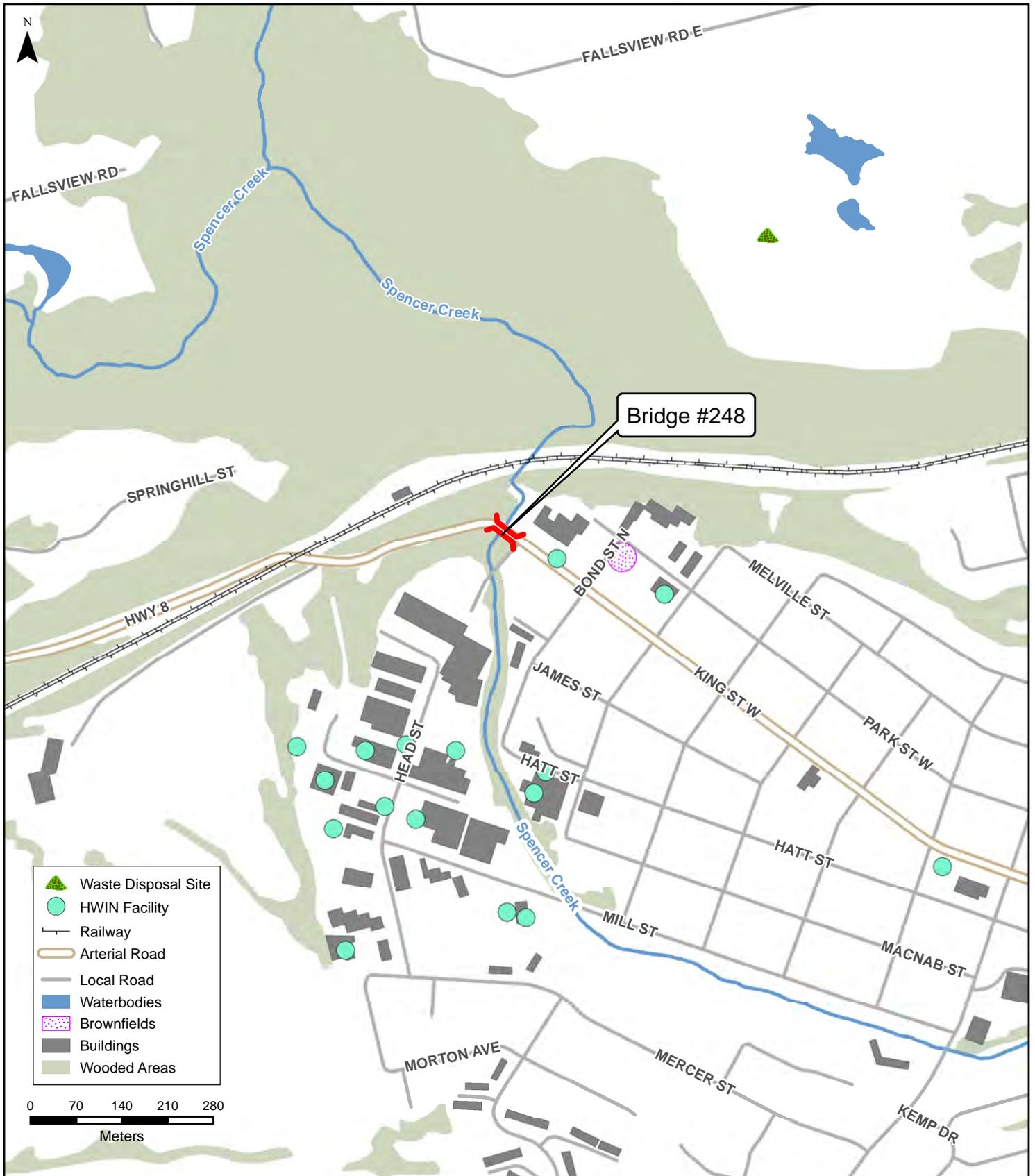
When the project team has completed the project and a Notice of Completion has been issued, please provide the Notice and the actual EA Project file to my attention. It is acceptable to provide either a hard copy, or transmit the Project File electronically to my attention. An electronic copy of the Notice of Completion should also be sent to the Environmental Approvals Branch via email to EAASIBgen@ontario.ca with "MEA Class EA Notice of Completion" in the subject line.

Should you or any members of your project team have any questions regarding the material above, please contact me either at (905) 521-7864 or at Barbara.slattery@ontario.ca

Yours truly,



Notice of Study Commencement Supplementary Reference
 King Street West (Dundas, Ontario) Bridge, Schedule B Municipal Class Environmental Assessment



Projection:
 Universal Transverse Mercator
 Zone 17
 False Easting: 500000m
 False Northing: 0m
 Central Meridian: -81
 Scale Factor: 0.9996
 Latitude of Origin: 0
 1983 North American Datum

The maps shown here are for illustration purposes only and are not suitable for site-specific use or applications. Ministry of the Environment and Climate Change provides this information with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort has been made to use data believed to be accurate; a degree of error is inherent in all maps. Map products are intended for reference purposes only, and the Ministry of the Environment and Climate Change will accept no liability for consequential and indirect damages arising from the use of these maps. These maps are distributed "as-is" without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use.

Ministry of the
Environment

Information provided by the Ministry of the Environment and the Ministry of Natural Resources.

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A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;

- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

Delibasic, Mehemed

From: Wolsey, Tiffany <Tiffany.Wolsey@hamilton.ca> on behalf of Transportation Planning <Transportation.Planning@hamilton.ca>
Sent: Tuesday, February 21, 2017 8:31 AM
To: Trant, Janelle
Subject: FW: King St West (Dundas) Bridge #248 - MTCS Comments
Attachments: 2017-02-16 - King St West (Dundas) Bridge #248 - MTCS Comments.pdf

FYI

Thank you,

Tiffany Wolsey

Transportation Management Coordinator
Corporate Assets & Strategic Planning
Public Works Department
77 James Street North, Suite 400
(905) 546-2424, Extension 2553

From: Minkin, Dan (MTCS) [mailto:Dan.Minkin@ontario.ca]
Sent: February-16-17 6:18 PM
To: Transportation Planning
Subject: King St West (Dundas) Bridge #248 - MTCS Comments

Good afternoon,
Please see attached.

Dan Minkin

Heritage Planner
Ministry of Tourism, Culture and Sport
Culture Division | Programs and Services Branch | Heritage Program Unit
401 Bay Street, Suite 1700
Toronto, Ontario M7A 0A7
Tel. 416.314.7147 | Fax. 416.314.7175

**Ministry of Tourism,
Culture and Sport**

Heritage Program Unit
Programs and Services Branch
401 Bay Street, Suite 1700
Toronto ON M7A 0A7
Tel: 416 314 7147
Fax: 416 212 1802

**Ministère du Tourisme,
de la Culture et du Sport**

Unité des programmes patrimoine
Direction des programmes et des services
401, rue Bay, Bureau 1700
Toronto ON M7A 0A7
Tél: 416 314 7147
Télé: 416 212 1802



February 16, 2017 (EMAIL ONLY)

Janelle Trant, M.Sc.
Project Manager
Transportation Management
City of Hamilton, Public Works Department
77 James Street North
Hamilton, ON L8R 2K3
E: tplanning@hamilton.ca

RE: MTCS file #: 0004868
Proponent: City of Hamilton
Subject: Notice of Commencement
King St West (Dundas) Bridge (Bridge #248)
Location: Hamilton, Ontario

Dear Ms. Trant:

Thank you for providing the Ministry of Tourism, Culture and Sport (MTCS) with the Notice of Commencement for your project. MTCS's interest in this EA project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- Archaeological resources, including land-based and marine;
- Built heritage resources, including bridges and monuments; and,
- Cultural heritage landscapes.

Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources.

While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation. Aboriginal communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Aboriginal communities includes a discussion about known or potential cultural heritage resources that are of value to these communities. Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Archaeological Resources

Thank you for including information on the status of the archaeological assessment for this project in the Notice of Commencement cover letter dated January 9, 2017. Please incorporate the results of the archaeological assessment in the development of the selected alternative as the study progresses.

Built Heritage and Cultural Heritage Landscapes

The MTCS [Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes](#) should be completed to help determine whether your EA project may impact cultural heritage resources. The Clerk for the City of Hamilton can provide information on property registered or designated under the *Ontario Heritage Act*. Municipal Heritage Planners can also provide information that will assist you in completing the checklist.

If potential or known heritage resources exist, MTCS recommends that a Heritage Impact Assessment (HIA), prepared by a qualified consultant, should be completed to assess potential project impacts. Our Ministry's [Info Sheet #5: Heritage Impact Assessments and Conservation Plans](#) outlines the scope of HIAs. Please send the HIA to MTCS for review, and make it available to local organizations or individuals who have expressed interest in heritage.

Environmental Assessment Reporting

All technical heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please advise MTCS whether any technical heritage studies will be completed for your EA project, and provide them to MTCS before issuing a Notice of Completion. If your screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Thank you for consulting MTCS on this project: please continue to do so through the EA process, and contact me for any questions or clarification.

Sincerely,

Dan Minkin
Heritage Planner
Dan.Minkin@Ontario.ca

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. MTCS makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MTCS be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Please notify MTCS if archaeological resources are impacted by EA project work. All activities impacting archaeological resources must cease immediately, and a licensed archaeologist is required to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.

If human remains are encountered, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services must be contacted. In situations where human remains are associated with archaeological resources, MTCS should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Wednesday, January 18, 2017 9:49 AM
To: Delibasic, Mehemed
Cc: Becker, Pat
Subject: FW: Notice of Study Commencement and Public Information Centre # 1 - King Street West (Dundas) Bridge (Bridge #248) Municipal Class Environmental Assessment

Hi Mehemed and Pat,

Below is the automatic response that we received from UCA-CAU@aadnc-aandc.gc.ca.

Thanks,
Janelle

-----Original Message-----

From: UCA-CAU [mailto:UCA-CAU@aadnc-aandc.gc.ca]
Sent: January-11-17 9:39 AM
To: Philip, Mohan; Transportation Planning
Subject: Re: Notice of Study Commencement and Public Information Centre # 1 - King Street West (Dundas) Bridge (Bridge #248) Municipal Class Environmental Assessment

As of October 2013, the Consultation Information Service (CIS) is shifting its focus to the addition and management of content in the Aboriginal Treaty Rights Information System (ATRIS) and has limited capacity to provide responses.

ATRIS is now available to you and can provide relevant information regarding the location of Aboriginal groups as well as related information on established rights (through treaties and other agreements) and asserted rights (through claim processes and legal proceedings). We encourage you, therefore, to use ATRIS to carry out your research.

If you are using ATRIS from outside of the federal government, you can go directly to the following site and begin your research at: http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

If you are a federal employee, you can obtain access to this system by sending a request for an account to the following address: ATRIS-SIDAIT@aadnc-aandc.gc.ca Once your account has been created, you can carry out your research directly within ATRIS. If, after doing so, you have specific questions, you can send those queries to this CAU account and the CIS will endeavour to respond in a timely manner.

Thank you for your understanding.
The CIS team

Registre des avis au compte de l'Unité de la consultation et de l'accommodement (UCA)

Octobre 2013

Depuis octobre 2013, le Service d'information sur la consultation (SIC) se concentre sur la gestion du contenu et l'ajout d'information dans le Système d'information sur les droits ancestraux et issus de traités (SIDAIT). Il dispose de peu de ressources pour répondre aux demandes d'information.

Vous avez maintenant accès au SIDAIT, lequel offre des renseignements utiles sur l'emplacement des groupes autochtones ainsi que sur leurs droits établis (découlant de traités et d'autres ententes) et revendiqués (dans le cadre de processus de revendication et de procédures judiciaires). Nous vous encourageons donc à effectuer vos recherches à l'aide de ce système.

Si vous travaillez à l'extérieur du gouvernement fédéral, vous pouvez faire vos recherches directement à partir du site suivant : http://sidait-atris.aadnc-aandc.gc.ca/atris_online/

Si vous êtes un fonctionnaire fédéral, veuillez envoyer une demande d'ouverture de compte à l'adresse suivante : ATRIS-SIDAIT@aadnc-aandc.gc.ca. Lorsque votre compte aura été créé, vous pourrez effectuer des recherches directement dans le SIDAIT. Par la suite, si vous avez des questions, vous pourrez les envoyer à l'adresse de l'UCA, et le personnel du SIC s'efforcera d'y répondre le plus rapidement possible.

Merci de votre compréhension.
L'équipe du SIC

Delibasic, Mehemed

From: Trant, Janelle <Janelle.Trant@hamilton.ca>
Sent: Monday, February 06, 2017 3:13 PM
To: Delibasic, Mehemed; Becker, Pat
Subject: FW: Enbridge Pipelines Inc. Comments RE: Notice of Study Commencement and Public Information Centre # 1 - City of Hamilton King Street West (Dundas) Bridge (#248) Municipal Class Environmental Assessment

Hi Mehemed and Pat,

Please see below for your records.

Thanks,
Janelle

From: Chris Pincombe [mailto:Chris.Pincombe@enbridge.com]
Sent: February-03-17 10:58 AM
To: Trant, Janelle
Cc: Ann Newman; Eastern Region Crossing
Subject: Enbridge Pipelines Inc. Comments RE: Notice of Study Commencement and Public Information Centre # 1 - City of Hamilton King Street West (Dundas) Bridge (#248) Municipal Class Environmental Assessment

Hi Janelle,

For your records, Enbridge Pipelines Inc. has reviewed the subject application and does not have any facilities within the area.

Regards,

Chris Pincombe C.E.T.
Lands & ROW Administrator - Crossings
Eastern Region

ENBRIDGE PIPELINES INC.
TEL: 519-333-6753 | FAX: 519-339-0510
Western Research Park
1086 Modeland Road, Bldg. 1050 1st Floor, Sarnia, ON, N7S 6L2

enbridge.com
Integrity. Safety. Respect.



From: John Blakely
Sent: Wednesday, February 01, 2017 12:13 PM
To: Ann Newman
Cc: Janelle.Trant@hamilton.ca; Maria Bradley
Subject: Notice of Study Commencement and Public Information Centre # 1 - City of Hamilton King Street West (Dundas) Bridge (#248) Municipal Class Environmental Assessment

Hello Ann, this should have been sent to yourself for your groups handling.

Any questions call.

Regards,
John

From: Trant, Janelle [<mailto:Janelle.Trant@hamilton.ca>]

Sent: Wednesday, February 01, 2017 11:06 AM

To: John Blakely

Subject: Notice of Study Commencement and Public Information Centre # 1 - City of Hamilton King Street West (Dundas) Bridge (#248) Municipal Class Environmental Assessment

Hello Mr. Blakely,

Attached for your information, please find a Notice of Study Commencement and Public Information Centre #1 for the King Street West (Dundas) Bridge (#248) Municipal Class Environmental Assessment. I have also sent you a copy of the Notice by mail for your records (thank you for providing the updated address).

This notice was published in the Dundas Star News during the last two weeks of January and is also available on the City of Hamilton website at www.hamilton.ca/kingstwbridgeEA.

Should you have any questions or concerns regarding this project, please contact me at 905-546-2424, ext. 4101 or by email at tplanning@hamilton.ca.

Sincerely,
Janelle Trant

Janelle Trant

Project Manager, Transportation Management

Janelle.Trant@hamilton.ca | 905-546-2424 x 4101

Transportation Management | Public Works Department | City of Hamilton

Address: 77 James Street North, Suite 400, Hamilton ON, L8R-2K3

Delibasic, Mehemed

From: Vautour-Larabee, Isabel <ilarabee@uniongas.com>
Sent: Thursday, January 26, 2017 4:00 PM
To: Delibasic, Mehemed
Subject: FW: RE: King Street West (Dundas) Bridge (Bridge #248) - Municipal Class Environmental Assessment Study

Mehemed,

Resending as I received an error message from your mail account on first send.

Isabel

From: Vautour-Larabee, Isabel
Sent: January-26-17 3:58 PM
To: tplanning@hamilton.ca; mehemed.delibasic@wsgroup.com
Subject: RE: King Street West (Dundas) Bridge (Bridge #248) - Municipal Class Environmental Assessment Study

Janelle, Mehemed,

Attached is a pdf taken from Union Gas GIS showing the approximate location of gas plant in the area King Street West (Dundas) Bridge #248 for your municipal class environmental assessment study.

Please let me know should you require any additional information.

NOTE: The attached GIS pdf information is for planning purposes only, detailed information on depts., etc. must be obtained via Ontario one call. Dig safe guidelines as laid out in Ontario Regulation 210/01 – Oil and Gas Pipeline Systems – made under the Technical Standards and Safety Act, 2000 are required when working around Union Gas natural gas plant

Isabel Vautour Larabee

Union Gas, Construction Project Manager, Hamilton District
918 South Service Road, Stoney Creek, ON L8E 5M4

Cell: (289) 775-3066 | Phone: (289) 649-2030 x5212064

Email: ilarabee@uniongas.com

