City of Hamilton

Trinity Church Arterial Corridor Class Environmental Assessment Study Report Phase 3 and 4

City of Hamilton

June 2007

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1. INTRODUCTION AND BACKGROUND

1.1 Introduction and Project Context

The Rymal Road Planning Area (ROPA 9) Master Plan Class Environmental Assessment documents Phases 1 and 2 (as per the Municipal Class EA process) of the recommended transportation improvements necessary to support the Rymal Road Secondary Plan area and the Special Policy Area 'C'. The Class Environmental Assessment process allows the Master Plan approach to be used for a group of related works or undertakings. Council has approved the Master Plan approach for the group of infrastructure improvements, in accordance with Section A.2.7 of the Municipal Engineers Class Environmental Assessment process.

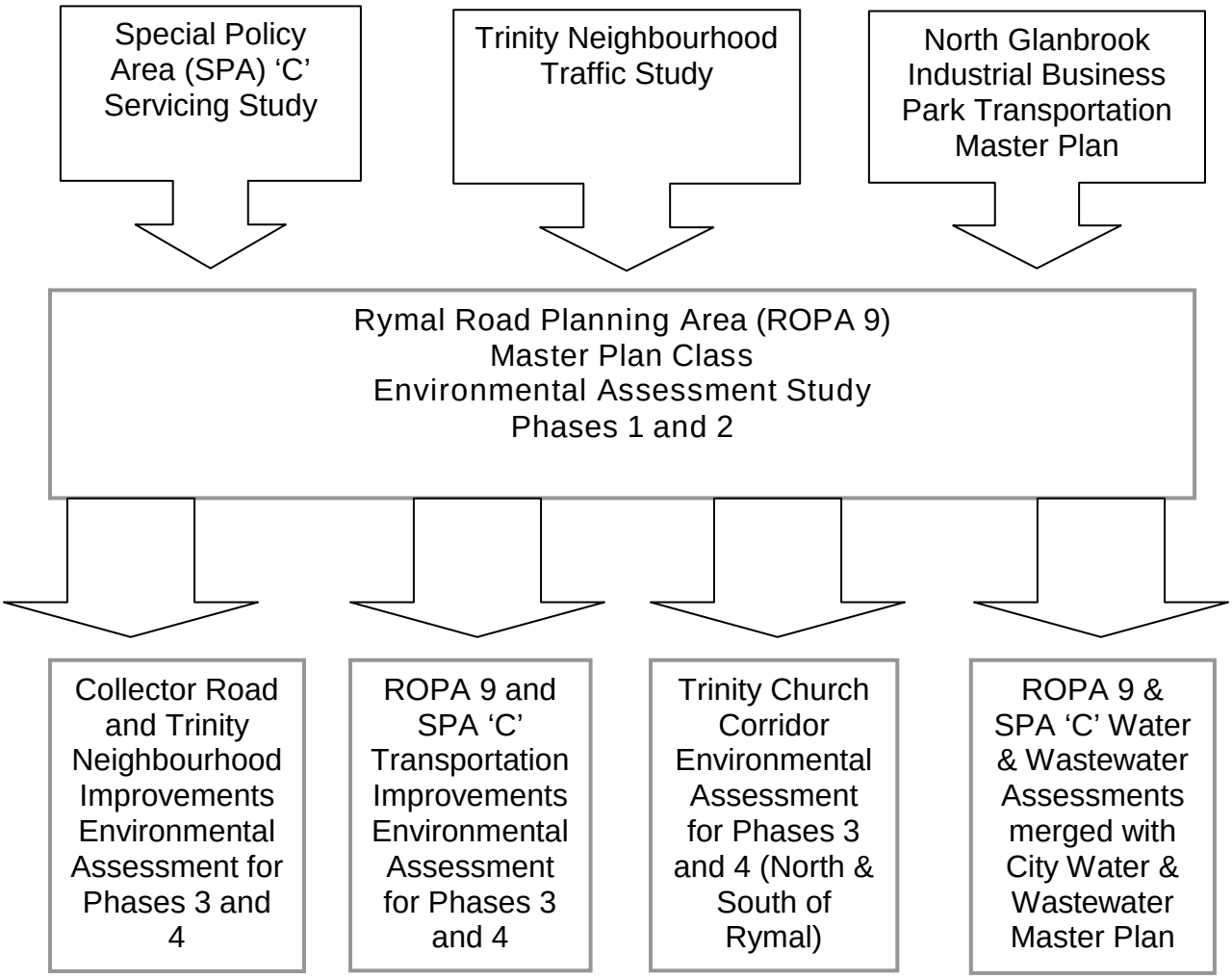
Completion of the Master Plan Class Environmental Assessment is part of the process to enable the City to address both the short-term and long-term infrastructure and service needs for the Rymal Road Planning Area, and for Special Policy Area 'C'. The Master Plan was approved by the City Council in June 2006.

The City of Hamilton has also undertaken a Transportation Master Plan for the North Glanbrook Industrial Business Park. The North Glanbrook Industrial Business Park is defined by an area bounded by the north side of the Hydro Corridor on the north, Trinity Church Road on the east, Dickenson Road on the south, and beyond Nebo Road (in the vicinity of Upper Ottawa Street) on the west. The study has identified a transportation network within the North Glanbrook Industrial Business Park Secondary Plan area to support planned future development. This Transportation Master Plan has been endorsed by Council on July 12, 2006.

The ROPA 9 Master Plan addressed the Phase 1 and 2 requirements for the Trinity Church Arterial Corridor, north of Rymal Road. The North Glanbrook Industrial Business Park Master Plan addressed the Phase 1 and 2 requirements for the Trinity Church Arterial Corridor, south of Rymal Road. The Phase 3 and 4 EA study will address the entire corridor (north and south of Rymal Road).

The Trinity Church Arterial Corridor Environmental Assessment Study Area is bounded by Upper Mount Albion to the east, Stone Church Road-Paramount Drive to the north, Glover Road to the west, and Dickenson Road to the south. The study area is illustrated Exhibit 1-1.

A number of studies formed part of Phases 1 and 2 of the Master Plan Class EA. The flow chart below provides a summary and the relation of the Trinity Church Arterial Corridor study in relation to the ROPA 9 and NGIBP Master Plans.



The identification and evaluation of design alternatives and the selection of preferred design alternatives for transportation improvements for the Trinity Church Arterial Corridor are documented in this report summarizing Phases 3 and 4 of the Class EA process.

1.2 Project Location and Study Area

The project is located within the City of Hamilton, and spans three former municipalities - the former City of Stoney Creek, the former Township of Glanbrook and the former boundaries of the City of Hamilton. The project Study Area is shown in Exhibit 1-1.

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1.3 Study Scope and Objectives

1.3.1 Findings of the ROPA 9 Master Plan Class EA

The preferred planning alternative includes a combination of travel demand management and transit initiatives, new major infrastructure, road widenings and operational improvements.

The ROPA 9 Master Plan identified that a north-south link from the Red Hill Valley Parkway to south of Rymal Road is crucial to the broader road network within the City, and would also serve the local community. Providing adequate capacity in this corridor is critical to planning for the economic growth and well-being of the City. The former Region of Hamilton-Wentworth Official Plan recognizes this need, and has highlighted a future extension of Trinity Church Road to the Red Hill Valley Parkway.

The ROPA 9 Master Plan also identified the need for a north-south link from the Red Hill Valley Parkway to south of Rymal Road as a longer term solution to address the traffic operations issues within the Trinity Neighbourhood. It recommended that once the new road link was provided, Upper Mount Albion Road could be closed at Rymal Road.

1.3.2 Findings of the North Glanbrook Industrial Business Park Transportation Master Plan

In an effort to spur industrial development and make available “shovel ready lands”, the City of Hamilton undertook the North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan to identify a road network that will support the development of the lands in accordance with the current approved land uses identified in the Secondary Plan for the area. The study was necessary in order to plan for the expected increase in traffic on roadways within and adjacent to the NGIBP when development occurs.

The NGIBP Transportation Master Plan identified the need for a two lane arterial road from Rymal Road to the future Dartnall Road Extension in the vicinity of Trinity Church Road with the protection for four lanes for the arterial road in the longer term.

The Study stated that Trinity Church Road including the east-west extension to the Dartnall Road Extension is a longer term project tied to development in the park as well as growth occurring at the airport. As development in the park should have been established by the time this upgrade is needed, it is feasible and maybe more appropriate to have it constructed as development proceeds as part of a Plan of Subdivision. If driven by airport growth, it may be more appropriate for the City of Hamilton to acquire lands and construct the road in one stage.

1.3.3 Study Objectives and Approach

With the approval of the Trinity Church Road improvements north of Rymal Road as part of the Rymal Road Planning Area Master Plan and improvements south of Rymal Road as part of the North Glanbrook Industrial Business Park Transportation Master Plan, it is appropriate that the Schedule 'C' requirements for both projects to be undertaken in one Class EA to be consistent with the direction of the MEA Class EA document.

1.3.4 Implementation

The timing for implementation of the Trinity Church Arterial Corridor segment between Stone Church Road and Rymal Road was discussed in the Rymal Road Planning Area Master Plan, which identified that additional north-south capacity (equivalent to 2 lanes per direction) is needed in the Trinity Church Arterial Corridor by the 2011 time horizon and should be implemented as soon as possible, given design and funding constraints.

The North Glanbrook Industrial Business Park Master Plan identified a need for a longer-term extension of the Trinity Church Arterial Corridor to continue south of Rymal Road to service the Business Park and to allow flexibility for a potential future connection to the airport.

1.4 Project Team

The Trinity Church Arterial Corridor Environmental Assessment Study is being carried out by a consulting team led by iTRANS Consulting Inc., on behalf of the City of Hamilton. The Study team is outlined below:

City of Hamilton:
- Christine Lee-Morrison (City Project Manager) – Environmental Planning
- Mohan Philip – Strategic Planning
- Leanne Ryan – Traffic Engineering & Operations
- Harold Groen – Functional Planning
- Tony Sergi – Development Engineering

Consulting Team:
- Ray Bacquie (Consultant Project Manager) – iTRANS Consulting
- Suzette Shiu (Transportation Planning) – iTRANS Consulting
- Greg Perry (Road Design) – iTRANS Consulting
- Nathalie Baudais (Project Coordination) – iTRANS Consulting
- Christine Hill (Stormwater Management) – XCG
- Grant Kauffman (Natural Environment) – LGL
- Richard Unterman (Cultural Heritage) – Unterman McPhail Associates
- Robert Pihl (Archaeology) – Archaeological Services Inc.

1.5 Class Environmental Assessment Process

This Environmental Assessment (EA) is being undertaken in accordance with the guidelines of the Municipal Engineers Association Municipal Class Environmental Assessment, June 2000. The Environmental Assessment is being conducted in compliance with the guidelines for Schedule "A", "B", and "C" projects for the transportation infrastructure components. A brief description of each schedule follows:

A Schedule "A" project is limited in scale, has minimal adverse environmental effects, and includes a number of municipal maintenance and operational activities. Schedule "A" projects are pre-approved and the proponent may proceed to implementation without following the full Class EA process.
A schedule "B" project has the potential for some adverse environmental effects. Schedule "B" projects generally include improvements and minor expansions to existing facilities, and the proponent is required to undertake a screening process.
A Schedule "C" project is one that generally involves the construction of new facilities and major expansions of existing facilities, for a total design and construction cost of greater than $1.5 million for roads. Schedule "C" projects have the potential for significant environmental impact.

The Class EA Master Plan summarized the work completed including: 1) background to the Study; 2) the problem statement 3) alternative solutions; 4) a description of the preferred alternative solutions and the rationale for the identification of the preferred alternative solutions; and 5) the public consultation process.

This Study will complete the third and fourth phases of the five-phase Class Environmental Assessment Process. Exhibit 1-2 illustrates the sequence of activities within the approved Class Environmental Assessment process leading to project implementation. The encompassing phases for this Study are described below:

Phase 3 (Schedule "C" projects) – Examine alternative methods of implementing the preferred solution, based on the existing environment, public and review agency input, anticipated environmental effects, and methods of minimizing negative effects and maximizing positive effects.
Phase 4 (Schedule "C" projects) – Document in an Environmental Study Report (ESR) a summary of the rationale, and the planning, design, and consultation process of the project.

Phase 5 (Schedule "A", "B" and "C" projects), which involves detail design, preparation of contract drawings and tender documents, construction, operation, and monitoring, is not part of this Study.

The Schedule "C" project resulting from the Master Plan Studies which will be documented in this Environmental Study Report is the Trinity Church Arterial Corridor. The Class EA Master Plan for the Rymal Road Planning Area was endorsed by City Council on June 14,

2006 and for the NGIBP on July 12, 2006. A Notice of Completion will advise the public and other stakeholders of their right to request a Part II Order, and how and when such a request must be submitted. Under the Environmental Assessment Act, if it is felt after consulting with the proponent (the City of Hamilton) that serious environmental concerns remain unresolved, members of the public, interest groups, agencies, and other stakeholders may submit a written request to the Minister of the Environment to require the proponent to comply with Part II of the Environmental Assessment Act before proceeding with the proposed undertaking. Part II of the EA Act addresses Individual Environmental Assessments.

The request for a Part II Order must be copied to the proponent at the same time it is submitted to the Minister. Written requests for a Part II Order must be submitted to the Minister within the 30-calendar day review period, after the proponent has filed the Master Plan ESR and has issued the Notice of Completion of the Study. The decision to issue a Part II Order rests with the Minister of the Environment. Requests after the minimum 30-calendar day review period will not be considered by the Minister of the Environment.

1.6 Agency/Stakeholder Consultation

A list of agency stakeholders, including federal and provincial ministries, City of Hamilton departments, local groups, conservation authorities, utilities, and developers and their consultants was prepared at the project initiation. The opportunity for these parties to participate in the project was provided through the distribution of a Study Commencement notice. Further opportunity was also provided through announcement of two formal Public Information Centres (PICs). The following is a summary of the agencies contact list.

Federal Agencies
- Canadian Wildlife Services
- Canadian Environmental Assessment Agency
- Department of Fisheries and Oceans
- Environment Canada
- Parks Canada

Provincial Agencies
- Ontario Realty Corporation
- Ontario Provincial Police - Burlington Detachment
- Ministry of Agriculture, Food & Rural Affairs
- Ministry of Culture / Ministry of Tourism and Recreation
- Ministry of Community and Social Services
- Heritage and Libraries Branch, Ministry of Culture
- Ministry of Natural Resources
- Ministry of the Environment
- Ministry of Transportation
- Ministry of Health and Long Term Care

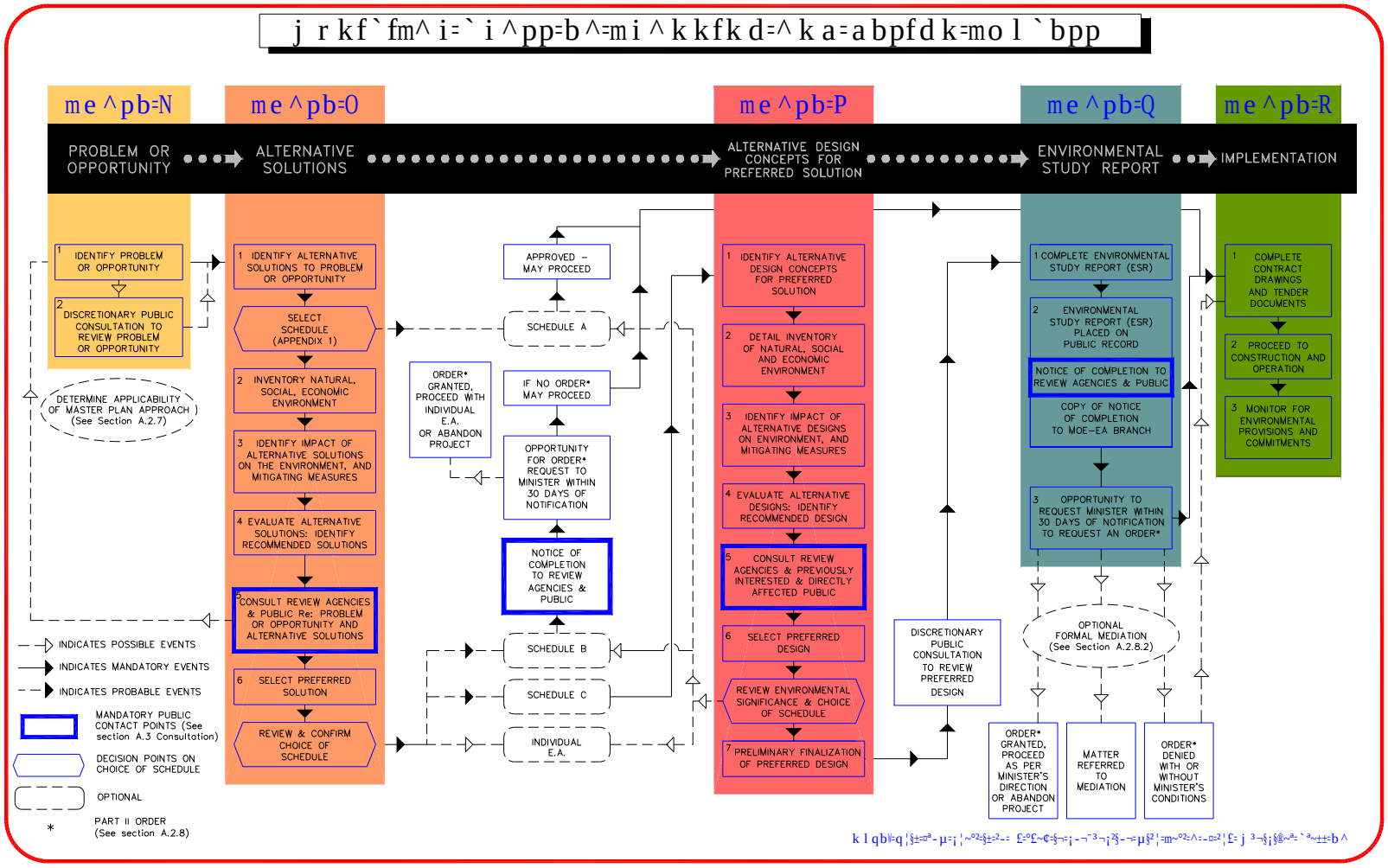
First Nations
- Six Nations

City of Hamilton Departments
- Corporate Services
- Economic Development
- Hamilton Emergency Services
- Hamilton Police Services
- Mayor's Office / Council
- Planning and Development
- Public Health and Community Services
- Public Works

Conservation Authorities
- Hamilton Conservation Authority
- Niagara Peninsula Conservation Authority
- Niagara Escarpment Commission

Local Groups / Stakeholders
- Citizens for a Sustainable Community
- Hamilton Chamber of Commerce
- Hamilton-Wentworth Catholic School Board
- Hamilton-Wentworth District School Board
- Local Architectural Conservation Advisory Committee
- Ontario Archaeological Society
- Canadian Center for Inland Waters - Remedial Action Plan (RAP)
- Resident's Group: Upper Mount Albion Road

Business Improvement Areas
- Barton Village BIA
- Concession Street BIA
- Downtown Hamilton BIA
- Dundas Downtown BIA
- International Village BIA
- King Street West BIA
- Main-West Esplanade BIA
- Ottawa Street BIA
- Stoney Creek BIA
- Waterdown BIA
- Westdale Village BIA



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Utilities
- Bell Canada
- Cogeco Cable Inc.
- Enbridge Pipelines Inc.
- Hydro One
- Hamilton Hydro Incorporated
- Hamilton Community Energy
- Hamilton Utilities Corporation
- Fibrewired Network - Hamilton
- Source Cable Limited
- Ontario Power Generation
- Union Gas Limited
- Trans Northern Pipeline
- TransCanada Pipelines Limited
- Mountain Cablevision
- Allstream (formerly ATT & Unitel)
- Canadian National Railway
- Canadian Pacific Railway
- Imperial Oil Products & Chemical Division
- Sun Canadian Pipeline

Developers and their Consultants
- SmartCentres
- Counterpoint Engineering
- Multi-Area Developments Inc.
- A.J. Clarke and Associates Ltd.
- LEA Consulting Ltd.
- Loblaw Properties Limited
- Delcan Corporation
- J. Beume Real Estate Ltd.
- Mr. Joseph Maziarz
- Mr. Jack Pelech
- Mr. Nimigan
- Mr. Lombardi
- Mr. Dicienzio
- Silvestri Investments
- BA Consulting Group Ltd.
- Arbra Developments Inc.
- Demik Brothers Ltd.
- Paletta International Corporation
- McNally International Inc.
- Ontario Realty Corporation

Correspondences with agencies are provided in Appendix A.1.

1.7 Summary of Public Consultation Process

A comprehensive public consultation program was conducted for the Study, with the following components:

Mailing Lists – A number of mailing lists were established for the Master Plan Study and were maintained for the Phase 3 and 4 Class Environmental Assessment Study. These included an agency mailing list as mentioned above and a mailing list which consisted of all members of the public within and adjacent to the Study Area, in addition to others who wrote, telephoned, emailed, or filled in comment sheets during the Study. People on the mailing list were sent letters prior to each of the public meetings. Opportunities for public input were provided throughout the process, including public meetings, telephone inquiries, letters, email and faxes.

Stakeholder and Technical Committee Meetings – A Stakeholder and Technical Committee was established as part of the Master Plan Study and was maintained for the Phase 3 and 4 Class Environmental Assessment Study. One meeting was held with this group during the Phase 3 and 4 Study. The meeting was held prior to the second Phase 3 and 4 Public Information Centre (PIC). The stakeholders consisted of representatives of

local groups and businesses, and developers. City of Hamilton staff and consultants comprised the technical representatives.

Developers and their Consultants – A list of developers and their consultants was prepared at the project initiation. The opportunity for these parties to participate in the project was provided through the distribution of a Study Commencement notice. One meeting was held prior to the first Phase 3 and 4 Public Information Centre (PIC) and a mail out update was sent prior to filing the Environmental Study Report.

Public Information Centres (PICs) – Two formal meetings were held during the Study. They consisted of a public open house with display panels. Attendees were asked to sign-in when they entered the public open house. A handout consisting of key display panels was made available. Comment forms were available to provide the public another opportunity for input to the Study. Members of the project team were on hand to respond to questions and concerns. Issues raised by the public during and after each meeting were recorded by the consultant team and subsequently addressed.

Newspaper advertisements – At least one and a half weeks prior to each public meeting, a newspaper advertisement was placed in two separate editions of the Hamilton Spectator and in one edition of the At Your Service, Mountain News, Stoney Creek News , and Glanbrook Gazette to announce the date, time, and location of the meetings. The newspaper advertisements invited the public to attend the meetings and to provide input. The advertisements provided information on contact names, telephone numbers, and addresses.

Additional notification – At least one and a half weeks prior to each public meeting, a notice of the public meeting was mailed out to area residents and businesses on the project mailing lists. Notification letters were also mailed to utility companies and external agencies.

Project email address – Through the newspaper advertisements and comments sheets, the public was invited to send comments by email to both the City and consultant team project managers.

Project website – As part of the Master Plan Study, a project website was launched to provide the public with an additional means to obtain information about the project. The project website was maintained during the Phase 3 and 4 Study and the website was advertised in the PIC display materials.

Further details on the public consultation process are documented in other sections of the report. A summary of the Public Meetings is provided in Appendix A.3.

Major events in the Phase 3 and 4 public consultation process are summarized as follows:

Meeting with Six Nations Council	June 6, 2006
Notification letters to utility companies, external agencies, area businesses, residents and other stakeholders for Public Information Centre	June 14, 2006
Newspaper advertisement of Public Information Centre	June 16, 2006 & June 23, 2006
Meeting with Developers and their Consultants	June 19, 2006
Public Information Centre	June 26, 2006
Notification letters to utility companies, external agencies, area businesses, residents and other stakeholders for Public Information Centre	September 29, 2006
Newspaper advertisement of Public Information Centre	September 29 & October 6, 2006
Meeting with Stakeholder and Technical Committee	October 2, 2006
Public Information Centre	October 12, 2006 & October 18, 2006
City of Hamilton Council pre-approval report	September 27, 2006
Notice of Study Completion (Phases 3 and 4)	June 15, 2007 & June 22, 2007

1.7.1 ROPA 9 Master Plan Public Consultation Process

During the Problem Statement and Planning Alternatives phases of the ROPA 9 Master Plan, the public consultation process for the Trinity Church Arterial Corridor involved the following activities:

First Stakeholder Committee Meeting	September 19, 2005
First Public Information Centre	October 3, 2005

First Stakeholder Committee Meeting (SC#1)

Representatives of the City and the consultant team met with the Stakeholder Committee once during this phase of the project. These meetings provided the SC members an opportunity to meet the project team, gain preliminary information on the project, and discuss any issues relating to the project. At the first meeting, 10 members of the SC were present. Many items were discussed, including:

- How the EA process works and the role of the SC, City of Hamilton, and the consultant team in this process;
- SC Terms of Reference;
- Other studies being carried out in the vicinity of the Study Area which may pertain to this Study;
- Problem Statement; and
- The preliminary list of evaluation criteria. The following criterion was added: Adjacent Local Roads (Potential for Traffic Infiltration)

First Public Information Centre (PIC#1)

The first Public Information Centre (PIC#1) was held on Tuesday, October 3rd, 2005 from 6 p.m. to 9 p.m., at the Salvation Army Church Gym, 300 Winterberry Drive (at Paramount Drive), in the City of Hamilton. The purpose of PIC#1 was to provide information about the Study to the public and at the same time obtain public input. Twenty-four panels were displayed. The information panels included the following:

Welcome and Study Area
Description of the Study background, Study goal and scope
Chart of the EA process and class EA requirements
Description of the public consultation plan
Summary of the needs and opportunities for the Study for transportation, water, and wastewater
Problem statement for transportation, water, and wastewater
Existing official plan policies and other applicable policies
Description of existing conditions
Description of 7 transportation alternative solutions
Description of 5 water alternative solutions
Description of 3 wastewater alternative solutions
Description of alternative solutions assessment criteria
Evaluation tables of the transportation, water, and wastewater planning alternatives
Identification and description of the preferred transportation, water, and wastewater planning alternatives
Future actions
Contact information

As with all of the public information centres, the public was advised about the meeting through advertisements in the local paper. Advertisements were placed in the Hamilton Spectator on Friday September 16, 2005 and Friday September 23, 2005, and in the Brabant papers (Mountain News, Glanbrook Gazette and Stoney Creek News) on Friday September 16, 2005. Notification letters were also mailed out to property owners within the Study Area, to other individuals who had responded with an interest in the Study since its commencement, to conservation authorities, Federal and Provincial agencies, and utility companies.

The format was an informal drop-in centre from 6:00 to 7:00 PM to meet the project team and to view the display panels and drawings. There was a presentation at 7:00 PM, followed by a question and answer period. The PIC continued until 9:00 PM, which provided participants the opportunity to further discuss the project with the Study team. Attendees were asked to sign-in and were invited to fill-in comment forms at their convenience within a 3-week time frame.

Approximately 122 members of the public attended the PIC. Representatives from the City of Hamilton, iTRANS, and XCG attended the PIC to discuss the details of the project and answer questions of the public.

Key public comments provided on the Trinity Church Arterial Corridor needs assessment were related to the following topics:

Need for a new north south link between Rymal Road and the Red Hill Valley Parkway/Stone Church Road ramps,
Timing for improvement,
Closure of Upper Mount Albion Road;
Alignment alternatives; and
Potential impacts of a new north-south roadway on adjacent properties, suggestions for consideration of other routes.

Further details and documentation regarding the Phase 1 and 2 consultation process can be found in the ROPA 9 Master Plan, June 2006.

1.7.2 North Glanbrook Industrial Business Park Master Plan Public Consultation Process

First Public Information Centre (PIC#1)

The first of two Public Information Centres (PIC) was held on Wednesday, June 29, 2005 from 4:00pm to 8:00pm at the Trinity United Church. This PIC was attended by the following members of the project team:

Gavin Norman, City of Hamilton
Mike Bricks, Ecoplans Limited
Jack Thompson, McCormick Rankin Corporation

The PIC was attended by 76 people (count from sign-in sheet). The majority of the attendees reside within or nearby the study area.

The PIC was an open house with display boards presenting the network alternatives considered, the evaluation of alternatives and the recommended network. Attendees had the opportunity to address and discuss any question or concerns with the project team. Handout copies of the PIC display board and evaluation charts were available.

Comment sheets were provided for submission of comments During the PIC 15 comment sheets were submitted. After the PIC additional comments were received and included one fax, four e-mails and four letters. In addition to written comments, five telephone requests for PIC handouts were received by the City of Hamilton. The following table summarizes the written comments received.

In addition to written comments, the following provides a general overview of attendee verbal comments during the Public Information Centre:

Impact to residential homes along Trinity Church and concerns re: safety, increased traffic and previous Glanbrook bylaw providing a buffer strip between industrial development and Trinity Church Road should be implemented;
Viability of the North Glanbrook Industrial Business Park;
Displacement of agricultural land for more industrial land;
Support for North Glanbrook Industrial Park since the Red Hill Valley Expressway will provide needed access;
Interest in the extent of future sanitary services in study area;
Alignment concerns specific to certain landowners; and
Redirection of traffic away from roads servicing residential homes

Second Public Information Centre (PIC #2)

The second and final Public Information Centres (PIC) for the North Glanbrook Industrial Business Park was held on Tuesday, June 16, 2006 from 4:00pm to 8:00pm at the Trinity United Church. This PIC was attended by the following members of the project team:

Gavin Norman, City of Hamilton
Mike Bricks, Ecoplans Limited
Katie Bright, Ecoplans Limited
Scott Roberts, McCormick Rankin Corporation

The PIC was attended by 63 people (count from sign-in sheet). The majority of the attendees reside within or nearby the study area.

The PIC was an open house with display boards presenting the comments from the first PIC, the preferred network, details of the Schedule B projects, future study areas for Schedule C projects and three Dartnall Road Extension alignment alternatives. Attendees had the opportunity to address and discuss any question or concerns with the project team. Handout copies of the PIC display boards were available. Comment sheets were provided for submission of comments.

In addition to written comments, the following provides a general overview of attendee verbal comments during the Public Information Centre:

Interest in future zoning changes and land use plans within the North Glanbrook Industrial Business Park;
Concern regarding the displacement of agricultural land for more industrial land;
Concern regarding direct link between the North Glanbrook Industrial Park and the Red Hill Valley Parkway, especially along Trinity Church Road; and
Alignment concerns specific to certain landowners.

Further details and documentation regarding the Phase 1 and 2 consultation process can be found in the ROPA 9 Master Plan, June 2006.

1.7.3 Phase 3 and 4 Consultation

The public consultation process and public reaction during the Design Phase for the Trinity Church Arterial Corridor are summarized in Section 4.2 of this report. Additional details on the public consultation process are contained in Appendix A.

2. EXISTING STUDY AREA CONDITIONS

This section describes the features of the existing transportation infrastructure in the study area. For information on the existing socio-economic environment, natural environment, surface runoff and utilities, please refer to the Master Plan document.

2.1 Existing Transportation Facilities

2.1.1 Road Classification

The existing road network and classifications based on the current City's Official Plan designations are illustrated in Exhibit 2-1. The official plan definitions of the road classes and designated right-of-way are noted in Table 2-1. For specifics on any road in the City's road network, refer to the appropriate Official Plan for right-of-way designations. The appropriate volume for the different classes is based on the 1999 Geometric Design Guide for Canadian Roads by the Transportation Association of Canada (TAC) and represents the 24-hour two-direction volume thresholds.

Table 2-1: Official Plan Definitions of the Road Classes

Current Designation	Definition	Designated Right-of-Way	Volume for Class
Arterial	Strategic links in the road network, the main functions of which are to carry relatively high volumes of long distance traffic within, between or through the City and surrounding Area Municipalities and/or to provide access past major geographic barriers and to inter-regional highways.	36 m	> 5,000 < 30,000
Collector	Function as connecting road links between Arterial and Local Roads. They generally carry lower traffic volumes than Arterial Roads and may provide direct access to abutting properties.	26 m	<8,000
Local	Provide direct access to abutting properties and carry traffic predominantly of local nature.	20 m	<1,500

For roads in the City of Hamilton, road right-of-way designations can reach up to 60 m and volumes may exceed 30,000 per day.

Eastmount
Sunninghill
Raleigh
Sherwood
Rosedale
Vincents
Gershome
Cherry Heights
Burkhome
Hampton Heights
Huntington
Macassa
Red Hill
Thorner
Lawfield
Lisgar
Berrisfield
Heritage Green
Quinndale
Trenholme
Albion Falls
Rymal
Broughton East
Elfrida
NQMM
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Ontario Realty Corporation
Société immobilière de l'Ontario

Ferguson Block
Queen's Park
Toronto, Ontario
M7A 2G3
Tel: 416-212-6456

Edifice Ferguson
Queen's Park
Toronto, Ontario
M7A 2G3
Fax: 416-212-1131

August 29, 2005

Margaret Fazio
Project Manager
City of Hamilton
77 James Street North, Suite 320
Hamilton, Ontario L8R 2K3

RE: ORC Initial Comments on Rymal Road Planning Area (ROPA 9 Lands) Master Plan - Class EA

Thank you for circulating Ontario Realty Corporation (ORC) on your notice related to your environmental assessment undertaking.

ORC is the strategic manager of the government's real property with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives of the government.

We are writing to provide you with the following initial comments for consideration and inclusion in your EA project file.

Potential Negative Impacts to ORC Tenants and Lands

Our preliminary review of your notice and supporting information indicates that ORC managed lands are within the vicinity of your study area. As a result, your proposal may have the potential to impact these lands and/or the activities of tenants present on ORC managed lands. Attached please see a map that identifies ORC managed lands within your study area to assist you in identifying and avoiding potential impacts.

Negative environmental impacts associated with the project design and construction, such as the potential for dewatering, dust, noise vibration impacts, and impacts to natural heritage features/habitat and functions, should be avoided and/or appropriately mitigated in accordance with applicable regulations best practices and MNR and MOE standards. Avoidance and mitigation options that characterize baseline conditions and quantify the potential impacts should be present as part of the EA project file. Details of appropriate mitigation, contingency plans and triggers for implementing contingency plans should also be present.

Negative impacts to land holdings, such as taking of developable parcels of ORC managed land or fragmentation of utility or transportation corridors, should be avoided. If the potential for such impacts is present as part of this undertaking, you should contact the undersigned to discuss these issues at the earliest possible stage of your study.

If takings are suggested as part of any alternative these should be appropriately mapped and quantified within EA report documentation. In addition, details of appropriate mitigation and or next steps related to compensation for any required takings should be present. ORC requests

CC: Regional Office, ORC
GM Environment and Heritage, ORC
GM Planning, ORC

Reference Map – Provincial Landholdings in Study Area

Nathalie Baudais

From: Lee-Morrison, Christine [cleemorr@hamilton.ca]
Sent: Wednesday, October 18, 2006 3:38 PM
To: [redacted]
Cc: Nathalie Baudais
Subject: RE: Rymal Road Planning Area Master Plan EA Study - Trinity Church Corridor

Thank you, we have removed your agency from this project mailing list.

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager, Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted]
Sent: Tuesday, October 10, 2006 10:21 AM
To: Lee-Morrison, Christine
Subject: Rymal Road Planning Area Master Plan EA Study - Trinity Church Corridor

Christine Lee-Morrison
We are in receipt of your letter dated October 3, 2006 regarding the Rymal Road Planning Area Master Plan - Phase 3 and 4 Class Environmental Assessment Study (Trinity Neighbourhood and Trinity Church Corridor). As per our letter sent to your attention on June 22, 2006, CN has no comments or concerns regarding this project. Please remove CN Rail from your mailing list.
Thank you
[redacted]

3596 2.(

Ministry of Natural Resources

Ministère des Richesses naturelles

Guelph District
1 Stone Road West
Guelph, Ontario
N1G 4Y2

Telephone: (519) 826-4955
Facsimile: (519) 826-4929

Ontario

October 27, 2006

Christine Lee-Morrison
City of Hamilton
Public Works Department
320-77 James St. N.
Hamilton, ON L8R 2K3

Dear Ms. Morrison:

RE: Notice of Study Commencement & PIC – Phase 3 and 4 Class EA Study Rymal Road Planning Area ("ROPA 9" Lands) Master Plan & Trinity Neighbourhood Collector

Thank you for providing notice regarding initiation of Phases 3 and 4 of the Municipal Class Environmental Assessment process for the schedule 'C' projects identified through the Rymal Road Planning Area Master Plan. The Ministry has reviewed information available from the City's website and mapping provided by iTrans Consulting Inc. and offers the following comments.

Sections of the provincially significant Eramosa Karst ANSI are located within the Rymal Road Planning Area. Some of the projects proposed have the potential to impact the ANSI. The preferred alternative for a new collector road for the Trinity neighbourhood is proposed to pass through the ANSI Feeder Area and Developed Area. The widening of Rymal Road will occur within the ANSI Feeder Area. The Ministry notes that the mapping provided to show the Trinity neighbourhood collector alternatives does not show the full extent of creeks within the ANSI Feeder Area that would potentially be affected. The mapping should be carefully reviewed.

The *Earth Science Inventory and Evaluation of the Eramosa Karst ANSI* (April 2003) provides detailed information about the significance of the ANSI and includes recommendations for protecting its values. As the report notes, the Feeder Area contains all of the watersheds for streams that sink along the south edge of the Core Area. These streams are believed to contribute flow to the karst system in the Core and Developed Areas, and thus play a critical role in maintaining the provincially significant karst features. The report recommends, *that the Feeder Area be afforded a level of protection to ensure that:*

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

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

of karst hydrology and geomorphology would be an asset. There are significant features within the Developed Area, and the report provides recommendations for this area that should also be reviewed.

It is the Ministry's expectation that the recommendations of this report will be respected, and that the City will consult with reviewers with suitable expertise in the evaluation and selection of design alternatives. This information and assessment should be included in the Environmental Study Report.

Please continue to circulate new information as it becomes available. You may contact the undersigned if you have questions or clarification is required.

Sincerely,

Original signed by

Mike Stone
District Planner

Cc: Joad Durst, MNR
Donald Kirk, MNR
Katherine Menyes, Hamilton Conservation Authority

Nathalie Baudais

From: Liza Sheppard
Sent: Monday, October 30, 2006 2:18 PM
To: Nathalie Baudais
Subject: FW: Rymal Road Planning Area Master Plan - Phase 3 & 4 Class EA Study
Attachments: hca aug06 report.pdf

Fyi.....

From: Lee-Morrison, Christine [mailto:cleemorr@hamilton.ca]
Sent: Monday, October 30, 2006 1:41 PM
To: [redacted]
Cc: [redacted]
Subject: RE: Rymal Road Planning Area Master Plan - Phase 3 & 4 Class EA Study

Dear [redacted]

Thank you for MNR's submission regarding this project. As you may know, the City has been working closely with the Hamilton CA in the development and evaluation of alternatives for the Trinity Neighbourhood Collector. The HCA has provided detailed advise to the City with respect to ensuring the recommendations within the April 2003 report are respected. Please find attached, for your information, a letter dated September 6, 2006 from the HCA to the City including a report prepared by Marcus J. Buck Karst Solutions, dated August 31, 2006.

The City will continue to work with the HCA to determine the most appropriate timing and approach to implement the additional studies as outlined within the August 31, 2006.

We will continue to keep you informed and circulated all information to you as it becomes available. Please call me if you have any questions.

Sincerely,

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager, Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted]
Sent: Friday, October 27, 2006 10:41 AM
To: Lee-Morrison, Christine
Cc: [redacted]
Subject: Rymal Road Planning Area Master Plan - Phase 3 & 4 Class EA Study

Hello Christine. Please find attached comments from the Ministry regarding initiation of Phases 3 & 4 of the Municipal Class EA process for schedule 'C' projects under the Rymal Road Planning Area Master Plan. The original letter will follow in the mail..

2808 2.1

Lee-Morrison, Christine

From: Roszler, Greg (MTO) [Greg.Roszler@ontario.ca]
Sent: Friday, November 10, 2006 1:56 PM
To: Lee-Morrison, Christine
Subject: Rymal Rd Planning Area

Ms. Lee-Morrison,

We have reviewed the Rymal Road Planning Area proposed Master Plan Phase 3 & 4 Class EA study, and we have no comments to offer as the study area is well outside of Ministry of Transportation's permit control area and this will have no impacts on the provincial highway system. Therefore, we will not require any further circulation of this study to MTO.

If you have any questions, please feel free to contact me.

Regards,

Greg Roszler
Project Manager
Corridor Management Section
Ministry of Transportation
7th Floor, Building "D"
1201 Wilson Avenue
Downsview, Ontario, M3M 1J8
Tel. (416) 235-5124
Fax. (416) 235-4267
E-mail: greg.roszler@ontario.ca

BUILDING A STRONG FOUNDATION HAMILTON

Hamilton

Trinity Neighbourhood Collector and Trinity Church Corridor
Phase 3 and 4 Class Environmental Assessments
Public Information Centre (PIC)
October 18th, 2006

The City of Hamilton has completed the Master Plan Class Environmental Assessment (EA) process to assess infrastructure needs for the Rymal Road Planning Area. The study area includes lands located on the south side of Rymal Road (RR 53), and north of the hydro corridor, called the ROPA 9 lands, and lands in an area bounded by Winterberry Drive to the east, Paramount Drive – Stone Church Road to the south, the new Red Hill Valley / Mud Street interchange to the west, and the Lincoln Alexander Parkway - Mud Street West to the north, called Special Policy Area 'C'.

The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies, including the Trinity Neighbourhood Collector and the Trinity Church Corridor Class EAs, to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(Please Print)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- A new collector road within the Trinity Neighbourhood?

Yes ☑ No ☐

Comments:

- A new road link from Stone Church Road / Red Hill Valley Parkway ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☑ No ☐

Comments:

A NEW ROAD SHOULD CUT DOWN ON THE VOLUME OF CARS GOING PAST RESIDENTIAL NEIGHBOURHOODS. MORE EFFORTS SHOULD BE MADE TO CUT DOWN ON THE HIGH SPEEDS AND DANGEROUS PASSING ALONG HIGHLAND RD.

BUILDING A STRONG FOUNDATION
HAMILTON

Hamilton

Do you have a preference for the location of the closure of Second Road West, as shown on the plan?

Option 1 ☐ Option 2 ☐

Comments:

CLOSURE OF SECOND RD IS A WASTE OF TAXPAYER MONEY, SINCE AN ALTERNATE ROAD IS BEING BUILT TO DEAL WITH THE NORTH/SOUTH TRAFFIC.

Do you have any general questions, concerns or comments regarding the information presented?

HIGHLAND ROAD SHOULD BE DIVIDED TO PROVIDE A CENTRE TURN LANE. IT HAS BECOME VERY VERY DIFFICULT TO SAFELY TURN INTO OR OUT OF LOCAL DRIVEWAYS. THE SINGLE EXISTING LANES ARE WIDE AND ENCOURAGE DANGEROUS PASSING AND EXTREEM! SPEEDS. THERE HAVE BEEN SEVERAL COLLISIONS AND CLOSE-CALLS.

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phase 3 and 4 of the studies. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by November 1st, 2006 to either:

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
Email: cleemorr@hamilton.ca

OR

Liza Sheppard, P.Eng.
Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: _____

Phone: _____ Email: _____

BUILDING A STRONG FOUNDATION
HAMILTON

Hamilton

Trinity Neighbourhood Collector and Trinity Church Corridor
Phase 3 and 4 Class Environmental Assessments
Public Information Centre (PIC)
October 18th, 2006

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The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies, including the Trinity Neighbourhood Collector and the Trinity Church Corridor Class EAs, to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(*Please Print*)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☑

Comments:

- A new road link from Stone Church Road / Red Hill Valley Parkway ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☐ No ☑

Comments:

BUILDING A STRONG FOUNDATION FOR A BETTER TOMORROW

Hamilton

Do you have a preference for the location of the closure of Second Road West, as shown on the plan?

Option 1 ☐ Option 2 ☐

Comments: No No

Do you have any general questions, concerns or comments regarding the information presented?

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phase 3 and 4 of the studies. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

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Email: cleemorr@hamilton.ca

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iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: _____

Address: _____

Phone: _____ Email: _____

BUILDING A STRONG FOUNDATION HAMILTON

Hamilton

Trinity Neighbourhood Collector and Trinity Church Corridor
Phase 3 and 4 Class Environmental Assessments
Public Information Centre (PIC)
October 18th, 2006

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(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(*Please Print*)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☑

Comments:

WITH ALL THE EXISTING ROADS, I DON'T SEE A NEED FOR A NEW ROUTE DOWN TO HIGHLAND ROAD & THE "LINK". JUST CLOSE OFF 2ND ROAD WEST AND ROUTE THE TRAFFIC FROM THE NEW DEVELOPMENT TO THE PROPOSED TRINITY CHURCH CORRIDOR ROUTE

- A new road link from Stone Church Road / Red Hill Valley Parkway ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☑ No ☐

Comments:

BUILDING A STRONG FOUNDATION
HAMILTON

Hamilton

Do you have a preference for the location of the closure of Second Road West, as shown on the plan?

Option 1 ☐ Option 2 ☐

Comments:

CLOSE SECOND ROAD WEST AT HIGHWAY 53

Do you have any general questions, concerns or comments regarding the information presented?

MY BIGGEST CONCERN IS INCREASED TRAFFIC ON WINTERBURY RD WHERE MY KIDS GO TO SCHOOL. DRIVERS WILL USE WINTERBURY AS A SHORTCUT TO THE LINK OR STONECHURCH RD.

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phase 3 and 4 of the studies. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

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Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
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Senior Project Manager,
iTRANS Consulting Inc.
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Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: _____

Address: _____

Phone: _____ Email: _____

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

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The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(Please Print)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☐ No ☑

Comments:

MAKES MORE Traffic
SLOW DOWN RYMAL Rd,

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☑ No ☐

Comments:

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☑ No ☐

Comments:

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☒ No ☐

Comments:

Do you have any general questions, concerns or comments regarding the boards presented?

SLow Down Traffic
+ LIGHT at Trinity + Rymal
+ Rymal + FLETCHERS. Rd.

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
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Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: [redacted]

Phone: [redacted] Email: [redacted]

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

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YOUR COMMENTS
(Please Print)

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- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☑ No ☐
Comments:

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☐ No ☑
Comments:

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☐ No ☑
Comments:

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☐ No ☒

Comments:

Do you have any general questions, concerns or comments regarding the boards presented?

MORE TRAFFIC LIGHTS ALONG HWY 53
TO BREAK TRAFFIC FROM SIDE STREETS

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

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Senior Project Manager,
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Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: _____

Phone: _____ Email: _____

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

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The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(*Please Print*)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☒ No ☐

Comments:

Make the 4 lanes with signals (not Roundabout)

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☒ No ☐

Comments:

excellent

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☒ No ☐

Comments: excellent

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☒ No ☐

Comments:

Make the green or blue route excellent idea

Do you have any general questions, concerns or comments regarding the boards presented?

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

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Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
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OR

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Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: [redacted]

Phone: [redacted] Email: [redacted]

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

The City of Hamilton has completed the Master Plan Class Environmental Assessment (EA) process to assess infrastructure needs for the Rymal Road Planning Area. The study area includes lands located on the south side of Rymal Road (RR 53), and north of the hydro corridor, called the ROPA 9 lands, and lands in an area bounded by Winterberry Drive to the east, Paramount Drive - Stone Church Road to the south, the new Red Hill Valley / Mud Street interchange to the west, and the Lincoln Alexander Parkway - Mud Street West to the north, called Special Policy Area 'C'.

The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

RECEIVED OCT 2 5 2006

YOUR COMMENTS
(Please Print)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☑ No ☐

Comments:
The preferred alternative is the best — least disruption to existing businesses and residences.

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☑ No ☐

Comments:
Any improvement to this #56 Highway will help decrease the disruptions to other roads like Fruitland and Trinity Church — too much centre traffic
— improvement to grades at the curves will help decrease accidents there

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☑ No ☐

Comments: Will assist in moving people out of the Upper Stoney Creek area of development — residential and the anticipated commercial use.

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☐ No ☑

Comments:

I still feel that the best alternative is the one directly down Pritchard rather than the chosen one. — disrupts and isolates new Hamilton Back Claims.

Do you have any general questions, concerns or comments regarding the boards presented?

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
Email: cleemorr@hamilton.ca

OR

Liza Sheppard, P.Eng.
Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: [redacted]

Phone: [redacted] Email: [redacted]

P1

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

The City of Hamilton has completed the Master Plan Class Environmental Assessment (EA) process to assess infrastructure needs for the Rymal Road Planning Area. The study area includes lands located on the south side of Rymal Road (RR 53), and north of the hydro corridor, called the ROPA 9 lands, and lands in an area bounded by Winterberry Drive to the east, Paramount Drive - Stone Church Road to the south, the new Red Hill Valley / Mud Street interchange to the west, and the Lincoln Alexander Parkway - Mud Street West to the north, called Special Policy Area 'C'.

The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(*Please Print*)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☑ No ☐

Comments:

I Approve the design I seen · from RR 56 · to the N/S road between Trinity Rd. and · Pritchard Rd · (See Suggestions and Comments)

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☑ No ☐

Comments:

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☑ No ☐

Comments:

P2

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☑ No ☐

Comments:

From Stone Church Rd to pass Rymal Rd between Trinity Church Rd. and Portchard Rd.

Do you have any general questions, concerns or comments regarding the boards presented?

I would think a new E/W Rd. from RR 56 to the Glanbrook Industeral Area, and conect into the N/S express way would be more acceptable by the majority of comuters from both North and South.

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
Email: cleemorr@hamilton.ca

OR

Liza Sheppard, P.Eng.
Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: [redacted]

Phone: [redacted] Email: _____

Hamilton

Rymal Road Planning Area (ROPA 9) Master Plan
Phase 3 and 4 Class Environmental Assessment
Public Information Centre (PIC)
October 12th, 2006

The City of Hamilton has completed the Master Plan Class Environmental Assessment (EA) process to assess infrastructure needs for the Rymal Road Planning Area. The study area includes lands located on the south side of Rymal Road (RR 53), and north of the hydro corridor, called the ROPA 9 lands, and lands in an area bounded by Winterberry Drive to the east, Paramount Drive - Stone Church Road to the south, the new Red Hill Valley / Mud Street interchange to the west, and the Lincoln Alexander Parkway - Mud Street West to the north, called Special Policy Area 'C'.

The Master Plan Class EA recommends several transportation solutions and the City is now undertaking further Class EA studies to identify and evaluate alternative designs for the recommended planning solutions.

(visit www.hamilton.ca/ropa9 for further information.)

YOUR COMMENTS
(*Please Print*)

Do you agree with the evaluation of alternative designs and the preliminary preferred alternative for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56?

Yes ☒ No ☐

Comments:

I THINK THE WIDENING OF RYMAL RD TO THE SOUTH WOULD ELIMINATE PART OF THE CURVE THAT EXISTS BETWEEN PRITCHARD RD & TRINITY CHURCH RD. AND HAVE LESS IMPACT ON HOUSES & BUSINESSES

- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south?

Yes ☒ No ☐

Comments:

- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road, and related Special Policy Area "C" improvements?

Yes ☒ No ☐

Comments:

STONE CHURCH SHOULD BE WIDENED FROM PRITCHARD TO UPPER MOUNTAIN BOX WITH A

RECEIVED OCT 23 2006

LIGHT AT UPPER MOUNT ALBION

- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. Trinity Church Corridor Alternative 4)?

Yes ☒ No ☐

Comments:

CONTAMINATED SOIL MAY BE PRESENT ON LAND BEHIND 1631-1645 & 1655 RYMAL RDE WHERE HUGE QUANTITIES OF FILL HAVE BIN DUMPED & GRADED YEARS AGO.

Do you have any general questions, concerns or comments regarding the boards presented?

THE CLOSER TO PRITCHARD RD THE BETTER FOR MISSING HOUSES.

A STOPLIGHT AT AGMAR RD & UPPER MOUNT ALBION RD - DAKOTA BOULEVARD RD. IS BADLY NEEDED

Comments and information regarding this study are being collected to assist the City of Hamilton in completing Phases 3 and 4 of the study. Comments will be maintained on file for use in finalizing the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by October 26, 2006 to either:

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
Email: cleemorr@hamilton.ca

OR

Liza Sheppard, P.Eng.
Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: [redacted]

Address: [redacted]

Phone: [redacted] Email: _____

320 - 77 James Street North
Hamilton, ON Canada L8R 2K3
www.hamilton.ca

Public Works Department
Capital Planning and Implementation
905-546-2424 (Telephone) 905-546-4435 (Fax)

Hamilton

October 18th, 2006

[redacted]

Dear [redacted]

Thank you for attending the Public Information Centre regarding the Rymal Road Planning Area projects. Enclosed is a copy of the Trinity Neighbourhood Collector boards as you requested for the PIC that you were unable to attend on October 18th, 2006.

If you have any further questions or concerns regarding the ROPA9, Trinity Church Corridor or the Trinity Neighbourhood Collector Class Environmental Assessment Studies, feel free to contact either of the following pertaining to your questions or visit the project web site (www.hamilton.ca/ropa9):

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager,
Capital Planning & Implementation,
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 6390
Fax: 905-546-4435
Email: cleemorr@hamilton.ca

OR

Liza Sheppard, P.Eng.
Senior Project Manager,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5232
Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Sincerely,

Christine Lee-Morrison

Cc: Liza Sheppard, iTRANS
Nathalie Baudias, iTRANS

2808 23

athalie Baudais

om: Lee-Morrison, Christine [cleemorr@hamilton.ca]
ent: Wednesday, October 18, 2006 3:45 PM
: [redacted]
o: lsheppard@itransconsulting.com; Nathalie Baudais
ubject: RE: Rymal Road Planning Area

ear [redacted]

e have added your name to our mailing list. Information displayed at the October 12, 006 Public Information Centre is now available on the project web site at ww.hamilton.ca/ropa9.

lease feel free to review the information on the web site and call me if you have any uestions.

incerely,

hristine Lee-Morrison, MCIP, RPP
enior Project Manager, Environmental Planning Capital Planning and Implementation Public orks Department City of Hamilton
20-77 James St. N.
amilton, Ontario, L8R 2K3
el: 905-546-2424 extension 6390
ax: 905-546-4435
leemorr@hamilton.ca

----Original Message-----
rom: [redacted]
ent: Tuesday, October 10, 2006 11:29 AM
o: Lee-Morrison, Christine
c: lsheppard@itransconsulting.com
ubject: Rymal Road Planning Area

htistine: As I will be out of town on Oct 12, 2006 could you please add
e
o the study mailing list. As a Trinity Church Road resident I am very
oncerned how the increased taffic situation is to handled going
orward. If
he road change plans are available I would be quite intersested in
eviewing these as well.

-Mail= [redacted]

ailing= [redacted]

egards
[redacted]

---

eady for the world's first international mobile film festival
elebrating
he creative potential of today's youth? Check out Mobile Jam Fest for
our
a chance to WIN $10,000! www.mobilejamfest.com

Nathalie Baudais

From: Lee-Morrison, Christine [cleemorr@hamilton.ca]
Sent: Tuesday, September 19, 2006 3:53 PM
To: [redacted]
Cc: [redacted]; Liza Sheppard; Nathalie Baudais
Subject: RE: RPOA9 EA master plan document

Dear [redacted]

Thank you for your interest in this project. Your name will be added to our mailing lists. In answer to your questions, please be advised of the following:

Regarding the Rymal Road widening, design alternatives are currently being developed by our staff and consultant team as part of the Phase 3 and 4 Class EA process. (The Master Plan documented the Phase 1 and 2 Class EA process.) You will have an opportunity to review the design alternatives and the evaluation of design alternatives at an upcoming Public Information Centre (PIC, tentatively scheduled for October 12, 2006). Notices will be going out shortly to all parties on our mailing list, and you will be sent the details at that time. If you are unable to attend the Open House, the display material will be posted on the project web site following the event (www.hamilton.ca/ropa9), or feel free to contact me.

Exhibit 7-2 illustrates the preliminary alternatives for the proposed new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e.
the Trinity Church Corridor), which was one of the conclusions of the Phase 1 and 2 Master Plan. A Phase 3 and 4 Class EA PIC was held on June 26, 2006 regarding this proposed link. Since the June PIC, the preliminary preferred alignment has been refined and will also be on display at the above noted October 2006 PIC.

The new collector road referred to in relation to RR56 does not correspond to the above noted Exhibit 7-2. The location of the new collector road proposed to connect with RR56 south of Rymal Rd. was approved as part of the Secondary Planning process for the Rymal Road Planning area (see Section 1.2.1 Regional Official Plan Amendment No. 9 and the Rymal Road Secondary Plan of the Master Plan). The location of the collector road to connect with RR56 is illustrated in figure 3.5 Proposed Accesses & Collector Roads of the Master Plan. The Master Plan does not discuss alternative locations for this collector road. Alternative designs for the widening of RR56 and collector road intersection will also be on display at the October PIC noted above.

The need for a new collector road within the Trinity Neighbourhood (e.g.
connecting Rymal Rd/Second Rd. W. at Gatestone Dr to Highland Rd. W.) was another conclusion of the Phase 1 and 2 Master Plan (see Master Plan Exhibit 8-1). This project is also subject to a Phase 3 and 4 Class EA process and design alternatives are being developed by our staff and consultant team. The next PIC for this project is tentatively scheduled for October 18, 2006. You will also receive a copy of the notice for this Open House. Likewise, information will be posted to the project web site following the Open House.

I trust this provides clarification to your questions. Please feel free to call or e-mail should you require any further clarification.

Sincerely,

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager, Environmental Planning Capital Planning and Implementation Public Works Department City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted]
Sent: Tuesday, September 19, 2006 2:58 PM
To: Lee-Morrison, Christine
Subject: RE: RPOA9 EA master plan document

Hello Christine,

My name is [redacted] and we represent [redacted], who is the owner and operator of the [redacted]. I have looked into the ROPA9 EA document on the website. May I have the following questions:

-Regarding the Rymal Road widening, would we have any opportunity to review the functional design drawings?

-Page 102 of the report stated that Regional Road 56 is to be widened to the south at a signalized intersection with a new collector road within ROPA9.
Does the EA report have any discussion about this new collector road, or does it relate to the alignment options in exhibit 7-2?

-There was a figure produced by iTRANS showing collector road alignment options from Gatestone Dr to Glenhollow Dr/Cityview Cr/Winterberry Dr. Where does it stand in the current EA process?

Thank you very much

Regards,

[redacted]

Please feel free to contact me if you have any questions or require further assistance.

****
****
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This e-mail is confidential and intended solely for the use of the addressee(s) listed above. Please notify the sender and delete all copies of this message together with any attached files if you have obtained this message in error.
[redacted] is not responsible for edited or reproduced versions of this digital data.

-----Original Message-----
From: Lee-Morrison, Christine [mailto:cleemorr@hamilton.ca]
Sent: Monday, June 26, 2006 11:40 AM
To: [redacted]

Subject: RE: RPOA9 EA master plan document

[redacted]

We can provide copies of the Master Plan on CD at a cost of $5.
Alternately, we should have the Master Plan document posted to the web site in about one weeks time.

Please let me know your preference.

Thanks

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager, Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted]
Sent: Thursday, June 22, 2006 1:29 PM
To: Lee-Morrison, Christine
Subject: RPOA9 EA master plan document

Hi Christine, thank you for the notice of completion. May I ask if the EA
master plan available in digital format, i.e. pdf?

Thanks

Regards,

[redacted]

Please feel free to contact me if you have any questions or require further
assistance.

****
****
****
This e-mail is confidential and intended solely for the use of the addressee(s) listed above. Please notify the sender and delete all copies
of this message together with any attached files if you have obtained this
message in error.
[redacted] is not responsible for edited or reproduced versions of this digital data.

[redacted]

October 25, 2006

[redacted]

In reference to [redacted] and the Closure of Pritchard Road at Rymal Road (Cul-de-sac).

Dear [redacted]

Due to the fact that the new road is located quite some distance away from Pritchard Road, in our opinion we do not see the reasoning of changing Pritchard Road to a cul-de-sac. We are very concerned about the adverse affects this will have on the value and use of our corner lot.

If you can relieve us of the concern of the above mentioned closure, we have no further objection to this project.

However, we would like this letter to be formally registered in opposition of the proposed change to Pritchard Road at the Rymal Road intersection. Please keep us informed on any subsequent meetings, discussions or events with this situation.

Lastly, we would like to mention that we are highly in favour of the proposed round-abouts and would like to congratulate the city engineers for this foresight. We have seen them used extensively in Europe and very rarely do you see an accident or traffic jam. We are including an article from the Hamilton Spectator (dated Oct 17/06) touting the advantages of using them.

We respectfully await your reply.

Sincerely,

[redacted]

[redacted]

RECEIVED OCT 2 6 2006

[redacted] / [redacted] Oct. 31/06

I have two observations & suggests re. the North Glanbrook Industrial Park's road designs/ choices you planners have made in your draft plan.

First, there is the extension of Twenty Rd. east to Trinity Church Rd. This is the most contentious part of the plan because it opens up the I.P. to a residential area. The I.P. must be self-contained! The fact that Dartnell Rd. is to be extended, that another new road will be brought south into the park from the area of Pritchard Rd and the widening of Rymal Rd. are more than sufficient to create wide access & exiting of the traffic from the park. Therefore, intruding upon an established residential community is a flawed strategy in a plan of this nature.

Secondly, there is the matter of the new road that would come south from the direction of Pritchard Rd. The farther west that it goes in paralleling Trinity Church Rd,

the better. Not only would it more quickly give access to the central part of the park (the blue-lined choice on your maps), but it would also increase its distance away from the residences on both the east & west sides of Trinity Church Rd. Objections that this road's alignment with Rymal Rd. as it intersects the latter ~~is~~ are misaligned ~~do not~~ insurmountable with a fesible modification.

Thus, if your revise these two design conflicts thoughtfully, the city, its planners and we citizens can all achieve our objectives as a community now & for the future.

Yours truly,

[redacted]

c.c. [redacted]

[redacted]

iTRANS Consulting Inc.
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Tel: (905) 882-4100
Fax: (905) 882-1557
Email: itrans@itransconsulting.com
www.itransconsulting.com

Distribution: RB
File: 2.3
Project # 3349

Transmittal

To: [redacted]
Cc: Christine Lee-Morrison – City of Hamilton
From: Nathalie Baudais **Date:** November 22, 2006
Re: **Trinity Church Arterial Corridor**
Public Information Centre Displays

The following items are delivered to you by mail.

Item	Description	Date	Quantity
1	Hard copy set of public information centre displays	Issued October 12 and 18, 2006	1

Comments:
Dear [redacted]

I hope that you are enjoying your trip. As you requested at the end of August, I am forwarding you a package of the public information centre materials for the Trinity Church Arterial Corridor.

If you have any further questions or concerns, please feel free to contact us or visit the project website at www.hamilton.ca/ropa9.

Regards,

Nathalie Baudais

iTRANS Consulting Inc.
100 York Blvd., Suite 300
Richmond Hill, ON L4B 1J8
Tel: (905) 882-4100
Fax: (905) 882-1557
Email: itrans@itransconsulting.com
www.itransconsulting.com

Distribution: RB
File: 2.03
Project # 3349

Transmittal

To: [redacted]
Cc: Christine Lee-Morrison – City of Hamilton
From: Nathalie Baudais **Date:** November 24, 2006
Re: **Trinity Church Arterial Corridor**
Class Environmental Assessment
Preferred Alternative Drawing

The following items are delivered to you by courier.

Item	Description	Date	Quantity
1	Hard copy of the preferred alternative alignment drawing as presented at the Public Information Centre on October 12 and October 18, 2006.	Issued October 12, 2006	1

Comments:
As requested, I have sent an 11x17 of the preferred alternative for the Trinity Church Arterial Corridor. Please let me know if you have any additional questions or comments.

[redacted]

December 7, 2006

Ms. Nathalie Baudais
iTrans Consulting Inc.
100 York Blvd., Suite 300
Richmond Hill, ON
L4B 1J8 Kanada

Re: File 2.3 - Project Nr. 3349

Dear Nathalie:

There is no getting away from it: I have to pay you my compliments. You even deserve praise on several scores.

Yes, you said in our last telephone conversation that you wanted to mail me Public Information Centre Displays in regard to the Trinity Church Arterial Corridor. Other people may also say that, but then fall down on the job. Not you, my dear lady. You not only lived up to your promise, but you found me out 7000 km from home. In the process, you gave me much joy and satisfaction.

Thank you, Nathalie.

Then, there is the project of the Corridor, per se. I consider yours an excellent choice. Indeed, Option 4 is optimal and very much to my liking.

Now comes my next question: when will construction commence and when will it reach the nether regions south of Rymal Road?

I have owned my property 49 (!) years and I have seen the impotent City of Hamilton agonize over the RED HILL VALLEY PARKWAY more than 40 years. Will it be speedier in the Corridor?

You may find it in your heart to deliver yourself of a commentary by telephone [redacted] when I shall be back in Mississauga in mid January 2007.

In the meantime, I wish you satisfaction, success, and gratification from your fine work. And, of course, also some days of rest and pleasure over the Christmas holidays.

Sincere regards,

[redacted]

3349 2,3

Nathalie Baudais

From: Philip, Mohan [mphilip@hamilton.ca]
Sent: Thursday, January 25, 2007 3:28 PM
To: [redacted]
Cc: Lee-Morrison, Christine; Nathalie Baudais
Subject: FW: Trinity Church Road

Hi [redacted]

The preferred design alternative for the alignment of the new Trinity Church Corridor is Option #4, which is the alignment crossing Rymal Road somewhat midway between Pritchad and existing Trinity Church Road. This is the same one which was recommended during the PIC on October 12, 2006. The final ESR is under preparation and the Notice of Completion is expected within the next two months

The Hannon Creek Study is nearing completion. Once comments are received from the agencies a PIC will be held to present the Subwatershed Plan to the public.

I hope this is helpful. Please contact us if you have more questions.

Mohan Philip
For Christine Lee-Morrison

-----Original Message-----
From: Lee-Morrison, Christine
Sent: Thursday, January 25, 2007 8:35 AM
To: Philip, Mohan
Subject: FW: Trinity Church Road

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted] [redacted]
Sent: Wednesday, January 24, 2007 5:08 PM
To: Lee-Morrison, Christine
Subject: Trinity Church Road

Hi Christine,

I was wondering if you can give me an update on the Trinity Church corridor EA. We have just purchased the lands [redacted], [redacted] and are anxious to submit applications for zoning and plan of subdivision. We have two unknowns at this time; the alignment of the new Trinity Church corridor at Rymal Road although the short list of alternatives eliminates any impact on these new lands; and the Hannon Creek sub-watershed study which we understand is almost complete.

We appreciate any update that you can give us.

Thanks

[redacted]

3349 23 + 3596
2.3

Nathalie Baudais

From: Philip, Mohan [mphilip@hamilton.ca]
Sent: Wednesday, February 07, 2007 10:13 AM
To: [redacted]
Cc: Nathalie Baudais; Lee-Morrison, Christine; Groen, Harold
Subject: FW: ROPA 9 - Roadways

Hi [redacted]

Thank you for your interest in this project. The New Trinity Church alignment is finalized. It's the one crossing midway between existing Trinity Church Road and Pritchard Road which is marked as option 4 in the display material of PIC 2&3 held in October, 2006. The filing of the ESR (phase 3 & 4) is expected within the next two months.
Regarding the Upper Mount Albion, it is planned to be closed when the New Trinity Church Road is in place. The appropriate EA process (Phase 1&2) for this was completed and approved in July 2006. The complete EA process and report are posted on the ROPA9 project website.

Regarding the New Trinity Collector Road, the alignment that connects 2nd Road West to Highland Road at Glenhollow Drive is the final chosen one. The phase 3&4 ESR report for this study is planned to be filed within the next two months.

Hope this helps you. Please contact me if you have further questions.

Mohan Philip
City of Hamilton
Ext: 3438

-----Original Message-----
From: Lee-Morrison, Christine
Sent: Tuesday, February 06, 2007 3:35 PM
To: Philip, Mohan
Subject: FW: ROPA 9 - Roadways

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted] [mailto:[redacted]

Sent: Thursday, November 09, 2006 12:11 PM
To: Lee-Morrison, Christine
Subject: ROPA 9 - Roadways

Hi Christine,

Our company is doing some work for the [redacted] and I had a few questions that hopefully you can answer for me. After visiting the website on ROPA9, I am still unclear if a new road alignment has been chosen to link the RHV expressway to Rymal. I think the proposal was leaning toward just west of Trinity Church road but can you clarify for me if there has been anything more concrete on road alignment in the area. Is the city planning on closing off Upper Mount Albion at Rymal Rd.? I have also printed off an aerial map of Collector Road Potential Alignments connecting Highland Rd. to 2nd Road West which may or may not affect [redacted] Do you have any further input on these collector roads or is this still in its early phases? Any feedback would be greatly appreciated.

Thanks,

[redacted]

3347 ACS

Nathalie Baudais

From: Philip, Mohan [mphilip@hamilton.ca]
Sent: Wednesday, February 07, 2007 10:39 AM
To: mailto[redacted]
Cc: Nathalie Baudais; Groen, Harold; Lee-Morrison, Christine
Subject: FW: Twenty Rd. extention to Trinity Church Rd.

Hi [redacted],

Thanks for your continued interest in this project. The phase 3&4 of the New Trinity Church Road EA process is nearing completion. We have finalized the road alignment and I would like to advise you that as per the final Road Layout Plans the realigned Twenty Road is not connected to the existing Trinity Church Road. It will end at the New Trinity Church Road.

Please contact me if you have further questions.

Thanks

Mohan Philip
City of Hamilton
Ext: 3438

-----Original Message-----
From: Lee-Morrison, Christine
Sent: Tuesday, February 06, 2007 3:42 PM
To: Philip, Mohan
Subject: FW: Twenty Rd. extention to Trinity Church Rd.

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca

-----Original Message-----
From: [redacted] [mailto:[redacted]
Sent: Tuesday, October 31, 2006 10:22 AM
To: Lee-Morrison, Christine
Subject: Twenty Rd. extention to Trinity Church Rd.

HellomChristine;

I had a discussion with [redacted] last week about the Trinity Neighbourhood Collector Road Class Environmental Assessment Study and our concerns about the extention of Twenty Road being extend over to Trinity Church Rd. I understand he discussed this subject with you and our concerns.

We living on Trinity Church Rd. do not want any traffic connected with the business park (North Glanbrook Prestigious Industrial Business Park) to enter onto Trinity Church Rd. The traffic on our road is already bad and has been increasing over the last few years and it will be intollerable if traffic from the NGPIBP links unto our road.

We on Trinity Church Rd. have discussed the new plans for the business park extensively and the Twenty Rd. extention to our road is the only part of the city plans with which we cannot agree. You know we have made this evident verbally to your study group on various occasions and I hope it will be considered in the final study and plans.

[redacted] talked about some changes to be discussed in the future about changes to be proposed between Rymal Rd. and the hydro lines to do with roads coming west from the new housing survey.

Please keep us informed. Thank you.

[redacted]

Nathalie Baudais

From: Philip, Mohan [mphilip@hamilton.ca]
Sent: Friday, February 09, 2007 4:49 PM
To: [redacted]
Cc: Nathalie Baudais; Lee-Morrison, Christine; Groen, Harold
Subject: FW: Trinity Church Arterial Corridor

Hi [redacted]

The Phase 3 & 4 of the EA process for the New Trinity Church Corridor is nearing completion. The study confirmed that the North-South aligment option 4 is to be the final recommended one. This is the the same one recommended during the PIC on October 12th. This option is the North- South alignment of New Trinity Church Corridor crossing Rymal Road between Pritchard Road and existing Trinity Church Road. The final Study Report is expected to be filed within the next two months. The City's plan is to construct the portion of the new road north of Rymal as early as possible. The portion south of Rymal is planned to be constructed in the long term as development proceeds. However, we would like to advise you that there will be impact on [redacted] even if it is the north portion construction only. This is because a roundabout is recommended at the intersection of New Trinity Church Road and Rymal Road. Please note that the City has taken into consideration all possible measures to minimise the impact on private properties.
We will contact you for further discussion once the area of the property going to be affected is finalized and assessed. The evaluation of the property is based on the fair market value at the time of purchase. We want to stress that property purchase will likely not occur prior to the final approval of the Environmental Study Report.

In the meantime, if you have further questions please contact me by email or by telephone

Thanks
Mohan Philip
Tel: 905 546 2424 ext.3438

-----Original Message-----
From: Lee-Morrison, Christine
Sent: Tuesday, February 06, 2007 3:34 PM
To: Philip, Mohan
Subject: FW: Trinity Church Arterial Corridor

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning
Capital Planning and Implementation
Public Works Department
City of Hamilton
320-77 James St. N.
Hamilton, Ontario, L8R 2K3
tel: 905-546-2424 extension 6390
fax: 905-546-4435
cleemorr@hamilton.ca
-----Original Message-----
From: [redacted]
Sent: Tuesday, November 07, 2006 9:58 AM

To: Lee-Morrison, Christine
Subject: Trinity Church Arterial Corridor

Hello Ms. Lee-Morrison,

My father is [redacted], and he owns the property at [redacted] This is the property that [redacted] Rymal Road.

What is the current status of the Class Environmental Assessment Study? Has the location of the arterial corridor been decided upon yet?

My father has asked me to express on his behalf his concerns with regards to this project. He asks that if possible, the road not be built upon his land, as he doesn't believe the city would pay a fair price if they required his land for this arterial corridor.

If the decision has already been made, how does the city evaluate the value of the property?

Thank you.

Best regards,

[redacted]

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www.hamilton.ca

Public Works Department
Capital Planning and Implementation Division
905-546-2424 ext. 6390 (Telephone) - 905 540-4435 (Facsimile)

Hamilton

28 March, 2007

[redacted]

Reference: 25T85002 Greenbriar Industrial Park
& 25T85003 Greenleaf Industrial Park

Dear [redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

As you are aware, two series of Public Information Centres (PIC's) were held during Phases 3 & 4 of the Class EA process. The first PIC was held on June 26, 2006 and the second one on October 12 and 18, 2006. In the first PIC six design options were presented for the alignment of the New Trinity Church Corridor. Three of these six design options were carried forward for further evaluation. At the last PIC, the three options were again presented and the preferred or recommended option was shown. The recommended option (Option 4) was selected based on the comprehensive evaluation criteria and the input from the Public. Our further analysis confirmed Option 4 as being the recommended option. This option is the north-south alignment of New Trinity Church Road crossing Rymal Road between Pritchard Road and existing Trinity Church Road. It is also confirmed that roundabouts are recommended along the New Trinity Church Road at Highland Road, proposed Mid Block Road, Rymal Road and the realigned Twenty Road. The City's intention is to construct the north portion of the New Trinity Church Road (i.e. north of Rymal Road) as early as possible

The study recommends that the construction of the New Trinity Church Road portion south of Rymal Road should be carried out in the longer term as development proceeds. We would like to advise you that the recommended alignment may impact

your property/subdivision plans. If so, the subdivision plans will have to be revised to accommodate the proposed New Trinity Church Road right of way. The details of the road connection to the Dartnel Road extension will be determined at a later stage.

The Notice of Completion of the Class EA is expected to be issued within the next 2 months after which a 30 day review period will be available for review by public. There is opportunity during this review period for you to comment or raise any concerns and the procedure for this will be outlined in the Notice of Completion.

The City of Hamilton is committed to providing you with full information on this project. Should you have any questions, please do not hesitate to contact Mohan Philip of this office at (905) 546-2424 Ext 3438.

Yours truly,

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning

cc: Councillor B. Clark, Ward 9
Councillor D. Mitchell, Ward 11
Peter De Iulio, Development Planning
Bill Farkas, Real Estate
Guy Paparella, Business Development
Andrew Head, CP&I
Brenda Khes, Community Planning and Design
Nathalie Baudais, iTRANS Consulting

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28 March, 2007

[redacted]

Reference: [redacted]

Dear Sir/Madam:

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

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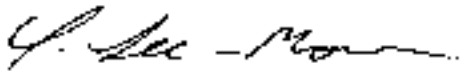
Yours truly,



Christine Lee-Morrison, MCIP, RPP
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Hamilton

28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear [redacted]

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Yours truly,

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Acting Manager, Strategic and Environmental Planning

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Nathalie Baudais, iTRANS Consulting

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28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear [redacted]

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

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Yours truly,

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Acting Manager, Strategic and Environmental Planning

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Hamilton

28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear Mr. & Mrs. Huybens:

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

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Yours truly,

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28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear [redacted]

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

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Yours truly,

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Hamilton

28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear [redacted]

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

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Yours truly,

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning

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28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

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28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

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Yours truly,

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning

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28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

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Darlene Cole, Real Estate
Brenda Khes, Community Planning and Design
Nathalie Baudais, iTRANS Consulting

320 - 77 James Street North
Hamilton, ON Canada L8R 2K3
www.hamilton.ca

Public Works Department
Capital Planning and Implementation Division
905-546-2424 ext. 6390 (Telephone) - 905-546-4435 (Facsimile)

Hamilton

28 March, 2007

[redacted]

Re: Trinity Church Corridor - Municipal Class Environmental Assessment Study Phases 3 & 4

Dear [redacted]

This is to update you on Phases 3 and 4 of the Trinity Church Corridor Municipal Class Environmental Assessment process which is now nearing completion.

As you are aware, two series of Public Information Centres (PIC's) were held during Phases 3 & 4 of the Class EA process. The first PIC was held on June 26, 2006 and the second one on October 12 and 18, 2006. In the first PIC six design options were presented for the alignment of the proposed Trinity Church Corridor. Three of these six design options were carried forward for further evaluation. At the last PIC, the three options were again presented and the preferred or recommended option was shown. The recommended option (Option 4) was selected based on the comprehensive evaluation criteria and the input from the Public. Our further analysis confirmed Option 4 as being the recommended option. This option is the north-south alignment of New Trinity Church Road crossing Rymal Road between Pritchard Road and existing Trinity Church Road, see attached map.

We would like to advise you that the recommended alignment will impact your property (i.e. [redacted]). The extent of the impact will be determined upon resolution of certain technical items and the completion of the Environmental Study Report. Please contact the undersigned if you would like to meet to further discuss the land acquisition process.

We must stress that property purchase will likely not occur prior to the final approval of the Environmental Study Report and council approvals are finalized. The Notice of Completion of the Class EA is expected to be issued within the next 2 months after which a 30 day review period will be available for review by public. There is opportunity during this review period for you to comment or raise any concerns and the procedure for this will be outlined in the Notice of Completion.

The City of Hamilton is committed to providing you with full information on this project. Should you have any questions, please do not hesitate to contact Mohan Philip of this Office at (905) 546-2424 Ext 3438.

Yours truly,

Christine Lee-Morrison, MCIP, RPP
Acting Manager, Strategic and Environmental Planning

cc: Councillor, B. Clark, Ward 9
Councillor, D. Mitchell, Ward 11
Bill Farkas, Real Estate
Darlene Cole, Real Estate
Brenda Khes, Community Planning and Design
Nathalie Baudais, iTRANS Consulting

PROPOSED NORTH COLLECTOR ROAD

CONNECTION TO PROPOSED DARTNALL EXTENSION TO BE DETERMINED UPON FURTHER INVESTIGATION

POSSIBLE LOCATION OF FUTURE BUS BAY

GRADING LIMITS

PROPOSED R.O.W.

TRINITY CHURCH ARTERIAL CORRIDOR

NORTH GLANBROOK INDUSTRIAL BUSINESS PARK BOUNDARY

10+000 10+100 10+200 10+300 10+400 10+500 10+600

STA 10+700

PAVED SHOULDER

HANNON CREEK

1 1/4" PE4

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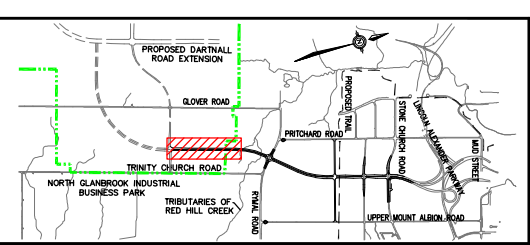
PLOTTED BY: chrisg

PUBLIC WORKS DEPARTMENT
Capital Planning & Implementation Division
Strategic and Environmental Planning Section

Hamilton

iTRANS
transportation planning and traffic consultants

KEYPLAN



SCALES

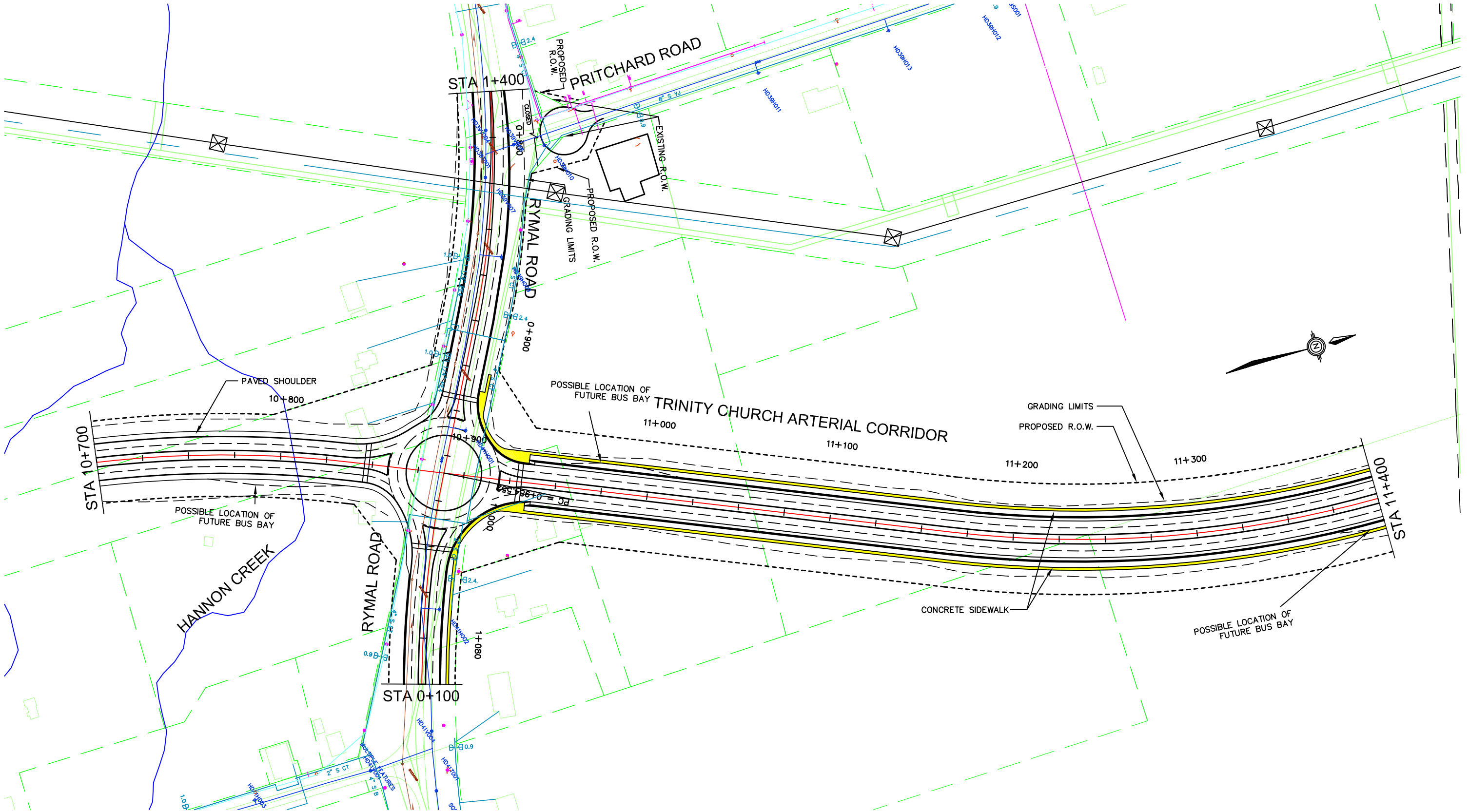
HORIZONTAL 1:2000 (25m 0 50m)

VERTICAL 1:200 (5m 0 10m)

TRINITY CHURCH ARTERIAL CORRIDOR
Class Environmental Assessment Study
- FUNCTIONAL DESIGN -

TRINITY CHURCH ARTERIAL CORRIDOR
STA 10+000 TO STA 10+700

PLATE No.
1



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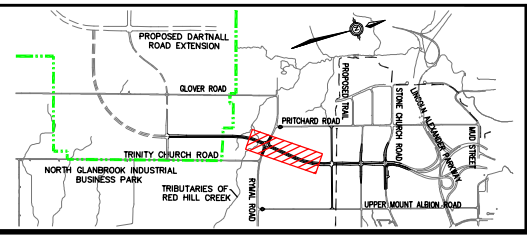

SCALES

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HORIZONTAL 1:2000

5m 0 10m
VERTICAL 1:200

TRINITY CHURCH ARTERIAL CORRIDOR
Class Environmental Assessment Study
- FUNCTIONAL DESIGN -

TRINITY CHURCH ARTERIAL CORRIDOR
STA 10+700 TO STA 11+400

PLATE No.
2

TRAIL CROSSING AT TRINITY CHURCH CORRIDOR TO BE FINALIZED AS PART OF THE LAND USE REVIEW FOR THIS AREA

TRINITY CHURCH ARTERIAL CORRIDOR

RELOCATION OF HYDRO/LIGHT POLE REQUIRED (TYPICAL)

POSSIBLE LOCATION OF FUTURE BUS BAY

11+600

11+700

11+800

11+900

11+500

STA 11+400

STA 9+900

EXISTING R.O.W.

GRADING LIMITS

PROPOSED R.O.W.

PROPOSED SIGNALIZED INTERSECTION

11+971.240

10+000

LINC/RHVP ACCESS RAMP

THE LOCATION AND R.O.W. FOR THE MIDBLOCK COLLECTOR ROAD WILL BE FINALIZED AS PART OF THE LAND USE REVIEW FOR THIS AREA

PROPOSED MIDBLOCK COLLECTOR ROAD

PROPOSED TRAIL

CONCRETE SIDEWALK

POSSIBLE LOCATION OF FUTURE BUS BAY

RELOCATION OF HYDRO/LIGHT POLE REQUIRED (TYPICAL)

HIGHLAND ROAD

STONE CHURCH ROAD

STA 10+100

THE ALIGNMENT OF THE EXISTING RHVP RAMP WILL BE VERIFIED AND NECESSARY ADJUSTMENTS, IF NEEDED, MAY BE MADE FOR THE SOUTH LEG TO ALIGN WITH THE NORTH LEG DURING DETAILED DESIGN

NEED FOR CHANNELIZATION, ISLAND TO BE REVIEWED DURING DETAILED DESIGN AND ADJUSTED IF NECESSARY

PUBLIC WORKS DEPARTMENT
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Strategic and Environmental Planning Section

Hamilton

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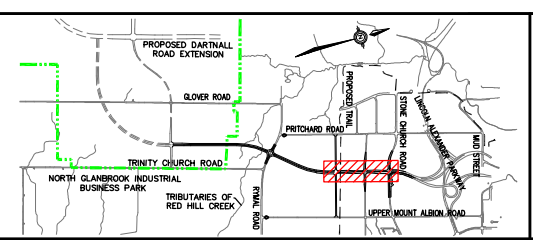
KEYPLAN



SCALES

25m 0 50m
HORIZONTAL 1:2000

5m 0 10m
VERTICAL 1:200

TRINITY CHURCH ARTERIAL CORRIDOR
Class Environmental Assessment Study
- FUNCTIONAL DESIGN -

TRINITY CHURCH ARTERIAL CORRIDOR
STA 11+400 TO STA 11+971.240

PLATE No.
3

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PLOTTED BY: chrisg

PRITCHARD ROAD

RYMAL ROAD

EXISTING R.O.W.

PROPOSED R.O.W.

PROPOSED R.O.W.

GRADING LIMITS

CLOSED

0+800

STA 1+650

8" S YJ

4" S CT

4" PE4

1.0

2.4

0.9

HW2A0035

RD2A0011

MO2A0009

SO23A001

GM01B002

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KEYPLAN

SCALE
12.5m 0 25m
HORIZONTAL 1:1000

TRINITY CHURCH ARTERIAL CORRIDOR
Class Environmental Assessment Study
- FUNCTIONAL DESIGN -
PRITCHARD ROAD CLOSURE

PLATE No.
4

PROJECT #TA4344
July 19, 2006

PHOTO APPENDIX

Photo 19- Tributary of 20 Mile Creek facing west from Trinity Church Road

Photo 20- Tributary of 20 Mile Creek facing west from Trinity Church Road

Photo 21- Tributary of 20 Mile Creek facing east from Trinity Church Road

Photo 22- Tributary of 20 Mile Creek facing east from Trinity Church Road

Photo 23- Tributary 4 of Hannon Creek facing east from Glover Road

Photo 24- Tributary 4 of Hannon Creek facing the east side of culvert at Glover Road

PROJECT #TA4344
July 19, 2006

PHOTO APPENDIX

Photo 25- Tributary 4 of Hannon Creek facing west from Glover Road

Photo 26- Tributary 4 of Hannon Creek facing the west side of Culvert at Glover Road

Photo 27- Tributary 1 of Hannon Creek at the Glover Road/Rymal Road intersection facing east

Photo 28- Tributary 1 of Hannon Creek at the Glover Road/Rymal Road intersection facing the east side of culvert

Photo 29- Tributary 1 of Hannon Creek at the Glover Road/Rymal Road intersection facing west

Photo 30- Tributary 1 of Hannon Creek at the Glover Road/Rymal Road intersection facing the west side of culvert

PROJECT #TA4344
July 19, 2006

PHOTO APPENDIX

Photo 31- Tributary 1 of Hannon Creek culvert crossing Glover Road

Photo 32- Tributary 1 at Trinity Church Road

Photo 33- Tributary 1 at Trinity Church Road

Photo 34- Tributary 3 of Hannon Creek ~250m north of Rymal Road

Photo 35- Tributary 3 of Hannon Creek ~250m north of Rymal Road

Stage 1 Archaeological Assessment

Rymal Road Planning Area (ROPA 9 Lands) Master Plan Class Environmental Assessment Study, City of Hamilton, Ontario

Submitted to:

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ASI File 06EA-171
Archaeological License P057
MCL CIF P057-280-2006

October 2006

ARCHAEOLOGICAL SERVICES INC.
ENVIRONMENTAL ASSESSMENTS

PROJECT PERSONNEL

Project Director:	Robert H. Pihl, M.A. Partner and Senior Archaeologist Manager, Environmental Assessments
Project Administrator:	Caitlin Pearce, Hon. B.A. Research Archaeologist
Field Director:	Peter Carruthers, M.A. Senior Associate
Report Writers and Graphics:	Deborah Pihl, B.A. Staff Archaeologist
	Annie Veilleux, Hon. B.A., Diploma CCM Research Archaeologist

Stage 1 Archaeological Assessment

Rymal Road Planning Area (ROPA 9 Lands) Master Plan
Class Environmental Assessment Study,
City of Hamilton, Ontario

1.0 INTRODUCTION

Archaeological Services Inc. (ASI) was contracted the City of Hamilton to conduct a Stage 1 archaeological assessment for the Rymal Road Planning Area (ROPA 9 Lands) Master Plan Class Environmental Assessment Study, City of Hamilton, Ontario. This study focuses on the preliminary road alignment options for:

1) the Trinity Church Corridor Extension (north and south of Rymal Road);
2) a collector road within the Trinity Neighbourhood; and
3) the Dartnall Road Extension.

These three alignment options involve two study areas as illustrated in Figure 1.

The assessment was conducted under the project direction of Mr. Robert Pihl, ASI, under an archaeological license (P057) issued to Mr. Pihl. All fieldwork was conducted by Peter Carruthers (P163), pursuant to the Ontario Heritage Act (2005).

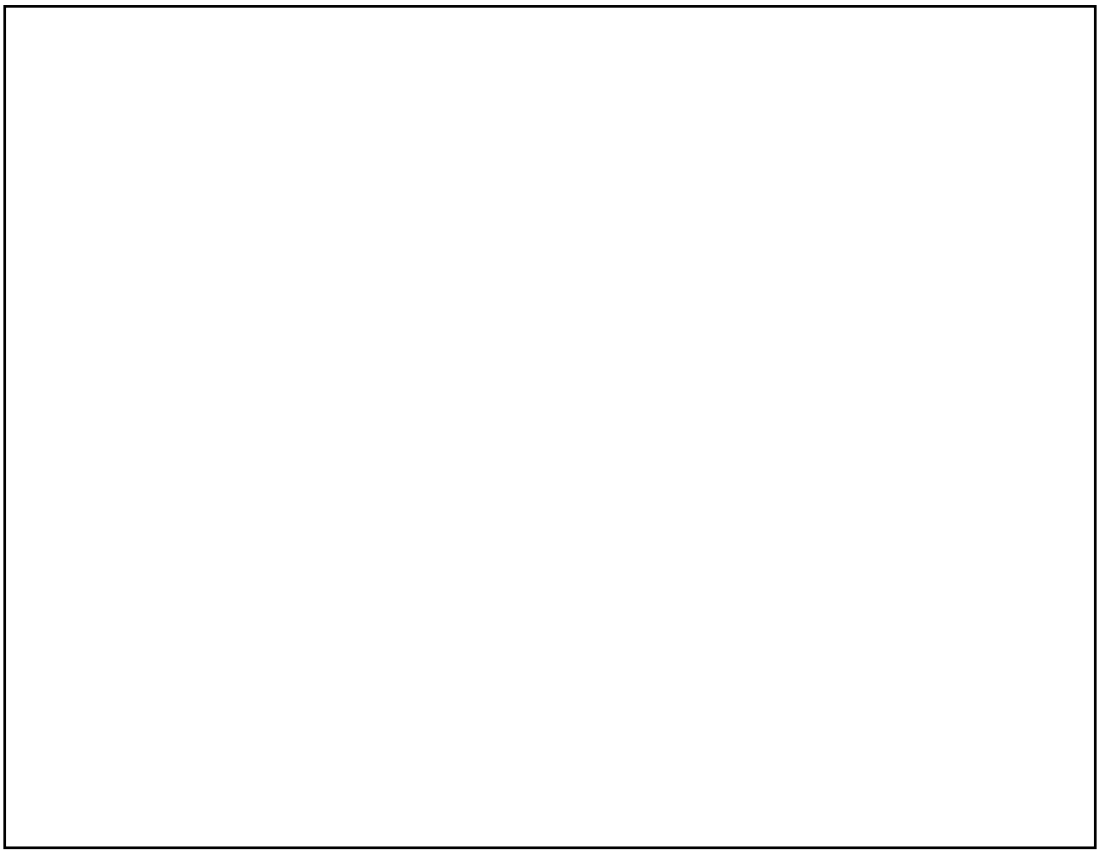

Figure 1: Location of the study area. (NTS map 30 M/04, Hamilton-Grimsby)

Permission to access the study areas and to carry out the activities necessary for the completion of the Stage 1 assessment was granted to ASI by the City of Hamilton on June 26, 2006.

2.0 STAGE 1 BACKGROUND RESEARCH

The Stage 1 archaeological assessment of the EA study areas was conducted in accordance with the Ontario Ministry of Culture's archaeological assessment technical guidelines (1993; 2006). A Stage 1 archaeological assessment involves research to describe the known and potential archaeological resources within a study area. Such an assessment incorporates a review of previous archaeological research, physiography, and land use history for the study areas. Background research was completed to identify any archaeological sites in the study areas and to assess their archaeological site potential.

2.1 Previous Archaeological Research

In order that an inventory of archaeological resources could be compiled for the study areas, three sources of information were consulted: registered archaeological site records kept by the Ontario Ministry of Culture; published and unpublished documentary sources; and the files of ASI.

In Ontario, information concerning archaeological sites is stored in the Ontario Archaeological Sites Database (OASD) maintained by the Ontario Ministry of Culture. This database contains archaeological sites registered according to the Borden system. Under the Borden system, Canada has been divided into grid blocks based on latitude and longitude. A Borden Block is approximately 13 kilometres east to west, and approximately 18.5 kilometres north to south. Each Borden Block is referenced by a four-letter designator, and sites within a block are numbered sequentially as they are found. The study areas under review are located in Borden Blocks *AhGw* and *AhGx*.

According to the OASD, there are 35 previously registered archaeological sites within the limits of the two study areas illustrated in Figure 1 (see Table 1). These sites include pre-contact campsites, lithic scatters and isolated finds, as well as historic Euro-Canadian scatters, dumps and a homestead. *At least sixteen of the sites are within 100 metres of corridor options*, and many have been identified during the course of previous archaeological assessments in the study areas (cf. ASI 2005b; ASI 2006a, b, c; Timmins Martelle 2006). Several of the studies (ASI 2006b, 2006c) are still in progress, and only partial results were available for inclusion in this report.

Table 1: Registered Sites within 1 km of the Study Areas

Borden #	Name	Cultural Affiliation	Site Type	Researcher
AhGw-28	Soley 1	Undetermined pre-contact	Undetermined	Leslie 1977
AhGw-29	Soley 2	Archaic	Campsite	Leslie 1977
AhGw-69	---	Undetermined pre-contact	Isolated Find	Mayer 1988
AhGw-70	---	Undetermined pre-contact	Isolated Find	Mayer 1988
AhGw-133	Shadyglen	Late Woodland	Campsite	Woodley 2002
AhGw-153	---	Archaic	Lithic Scatter	Woodley 2003
AhGw-154	---	Undetermined pre-contact	Isolated Find	Woodley 2003
AhGw-193	---	Euro-Canadian		ASI 2006
AhGw-194	---	Euro-Canadian		ASI 2006
AhGw-195	Highland I	Undetermined pre-contact	camp	ASI 2006
AhGw-196	Highland II	Indeterminate Camp		ASI 2006

Borden #	Name	Cultural Affiliation	Site Type	Researcher
AhGw-197	Highland III	Indeterminate camp		ASI 2006
AhGw-198	Highland IV	Indeterminate camp		ASI 2006
AhGw-206	---	Undetermined pre-contact	Isolated Find	Martelle 2005
AhGw-207	---	Historic Euro-Canadian	Scatter	Martelle 2005
AhGw-208	---	Pre-contact	Isolated finds	Martelle 2005
AhGw-209	---	Historic Euro-Canadian	Scatter	Martelle 2005
AhGw-210	---	Middle Archaic	Isolated Find	Martelle 2005
AhGw-211	---	Middle Archaic	Isolated Find	Martelle 2005
AhGw-212	---	Historic Euro-Canadian	Scatter	Martelle 2005
AhGw-213	---	Middle Woodland	Findspot	Martelle 2005
AhGw-214	---	Undetermined pre-contact	Isolated Find	Martelle 2005
AhGw-215	---	Late Woodland	Isolated Find	Martelle 2005
AhGw-216	---	Historic Euro-Canadian	Scatter	Martelle 2005
AhGw-217	---	Historic Euro-Canadian	Scatter	Martelle 2005
AhGw-219	Soley III	Early Archaic	Campsite	ASI 2006
AhGw-233	---	Historic Euro-Canadian	Dump	ASI 2006
AhGw-234	---	Historic Euro-Canadian	Dump	ASI 2006
AhGw-235	---	Undetermined pre-contact	Lithic scatter	ASI 2006
AhGw-237	---	Early Woodland	Isolated Find	ASI 2006
AhGw-238	---	Undetermined pre-contact	Isolated Find	ASI 2006
AhGw-239	---	Undetermined pre-contact	Isolated Find	ASI 2006
AhGx-113	Jeremiah Horning	Historic Euro-Canadian	Homestead	Mayer 1987
AhGx-252	B. Drinkwater	Late Archaic	Campsite	Mayer 1988
AhGx-609	---	Late Archaic	Isolated Find	Murray 2005

AhGx-xxx: Sites within 100 metres of a road option

2.2 Physiography

The study areas are situated on high ground adjoining the Niagara Escarpment within the Haldimand Clay Plain physiographic region of southern Ontario. At one time, Glacial Lake Warren covered this area and deposited clay over much of the underlying till (Chapman and Putnam 1984: 156-157). In this area, a series of low recessional moraines were built by the ice lobe that occupied the basin of Lake Ontario. The study areas have an elevation of approximately 200 metres, and have little relief due to having been built under water.

Another physiographic feature is the Eramosa Karst Area of Natural and Scientific Interest (Buck *et al* 2003). The core of the karst area coincides with the northwest portion of the smaller study area (Trinity Neighborhood Collector project), and the larger feeder area including a number of springs and sinkholes encompasses the entire small study area as well as the northeast corner of the larger study area (Trinity Church Road Extension project).

Potable water is the single most important resource necessary for any extended human occupation or settlement. Since water sources have remained relatively stable in south central Ontario after the Pleistocene era, proximity to water can be regarded as a useful index for the evaluation of archaeological site potential. Indeed, distance from water has been one of the most commonly used variables for predictive modeling of site location. The Ontario Ministry of Culture Primer on Archaeology, Land Use Planning and Development in Ontario (1997: 12-13) stipulates that undisturbed lands within 300 metres

of a primary water source, and undisturbed lands within 200 metres of a secondary water source, are considered to exhibit archaeological potential.

The study areas are intersected by various tributaries of Twenty Mile Creek, Sinkhole Creek and Red Hill Creek, and the watercourses and springs were probably important foci for pre-contact settlement. Aboriginal people would have been attracted to the rivers and creeks especially during the spring, by the abundance of fish, as well as by other important aquatic resources.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery of archaeological remains within the study areas.

2.3 Assessment of Historic Site Potential

The 1875 *Illustrated Historical Atlas of the County of Wentworth, Ontario* was reviewed to determine the potential for the presence of nineteenth century archaeological remains within the study areas. The study areas are situated at the juncture of four former townships: the southwest corner of Saltfleet, the southeast corner of Barton, the northeast corner of Glanford, and the northwest corner of Binbrook (Figure 2).

According to the *Atlas*, a number of residents and historical features are illustrated within the study areas (Table 2). Most of the illustrated historical features consist of residences and orchards, but there are also two lime kilns, three churches, two mills, two blacksmith shops, and one school house illustrated within the study areas. Many of the non-residential features are clustered along Rymal Road.

Another feature illustrated in the atlas is the Hamilton and Lake Erie Railway, which crosses the study area in a northeast-southwest direction. This rail line was built in 1875, amalgamated in 1888 with the Grand Trunk Railway, and subsequently amalgamated with Canadian National Railway (Andrea 1997). The rail line right-of-way is now a hiking trail.

It should be noted, however, that not all features of interest were mapped systematically in the Ontario series of historical atlases, given that they were financed by subscription, and subscribers were given preference with regard to the level of detail provided on the maps. Moreover, not every feature of interest would have been within the scope of the 1875 *Atlas.*

For the Euro-Canadian period, the majority of early nineteenth century farmsteads (i.e., those which are arguably the most potentially significant resources and whose locations are rarely recorded on nineteenth century maps) are likely to be captured by the basic proximity to the water model outlined in Section 2.2, since these occupations were subject to similar environmental constraints. An added factor however is the development of the network of concession roads and railroads through the course of the nineteenth century. These transportation routes frequently influenced the siting of farmsteads and businesses. Accordingly, undisturbed lands within 100 metres of an early settlement road or railway are also considered to have potential for the presence of Euro-Canadian archaeological sites.

Therefore, depending on the degree of previous land disturbance, it may be concluded that there is potential for the recovery for historic cultural material within the Rymal Road Planning Area Master Plan study area.

Figure 2: Approximate location of the study area superimposed on maps of the former Townships of Saltfleet, Barton, Glanford and Binbrook, in the 1875 *Illustrated Historical Atlas of the County of Wentworth, Ontario*

2.5 Summary of Archaeological Site Potential (Based on Background Research)

Based on the presence of Twenty Mile Creek, Sinkhole Creek and Red Hill Creek tributaries, the presence of historical features within the study areas as illustrated on 19th century mapping, and the fact that a historic railroad as well as historic settlement roads cut through the study areas, they have the potential for the presence of pre-contact and historic archaeological sites depending on the intensity of more recent development and landscape alterations. The archaeological site potential is also attested to by the presence of 25 registered archaeological sites within the general limits of the two study areas.

Table 2: Historical Features and Residents Illustrated within the Study Areas

Township	Concession	Lot	Resident(s)	Feature(s)
Saltfleet	VIII	29	W.J. Stewart	Farm house
		30	Estate of John Stewart	Farm house
		31	Jonathan Stewart	---
		33	Timothy Kennedy (south half) John Fletcher (north half0	Farm house; Orchard Farm house; Orchard; 2 Lime kilns
		34	Essex Horning	2 Farm houses; Orchard
	VII	33	Levi Pottruff (south half)	Farm house; Orchard
		34	John Turner	---
Barton	VIII	1	D.D. Welst (south 1/3) Susan Fletcher (mid-south 1/3) S. James (north 1/3)	Farm house Farm house ---
		2	T. Parson (SW ¼) Jno. Fletcher (SE ¼) S. James (north half)	2 Farm houses Farm house Farm house
		3	James McBride	Church; Mill; 2 Farm houses; Orchard
		4	James McBride	Farm house
Glanford	I	13	J.H Horning (north half) Ira Horning (south half)	Blacksmith shop; 2 Farm houses; Orchard Farm house; Orchard
		14	J. Young (west of R.R.) Joseph Hannon (east of R.R.)	Blacksmith shop; 3 Farm houses School house; 2 Farm houses; Orchard
		15	H. Glover (north half) H. Hannon (south half)	Farm house; Orchard Farm house
		16	Jno. Biere (north half) Jas Vanevery (south half)	Church; Farm house Farm house; Orchard
	II	13	E. Hannon (west of R.R.) J.E. Otiphant (SE of R.R.) H. McHugh (NE of R.R.)	2 Farm houses; Orchard --- Farm house
		14	W. G. Walker J. VanMere (SE corner)	Farm house; Orchard Farm house
		15	Joseph Hannon (NW ¼) H. Glover (NE ¼) J. VanMere (SW ¼) H. & J. P. H. Pierson M. Lowry M. Donahue	--- Mill --- --- --- --- ---
		16	J. Kelly (north half) J. Wilson (south half)	Farm house Farm house
	III	13	R. Souls	Farm house; Orchard
		14	J. VanMere (north half) R. Cauldwell Heirs (south half)	Farm house; Orchard Farm house
		15	M. Donahue (north half) R. Cauldwell Heirs (south half)	Farm house Farm house
		16	W. Mitchell (north 1/3) R. Carr (south 2/3)	Farm house Farm house
Binbrook	I (Block 5)	5	Geo. Magill (north half) W.R. Freeman (south half)	Church; 2 Farm houses Farm house
	II (Block 5)	5	James Gage (north 1/3)	---

3.0 FIELD ASSESSMENT

A field review of the study areas was carried out by Mr. Peter Carruthers (P163), ASI, on September 14, 2006, in order to confirm the assessment of archaeological site potential and to determine the degree to which development and landscape alteration may have affected that potential. Weather conditions during the field assessment were warm and overcast.

The field assessment was conducted in three parts:

1) Trinity Church Road corridor extension (Figure 3; Plates 1-18);
2) Trinity Neighbourhood collector options (Figure 4; Plates 19-20); and
3) Dartnall Road extension options (Figure 5; Plates 31-48).

3.1 Trinity Church Road Corridor Extension

Several new routes options for Trinity Church Road have been proposed east and west of, and coinciding with the current Trinity Church Road right-of-way (Figure 3). The various options connect via a variety of collectors, many of which link to other proposed road extensions. In general, the area is comprised of agricultural lands with scattered historic farmsteads, isolated residential properties, and strips of residential properties. Most of the area is undisturbed by development.

Potential for historic sites can be expected along the historic transportation routes: Highland Road West, Pritchard Road, Rymal Road, Trinity Church Road, Twenty Road, and Dickenson Road. [Note, however, that the historic route of Rymal Road is not clear since the curve at the juncture of four townships does not appear on any historic mapping]. With the exception of the option that follows the existing Trinity Church Road, the other options intercept few known historic features and historic roads, and there is little potential for historic sites on those route options. Features of particular concern along Trinity Church Road include the church and associated cemetery (Plates 4 and 5) on the southwest corner at the Rymal Road intersection. Two registered historic sites, neither of which is considered to have archaeological significance (ASI 2006a), are situated within 100 metres of the extension options.

There is potential for pre-contact sites over most of the area covered by the route options. The numerous streams and springs would have attracted pre-contact peoples. In addition, the various other karst features may also have been of interest. The potential of the area is also evidenced by the presence of at least two registered pre-contact sites situated within 100 metres of the route options. One of the registered sites (AhGw-235) is a lithic scatter of indeterminate temporal and cultural affiliation that has been subject to Stage 2 and Stage 3 assessment as part of another study (ASI 2005b, 2006b). Another registered pre-contact site (AhGw-69) consists of two isolated non-diagnostic finds on the TCPL corridor; it was not considered to have archaeological significance (OASD; MHC, June 1988).

In general, the potential for archaeological sites is similar on the various connector options with one exception. The route that follows the existing Trinity Church Road has associated historical potential and therefore contains more possible impact to archaeological sites than the other options. It should be noted that much of the area between Highland Road and Rymal Road has been previously assessed (ASI 2005b, 2006b, 2006c) and, pending the results of those investigations, those lands may be cleared of further archaeological concerns.

3.2 Trinity Church Neighborhood

A series of collector options connect 2nd Road West (150 metres north of Rymal Road) to Highland Road West (between Winterberry Drive and City View Crescent) within the Trinity Church Neighborhood: the various options differ mainly in the point at which they meet Highland Road West (Figure 4). The routes extend across largely agricultural lands as well as fallow former fields and a small woodlot. Lands adjacent to Highland Road West include a mix of fallow former agricultural fields, as well as municipal, and residential properties.

There is potential for historic sites along the historic transportation routes of Rymal Road, Second Road West and Highland Road West. Although the historic mapping indicates only two historic farmsteads within the study area, previous archaeological assessment identified a number of historic sites. Two of the registered historic sites (AhGw-212 and -217) are within 100 metres of collector options, and both might require further assessment if impact is anticipated.

There is potential for pre-contact sites over most of the study area. This potential is evidenced by the presence of numerous streams and well drained soils, as well as by the pre-contact sites that have been registered in the study area. Three of the registered pre-contact sites (AhGw-211, -213, and -206) may be within 100 metres of collector options, but all are isolated finds and do not require further archaeological assessment (Timmins Martell 2006).

There is potential for archaeological sites over most of the study area, but some of the lands have been subject to a previous Stage 2 assessment of the Karst ANSI lands (Timmins Martelle 2006) and an assessment of a small property at the north end of Option #2 (ASI 2006a). Any lands that have been cleared by the MCL of further archaeological concerns will not require further archaeological assessment. Options #3 and #3a have less potential for archaeological sites since they are shorter and already partially disturbed.

3.3 Dartnall Road Extension Options

Three options are proposed for the Darnall Road Extension, and all extend south from the existing intersection at Rymal Road and either connect to Twenty Road, to Nebo Road north of Dickenson Road, or to the Nebo Road-Dickenson Road intersection. The proposed roadwork includes improvements to existing Dartnall Road south of Rymal Road as well as to Twenty Road, and reworking the Dickenson Road-Nemo Road intersection to accommodate Dartnall Road. The three options differ only in the alignment of the centre section. The study area is largely comprised of agricultural fields and scattered farms and residences. A small industrial development lines the east side of Dartnell Road on the south-east corner of the intersection with Rymal Road.

There is potential for historic sites where the proposed roadwork intersects or follows the historic trans-portation routes: Rymal Road, Twenty Road, Dickenson and Nebo Road. The historic atlas mapping indicates several historic farmsteads in the vicinities of the proposed routes.

There is also potential for pre-contact sites over most of the study area. This potential is evidenced by the presence of numerous streams and well drained soils, as well as by three registered pre-contact sites in the general study area. One of two sites within 100 metres of the route options is an isolated Late Archaic period find (AhGw-609). The other (AgHw-252) is a large lithic scatter that has probably been previously impacted by the TCPL pipeline, the road extension, industrial park development and the hydro transmission corridor.

4.0 SUMMARY AND CONCLUSIONS

The Stage 1 archaeological assessment of the Rymal Road Planning Area (ROPA 9 Lands) Master Plan Class Environmental Assessment Study, City of Hamilton, that includes a proposed Trinity Church Corridor Extension, a proposed collector road within the Trinity Neighbourhood and a proposed Dartnall Road Extension, revealed that 35 archaeological sites have been registered within the general limits of the two study areas for this project, but sixteen are within 100 metres of proposed options. Additionally, a review of the general physiography and local nineteenth century land use within the study areas suggested that these lands exhibit archaeological site potential.

Trinity Church Corridor Extension. Field review identified potential for archaeological sites over almost all of the study area. In view of the historic potential along the existing road, the option following existing Trinity Church Road is the least preferred alternative due to potential impact to heritage resources. In the area between Highland Road and Rymal Road, most of the area covered by the various route options has been previously subjected to archaeological assessment, and, pending clearance by the MCL, those lands would not require further assessment. Two of the five registered sites in the vicinity of the route options might require further archaeological assessment.

Trinity Neighbourhood Collector. Field review identified archaeological potential over most of the study area. Some of the area has been previously assessed, and the lands that have been cleared of further archaeological concerns would not require additional Stage 2 archaeological assessment. The preferred options would be the shortest: Options #3 and #3a. None of the five registered sites in the vicinity of these options would require further archaeological assessment.

Dartnall Road Extension Field review identified archaeological potential over most of the study area. Little of the area has been previously assessed, however, neither of the two registered sites in the vicinity of the options would require further archaeological assessment.

In view of these results, the following recommendations are made:

1) With the exception of lands that have been previously assessed and cleared of further heritage concerns by the MCL, a Stage 2 archaeological assessment should be conducted of each preferred route option within the Trinity Church Corridor Extension, Trinity Neighborhood Collector, and Dartnell Road Extension project areas, in accordance with the Ministry of Culture's Stage 1-3 Archaeological Assessment Technical Guidelines (1993, 2006). This work would be conducted to identify any archaeological remains that may be present;

2) Prior to any land-disturbing activities adjacent to the Trinity Cemetery, investigations will be required to confirm the presence or absence of unmarked graves involving either the monitoring of the area by a licensed archaeologist during construction or the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and inspection for grave shafts.

The above recommendations are subject to Ministry of Culture approval, and it is an offence to alter any archaeological site without Ministry of Culture concurrence. No grading or other activities that may result in the destruction or disturbance of an archaeological site are permitted until notice of Ministry of Culture approval has been received.

3) Should deeply buried archaeological remains be found during construction activities, the Heritage Operations Unit of the Ontario Ministry of Culture should be notified immediately.

4) In the event that human remains are encountered during construction, the proponent should immediately contact both the Ontario Ministry of Culture and the Registrar or Deputy Registrar of the Cemeteries Regulation Unit of the Ontario Ministry of Government Services, (416) 326-8392.

The documentation related to the archaeological assessment of this project will be curated by Archaeological Services Inc. until such a time that arrangements for their ultimate transfer to Her Majesty the Queen in right of Ontario, or other public institution, can be made to the satisfaction of The City of Hamilton, the Ontario Ministry of Culture, and any other legitimate interest groups.

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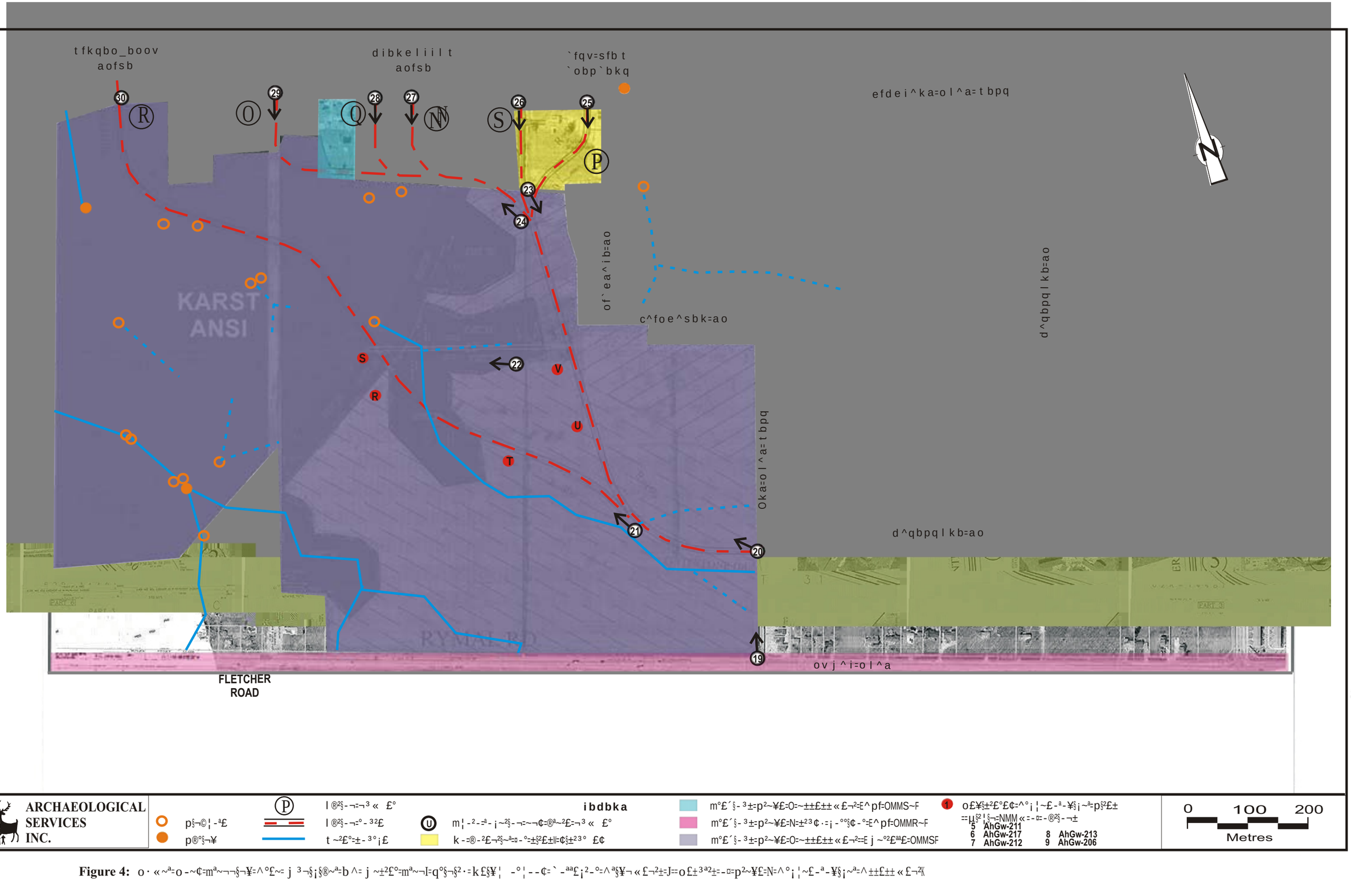

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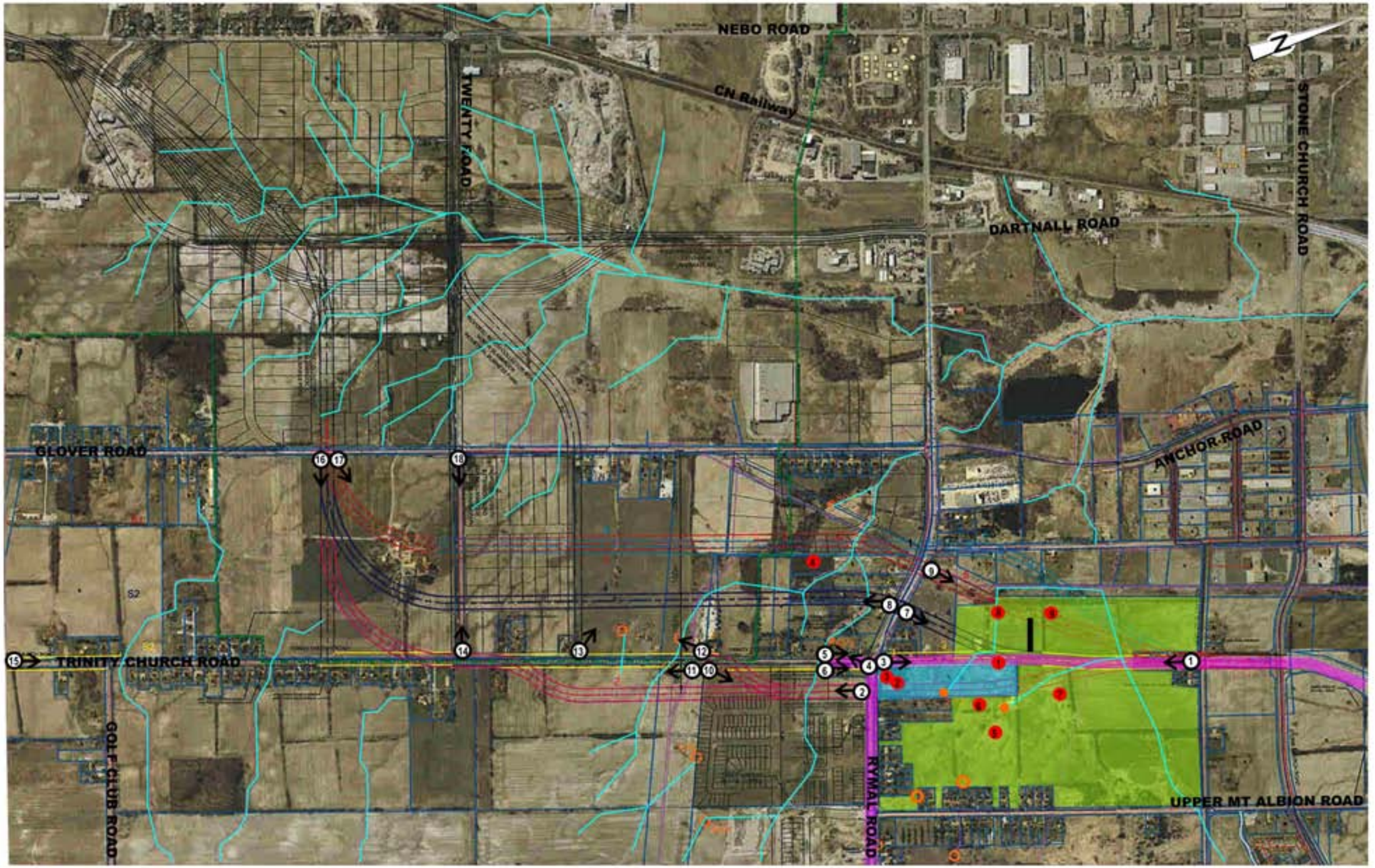

Figure 3: Rymal Road Planning Area Municipal EA Master Plan, Trinity Church Road Corridor Extension (north and south of Rymal Road) - Results of Stage 1 Archaeological Assessment.