APPENDIX A

Public Consultation Information

Burlington Council Resolution

BOLD TEXT INDICATES DIFFERENT FROM CIRCULATED AGENDA MATERIAL

SPECIAL COMMUNITY DEVELOPMENT COMMITTEE **REPORT NO. 14-07** **COUNCIL MEETING OF JULY 3, 2007**

To: The Council of the Corporation of the City of Burlington.

Report of Meeting No. 14.

DATE OF MEETING:	Tuesday, June 19, 2007.
PLACE OF MEETING:	Council Chambers, Level 2, City Hall at 6:30 p.m. (public), 8:48 p.m. (in camera), 9:12 p.m. (public).
MEMBERS PRESENT:	Councillors John Taylor, Peter Thoem (Chair), Rick Craven, Jack Dennison, Rick Goldring, Carol D'Amelio and Mayor Cam Jackson.
MEMBERS ABSENT:	None.
STAFF PRESENT:	Bob Carrington, Leo DeLoyde, Tim Commisso, Nancy Shea Nicol, Tom Eichenbaum, Paul Smithson, Allan Magi, Paul Allen, Steve Zorbas, Kim Phillips, Joan Ford, Greg Simon, Robin van de Lande, Philip Kelly, Eric Van Leeuwen and Evelyn Eichenbaum.

DECLARATIONS OF INTEREST:

The following member of Council declared an interest in the following item and refrained from discussion and voting on this item:

Item CD-122-07 - Councillor Dennison - He and his children own Cedar Springs Health, Racquet and Sportsclub, which currently provides fitness services for the City of Burlington.

DELEGATIONS:

1. Michael Staresinic, 1940 Waterdown Road, Burlington, L7R 3X5, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Staresinic listed a number of recommendations that have been made by consultants and staff regarding Waterdown and King Roads since August 2005. Staresinic underlined that the driving factor for the transportation plan is the development of the Official Plan Amendment (OPA) 28 lands. Staresinic drew attention to conflicting recommendations that have been made over a number of years and the increasing cost estimates for this project. Staresinic indicated

DELEGATIONS: (Continued)

that the topic of injurious affection has not been adequately addressed to include compensation for each homeowner, irrespective of expropriation. Staresinic cited the *Expropriations Act* and gave an illustration of a case where a house was situated on a road that was widened, and though no expropriation took place, a decision was made that the homeowner was entitled to compensation for a loss in property value due to injurious affection. From this example, Staresinic extrapolated that the potential impact from widening Waterdown Road could reach $7 million. Staresinic also presented case studies of road conversions from four lanes to three lanes in the United States, and the accompanying safety improvements that resulted. Staresinic raised concerns about the accuracy of figures used by staff and the consultant, whether the process was conducted as mandated, and whether the Stantec report, which concluded that widening of Waterdown Road is not required, may not be incorrect. Staresinic concluded by emphasizing that the technical solution may not be the right solution.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

2. Elaine Hutchinson, 175 Rosslyn Avenue North, Hamilton, L8L 7P8, representing Aldershot Community Council, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Hutchinson spoke to the character of North Aldershot changing from rural to increasingly urban due to mounting pressure from developers in Waterdown, Burlington and Hamilton, and stated that the Aldershot Community Council is not supportive of this change. Hutchinson outlined the background of OPA 28, starting in 1988. Hutchinson listed several factors contributing to urban development in addition to the OPA 28 development such as a big box shopping centre at Highway 6 and Dundas Street, the 403 interchange, GO Transit expansion, Eagle Heights proposed development, a proposed new Cumis office development and Drewlo and other infill developments. Hutchinson drew attention to the numerous environmentally sensitive areas and areas of natural and scientific interest in close proximity to Waterdown Road. Hutchinson listed the residents' top ten concerns as being: environmental impact, social impact, urban sprawl, reduced retail business in Aldershot, traffic gridlock, safety issues, Burlington's suffering for Hamilton's growth, lack of proper infrastructure, insufficient transit options and cost factors. Hutchinson concluded by listing potential options available such as deciding on two, three or four lanes on Waterdown Road, challenging OPA 28 with the province, challenging the City of Hamilton to fulfill OPA 28 transit and infrastructure requirements, challenging the Places to Grow Plan and looking outside the box for innovative solutions.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

3. Marie Cameron, 1956 Waterdown Road, Burlington, L7R 3X5 appeared and spoke in opposition to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Cameron referenced the public issues as listed in Appendix B of the staff report. Cameron commented that

DELEGATIONS: (Continued)

safety is currently a huge issue as getting in and out of driveways along Waterdown Road is difficult, especially in the early morning and late afternoon/early evening, since traffic speeds along the road are very high. Cameron questioned what type of traffic calming measures could be implemented along the road. Cameron indicated that truck volume is currently an issue on Waterdown Road and wondered whether truck weight restrictions would be implemented for Waterdown and King Roads, and whether residents would be consulted on this issue. Cameron stated that all homes will be impacted by this change and questioned why only six homes will be expropriated. Cameron noted that as taxpayers, the residents of Waterdown Road deserve answers regarding these questions.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

4. Hugh Dobson, 426 Seneca Avenue, Burlington, L7R 3A2, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Dobson noted that the populations of Burlington and Waterdown/Flamborough are increasing but questioned the need for vehicle traffic and the expansion of roads between the two communities to increase. Dobson suggested that two separate self-contained communities would lessen the need for inter-city travel and consequent congestion. Dobson indicated that sustainable growth linked by transportation systems is not in fact sustainable but self-sustaining communities is what Halton Region should strive for, emphasizing the need for local food supply and local employment. Dobson proposed that in 2008, Halton Region study the distance from each residence in Halton to the nearest adequate food store and subsequently study residence-to-workplace distances in order to be able to establish work arrangements in or near each person's residence. Dobson concluded by underlining the need for growth to be determined by local natural environment and that land and water should be respected more than roads and cars, as we should look beyond dollars at quality of life.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

5. Julie Martin, 1390 Waterdown Road, Burlington, L7P 4Z9, representing the Waterdown Road Area Residents Association, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Martin introduced the term "induced traffic" referring to an increase in total daily travel over a transportation system resulting from a change in the system's capacity. Martin noted that, according to a recent study, traffic increase corresponds with an increase in roadway capacity and experts state that increased availability of transportation acts as a catalyst for increased traffic. Martin cited several American and local examples of induced traffic as well as examples where road closures have resulted in a reduction in traffic. Martin stated that more roads lead to more congestion and the widening of Waterdown Road will not solve a congestion problem,

DELEGATIONS: (Continued)

but will promote sprawl, add traffic to other Burlington roads and cause some residents to lose their properties. Martin concluded by underlining the loss of rural character with the widening of Waterdown Road, the increased costs for the maintenance of the road, the abandonment of planning policies for the area, increased pollution and sprawl and asking what Burlington residents would gain from the road widening.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

6. Scott Snider, 15 Bold Street, Hamilton, L8P 1T3, representing Waterdown Bay Ltd., appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Snider noted that he was representing the owner of 400 acres of land located south of Dundas Street and west of Burlington. Snider provided an overview of the process leading up to the provincial Order in Council approving the Waterdown development. Snider underlined the need for Waterdown Road to be widened to four lanes and Hamilton's endorsement for, and agreement to, cost share such a road expansion. Snider indicated that his client had just applied for an OPA to widen Waterdown Road to four lanes. Snider stated that the development of the land in question is consistent with all provincial policies and believes that it is in the public's interest for these lands to be developed. Snider suggested that Burlington is currently in a position to request funds from developers to fund the widening of Waterdown Road. Whatever decision Burlington makes, development will proceed and funding may no longer be available. Snider concluded by encouraging Council to accept the Phase 2 study as was originally presented in spring 2006.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

7. Dr. Alex T. Bielak, 77 Flanders Drive, Waterdown, L0K 2H7, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Bielak noted that the previous speaker's consultants have misestimated costs. Bielak stated that it is incumbent on Council to take into account the views of those individuals who live and drive along Waterdown Road every day. Bielak made reference to speed and safety being primary issues. Bielak expressed concern that the consultant's calculations are predicated on traffic heading down to Highway 403 and a 5% transit take-up. Bielak concluded by suggesting that Council should hold to the vision of Waterdown Road being a parkway such as the Niagara Parkway.
File: 795-01 (E-42/07)

See Recommendations CD-117-07-1 through -10

DELEGATIONS: (Continued)

8. Robert Leischman, 1835 Waterdown Road, Burlington, L7P 5A2, appeared and spoke to the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007. Leishman indicated that he had awaited this report, specifically residential property impacts, and was shocked about the rising costs of all options listed in the report. Leishman underlined the importance of adopting a solution that originates in Burlington, and not one compelled upon it by the City of Hamilton. Leishman raised concerns about being able to compare certain figures presented in Table 3 of the current report and figures presented in Engineering Department Report E-25/07 from March 2007. Leishman concluded by stating the importance of seeking a balanced solution without destroying the neighbourhood, and that a four-lane Waterdown Road doesn't meet that need.
   File: 795-01 (E-42/07)

   See Recommendations CD-117-07-1 through -10

RECOMMENDATIONS:

A. ITEMS FOR RECEIPT:

CD-117-07-2 Memorandum dated June 13, 2007 from Jennifer Shaw, Committee Clerk attaching correspondence dated June 6, 2007, from Glen Peace, City Manager, City Hall, 71 Main Street West, Hamilton L8P 4Y5, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01.

CD-117-07-3 Correspondence dated June 15, 2007, from Ken Whitbread, Manager, Niagara Escarpment Commission, 232 Guelph Street, Georgetown L7G 4B1, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01.

CD-117-07-4 Correspondence dated June 18, 2007, from Brenda Axon, Manager – Watershed Management Services, Conservation Halton, 2596 Britannia Road West, R. R. #2, Milton L9T 2X6, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

RECOMMENDATIONS: (Continued)

A. ITEMS FOR RECEIPT: (Continued)

CD-117-07-5 Correspondence dated June 18, 2007, from Paul MacLeod, and Jeff Stapleton, Dillon Consulting, 235 Yorkland Blvd, Suite 800, Toronto M2J 4Y8, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01.

CD-117-07-6 Correspondence dated June 19, 2007, from Peter Crockett, Commissioner of Planning and Public Works, Regional Municipality of Halton, 1151 Bronte Road, Oakville L6M 3L1, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01.

CD-117-07-7 PowerPoint presentation material received from Dillon Consulting Limited, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

CD-117-07-8 PowerPoint presentation material received from Michael Staresinic, 1940 Waterdown Road, Burlington L7R 3X5, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

CD-117-07-9 PowerPoint presentation material received from Elaine Hutchinson, 175 Rosslyn Avenue North, Hamilton, L8L 7P8, representing the Aldershot Community Council, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

CD-117-07-10 Delegation material received from Hugh Dobson, 426 Seneca Road, Burlington L7R 3A2, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

RECOMMENDATIONS: (Continued)

A. ITEMS FOR RECEIPT: (Continued)

CD-117-07-11 PowerPoint presentation material received from Julie Martin, 1390 Waterdown Road, Burlington, L7P 4Z9, representing the Waterdown Road Area Residents Association, concerning the staff report on the Waterdown/Aldershot Transportation Master Plan in response to Council resolution CD-47-07-1, dated March 19, 2007.
File: 795-01

B. STAFF DIRECTIONS:

CD-118-07 DIRECTION TO REPORT BACK ON PURCHASED CONSULTING SERVICES

THAT the Acting City Manager be directed to report back in writing to the July 10, 2007 Community and Corporate Services Committee meeting regarding five invoices paid to The Earle Strategy Group and dated January 8, 2007 through April, 2007 as follows:

1. **For what purpose was this consultant hired?**
2. **What services were provided that could not have been provided by our existing Corporate Communications Department staff?**
3. **What were the results of this consultant's work?**
4. **Were there specific recommendations, and what is the status of those recommendations?**
5. **What value did the citizens of Burlington get for this money?**
6. **Is this work completed or will there be more costs?**

File: 101-05 (Councillor Craven)

CD-119-07 DIRECTION TO REPORT BACK REGARDING THE ISSUING AND MONITORING OF DEMOLITION PERMITS

THAT the Director of Building be directed to report back to the Community Development Committee in October 2007 on potential improvements to the process of issuing and monitoring demolition permits with the objective of improving the permit system to regulate dust, noise, hours of work, and potential health hazards for neighbouring properties.
File: 575-10 (Councillor Taylor)

RECOMMENDATIONS: (Continued)

B. STAFF DIRECTIONS: (Continued)

CD-120-07 DIRECTION TO EXTEND NOTICE CIRCULATION BEYOND 120 METRES FOR CUMBERLAND PARK RE-DEVELOPMENT

THAT the Director of Parks and Recreation be directed to extend circulation of notice to residents regarding Cumberland Park re-development beyond the usual 120 metres, as determined by staff.
File: 930-01 Cumberland Park (Councillor Dennison)

CD-121-07 DIRECTION TO REPORT BACK WITH AN UPDATE ON TEAM BURLINGTON

THAT the Acting City Manager be directed to provide an update on Team Burlington, specifically on how the group functions.
File: 170-05 (Councillor D'Amelio)

CD-122-07 DIRECTION TO MEET WITH CURRENT LAND FITNESS AND AQUAFITNESS PARTICIPANTS REGARDING FITNESS PROGRAMMMING CHANGES

THAT the Director of Parks and Recreation be directed to meet with current land fitness and aquafitness participants in order to answer any questions and provide information regarding the process of transitioning to new fitness programming in fall 2007.
File: 915-01 (Councillor D'Amelio)

C. ITEMS FOR CONSIDERATION:

CD-117-07-1 APPROVAL TO PROCEED WITH PHASES 3 AND 4 OF THE WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

THAT the findings of the Phase 2 Waterdown/Aldershot Transportation Master Plan Study Report from Dillon Consulting be received; and

THAT the Director of Engineering be directed to proceed with Phases 3 and 4 of the Waterdown/Aldershot Transportation Master Plan in conjunction with the City of Hamilton and the Region of Halton, subject to the following conditions:

RECOMMENDATIONS: (Continued)

C. ITEMS FOR CONSIDERATION: (Continued)

CD-117-07-1 (Continued)

(i) THAT Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate options for a phased implementation of the 4-lane Waterdown Road that would include an initial 3-lane option as illustrated in Figure 1 of Engineering Department Report E-42/07, dated June 6, 2007 along with additional transportation considerations and/or design modifications as follows:

- **Increased road width from 13.3 meters to 14.2 meters (i.e. minimum road width to accommodate 4-lanes)**
- **Inclusion of a multi-use off-road pathway up to 4.0 meters on one side of the road only**
- **Detailed evaluation of a counter-flow traffic control option utilizing 3-lanes to provide increased peak hour capacity in order to delay for as long as feasible, or possibly eliminate the need to reconfigure Waterdown Road to four lanes; and**

(ii) THAT prior to build-out of the OPA 28 lands, the City of Burlington undertake a separate Environmental Assessment (EA) Study pertaining to the reconfiguration of Waterdown Road to four lanes from Hwy. 403 to Mountain Brow Road; and

(iii) THAT Phase 3 of the Waterdown/Aldershot Transportation Master Plan Study evaluate detailed alternatives and confirm a preferred design allowing King Road to remain open as a two lane roadway as illustrated in Figure 2 of Engineering Department Report E-42/07, dated June 6, 2007; and

(iv) THAT a cost-sharing agreement with the City of Hamilton for the north-south road improvements be finalized to the satisfaction of the Director of Engineering, City Treasurer and City Solicitor and that the Director of Engineering report back to Council for final approval when an agreement is reached; and

(v) THAT priority be given to the Phase 3 work required to fully address all of the detailed design questions raised by Waterdown Road residents including, but not limited to, confirmation of the road alignment, impacts to individual properties and land acquisition requirements; and

RECOMMENDATIONS: (Continued)

C. ITEMS FOR CONSIDERATION: (Continued)

CD-117-07-1 (Continued)

THAT the Director of Engineering report back to Council on the Phase 3 preferred design alternative for Waterdown Road and King Road as part of consideration and approval of the Phase 4 Waterdown/Aldershot Transportation Master Plan Environmental Study Report; and

THAT the Director of Planning be directed to initiate an amendment to the Burlington Official Plan to clarify the policies relating to Waterdown Road.
File: 795-01 (E-42/07)

ADJOURNMENT: 10:04 p.m.

Minutes/CDC-June19-07

Public Works Department
Capital Planning and Implementation
77 James Street North, Suite 320
Hamilton, ON L8R 2K3
905-546-2424 ext.5650 (Telephone) ~ 905-546-4435(Facsimile)

February 13, 2008

Dear (*NAME*):

Subject: Waterdown/Aldershot Transportation Master Plan – Public Information Centres

The Waterdown/Aldershot Transportation Master Plan (WATMP) is being undertaken by the City of Hamilton, the City of Burlington and the Halton Region. The purpose of the Master Plan is to identify a future transportation network required to accommodate urban development in the community of Waterdown.

The *Waterdown/Aldershot Transportation Master Plan – Phase 2 Report* recommends methods to increase transportation capacity to accommodate future urban development in the community of Waterdown in the City of Hamilton and the community of Aldershot in the City of Burlington.

The *Waterdown/Aldershot Transportation Master Plan – Phase 2 Report* recommends a number of methods for increasing transportation capacity: public transit, bike routes, transportation demand management, and roadway improvements. The roadway improvements include a north-south route (widening Waterdown Road) and a combination of new roadways and road improvements to service future east-west capacity (please see Figure 1 below).

The Project Partners are now preparing to commence Phase 3 & 4 for two Class EA projects that have been identified by the Waterdown/Aldershot Transportation Master Plan. The North-South Road (Waterdown Rd) Class EA and the East-West Road Class EA will both be undergoing detailed community consultation. In preparation for these two studies, two Public Information Centres will be held to:

- Present the final *Phase 2 Report (Waterdown-Aldershot Transportation Master Plan)*; and,
- Discuss the proposed technical work program and public consultation and outreach plan (contained in a *Path Forward Report* which can be found on the project website, www.hamilton.ca/WaterdownTMP).

You are invited to attend these meetings at the following dates and locations:

Wednesday March 5, 2008	***Thursday March 6, 2008***
5:00PM - 8:00PM	5:00PM - 8:00PM
Crossroads Centre	St. Thomas the Apostle Parish Hall
1295 North Service Rd, Burlington, ON	715 Centre Road, Waterdown, ON

Please visit our website to pre-register for these sessions and to get more information: www.hamilton.ca/WaterdownTMP.

Given the history and location of your community to the City of Hamilton and the City of Burlington, your input is important in the planning process. If you have an interest in this project we would appreciate your participation at these meetings or if you would prefer we could mail you

further documentation or information that is available with regards to the project and hold a separate meeting at your earliest convenience to discuss the project in further detail.

On behalf of the City of Hamilton, we look forward to your involvement in the planning process for the Waterdown/Aldershot Transportation Master Plan Project.

If you have any questions please contact the Neutral Community Facilitator's Office at (905) 818-8464 or by email at info@waterdown-aldershot.ca.

We will be contacting you within the next few weeks to discuss your interest in participating in the Waterdown/Aldershot Transportation Master Plan Project.

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

Very truly yours,

Diana Morreale, MCIP, RPP
Senior Project Manager
Environmental Planning
Public Works
City of Hamilton

Cc: Don McKinnon, Dillon Consulting
Sally Leppard, Consultant, Lura Consulting

Figure 1: Map of Preferred Routes

City of Hamilton
Public Works Department
Capital Planning and Implementation
77 James Street North, Suite 320
Hamilton, ON L8R 2K3
905-546-2424 ext.4101Telephone) ~ 905-546-4435(Facsimile)

June 12, 2008

Dear (*NAME*)

Subject: ***Public Information Centres #1 – Phase 3 & 4 Municipal Class Environmental Assessment – New East-West Corridor and Waterdown Road Corridor***

In accordance with the Municipal Engineers Association's Municipal Class Environmental Assessment Process, the City of Hamilton, City of Burlington and the Region of Halton ("Project Partners") recently completed the Waterdown-Aldershot Transportation Master Plan (WATMP). This plan identified a future transportation network that will service proposed residential/urban development in the community of Waterdown.

The Waterdown-Aldershot Transportation Master Plan – Phase 2 Report (copy included) recommended a variety of methods to increase transportation capacity including public transit, bicycle routes, transportation demand management and road improvements. The study is now considering the preferred corridors (see Figure 1 attached):

- New East-West Corridor
- North-South Corridor (expansion of Waterdown Road)

Consideration in Phase 2 was given to elements including:

- natural environment;
- property impacts;
- transportation and traffic operations;
- social effects (air, noise, etc.); and
- cost

The roadway improvements include a north-south corridor (Waterdown Road) and a new east-west corridor as shown in bold on the map (Figure 1). The two preferred corridors are considered as schedule "C" projects under the Municipal Engineer's Municipal Class Environmental Assessment Process and must proceed under the full planning and documentation procedures specified in the Municipal Engineer's Association Municipal Class Environmental Assessment document (October 2000 as amended in 2007). According to the document, Schedule "C" projects require that alternative design concepts be developed and evaluated in detail considering natural, social and economic environments with public and agency input (Phase 3) and an Environmental Study Report be prepared and filed for review by the public and commenting agencies (Phase 4).

Currently, The Project Partners are engaged in Phase 3 of the Municipal Class Environmental Assessment process. Agency and Public Consultation is a key part of the process and further Notices for future public consultation events will be published as the process moves forward. Shortly, a series of Public Information Centres will be held, and we would like to take this opportunity to make you aware of the following dates/times/locations:

Tuesday, June 24th, 2008	***Thursday June 26th, 2008***
6:00PM - 8:30PM	6:00PM - 8:30PM
St. Thomas the Apostle Parish Hall	Crossroads Centre
715 Centre Road, Waterdown, ON	1295 North Service Rd, Burlington, ON

If you require any further technical information in advance of these meetings, please visit our website at: www.hamilton.ca/WaterdownTMP.

If you have an interest in this project, we would appreciate your participation at these meetings or if you would prefer we could mail you further documentation or information that is available with regards to the project and hold a separate meeting at your earliest convenience to discuss the project in further detail.

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

On behalf of the Project Partners, we look forward to your involvement in the planning process for the Waterdown/Aldershot Transportation Master Plan Project.

Very truly yours,

Syeda Basira Banuri, M. Eng
Senior Project Manager
Capital Planning & Implementation
Public Works, City of Hamilton
Tel: 905-545-2424 ext 4101
Fax: 905-546-4435
Email: sbanuri@hamilton.ca

Cc: Paul MacLeod, Dillon Consulting
Sally Leppard, Consultant, Lura Consulting

Figure 1: Map of Preferred Routes

Neighbourhood Advisory Committee (NAC):
Materials and Meeting Minutes

WATERDOWN ROAD AND NEW EAST-WEST ROAD CLASS EAs
DRAFT NEIGHBOURHOOD ADVISORY COMMITTEE
RECRUITMENT STRATEGY

The recently completed Waterdown/Aldershot Transportation Master Plan identified two projects to provide additional road capacity:

North-South Solution

- Geometric improvements and widen Waterdown Road to 4 lanes from Highway 403 to Mountain Brow Road;
- Widen eastern section of Mountain Brow Road to 4 lanes east of Waterdown Road to the new north-south Waterdown Road ROW; and
- New Waterdown Road ROW north of Mountain Brow Road to connect with Dundas Street through the OPA 28 future development lands.

East-West Solution

- Starting at the west, a new 2-lane North Link at 26 to 32 m ROW from Highway 6 continuing eastward as a new northern link;
- The ROW then swings southeast past Centre Road to connect with Parkside Drive east of Churchill Avenue;
- Widening Parkside Drive to 4 lanes (30-32 m ROW) to the eastern edge of the "Upcountry" development block;
- New north-south ROW along the eastern edge of the "Upcountry" development block between Parkside Drive and Dundas Street; and
- Dundas Street widening to six lanes from the new north-south ROW connection point to Brant Street.

Two Neighbourhood Advisory Committees (NACs) are being developed for the Phases 3 & 4 Class EA work - one for the Waterdown Road improvement project and one for the new East/West road project. The role of the NACs will be to review and provide comments on the alternative design concepts, evaluation criteria and preferred design.

The following outlines the recruitment strategy for both NACs:

1. Numbers

To the extent possible all applications will be accepted. However, to ensure that the NACs function effectively, the number of members will be limited to a maximum of approximately 20, while ensuring there is a balanced representation from each sector/neighbourhood. An applicant can only apply to one of the NACs, not both. The Waterdown Road (North/South) committee will include a minimum of three (3) residents living on Waterdown Road, and the East/West committee will include a minimum of three (3) residents from Parkside Drive.

A selection process may also take place to limit/increase the number of applicants if the sectoral/neighbourhood representation of the NACs would be imbalanced to a degree that would interfere with their proper functioning.

All members of the previous Stakeholder Advisory Committee will be invited to join the NACs, and will not be subject to a selection process.

2. Representation

Representation will be sought to represent a variety of local interests including: business, community organizations, Councillors, environmental organizations and residents.

3. Advertisement

Membership on the NACs will be advertised through a variety of mechanisms:

The Master Plan Process: NAC application forms will be posted on the Project Website, and will be made available at the two final Open Houses for Phase 2 of the study. NAC applications will also be e-mailed to all who have joined the project contact database. Awareness of the NACs will also be raised through distribution of the *Path Forward Document* and accompanying newsletter.

General Distribution: The invitation to apply to join the NACs will be contained in the Project Newsletter that is being distributed to households throughout each Study Area utilizing Canada Post walk routes. The opportunity will also be advertised in local print media: the Hamilton Spectator, the Flamborough Review and the Burlington Post.

Targeted Distribution: The Notice of Invitation to join the NACs will be communicated directly to certain sectors

- *Business* – the Waterdown BIA and the Aldershot Business Community will be approached to advertise the Notice
- *Community Organizations* – Known organizations will be pre-identified and directly forwarded a copy of the Notice
- *Councillors* – All Hamilton and Burlington City Councillors will be directly forwarded a copy of the Notice
- *Development Interests* – Developers in the study area will receive the Notice
- *Environmental Organizations* – Known organizations will be pre-identified and directly forwarded a copy of the Notice. Two local environmental websites, 'Hamilton Area Eco-Network' and 'Actlocally.info' will be approached to advertise the Notice
- *Residents* – As described under 'General Distribution' above

4. Application Management

Applications to join the NACs, whose initial meetings are tentatively scheduled for April will be due by March 14, 2008. Late applications will not be accepted.

5. Selection Process

To the extent possible, all applications will be accepted, providing the numbers do not exceed the levels needed for productive discussion (approximately 20).

Should the number of applications greatly exceed a reasonable number, the following process will be undertaken:

1) The list of NAC applicants will be reviewed with the Project Partners, to assess the representation by interest and location;
2) Each application will be organized according to sector/neighbourhood, and numbered from 1 to x (the number of applications) within each grouping;
3) A third party known to the community will receive a copy of the numbered list; and
4) Numbers will be randomly selected through an electronic Random Number Generator, conducted by the third party.
5) The process will be repeated for the second NAC.

6.0 Candidate Notification

Both successful and unsuccessful candidates will be notified by April 4, 2008.

7.0 Vacancies

Once the NACs are convened, should vacancies become available on the NACs, unsuccessful candidates will be contacted to determine their interest in participating.

WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROJECTS
(EA PHASES 3 & 4)

NEIGHBOURHOOD ADVISORY COMMITTEE
APPLICATION FORM

The recently completed Waterdown/Aldershot Transportation Master Plan identified two projects to provide additional road capacity:

North-South Solution

- Geometric improvements and widen Waterdown Road to 4 lanes from Highway 403 to Mountain Brow Road;
- Widen eastern section of Mountain Brow Road to 4 lanes east of Waterdown Road to the new north-south Waterdown Road ROW; and
- New Waterdown Road ROW north of Mountain Brow Road to connect with Dundas Street through the OPA 28 future development lands.

East-West Solution

- Starting at the west, a new 2-lane North Link at 26 to 32 m ROW from Highway 6 continuing eastward as a new northern link;
- The ROW then swings southeast past Centre Road to connect with Parkside Drive east of Churchill Avenue;
- Widening Parkside Drive to 4 lanes (30-32 m ROW) to the eastern edge of the "Upcountry" development block;
- New north-south ROW along the eastern edge of the "Upcountry" development block between Parkside Drive and Dundas Street; and
- Dundas Street widening to six lanes from the new north-south ROW connection point to Brant Street.

Two Neighbourhood Advisory Committees (NACs) are being developed for the Phases 3 & 4 Class EA work - one for the North/South road improvement project and one for the East/West road project. The role of the NACs will be to review and provide comments on the alternative design concepts, evaluation criteria and preferred design.

The commitment for NAC membership will involve a minimum of four (4) meetings tentatively scheduled for March/April 2008 to December 2008.

This information is being collected to assist the Project Team.
All information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all information will become part of the public record.

If you would like to be considered for membership on the NAC, please complete the following form by **March 14, 2008** and return to:

Sally M. Leppard
Office of the Neutral Community Facilitator
36 Hunter St. East, 6th Floor
Hamilton, ON L8N 3W8
Tel. (905) 818-8464
Fax (905) 528-4179
Email: info@waterdown-aldershot.ca

Thank you for your application. Please note that not all applicants may be selected. This will depend upon the number of applications received, and the areas of interest represented.

PLEASE PRINT

1. Background Information

Name: _____
Residential Address: _____
_____
Postal Code:_____
E-Mail:_____
Residential Tel: _____Business Tel: _____
Fax: _____

2. Which NAC are you applying to? (please select only one)

Waterdown Rd.(North/South) NAC New East/West Rd. NAC

3. What is your major area of interest? (please select one only)

☐ Business

☐ Community organization

☐ Councillor

☐ Environmental organization

☐ Resident

This information is being collected to assist the Project Team.
All information collected will be used in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all information will become part of the public record.

East-West Road Class EA
Waterdown Road Class EA

(Phases 3 & 4)

Neighbourhood Advisory Committees
East-West and North-South
Terms of Reference

1. Purpose of the NAC Terms of Reference

This document outlines the guidelines and purpose of the Neighbourhood Advisory Committees for the East-West Corridor (NAC-EW) and for the North-South Corridor (NAC-NS) for Phases 3 & 4 of the Municipal Class EA process for the technically preferred road improvements outlined in the Waterdown/Aldershot Transportation Master Plan. It presents the operational basis for the meetings that will take place. This document will be amended as needed, upon approval of the Project Partners and NAC members.

2. Mandate

The NACs are established by the City of Hamilton, City of Burlington and the Halton Region (the project partners). Their mandates are to provide a forum for in-depth discussion of project issues with a representative group of interested citizens and stakeholders. In particular, the NACs are formed to:

- Provide a balanced, inclusive discussion and advisory forum for community members and stakeholders;
- Review and provide comments on draft documents produced through the review process;
- Provide forums for the discussion of issues, opportunities and solutions; and
- Discuss other relevant matters that the Project Team and Project Partners refer to the NACs.

The NACs will report through the Project Team to: the City of Hamilton, City of Burlington and Halton Region.

3. Work Plan

The following work plan has been developed to provide opportunity for input and advice at key stages of the Project Team's work plan. The following table presents the meetings and topics anticipated for the NACs over the course of their mandates.

NAC Meeting	Meeting Topics
NAC Meeting #1 ***April 22nd 2008***	• Orientation to the Study –TMP background • Review Work Plans (Technical, and Public Consultation and Outreach) • Role of the NAC • Review of NAC Terms of Reference • Evaluation process for Alternative Design Concepts – technically preferred options; • Evaluation Process for "Option 5" (NAC-EW only)
NAC Meeting #2 ***May 2008***	• Review and Discussion on Preliminary Alternative Design Concepts • Design Workshop on N/S and E/W route

NAC Meeting #3 ***June 2008***	• Review and provide feedback on the Preliminary Evaluation of Alternatives • Review and provide Feedback on mitigation options
NAC Meeting #4 ***September 2008***	• Review and Receive Feedback on the Draft Plans of Preferred Alternatives

4. Membership

Two NACs will be formed - one for the East-West preferred route and one for the North-South preferred route.

To the extent possible all applications will be accepted. An applicant can only apply to one of the NACs, not both. The North-South committee will include a minimum of three (3) residents from Waterdown Road, and the East-West committee will include a minimum of three (3) residents from Parkside Drive.

All members of the previous Stakeholder Advisory Committee will be invited to join the NACs, and will not be subject to a selection process.

Representation will be invited from a variety of sectors, including: business, community organizations, Councillors, environmental organizations and residents. A selection process may take place to limit/increase the number of applicants at anytime, if, at the discretion of the Neutral Community Facilitator, the representation of the NACs would be imbalanced to a degree that would interfere with their proper functioning.

5. Term of Membership

Membership on the NAC will commence in April 2008 and be effective until the completion of Phases 3 & 4 of the East-West Road Class EA and Waterdown Road Class EA.

6. Meetings and Attendance

The NAC will meet a minimum of four times over the course of their mandate. Additional meetings may occur upon approval of the Project Partners and NAC members. Members are encouraged to attend all meetings.

Meetings of the committee will normally take place between 6:30 p.m. and 9:00 p.m. on weekday evenings.

NAC meetings will be open to the public.

7. Decision-Making, Roles and Responsibilities

Decision-Making

The NACs are advisory forums, and are not decision-making bodies. As a feedback forum to the Project TeamPartners, the NAC may attempt to operate by consensus to the extent possible. Differing viewpoints and opinions will be noted in the NAC meeting record. Voting will not be utilized.

Roles and Responsibilities

Neighbourhood Advisory Committee Members

- Advise the Project Partners of community perspectives relating to this project;
- Focus the discussion on the Phases 3 & 4 work, recognizing that Phase 2 has been completed;
- Help the NACs operate effectively by offering suggestions and alternatives to issues, concerns and problems;
- Contribute constructively to the dialogue, and openly discuss views and opinions. Where feasible, seek to develop common ground and narrow areas of disagreement to the best of their ability;
- Attempt to anticipate potential problems and offer options for resolving them;
- Communicate NAC discussions back to members' stakeholder organizations and the community;
- Prepare for the meetings in advance and consult with members' organizations;
- Attend the meetings; and
- Ensure that the results of the NAC discussions are accurately recorded in the meeting records.

Project Team

- Listen carefully to the advice and perspectives of members. Where feasible, incorporate advice into the study;
- Help the NAC function effectively by providing information, and offering suggestions and alternatives to issues, concerns and problems being discussed;
- Try to anticipate potential problems and advise the NAC;
- Provide study materials well in advance of the NAC meeting; and
- Provide clear and straightforward information and answers where possible

Neutral Community Facilitator

- Provide a secretariat function, prepare the agenda in consultation with the Project Team, and manage all communications between the NAC and the Project Team;

- Facilitate the NAC meetings in an open and fair manner. Keep the sessions on time and on track in accordance with the agenda;
- Prepare and distribute draft and final meeting summaries; and
- Ensure that NAC results and minutes are accurate.

8. Meeting Management, Agendas and Reporting

To the extent possible, the meetings will be a combination of presentation and working sessions.

- The Facilitator will develop the agendas, and coordinate accompanying materials;
- Materials will be sent out 5 business days in advance of meetings;
- "Other Business" and "Meeting Planning" will be standing items on all NAC meeting agendas;
- The Facilitator will prepare draft and final reports from the meetings, prepared within 10 business days of the meeting for review and finalization;
- The NAC meetings will be open to the general public; and
- To the extent possible, the meeting locations will be accessible by public transit.

9. Advisors and Experts

Advisors and experts, specifically the Niagara Escarpment Commission (NEC), Conservation Halton, and the Hamilton Conservation Authority (HCA), will be invited to participate as needed to provide input and advice to the NAC on issues concerning Phase 3 & 4. Advisors/experts will not be active participants on the committee.

10. The Neutral Community Facilitator

Lura Consulting has been appointed by the Project Partners to act as the Neutral Community Facilitator for Phases 3 and 4. Their role is to:

- Put members of the public in touch with those who can respond to enquiries;
- Clarify and resolve concerns and expedite responses; and
- Provide information and resources.

In regards to the NAC, the Facilitator will be responsible for the operations of the committee, organizing the content and logistics of meetings, and facilitating meetings.

11. Reporting Relationship

The NAC is acting in an advisory capacity to the TMP Project Partners, and is not responsible for the decisions made by the Project Partners.

NAC members should direct any comments/feedback to the Neutral Community Facilitator, who will forward the information to the appropriate Project Team member.

Office of the Neutral Community Facilitator
36 Hunter St. East, 6th Floor
Hamilton, ON L8N 3W8
Tel: (905) 818-8464
Fax: (905) 528-4179
Email: info@waterdown-aldershot.ca

12. Freedom of Information and Protection of Privacy

Please note that the personal information provided will form part of the public record, as per the *Freedom of Information and Protection of Privacy Act*, and will not be protected from disclosure.

WATERDOWN / ALDERSHOT TRANSPORTATION MASTER PLAN
NEIGHBOURHOOD ADVISORY COMMITTEE (NAC) MEETING #1
April 22, 2008

Minutes of Meeting

The meeting commenced at 6:30 p.m., April 22, 2008, at Bohemian Banquet Centre in Waterdown. Both the North-South and East-West NACs met jointly.

In attendance:

Project Team:
Christine Lee-Morrison, City of Hamilton
Syeda Banuri, City of Hamilton
Paul Allen, City of Burlington
Paul MacLeod, Dillon Consulting
Don McKinnon, Dillon Consulting
Sally Leppard, Lura Consulting (facilitator)
Liz Nield, Lura Consulting

Committee Members:

East-West NAC	*North-South NAC*
Steve Oliver	Oranna Worton
Wilfred Arndt	Klaus Truderung
Bernadine Nabuurs	Martin Tigchelaar
Al Seferiades	Michael Staresinic
Bruce Chappel	Michael Shih
Rick Breznik	Julie Martin
Jane Drewe	Tony Onufer
Roy Lyons	Jeffrey Hughes
Richard Roung	Frank Dejak
Keith Paul	Alex Bielak
Adam Nesbitt	Con. Rick Craven
David Trew	Ted Van Egdom
Dave Pitblado	Gary Deathe
John MacLennan	Susan Dodds
John Hyland	Gene Wasik
Tom Sutton	Andy MacLaren
Steve Baxter	Ivan Fernandez

Other Guests:
Linda Lowe-Buckley
Jim Buckley
Denise Reinmart

Introduction and Agenda Review

Sally Leppard, Facilitator, of the Neutral Community Facilitator's Office opened the meeting and welcomed the members. Ms. Leppard reviewed the agenda and received general acceptance of the agenda.

The Agenda is attached as Appendix A.

Ms. Leppard noted the worksheets which NAC members can use to submit comments.

Introductions

Participants introduced themselves and provided a description of their interest in participating in the NAC and the Study.

Review of NAC Terms of Reference (ToR)

Ms. Leppard presented the draft Terms of Reference (ToR). Participants reviewed each section of the draft ToR and suggested the following additions and/or changes. The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team (identified with 'A') where provided.

Section 2

Q: Each of the two NACs should report directly to the Project Partners.
A: The comment has been noted.

Q: Is there any representation from the Hamilton Conservation Authority and Conservation Halton? They should be represented.
A: Everyone who put their name forward was accepted. We would like to invite the local conservation authorities to these meetings.

C: There wasn't enough representation from the "average person". This committee should aim to get ordinary people to participate.
A: This committee is for the community.

Section 5

C: If you do know of other people whose interests aren't represented, it might be wise to contact them.
A: The comment has been noted.

Section 6

C: Make sure that NAC meeting materials are distributed at least a week (5 business days) prior to meetings.
A: The comment has been noted and the change will be made.

Section 8

C: The NAC meetings should be advertised as open to observers and members of the public.
A: The comment has been noted.

Section 9

C: This section should also mention involvement from the Hamilton Conservation Authority (HCA).
A: The comment has been noted.

Section 11

C: We should change the reporting relationship for the NAC to be directly to the Project Partners.
A: The comment has been noted.

Additional Discussion on the NAC Terms of Reference

Q: When you talk about the North-South and the East-West routes – what about where they meet? There could be interest there.

C: There are people here that are fighting the road, but it looks as though the road is going to happen anyway.
A: Good point. We will help to focus the group. The Phase 1 and 2 findings have been endorsed by Burlington, Halton and Hamilton. The focus of this group is to move forward to the alternative design, and evaluation. We won't be going back to discussions about Phase 1 and 2.

Q: Are you here in official capacity? It would be useful to have representatives from the Niagara Escarpment Commission (NEC), and the Hamilton Conservation Authority. We need an environmental resource given the interest on this issue.
A: We will request this official representation.

Q: Are we having any impact on the process at all?
A: The focus is on moving forward – on design alternatives. Not going back to the solutions.

Q: Has the committee been set up to take in designs and to give evaluations about those designs? This group is actually giving input.
A: The first three quarters is described in the mandate. The hope is that the input you provide will create real value.

Q: How much leeway is there? What input can we give the experts?
A: We will generate a range of feasible alternatives and a layout of that option, and present the pros and cons, operational features, congestion, and request your input. We will request your comments along the way.

Q: Were there changes that were made based on what the Stakeholder Advisory Committee (SAC) provided in regard to advice?
A: As we go through this, you will provide advice and you will see what has influenced the project to date and what has not. Bear with us as we go through this – let us see how we go.

C: One early suggestion to take the four lane highway through 23 Acres was abandoned. It happened. I am also aware of a tremendous amount of frustration about the lack of response, which is why Lura has been brought on to get information to us within 10 business days and not 6 months. Some changes were made while many others were not.

Based on their discussion, committee members generally agreed with the draft ToR, once it is revised.

Presentation: Phase 3/4 Work Plan, and incorporation of Phase 2 Public Issues

Paul MacLeod, Dillon Consulting, provided an overview of the issues being brought forward from Phase 2 and an overview of the Proposed Work Program for the project. He also indicated that a Feasibility Study would also be completed for King Road.

Mr. MacLeod provided an overview of the following technical work components:

- Data collection and inventory
- Development of Design Alternatives
- Evaluation of Design Alternatives
- Development of the Preferred Alternative
- Environmental Study Report

Following the presentation, NAC members asked questions of clarification. The following summarizes the discussion:

Q: With respect to the Environmental Study Report (ESR), proposed legislation was put forward this year (slated for June). It talks about mending the Environmental Assessment (EA) process, are we grandfathered – or does a new chapter open?
A: We are following the current EA process that was amended in 2007. There are some changes that are being introduced – however, that is specifically related to a transit project. We follow the Municipal Engineers Association (MEA) Class EA process which was amended last year.

Q: On slide 14, you talked about the Waterdown Road traffic field study. Will Mountain Brow and King Road be included in this?
A: Mountain Brow will be included in the survey.

Q: Are you talking about further drainage, and archaeological impacts?
A: Yes, we are doing more detail assessments. There have been many drainage studies relating to the general area – ours relates to the project; however we will draw on work that has already been completed.

Q: How long has your firm been involved in this project?
A: Dillon has been involved since 2004.

C: In the next four months we are going to be asked to go through all of this information very quickly. There might be too much information coming at use in the next four months.
A: Yes, our schedule is very aggressive – that is our challenge.

Q: Why does this have to be so aggressive?
A: We were looking at wrapping this up in one year's time. Our schedule is based on a year's duration.

Q: Two years ago, you said 18 months. What is the rush now?
A: We feel that it is a reasonable timeline to get through the study. There is a need to address the transportation issues in Waterdown, and we want to do that as expediently as possible. We have worked through the timeline and we feel that one year is a realistic timeframe.

C: The issue of 3 lanes versus 4 lanes is not apparent.
A: One of the alternatives is a three (3) lane option for Waterdown Road.

Q: I haven't noticed anything for the East-West route connecting to Highway 5. Is there any consideration of moving that alignment? Will that be looked at by the East-West NAC? Does this committee have input into that?

A: We will confirm the fit back point to Dundas Street (Highway 5). There will be an analysis of those options that will be brought forward. The area is under consideration, but not more than meters.

C: I would like people on the North-South NAC to give some thoughts on connecting to Burke Street or Boulding Avenue. How can a four lane road connect to a tiny street? We need to think about the junction of the North-South route and East-West route.

Q: Where does the North-South connect to Dundas Street? Is that up for discussion? I haven't seen anything mentioned about the truck traffic yet – will this be an integral point of conversation? The number of trucks that could possible use these routes should be discussed: how many trucks could we anticipate? These concerns should be taken into consideration in order to establish a proper route. It seems like many issues are being jumbled together.

A: Yes, we have a component that addresses traffic makeup, and issues of trucks and mitigation, that is integrated in our work items. We are aware of the concern regarding truck traffic. The City of Hamilton is embarking on a City wide truck route study. Routing of this roadway needs to reflect whether the road could carry trucks.

Q: Please explain what three lanes would be on Waterdown Road?

A: We are contemplating including a two way left turn lane (one northbound and one southbound). It will get left turning vehicles off the road quickly.

Q: Has there been a study to measure how many people are using left turn lanes?

A: No study has been conducted on this topic, but we could look at the number of options.

Work Planning

Ms. Leppard discussed the NAC Work Plan with the participants. The following is a summary of the discussion:

C: I have a question regarding speed on the North-South route, because it's a hill. Speed management is key from my perspective, as is the issue of the recreational trail, the sidewalk, and the walking path - particularly on Mountain Brow Road and Waterdown Road. King Road should be discussed sooner rather than later.

C: Looking at the frequency of meetings, it doesn't give us much room to evaluate and request advice. I would like to see another meeting between meetings 2 and 3.

A: The results of NAC meeting 3 will go right into the Public Information Centres (PICs), for all to come and see. Please let us know what other input and resources you will need at the end of meeting 2.

C: I agree with the previous comment, we won't get through the agenda this fast, we need another meeting to pull everything together. You won't get it done with the kind of credibility you have.

Q: Is the final stage for this project March 2009?

C: We need understand the fact that this project will fall behind schedule.

A: Once the final project reports are developed, all three Project Partners receive the reports and make comments, this of course takes time.

Q: The City of Hamilton Council is so far removed – how can they rubber stamp what they aren't familiar with?

Q: The work plan mentions dozens of things that we will need cover in two meetings – how will we do that? Many of the issues can fill an hour.

Q: When will the conversation around Option 5 occur?
A: At the next NAC meeting

C: I suggest we discuss the need for additional meetings at out next meeting; we can put it on the agenda, and ask the NAC how they want to move forward.

Presentation: Alternative Design Concepts – Assessing Alternatives and Design Criteria

Don McKinnon, Dillon Consulting, provided an overview of the alternative design concepts and criteria, including the process for evaluating Option 5 in the East/West route.

Following the presentation, NAC members asked questions of clarification. The following summarizes the discussion:

C: At one of the meetings I had attended in the past, it was indicated that the North-South road would keep going from the 407 and join the 403. If that is the long range case, you are impacting many people, businesses, etc. Isn't it better to take the road further away from the people, i.e. more North? If as a group, we come up with another option, i.e. Option 6, that deals with more of the longer term gaols, will that happen? I am concerned that the current plan will only resolve 5 years worth of transportation issues.
A: The current plan addresses the Waterdown North development, but if the road goes further North it won't address it. The further we move the road North, the less it will be used.
The traffic recommendations address traffic up to the year 2021. With respect to extending west of Highway 6, there is no need for that even beyond 2021.

C: You mentioned business property loss, but you didn't mention property loss, when you should add up all the properties including residential. There is a suggestion to add the residential property costs. You haven't listed any reasons why Option 5 is better than Option 4.

C: There will be more opportunities to discuss this. The number one thing that you are talking about is cost. Cost in your evaluation tables was minimal and almost had no impact. What about the social and environmental impacts? We want to hear about social, social, social, specifically social impacts on residents. You can accommodate that because the social is worth more than cost.

C: With respect to Option 4 versus Option 5, Option 5 is less disruptive to man, beast and the environment. Option 5 affects two businesses. If you are coming down Parkside Drive, how many hundreds of lives are you disrupting? The maximum that you would disrupt with Option 5 would be 2 or 3 homes. You can't put a highway on a residential street. Option 5 needs to be looked at very closely. Safety needs to be a consideration.
A: The NAC should think about how the choices should be made. You have time now that will enable you to think about this. This is a conversation that we will have at your next meeting. There will be a paper for you to review and we will start to weave these issues together.

C: Let us have a paper that reflects what has been heard here today.

Q: How can you approve Option 5 without going back to the HCA and other local conservation authorities to review?

A: They are part of this process and will be consulted as part of the process.

C: The schedule appears to be a little deceiving. Everyone expected us to have four meetings.

Q: Can I get an update on the development on the South Waterdown lands? Where is it in terms of house construction? We were told that the developer would appeal through the Ontario Municipal Board (OMB) since the process was taking too long.
A: Will have to talk to the planning department and get back to you. I do know if there is an appeal to the OMB. There is a right for a developer to appeal to the OMB, and it is out of the City's control.

C: I am surprised that the City does not have the information about the OMB and applications to build roads. I fail to see how those things can be considered when you are still talking about alignment – one is for a school, the other is for the 250 units. That needs to be discussed before the process is done.
A: Our understanding is that a hearing is scheduled for June. There is a secondary plan that shows the road locations, and we are aware that the EA will finalize the locations of those roads.

Consultation with Property Owners

Ms. Leppard provided an overview of the proposed consultation with local property owners.

Next Steps

Ms. Leppard thanked the NAC members and the public for their time. Before closing Ms. Leppard mentioned:

- The next round of PICs will be held in June;
- NAC members are to advise the Neutral Community Facilitator's Office if they feel that there is any missing representation on either of the two NAC committees; and
- NAC meeting #2 will be held on May 13 and 14, 2008.

The meeting was adjourned at 9:00 p.m.

Participant Workbooks

Three (3) NAC members handed in comment workbooks following the meeting. Detailed comments can be found in Appendix B.

Action Items

Item #	Action Item	Who
1.1	Revise the NAC ToR.	Neutral Community Facilitator's Office
1.2	Truck traffic to be put on the agenda as a discussion point for the next round of NAC meetings.	Neutral Community Facilitator's Office
1.3	Additional input and resources item to be added to the agenda for the next round of NAC meetings.	Neutral Community Facilitator's Office
1.4	Talk to the Planning Department about an appeal to the OMB regarding the South Waterdown lands.	City of Hamilton
1.5	Send PowerPoint presentation electronically to NAC members.	Neutral Community Facilitator's Office
1.6	Determine locations for upcoming meetings.	City of Hamilton

AGENDA

MEETING: Neighbourhood Advisory Committee
Meeting No. 1

DATE: Tuesday April 22nd, 2008

LOCATION: Bohemian Banquet Centre
215 Dundas St. E, Waterdown

TIME: 6:30 p.m. to 9:00 p.m.

Item	
Introductions and Agenda Review	6:30p.m.
Orientation and Review of NAC Terms of Reference	6:45p.m.
Presentation: Phase 3/4 Work Plan, and incorporation of Phase 2 public issues	7:05p.m.
NAC Work Planning	7:35p.m.
Alternative Design Concepts -- Assessing Alternatives and Criteria	8:00p.m.
Consultation with Property Owners	8:45p.m.
Adjourn	9:00p.m.

NAC Meeting #1
Detailed Comments from Participant Workbooks

Workbook #	Question 1: Do you have any comments on the draft Terms of Reference?
1	(blank)
2	(blank)
3	(blank)

Workbook #	Question 2: Do you have any additional comments on work planning for the NAC?
1	(blank)
2	I would like the material for upcoming meetings at least 1 week prior sent to my office, if possible.
3	(blank)

Workbook #	Question 3: Please review the proposed alternative design considerations (above). Are there any missing or any that you would like to change?
1	Preservation of the continuity of the Waterdown North Wetland trail – i.e. overpass. Completion of path network along north side of by-pass from existing trail to Parkside Drive pen. – Groundstone Creek Watershed Study 1998?
2	[For North-South NAC] RE. North Aldershot future development: 1.) Has the additional (or increased) density proposed for Paletta Properties (west of Waterdown Road) been accounted for traffic wise? 2.) There will be future development (residential) of over 100 acres south of Mountain Brow Road and east of Old Waterdown Road. Are there any road designs to accommodate the future traffic from the residents?
3	(blank)

Workbook #	Question 4: Please review the proposed criteria for evaluating the alternative designs (above). Are there any missing or any that you would like to change?
1	(blank)
2	(blank)
3	(blank)

Workbook #	Question 5: Is there any additional information/advice that you would like to provide?
1	The by-pass is going to be a speedway between Center Road and Parkside Drive – traffic calming will be essential. I overheard one of he "experts" at the meeting say that the road would be designed to move traffic as smoothly as possible. The speed limit posted and what will occur have very little correlation, unless of course one of the two police cars assigned to Flamborough sits there full time.

2	We need coloured design of alternatives given to the participants prior to our next meeting. In the printed notes there is no mention of Option 4 or 5.
3	(blank)

WATERDOWN ROAD CLASS EA PHASE 3 & 4
NORTH-SOUTH NEIGHBOURHOOD ADVISORY COMMITTEE (NAC) MEETING #2
May 14, 2008

Minutes of Meeting

The meeting commenced at 6:35 p.m., May 14, 2008, at the Crossroads Church in Burlington.

In attendance:

Project Team:
Christine Lee-Morrison, City of Hamilton
Syeda Banuri, City of Hamilton
Michael Marini, City of Hamilton
Paul Allen, City of Burlington
Greg Simon, City of Burlington
Paul MacLeod, Dillon Consulting
Don McKinnon, Dillon Consulting
Amanda Shepley, Dillon Consulting
Paul Acquaah, Dillon Consulting
Brian McMaster, Dillon Consulting

Neutral Community Facilitator's Office

Sally Leppard, Lura Consulting (facilitator)
Liz Nield, Lura Consulting
Patricia Prokop, Lura Consulting

North-South NAC Members:

Oranna Worton	Councillor Rick Craven
Klaus Truderung	Donald Wray
Michael Staresinic	Gary Deathe
Karl Gonnsen	Susan Dodds
Julie Martin	Andy MacLaren
Frank Dejak	Ivan Fernandez
Alex Bielak	William P. Fraleigh

Other Guests:
Rick Breznik
David Trew

Introduction and Agenda Review

Sally Leppard, Facilitator, Neutral Community Facilitator's Office, opened the meeting and welcomed the members. Ms. Leppard reviewed the agenda and received general acceptance of the agenda. Ms. Leppard indicated that the purpose of tonight's meeting is to provide the North-South NAC members with an update on the proposed alignment alternatives for the North South route, and to gather input to the evaluation framework, the evaluation criteria, and issues associated with various sections of the proposed alignment alternatives. The Agenda is attached as Appendix A.

Review of NAC Meeting #1 Minutes

Ms. Leppard reviewed the Meeting #1 Minutes with the committee members. The following general comments were raised:

- Some NAC members received the invitation to the April 22 meeting late. Some NAC members did not receive the invitation to this meeting;
- The Ontario Municipal Board (OMB) issue needs to be responded to.(Page 7)

Ms. Leppard circulated a response from the City of Hamilton regarding the OMB issue. It is attached as Appendix D. Ms. Leppard committed to ensure that each NAC member's contact information was correct.

Ms. Leppard reviewed the Action Items from NAC Meeting #1.

Review of NAC Terms of Reference (ToR)

Ms. Leppard reviewed the changes that the Project Team had made to the NAC Terms of Reference (ToR). Participants suggested the following additions and/or changes. The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team (identified with 'A') where provided.

C. The Terms of Reference (ToR) indicates that the Project Team will report to the Project Partners on behalf of the NAC members. There is no one here from Halton Region tonight. I have little confidence that the views of the NAC will be actually represented unless the NAC members speak directly to the Project Partners. I would like to remove the "through the Project Team" statement in the TOR and change the words to state that the NAC will report directly to the Project Partners: the City of Hamilton, City of Burlington and Halton Region. A member of the NAC should do this reporting. NAC wishes to report directly to the project partners.

A: If the NAC wishes to prepare a report for the Project Partners that is an option. It was pointed out that the Region of Halton's jurisdiction does not extend to the roads under consideration at tonight's meeting and they chose not to attend. They were in attendance at last night's meeting regarding the New East-West Road.

C: At the April 22 meeting, NAC members requested that representative of the Niagara Escarpment Commission (NEC) and the Hamilton Conservation Authority (HCA) attend NAC meetings to provide guidance and expertise. There is no one here from that area of expertise tonight.

A: The Project Team will contact NEC and local conservation authorities and ensure that they are invited to the meetings. Dillon Consulting completed the biological inventory for this project and we will ask one of their staff to provide this expertise at the next meeting.

Presentation: Waterdown Road Class EA Alternative Evaluation Framework

Don McKinnon, Dillon Consulting, provided an overview of the draft alternative evaluation framework for Waterdown Road.

Mr. McKinnon provided an overview of sections W1 to W7:

W1 - The issues with this section are Sassafras Woods ESA and the steep grade of the roadway down to the ESA.

W2 – The hope is to locate the road in this area away from residences.

W3 - There are a large number of residences adjacent to the roadway in this section, we hope to minimize the impacts, and we'll be meeting with individual land owners in the area to deal with detailed issues.

W4 - This is the intersection of Waterdown Road and Mountain Brow Road. We will consider alternative intersection configurations such as a roundabout or traditional intersection.

W5 – Residential properties on both sides on Mountain Brow Road provide challenges to road widening, alternative widening alignments will be developed and considered.

W6 – Alternative intersection configurations will be considered, including a roundabout and a conventional intersection.

W7 - This alignment is to be confirmed. Key issue to consider include the location of the intersection, and adding more traffic to Dundas Street, which is already a busy roadway. There are also natural environment conservation issues in this area.

Following the presentation, NAC members asked questions of clarification. The following summarizes the discussion:

Q: Can you not limit traffic on Mill Street?
A: No, it is not designed to deal with high traffic volumes but will continue to be used by traffic in the immediate area.

Q: How do we maintain the current traffic load? Why is it not an alternative route?
A: Mill Street will reach capacity with new development in the area. It is not seen as a distinct alternative on its own.

C: I agree that it shouldn't be a distinct alternative on its own, but you must remember that traffic doesn't back track. Why can't it be a support route that can be used by those who need it?

Q: Is there a way to estimate how many people will be coming west on Highway 5?
A: Yes we have models that project traffic in each direction, now and into the future. The traffic is coming mainly from Waterdown South.

Q: Will there be a lot of traffic through downtown Waterdown?
A: No, since the traffic is moving primarily in the other direction.

C: It seems W5 has not flagged two issues: the Bruce Trail crossing and the Flanders intersection.

C: There was extensive discussion about the feasibility study being conducted on King Road. The project team noted that they are reconsidering a smaller footprint of the road with less intensive changes. The study is reviewing the previous report as a background document. One option that has not been looked at for King Road is the 12% grade. We'll define what that is in comparison to 10% and 8% grade.

Q: With respect to W2, will you look at more than just the two alternatives?
A: Yes. We are talking to land owners in the area to devise an alternative with the least impacts.

Q: Was it a maximum of 14.2 m that was outlined in the Burlington report? Now you are at 14.4 m on Waterdown Road. Are you are trying to stay within the bounds outlined by Burlington?
A: Yes, the bike lanes make a difference to the width of the road. In such cases, we can go beyond 14.3 Meters.

C: Residents should be able to request the appropriation process, rather than wait for the City to determine who it wishes to expropriate. This is in light of potential variation in the determination of what distance from the roadway is considered tolerable.

Table Reports

Ms. Leppard requested that NAC members gather at 3 tables, and indicated that a member of the project team will be seated at each table as a resource person. Ms. Leppard requested that NAC members use the participant workbook to guide their discussions.

Evaluation Criteria Rankings

Table 1: Safety was the primary concern of this group. The group prioritized the criteria as follows: social and environmental are at par and are very high, followed by transportation, then economy, and cost is the lowest criterion.

Table 2: The group prioritized the criteria as follows: cost is highest, followed by social considerations, economy, transportation, and the natural environment as the lowest.

Table 3: The group prioritized the criteria as follows: social and environmental are at par and are very high, followed by transportation, then economy, and cost is the lowest criterion.

Please see Appendix C for evaluation criteria tables.

Summarized Input on the Alternative Alignments (please see Appendix C for further details)

Table 1 Report: We took a peripheral view of the task, most people at our table live on Mountain Brow. We spilt section W5 into 6 distinct areas. We started at the roundabout, going in at the junction of Waterdown and Mountain Brow Road. We would like studies done about all the proposed options that are being proposed, so that we can understand the impacts/effects of those actions prior to implementation.

Starting west to east, with the roundabout, in Section 2 - we talked about the importance of grading, sidewalks and expropriation of houses, and proposed a reduction of lane sizes. There are driveway issues. Section 3 – clear

impacts on 2 houses. Section 4 is where the Bruce Trail comes in, it is critical that we have proper crossing and safety. Section 5 – roundabout in new sub division and we want to keep trees on both sides of the road. Section 6 – to be addressed in the future. Safety is the primary concern of our group. Please see sections W4 and W5 for detailed issues, in Appendix C.

Table 2 Report: The group indicated that it is a good strategy to delay widening of the road as long as possible. The group listed the following concerns: How do you fill up a 4 lane road when all you can have is a right turn from Dundas Street? There are collectors that provide parallel facilities, for example, Mill Street. With respect to the north side of Mountain Brow Road, the group listed the following concerns: potential effects on residential properties, and bike paths possibly minimizing the width of the road. The group also noted that section W2 is directly on top of an environmental feature.

Table 3 Report: The group listed the following concerns and recommendations from south to north along Waterdown Road on the map:

- Access issues (e.g. Craven Road having access to Waterdown Road)
- The water reservoir
- The proposed retaining wall will block wildlife crossings
- The ravine on both sides of Waterdown Road is very sensitive
- The hydro tower would need to be moved which is complex and costly
- The proposed straightening of the road by Flatts Road and Waterdown Road is crucial.
- Front yard septic systems (How will these be affected? Who will bear the cost?)
- Water quality and storm drainage issues
- Overall effects on wildlife crossings
- Noise reverberations
- The speed limit should be 50km/h.
- Lane width should be reduced to 3m to reduce traffic speed. For example Queens Park in Downtown Toronto. The City of Burlington supported this width as part of their road retrofit program.
- Use a roundabout or a graduated curve to keep traffic flow constant, this will also reduce noise associated with braking and engine starting.
- Loss of farmland, especially along Flanders Drive.
- Section W7 is deemed an environmental sensitive area (ESA)
- Litter
- Create buffers to protect the ESA

The Bruce Trail connection to Waterdown Road is also raised as an important connection that needs to be maintained.

Other Business

Three items of other business were raised:

- The North-South NAC members specified the need for an additional meeting between June and September
- The Facilitator requested that further comments would be welcome from the participants until May 28, 2008, and that NAC members should send them in to the Facilitator's office.
- Dr. Bielak reiterated his request that the NAC should have the ability to report directly to the Project Partners.
- Councillor Craven suggested that the project team contact the two civilian members of the NEC who live in the study area and invite them to future North-South NAC meetings.

Participant Workbooks

Two (2) North-South NAC members handed in comment workbooks following the meeting. Detailed comments can be found in Appendix B.

The meeting was adjourned at 9:20 p.m.

Action Items

Item #	Action Item	Who
2.1	Verify NAC members' contact information to ensure NAC members receive meeting materials and meeting notices ahead of time.	Neutral Community Facilitator's Office
2.2	Request the Project Team to reconsider its decision regarding reporting. NNAC wishes the opportunity to report directly to Project Partners.	Neutral Community Facilitator's Office
2.3	Contact the Niagara Escarpment Commission (NEC) and other local conservation authorities and invite them to future NAC meetings	Neutral Community Facilitator's Office
2.4	Arrange for Dillon's biologist to attend the next NAC meeting	Dillon Consulting
2.5	Schedule a date for an additional North-South NAC meeting between June and September	Neutral Community Facilitator's Office
2.6	Contact 2 civilian members of the Niagara Escarpment Commission who live in Waterdown and invite them to future North-South NAC meetings.	Neutral Community Facilitator's Office

AGENDA

Item

1. Introductions, Agenda Review and Review of Meeting #1 Minutes — 6:30 p.m.
2. Presentation — 6:45 p.m.

Round Table Breakout — 7:15 p.m.

3. Input into Alternatives Evaluation Methodology
   - Are they complete?
   - Any to change?
   - What criteria should be considered most important/least important in the evaluations?
   - Thoughts about proposal to do high, medium, and low ranking
4. Discussion on Issue Areas — 7:45 p.m.
   - Are there any other "issue areas" that may require specific attention?
5. Other Business — 8:50 p.m.
   - Meeting Planning
   - Resource and Expertise Requirements
6. Adjourn — 9:00 p.m.

Items for Consideration:

- Truck Routes
- Bike Lanes
- Walking Trails
- Speeding
- Safety
- Connection of N-S and E-W route to Dundas Street

<u>Question 1</u>: Please provide comments on the Evaluation Methodology that is being proposed.
- Phasing / timing criteria for 3-4 lanes should be added - Otherwise, complete
<u>Question 2</u>: Do you have any comments on the proposed Evaluation Criteria
2 a) Are they complete?
- Yes
2 b) Are there any change, additions or suggestions you would make?
- Water tower must be built before any more development can occur
2 c) What criteria should be considered most important/least important in the evaluations
<u>Question 3</u>: Please review the maps and issue areas, from Sections 1 through 7. Are there any "issue areas" that may require specific attention?
- No need for 36 m ROW on Mid Block section with all other available roadways - Intersection at Waterdown Road and Mountain Brow Road should not have a roundabout
<u>Question 4</u>: Is there any additional information/advice that you would like to provide?

Issues and Alternative Design Evaluation Criteria Tables

Waterdown Road Issues

Section	Issues Identified
Section W1 – Waterdown Southern Section	1. Craven Road access and future subdivisions
	2. Water reservoir and hydro tower close to road
	3. Intersection at Flatt Rd concern over future increase in development
	4. Infill at narrow road widths into the ravine
	5. Wildlife crossing(s) identified on map (one by hydro crossing)
	6. Septic systems in front yards (sewers and well water)
	7. Noise, light and air pollution
	8. Lane width reduction 3.3 to 3.0 metres
	9. Conventional intersection versus roundabout versus continuous flow
	10. Speed limits (55km/h? 60km/h?)
	11. Future increase in traffic volumes at 403 interchange
	12. Access is a concern at Craven Ave intersection
	13. Water reservoir on West side of Waterdown Road and ravine on the East side
Section W2 – Waterdown Mid Section	14. Directly on top of an environmental feature
	15. Intersection at Flatt Rd concern over future increase in development
	16. Storm drainage and flooding (esp. Old Waterdown area)
	17. Development lands to the west
	18. Alternate alignment is crucial
	19. Potential for stores on East side of alternative alignment
	20. Access is a concern from Waterdown Rd alignment onto alternative Waterdown Rd re-alignment
	21. Sewers – who will pay for the sewer to be hooked up to residences?
Section W3 – Waterdown Northern Section	22. There are clear impacts on two houses
	23. Developer owns property behind residences from Flatt Rd to Horning Ave on the West side of Waterdown Rd
	24. In order to reduce widening and property taken along Waterdown Rd, possibility of removing bike lanes from the cross section and putting an off-road bike path along Horning Ave.
	25. Wildlife crossing north of Waterdown Rd development
	26. Several septic systems exist in the front yards of residences on the West side of Waterdown Road
	27. Wildlife crossing through the hydro corridor

Section	Issues Identified
	28. Water flooding Old Waterdown Road – storm drainage?
	29. Residents would like to be compensated for removal of trees
	30. Wildlife crossing between Horning Road and Mountain Brow Road
	31. Problems with retaining walls • Noise reverberation • Impacts major wildlife structure • Earth berms could be installed
	32. Residences on Ireson Road and Horning Road are hooked onto wells
	33. Suggestion to post 50km/h
	34. Calming could be implanted by installing roundabouts at Old Waterdown Road and Horning Ave.
Section W4 – Waterdown/Mountain Brow Intersection	35. Bruce Trail comes in thus it is critical that we have proper crossing and safety
	36. Conventional intersection versus roundabout versus continuous flow
	37. Some NAC members indicated that they would like to see studies completed for all the actions to determine the impacts prior to moving forward.
	38. Possible crossing on Waterdown Rd south of Mountain Brow Rd in the future
	39. NAC would like to keep Mill open in both directions
	40. NAC would like to see what the issues may be in the fill area
	41. Resident concerned about loss of property at intersection of Waterdown Rd and Mountain Brow Rd. (mainly tennis court and large entry gates)
	42. NAC feel that traffic will continue to use Mill Rd and feel that there is no need for 4 lanes on Waterdown Rd, Mountain Brow Rd, and the mid-block road
	43. Concern for residences at the intersection • Headlights • Pollution • Noise
	44. Intersection alternatives • Conventional • Roundabout • Continuous right turn
Section W5 – Mountain Brow Rd	45. It is important to keep the existing trees on both sides of the road
	46. Grading
	47. Sidewalks
	48. NAC would like clarity on whether houses will be expropriated.
	49. Potential to reduce lane sizes

Section	Issues Identified
	50. Driveway issues
	51. Gates at Fraleigh property a cultural feature
	52. Mitigate impacts or expropriate houses on Flanders
	53. Noise pollution
	54. Shift road to opposite field
	55. Mailbox issues
	56. Explore the potential for a roundabout at Flanders
	57. McNally property is an EcoGift
	58. Driveway issues
	59. Bruce Trail crosses Mountain Brow east of Flanders and has plans for a second crossing east of the first crossing • Island?
	60. Possible impact to residence on North side of Mountain Brow and East of Flanders
	61. Possible sightline issues for traffic exiting Flanders • Flashing stop or roundabout?
	62. Roundabout concerns same as above for intersection with mid-block and Mountain Brow Rd
	63. Try to avoid the removal of trees on both sides of the roadway
	64. NAC would like to see King left open and in good, safe condition
	65. NAC suggested to make Mountain Brow Rd a phased 3-4 lane road to match Waterdown Rd
	66. Well water and storm water issues in this area
	67. Flooding/drainage issues behind properties on the east side of Flanders
	68. Grindstone Creek crossing South of intersection with Dundas St • Wildlife crossing
	69. Suggestion to move the alignment to the East to avoid the ESA
	70.
	71. Development should not occur in the field NE of the Mid-Block Rd due to flooding and pollution of subwatershed
	72. Karst, subwatershed, and ESA all sit over the resident's drinking water and into Smokey Hollow
	73. Buffer should be larger, even around potential storm pond in the NW corner of Mid-Block and Dundas intersection
Section W7 – Mid Block Road	74. Lessen impacts on Mountain Brow Road natural features and homes

Section	Issues Identified
	75. W7 at Dundas Street should have no hiking trail running parallel to Dundas St. especially alongside or through the ESA. It is too narrow and the public will destroy it. It is a narrow wildlife corridor containing Grindstone Creek and groundwater sources. Any trail should cross at W7 to sidewalks on Dundas Street.
	76. Grindstone Creek protection to include garbage barriers at the bridge and protection from salt / sand / erosion.
	77. No development (retail or otherwise) on the NW corner of W7 as this field is on the flood plain (and flooded each of the last few Springs). Sub water would be polluted.
	78. W7 still cuts through end of ESA and should be moved east is possible.
	79. We'd like to see hard data in "plain English" on animal / bird / amphibian studies, sub watershed, karsts and natural springs.
	80. Karst, low overburden, ESA all sit over our drinking water. Flow over Smokey Hallow and through Royal Botanical Gardens and Lake Ontario.
	81. Flooding on lower George Street, well water, pond levels and Flanders Drive.
	82. Large buffers around ESA, Grindstone Creek, freshwater springs and proposed storm water management pond in NW corner.
	83. No need for 36 m ROW on Mid Block section with all other available roadways
	84. Intersection at Waterdown Road and Mountain Brow Road should not have a roundabout.
	85. NAC suggested that other parallel roadways could handle the increase in traffic and questioned the need for 4 lanes on the mid-block road
	86. Intersection at the mid-block road and Dundas St – "Developer is not intending to allow through traffic onto Burke"

Draft Alternative Designs Evaluation Criteria for the Waterdown Road Widening Class EA

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
Social Environment	Potential for impact on residents - pedestrian traffic - safety - light pollution	***High***	Number of residences displaced	Road development could require the removal of residences. Use of mitigative measures such as retaining walls could limit this.
			Amount of residential property removed (ha)	Road development will require some property takings. Need for this to be established with landowner input.
			Change in access to residential property	Property access may be altered as a result of road development/widening. Access may require relocation on property. Landowners to be consulted.
			Potential for change in air quality	Development of new roadway/widening of exiting roadways could increase baseline air quality levels. Future air quality levels to be determined through modeling.
			Potential for change in noise levels	Development of new roadway/widening of exiting roadways could increase baseline noise levels. Future noise levels to be determined through noise modeling. Mitigative measures, if necessary, to be determined.

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
			Potential for change in public safety	Road development could change pedestrian safety levels (e.g. as a result of increases in say truck traffic). Measure to minimize this will need to be examined.
			Potential for traffic infiltration to existing residential areas	As a result of road development, traffic volumes in existing residential areas could increase (due to changes in traffic movement patterns).
	Potential for community character impacts	***High***	Opportunity to enhance character of area	Road development in some areas may provide an opportunity to improve the character of area (e.g. through provision of landscaping, park access, bike lanes, etc.)
	Potential for impact on community/recreation features	***Medium***	Removal to community/recreation property	Road development could result in removal of parkland/recreation areas.
			Disruption to use of community/recreation property	Road development could disturb users of parkland/recreation lands and or change access level.
Natural Environment	Potential for impact on terrestrial features - ***contamination (e.g. salt)***	***High-Medium***	Amount and significance of natural habitat removed	Affected habitat areas to be based on field work and published sources from relevant agencies (e.g. MNR). The impact area will be measured and the significance of the loss assessed.

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
			Number of trees removed	Individual trees not part of larger natural areas may require removal to facilitate the road developments
			Fragmentation of natural areas	Assess extent to which roadway will divide up natural areas. The functioning of parceled off natural areas may be compromised.
			Effect on terrestrial corridor connectivity / linkages	Assess extent to which roadway could act as a barrier to wildlife movement. Consider need to mitigate these effects through provision of wildlife crossings
	Potential for Impact on aquatic features	***Low-Medium***	Amount and quality of aquatic habitat altered/disturbed/removed	Crossing of watercourses could impact aquatic habitat depending on the structure type. Dept. of Fisheries and Oceans approvals could be required.
Economic Environment	Potential for impact on business enterprises ***(Depends on widening of the road – this could have an effect)***	***Low-Medium***	Area of commercial properties required (ha)	Road development could require the removal of commercial property
			Potential for change (disruption or enhancement) to business operations	Depending on the nature of the businesses, a new roadway/expanded roadway could either disturbed or enhance business enterprise activity.
	Potential to promote business to the area	***Low***		

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
	Potential for impact on future land use	***Medium-High***	Compatibility with future land use plans	Assess the compatibility of the roadway against municipal plans (e.g. official plan, secondary plans, plans of subdivision).
	Potential for impact on agricultural land	***Low***	Area of designated agricultural land removed (ha)	Road development could remove land designated for agriculture. Area of agricultural land to be removed to be measured.
	Change in property value			
Cost	Capital Cost (million $)	***Medium***	Estimated capital cost (including land acquisition)	Road capital costs based on the conceptual design to be developed.
Transportation	Change in traffic delay/capacity	***Medium to High***	Potential to increase level of traffic service	Description of change in traffic capacity as a result of road development/widening
	Traffic Safety		Potential to improve roadway operations, geometry and sightlines	Description of change on road safety level as a result of road development/widening
	Transit, pedestrians and cycling		Extent that alternative supports/promotes transit use, pedestrians and cycling	Some alternatives may better support non-auto based travel better than others
	Impact of transit on road capacity			
	Accommodating transit			
	Lane width / impact from trucks			

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
	Number of intersections and access roads			

Suggestion for design criteria: What is a standard as to how close a home should be from a road? Could be a part of design criteria → minimum separation distance.

Cycling taking up too much space

- no one uses
- would rather save a home
- Snake Road is a better use for biking

Ontario Municipal Board (OMB) Memo

May 14, 2008

MEMO

Re: Action item for the City of Hamilton to talk to the Planning Department about an appeal to the OMB regarding the South Waterdown lands.

RE: Ontario Municipal Board (OMB) Appeal

The Waterdown North Secondary Plan has been adopted by City Council but has not received final approval because it was appealed to the Ontario Municipal Board. The appeal of the Secondary Plan has now been combined with the appeal for the development applications by the same person. There is a pre-hearing scheduled for late May. The original appeal was related to the density requirements within the residential designations; however, there has been other issues related to the subsequent appeal to the development applications.

The Waterdown South Secondary Plan is still undergoing review. Waterdown Bay has appealed their development applications to the OMB for the first phase of development (250 units). The pre-hearing is early May and the full 3 week hearing is scheduled in July. The appeal is related to Council not making a decision within the timeframe in the Planning Act.

WATERDOWN ROAD CLASS EA PHASE 3 & 4
EAST-WEST ROAD CLASS EA PHASE 3&4
NEIGHBOURHOOD ADVISORY COMMITTEE (NAC) MEETING #3
June 2, 2008
Minutes of Meeting

The meeting commenced at 6:30 p.m., June 2, 2008, at the Bohemian Banquet Centre in Waterdown. Both the North-South and East-West NACs met jointly.

In attendance:

Project Team:	Syeda Banuri, City of Hamilton Michael Marini, City of Hamilton Paul Allen, City of Burlington Greg Simon, City of Burlington Paul MacLeod, Dillon Consulting Don McKinnon, Dillon Consulting Amanda Shepley, Dillon Consulting	
Neutral Community Facilitator's Office:	Sally Leppard, Lura Consulting (facilitator) Liz Nield, Lura Consulting Patricia Prokop, Lura Consulting	
North-South NAC Members:	*North-South NAC* Gary Deathe Alex Bielak Michael Staresinic Julie Martin Gene Wasik Oranna Worton Klaus Truderung Ivan Fernandez	*East-West NAC* Rick Breznik David Trew Judi M. Partridge Steve Oliver Wilfred Arndt Bernadine Nabuurs Al Seferiades Bruce Thomas Chappel Jane Drewe Roy Lyons K. Schattauer Richard Roung John MacLennan Robert D. Reynolds Tony Onufer Ben Dikkeboom
Other Guests:	Jim Pelletier Patricia Marchiori Neil Morris	

1.0 Introduction and Agenda Review

Sally Leppard, Facilitator, Neutral Community Facilitator's Office, opened the meeting and welcomed the members. Ms. Leppard indicated that the East-West NAC requested an extra meeting for the purpose of obtaining feedback from the Project Team on its responses to the NAC members' suggestions about the evaluation criteria and the issues raised around the North-South and East-West alignments.

Ms. Leppard indicated that Councillor Craven sent his regrets.

Ms. Leppard then reviewed the meeting agenda which received the consent of NAC. The Agenda is attached as Appendix A.

2.0 Review of NAC Meeting #2 Minutes

Ms. Leppard reviewed the Meeting #2 Minutes with the committee members. Comments on the NAC meeting minutes are included in the Appendix B.

3.0 Input from the NAC (E/W and N/S) on: Evaluation Criteria and Issues/Opportunities for Alternative Alignments

Don McKinnon, Dillon Consulting, reviewed the evaluation criteria table and highlighted the changes made. Mr. McKinnon noted the blank column for comments on the right hand side of the table and encouraged committee members to jot down their questions and comments, which would be addressed following the review of the evaluation criteria table. Mr. McKinnon indicated that the evaluation criteria will be contributed to by many stakeholders, not just the NAC members. The current table represents input by the project partners and the NAC. Dillon is using this table as a tool to distinguish differences between the various options. He noted that it is very rare that one option is preferred over all others for every criteria, and there are always trade offs. Mr. McKinnon went on to explain that the change in the level of impact is important (e.g. how much will noise levels go up; how much new natural habitat will be effected), the level is not as important, it simply helps distinguish between similar options. For example, if one resident needs to be moved versus clearing ten hectares of natural habitat, the Project Team will not necessarily recommend the option that removes natural habitat just because the social is rated high and the natural environment is rated low.

The members were directed to the *Waterdown Road Widening / New East-West Road Phase 3 Class EA Draft Alternative Designs Evaluation Criteria Table*, for their review

Mr. McKinnon provided highlights of the changes to the evaluation criteria table:

Social Environment

Added the following indicators:
- Potential for traffic infiltration to existing residential areas and resulting effects
- Potential for negative change to community character and views in the area

Natural Environment

Added the following indicators:
- Amount, nature and significance of natural habitat removed
- Potential for effects to adjacent habitat

- Opportunity to enhance degraded natural areas (terrestrial and aquatic)

Economic Environment

Added the following criterion:
- Potential for impact on residential property values

Added the following indicator:
- Potential for change to property values

Cost

Added the following criterion:
- Operation and maintenance cost (million $)

Transportation

Added the following indicator:
- Ability to accommodate local and through traffic

Changed the wording for the following indicator:
- Extent that alternative supports/ promotes transit use, pedestrians and cycling

Discussion:

C. With respect to the social environment and the number of residents displaced, the tolerance levels for expropriation need to be included. We also talked about light pollution under the scope of the social environment (e.g. especially for people living on a roundabout).

A. Expropriation tolerance has not been changed; the number of houses to be expropriated has been reduced due to the change in the size of the Right-of-way. We will be assessing each property individually. The issue with light pollution is how can we measure it? We'll consider the inclusion of the light pollution, but I'm not sure how we'll measure it.

Q. What about air pollution? It is crucial to the people living in the area.

A. It is very difficult to specify hard criteria.

C. I'm not happy to see the NAC comments diluted by those of the Project Partners. The criteria ranking comments should be placed in separate columns, one for the NAC and one for the Project Partners.

A. The Project Team will change that and put in a separate column for the NAC ranking.

Q. You said you added new indicators, but we had no opportunity to rate these, so how do you have rankings for them?

A. It is the average of all those indictors under a specific criteria group, but if you have issues with these rankings please let us know.

Q. What is the purpose of this whole evaluation criteria exercise? Is there something that deals with whether these changes will actually work? Have we looked at the probability of the objective being achieved? Is there a criterion that can measure/assess achievement of the objective?

A. We can consider examining the probability of achieving the objectives, for example traffic safety levels can be studied in this way.

C. We need to reiterate what the problem was that caused us to do the study in the first place. We needed an extra lane to support the development, but now they are saying they might close King Road which doesn't solve the problem. Maybe we need some sort of monitoring of the actual problem to see if we are solving it?

A. Dillon Consulting will be doing a technical study of King Road.

C. We have traffic that needs a through route with no traffic lights, yet we have a recipe for disaster if we put that type of traffic with local traffic.

C. Roundabouts and traffic lights need to be analyzed in a pro versus cons fashion.

C. What did you have in mind for recreational properties (bottom of page)?

A. The wetland trail is one example. We will consider the trail plans as part of this project.

C. Under the criteria group social environment, you need to add an indicator for the potential to change water quality for those people who use wells and consider flow rates, water run-off, and septic systems. I heard that sanitary sewers will not be constructed along Waterdown Road. This is an issue, since it was committed by the City of Hamilton in Phase 2 of the project.

A. We will have storm sewers, but not a sanitary sewer. However, if the septic system is impacted we will have to deal with that.

Q. What about the promise to provide double pane windows and air conditioners to deal with noise pollution? Is this included in the costs?

C. Cost sharing might be a criterion that should be added to the table. In the City of Burlington cost seems to be influencing everything. What if we do a 40/60 cost split?

A. Capital costs and operational costs are different.

Q. How do you establish the value of a tree? How much do you spend to replace the tree? What is the value of a large tree? It is not money.

A. Dillon Consulting has calculations to identify the cost of removing a tree and planting a tree. The value of a tree is a different issue and has not been quantified.

C. The value of a tree can be thought of as natural capital.

C. The residents along Highway 5 are also operating on wells and septic tanks, so that would be a concern for them as well.

Q. Dillon: Is cost the only criteria level that is being challenged?

C. I think transportation might be another one that can be challenged.

C. I would like to see what the local conservation authorities are saying about these evaluation criteria. Also, it would be helpful to separate the input from the Project Partners from the input from the NAC members.

Action: It was agreed to provide a table separating the input from the Project Partners, the NAC and members of the public.

Discussion with Project Team Issues - Section by Section)

Paul MacLeod, Dillon Consulting, reviewed the issues identified on Waterdown Road. Mr. MacLeod indicated that most replies dealt with the work that will be done in the future thus a response is not yet available. Mr. Macleod focused on the following themes and specific issues in his review:

Item 9

The lane width is to be finalized, but the current direction we have is 3.3 meters, especially when considering public transit such as buses.

Item 10

Dillon Consulting has prepared roundabout designs for future intersections. We must consider the issue of continuous flow and the intersection footprint.

Item 14

Dillon Consulting will study turning demands for the intersection at Flatt Road.

Item 23

Dillon Consulting is working on a number of options for bicycle access and we'll investigate these further. We have considered the possibility of off road bike lanes.

Item 29

We received many comments regarding wildlife crossing between Horning Road and Mountain Brow Road. We are considering provisions for wildlife crossings.

Item 34and 38

Dillon Consulting is aware of the Bruce Trail access points and these will be considered as part of our design options.

Item 48

Dillon Consulting staff will start our one-on-one meetings with local home owners next week.

Item 85

Two lanes were proposed as part of the internal subdivision, so we will need to add 2 lanes for through traffic.

Item 86

Dillon Consulting has prepared an intersection design that would not allow through traffic straight through.

Discussion

Items 23

Q. Will cyclists have to go back to the road at some point if off road bike trails are created?
A. We can connect the bike trail to Waterdown Road

Q. What about GO train access?
A. We'll be looking into that.

Item 34

C. This point is misstated; the Bruce Trail crosses Mountain Brow, and ends at Waterdown Road.

C. We hope that the Bruce Trail will one day cross Waterdown Road.

C. Items 34 and 38 are the same thing, but 34 is misstated.
A. We'll add in the Mountain Brow crossing reference.

Item 48

C. Members were advised to initiate the formal expropriation process rather than try to sell.
A. Dillon Consulting staff will meet with potentially affected home owners next week.

C. Burlington: The expropriation process is not recommended. Home owners can arrange for a fair process with a municipality, but it is still a very difficult process. I just wanted that to be on the record.

Item 57

C. All these roads are arrow straight, and look like race ways.

King Road

C. Items 87 and 64 refer to King Road staying open.

Item 65

C. "NAC suggested to make Mountain Brow Road a phased 3-4 lane road to match Waterdown Road", can you elaborate on this issue?
A. Dillon Consulting is looking at a phased implementation of improvements, starting with a 3 lane road with one central turning lane.

General Comments

C. Many of those roads have many driveways accessing them; this is problematic if you want to expand to 4 lanes.

Q. With respect to the use of bus stops on the North-South route. I don't see where that was included.
A. We will look into that.

Q. When will we see the King Road feasibility study?
A. The study is currently under way, and we'll have some initial concepts for the Public Information Centres in June. It will be on the agenda for next NAC meeting.

C. I don't see any comments on future commercial development, flooding areas or ESA studies. I have been coming to these meetings for four year sand I am still waiting for this data. There is no expert here from the conservation authorities again.
A. We'll have an environmental person from Dillon Consulting present at the June 11 and 12 NAC meetings. This data will be released with the Environmental Study Report (ESR). We have the preliminary data, and we can suggest to have the data released early. We are in the process of engaging the conservation authorities, but need to wait until the options are confirmed.

C. With respect to items 9 and 11, have closed the door to anything other than 3.3 m or larger? If you retrofit to add bike lanes you will have to go down to 3 m per lane.
A. The City of Burlington has done some retrofits and our new construction standard is 3.3 m.

C. Are you telling me that because of the expected high speed limits we are allowing lanes to be 3.3m? This is a backwards way of thinking.

C. We want to provide protection for residents and reduce speeds by side friction. Think about dropping the speed limit to 50 km/h.
A. We will consider that at the City of Burlington.

Paul MacLeod then briefly reviewed the East-West Route comments. Mr. MacLeod highlighted the following issues:

Item 1

This item was discussed previously, and we hope to go with a more qualitative approach.

Item 6

Dillon Consulting received a lot of comments regarding the issues associated with Highway 6 and 4th Concession, and we have suggested a solution, which is illustrated on the maps at the back of the room.

Item 11

We have a design for the East-West route with a posted speed limit of 60km/h, with sections dropping down to 50km/h.

Item 20 and 21

We are not sure what these two comments mean, and we would like to receive clarity on this from the author.

Item 22

Dillon Consulting is investigating this area.

Item 29

We will go ahead with 4 lanes for Parkside Drive, staying consistent with the Phase 2 recommendations.

Item 30

We are considering long-term traffic growth and we believe 2 lanes on the east-West route are enough.

Item 37

Dillon Consulting is in the midst of developing three options: widening to the North; widening to the South; and widening to the centre lane.

General Comments – Item 34

We assume only one truck route will be identified in the area, and we are creating an option to address this issue.

General Comments – Item 39

This is a complex issue. We have thought of some alignment possibilities for Bores Creek.

General Comment – Item 40

Any road curves would need to be at a radius to maintain the road design speed.

General Comment – Item 41

Our comments on this item can be found detailed in the table.

Discussion

C. You indicated you would look at Concession 4 and Highway 6 and design something that will make these routes safer, but moving the whole East-West route north will make it safer.

Q. Why are so many alternatives identified?
A. We'll discuss all the alternatives at our next meeting.

C. Cost is not reflected in the alternatives illustrated on the maps at the back of the room. For example, building a bridge across that whole section is costly.
A. We will do an actual costing analysis.

Q. Have you done any test drilling in that area to see how close the road will be to the quick sand?
A. Not yet.

C. You should have done the test drilling right away before even creating those alternatives.

C. The further south you go the more water will collect in the wetland.
A. We'll preserve the existing flow pattern.

C. Items 34 to 43 belong under section N2.

Q. How will the potential for truck traffic be considered in the evaluation criteria?
A. We will consider truck traffic when we do the noise assessment.

C. With respect to item 30, you have stated that 4 lanes on Parkside Drive have been identified?

A. We identified that there is a need to have 2 additional lanes for East-West capacity on Parkside Drive, and we know that 3 lanes is not enough. It would only be a very short section of Parkside Drive that would need 4 lanes.

Q. What does item 10 refer to?
A. That is not our comment; we will need to contact the author of that comment.

C. I understand that MTO will not have any access from Highway 5 to Parkside Drive. Thus it would be a good idea to keep Parkside Drive open with traffic lights.

C. The Project Team is defending a position. If Option 5 can be expanded more easily, then we can identify a need to think further into the future.

C. This table isolates comments. If you build the East-West road people will use it and trucks will use it. Please don't isolate these points; you need to look at the big picture. Will people really use Highway 6 to go up? Consider the expandability of Option 5 as a positive point to consider.

C. Adding 2 lanes to support the sub division only deals with future predictions but what about the current traffic issues e.g. Evans Rd and Boulding Avenue have large volumes of traffic already. Option 5 will solve these issues especially if it is 4 lanes.

Note: NAC members encouraged the Project Team to consider the longer-term needs of the community, beyond the OPA and consider the amount of road that would be required based on development other than OPA28 lands.

C. I wasn't aware that I could send in issues like Mr. Brezink. I think we should have all been given that opportunity. I would like to be given that same opportunity.
A. We did send a notice to all NAC members, asking for comments by May 28.

Q. Can we provide input for posted speed limit in the area near Evans Road and Kerrs Road? There needs to be a traffic light at Kerns Road to allow for access. The traffic situation will become even worse over time.
A. We'll look into that, our plan is to present the evaluation information and preferred options at the next meeting, but details such as traffic signals will not be dealt with until much later.

Q. Will Upcountry Estates will be two lanes?
A. Yes.

C. Two lanes is useless. Plus your map is way out of alignment. Why put a highway through a swamp? You have useless land west of my property that can be utilized.
A. We can touch base with you offline to discuss this further.

C. Please add the Bruce Trail crossing in that area as an issue under N7.

Other Business

No items of other business were raised.

Concluding Remarks

Sally Leppard thanked committee members for attending the meeting, and indicated that the next round of meetings will take place Wednesday June 11 for the North-South NAC, and Thursday June 12 for the East-West NAC. Ms. Leppard also noted that the Project Team has sent invitation letters to the local conservation authorities and the Niagara Escarpment Commission.

Paul MacLeod indicated that Dillon Consulting will present the preliminary evaluation at the June 11 and 12 meetings.

The meeting was adjourned at 9:05 p.m.

Action Items

Item #	Action Item	Who
3.1	Verify whether Table 2 from the North-South NAC meeting identified cost as the highest ranked criteria.	Neutral Community Facilitator's Office
3.2	Add King Road to the agenda for discussion for the next North-South NAC meeting.	Neutral Community Facilitator's Office
3.3	Revise North-South NAC Meeting #2 Minutes.	Neutral Community Facilitator's Office
3.4	Revise East-West NAC Meeting #2 Minutes.	Neutral Community Facilitator's Office
3.5	Double check traffic models to verify through traffic routes.	Dillon Consulting
3.6	Double check how cost was prioritized at the East-West NAC Meeting #2. Verify that is a range is given in the table (e.g. high-low) it accurately reflects the number and type of responses.	Neutral Community Facilitator's Office
3.7	Add in a separate column for the NAC evaluation criteria ranking, and a separate column for the Project Team evaluation criteria ranking.	Dillon Consulting
3.8	Provide information about the use of bus stops along the North-South route.	Dillon Consulting
3.9	Biologist from Dillon Consulting to attend next round of NAC meeting	Dillon Consulting

General Comments on North-South NAC Meeting #2 Minutes

C. There seems to be no specific emphasis on the issues the committee spent extra time on at the last meeting. The meeting minutes should identify extra time was spent on these items during our discussion. The emphasis of the discussions needs to be clear.

Comments on Page 2:

C. It was clearly stated that the NAC would like to report directly to the Project Partners, not through the Project Team. It was clear at the meeting and it should be clear in the minutes.

Comments on Page 3:

C. The committee had a lengthy discussion on King Road. It seems there is a bias in Burlington to close King Road. The weighting of the discussion needs to be clear in the meeting minutes.

Comment on Page 4:

C. Where is states "yes, the bike lanes make a difference to the width of the road" it should be more specific and say "in such cases we can go beyond 14.3 m".

C. From what I remember all three tables said clearly that social and the natural environment were the highest rated criteria. I'm not sure that Table 2 had such a difference of opinion. I believe the record in the minutes has been reversed. I thought cost was considered the lowest.

A. We will verify that with the Project Team and review the detailed notes.

C. As a representative from Table 1, I feel our comments were not adequately documented. It gives very little input into the tables detailed discussion, some of our points that appear in the minutes don't reflect the detailed comments we made on the maps.

A. The detailed comments from the maps are found in the appendices, the body of the meeting minutes only covers the short presentations given by each table following the breakout group discussions.

C. Where it says Table 1 would like to see "studies about all available actions", I'm not sure what that means. This needs to be clarified.

Comments on Page 5:

C. The discussion of road straightening by Flatts Road and Waterdown Road is noted here as a great idea and it should be noted that it is crucial.

C. Where is states that lane width should be reduced to reduce traffic speed, it needs to be more specific and say lanes should be reduced to 3 meters, providing the specific example of the City of Toronto at Queens Park. It should also be noted that the City of Burlington supported this width as part of their road retrofit process.

C. The Bruce Trail should be represented in the North-South NAC meeting minutes, since it is linked to Waterdown Road.

Comments on Page 6 and Action Items:

Ms. Leppard indicated that there is an error with action item 2.6; it should read “contact 2 civilian members of the Niagara Escarpment Commission (NEC)”.

Comments on the Appendices

C. In Appendix C, number 71 in the table is not clear. I’m not sure what it means. We need to find out who made this comment.

C. In Appendix C there is a lot of references to “potential”, but these are not potential they are for certain (e.g. wildlife crossings).

C. Citizens should be able to request expropriation, rather than wait for the City to determine that – this point was made at the meeting.

C. I have a concern about point 37 in Appendix C, I don’t recall that a majority supported a roundabout.

C. There was a lengthy discussion about King Road in its entirety, thus I don’t think it should say “no comments” in Appendix C, since it is very misleading.
A. We will put that on the agenda for discussion at our next North-South NAC meeting.

Action: Lura to amend the minutes of the North-South NAC Meeting #2.

The following comments were raised about the East-West NAC Meeting #2 Minutes:

Comments on Page 2:

C. In the middle of the page it refers to the confusion about the date 2031 versus 2021, I see that it has been clarified.

Comments on page 3:

C. A single word answer “yes” is not detailed enough regarding through traffic. I asked what are the alternate routes, and how will they deal with through traffic.
A. Dillon Consulting doesn’t have data on traffic counts available this evening, but the way you summarized it would seem accurate to me. People tend to select a route that is the shortest travel time, not necessarily the shortest distance. Dillon will check the traffic model.

C. Tony Onufer expressed his concern that a proper bypass is needed. There is no mention of that statement here.

C. Regardless of where the new East-West road drops down to Parkside Drive, Parkside Drive needs to be kept open because of all the commercial development going on in the area. All intersections in the area need to be signalized. I recall areas where lights are close together to allow for safe left turns. We need to keep lanes wider to allow for a wider road with 4 lanes in the future, this will prevent unnecessary construction and disturbances.

C. With respect to the Concession 4 intersection, Dufferin Aggregates quarry was approved for expansion in 2005 for a 300% expansion for productivity and the number of trucks expected at peek times is 66 trucks per hour. If this bypass connects to Concession 4, it is a route 2 km shorter and the trucks will use that bypass to get to highway 407. We should not provide that opportunity. City

Council has not voted against it. We should note that Option 1 is preferred because it does not allow access to Concession 4.

Comments on Page 4:

C. I recall that Table 1 mentioned the Wetland Trail intersection, it should be in the meetings minutes.

Comments on Page 5:

C. Under the Table 3 summary it states that Boulding Avenue "could" be used as a through traffic route, this needs to be changed to "would".

C. Under the Table 2 issue areas and suggestions section, it needs to be clarified that the original Option 4 does not allow an opportunity to expand.

Comments on Action Items

No comments were made regarding the Action Items.

Comments on Appendices

C. In Appendix C, page 20, in the criteria evaluation table, I don't remember anyone saying that cost was a high priority; it was all a low priority.
A. The Neutral Community Facilitator's Office will check this, and we will note that you want this to be changed to low.

C. Providing a range that states "high-low" will make these criteria tables invalid. For example, if 2 out of 14 people said high, then the range is not weighted properly and is not accurate.
A. The Neutral Community Facilitator's Office will check on this.

C. Our group did not participate in any ranking. Only 2 out of the 5 groups did this exercise, that is not enough input. I think all groups and individual NAC members need to provide comments.

C. On page 16, item 31: The City of Burlington seems to think roundabouts are great but they will not work in a high traffic area.

C. I think people should still be allowed to provide comments on the criteria and the issues areas.
A. There is still opportunity for feedback at the Public Information Centres (PICs), but in order for us to have this meeting today we needed comments earlier.

Action: Lura to amend the minutes to the E-W NAC Meeting #2.

WATERDOWN ROAD CLASS EA PHASE 3 & 4
NORTH-SOUTH NEIGHBOURHOOD ADVISORY COMMITTEE (NS NAC) MEETING #4
June 11, 2008
Minutes of Meeting

The meeting commenced at 6:30 p.m., June 11, 2008, at the Travel Lodge Hotel in Burlington.

In attendance:

North-South NAC Members:

Gary Deathe
Chris Povell
Michael Staresinic
Julie Martin
Gene Wasik
Oranna Worton
Martin Tigchelaar
Ivan Fernandez
Frank Dejak
Sue Dodds
Don Wray
Councillor Rick Craven

Project Team:

Syeda Banuri, City of Hamilton
Michael Marini, City of Hamilton
Paul Allen, City of Burlington
Greg Simon, City of Burlington
Paul MacLeod, Dillon Consulting
Don McKinnon, Dillon Consulting
Amanda Shepley, Dillon Consulting

Neutral Community Facilitator's Office:

Sally Leppard, Lura Consulting (facilitator)
Liz Nield, Lura Consulting
Patricia Prokop, Lura Consulting

Other Guests:

Christine Abe -MBTW Group
Kathryn Pounder -Niagara Escarpment Commission

1.0 Introduction and Agenda Review

Sally Leppard, Facilitator, Neutral Community Facilitator's Office, opened the meeting and welcomed the members. Ms. Leppard indicated that the main purpose of the meeting is to for the Project Team to discuss the preliminary preferred alignments, discuss the methodology and criteria used to develop these proposals and to obtain feedback and advice from the NAC.

Ms. Leppard then reviewed the meeting agenda which received the consent of the NS NAC. The Agenda is attached as Appendix A.

2.0 Review of NAC Meeting #3 Minutes

Ms. Leppard presented the Meeting #3 Minutes and discussed the status of the action items with the committee members.
Ms. Leppard requested that NAC members provide their comments within ten business days.

Action Item Review and Update

Action Item 3.1 – Table 2 comprised of two individuals, both of whom ranked cost as "high". One other NAC member also ranked cost as "high", whereas everyone else ranked it as "low". Overall 3 NAC members ranked cost as "high", and 11 ranked cost as "low".

Action Items 3.2 – King Road was added to the agenda for discussion today.

Action Item 3.3 – The North-South NAC Meeting #2 Minutes were revised.

Action Item 3.4 – The East-West NAC Meeting #2 Minutes were revised.

Action Item 3.5 – As indicated traffic issues will be addressed by the specialist who is a traffic analyst as part of Dillon Consulting team. He will start generating information on Monday June 16th, as he is currently on vacation right now. As additional information becomes available over the summer the Project Team will prepare memos for the NAC.

Action Item 3.6 – The majority of EW NAC members stated that cost should be ranked as "low".

Action Item 3.7 – Complete. A separate column was added for the Project Team evaluation criteria ranking.

Action Item 3.8 - Bus stops will be considered.

Action Item 3.9 – Ian Roul, a biologist with Dillon Consulting, is here tonight.

General Comments

Q. What is the update on reporting directly to Project Partners?
A. Any documentation created at NAC meetings and all comments from NAC members will be included in the EA study as part of the consultation records and will be made available to Council members. The final Environmental Study Report (ESR) report will also allow a similar opportunity. Any member of the NAC can also appear as a delegation in front of the Public Works Committee at the City of Hamilton. Because the NAC is not a standing committee of Council, a report from the NAC cannot go

directly to Councils Procedurally NAC is not an official committee of Council. As such, the NAC reports go through the Project Partners on the Project Team and attached to the staff reports that go to Council.

Q. If the NAC requested through the Project Team that a report of theirs go to Council is that possible?
A. That is only possible at the ESR stage. (*Project Team added after meeting: NAC can go as a delegation to committee or council as a "member of the public", or NAC reports can be appended in their entirety to the staff reports at that stage.).*

Q. Is the Council the same body as the Project Partners? What we are hearing now is that we are not allowed to speak directly to the Project Partners.
A. The Project Partners (City of Hamilton, City of Burlington, and Halton Region) are part of the Project Team. The Project Team is a larger group which includes Dillon Consulting.

A. The City of Burlington does discuss all the documentation that is coming out of the NAC committee with our Council. I take this information directly to our Council.

C. Dr. Bielak was worried that the information from the NAC would be filtered if it goes through the Project Team. Can we allow for stand alone reports to ensure the integrity of the materials?
A. Yes, absolutely.

3.0 Update on King Road

Paul MacLeod, Dillon Consulting, provided an update on King Road. Dillon Consulting is creating design criteria for the various options that will be studied on King Road. The hope is to use a grade line of 10%, as well as one of 12%, which will represent a low design speed. There will be a minimum two lane pavement width, with 3 m lanes, or an option with four lanes in total. The various options will provide solutions for slow speed traffic along King Road through the escarpment. Dillon Consulting will look at maintaining one way traffic through the escarpment with traffic introduced at both ends, with a switch in directional traffic depending on time of day. The possibility of closing King Road does still exist. In total Dillon will consider five options, including "do nothing".

Discussion

Q. I fear that the final recommendation will be to close King Road. Why do I see that as an end result? Can King Road be left alone, why is a poor road not better than a closed road?
A. The implications of the work is the approvability and impact to the escarpment.

C. It is hard to pass each other when driving on the hill section of King Road. This area is also environmentally sensitive. Why is the option to close it even being considered?
A. That option is on the table because we have to do an assessment of the existing road with respect to safety and additional traffic through the area.

Q. Why do I see large trucks on King Road? I saw one coming from the north, going south.
A. I have no explanation

C. It seems that truck drivers get lost trying to find Highway 6. Better signage is needed.

C. There is a quarry on King Road that trucks travel to and from.

C. The residents on Kerns Road have a very different view of what should happen on King Road.

C. The public needs to be made aware of the King Road feasibility study.
A. Dillon Consulting will be further ahead with their analysis of King Road in time for the June PICs, and we'll have some more concrete proposals to show in September.

4.0 Overview of Preliminary Evaluation of Alternatives, and Mitigation Options

Paul MacLeod, Dillon Consulting, reviewed the preliminary evaluation alternatives with the NS NAC members. Mr. MacLeod explained that the Waterdown Road corridor was split into sections, which can be considered issue sections or alignment sections. In the issue sections Dillon the goal in those areas was to minimize impacts. For example, at the intersection of Waterdown Road and Mountain Brow, Dillon identified intersection alternatives.

Section W1 – The proposed alignment has been located in such as way as to keep away from the hydro tower and the reservoir. There is recognition of the sensitivity of Sassafras Woods, thus the elimination of the sidewalk at the east side of road. A minimum boulevard is proposed to squeeze in the footprint. The plan has grading limits and shows existing properties and encroachment limits.

C. With respect to the section by the hydro towers, there is a 100 foot straight drop where that comes out, so you can't take the road further east. How will you install the retaining wall on the drop?
A. We are putting a retaining wall on the slope there, it is not a "straight drop" per say.

Section W2 – There are two options for this section: 1.) hold the existing east property line in front of the residential homes, or move all the works to the west so there is no impact into those properties, thus the road would shift slightly to the west; or 2.) create an alignment through the east side of development lands, with a small connection on each side. This has the potential to reduce traffic and traffic conflicts. One reservation about this option is that it is hard to implement and incorporate into the larger development. There is a need for further discussions with the developer.

Q. Do you think the developer will go along with these things?
A. We really need the developers input into this specific area. There is green space, parkland, as well as a school being considered in the developer's plans. Thus, the developer is trying to create a well balanced community.

C. I think they are still in negotiations for how many houses they can build in that area. If you restrict their land they will ask for more houses, thus it is a catch 22.

C. Eco Heights sub divisions have approached the City twice with two proposals, none of which show this road here. Also, no school board is interested to develop a school in the area. As far as I know this has never been put to the developer and if we will bring it to them now, they do have development rights and they will be looking for compensation. There is no answer from the developer but once we bring this to their attention a response will be forthcoming. Paletta International is the developer.
A. One of the tables that was handed out has a section by section evaluation of that section of the alignment. We have not finalized it by any means.

Q. Are you proposing you would only go north of the north end of the bypass, and south of the south end? Will you have the intersection there?
A. Yes, there will be two intersections connecting to the new road.

Q. Do you feel you have enough support on this option from this group? Would you like a show of hands?
A. We believe it was discussed and supported.

C. I think it is a great trade off.

C. I think it will be an issue when you are trading off for higher density, a developer might have condos on the strip. People who are on that straight way will have condos or gas stations, coffee shops etc. there are facing their homes in the future and they won't be happy.

C. It is safer to have two roads for people with driveways trying to come out.

C. The area between the two roads might be a good place for a park.

Q. If the residents want that alternative can they specify the density of development housing, so it is similar to that density in their neighbourhood?

Q. Is there a single developer who owns all that land?
A. Paletta International owns the land north of Flats Road.

C. Waterdown Bay is the name of the development and the name of who owns it. Paletta International is one of the partners.
Q. Who are the other partners?
A. The City of Hamilton can look into that, to see who the noted applicants are for the development lands.

C. I believe Eagle Heights are owned by someone else.

Q. Is there is a way to allow residents to have a choice in what happens in Section W3?
A. Timing has to be discussed with the planners and the developer first.

Q. Would it not be better to wait for the Ontario Municipal Board (OMB) hearing regarding the allowable density first?
A. Any new development along Waterdown Road needs to be compatible with the existing development in the area.

C. With respect to OPA 197, there are significant environmental features in that area that might be impacted by a westerly alignment.
A. We tried to skirt those through our design.

C. There needs to be protection for the community.

C. The City of Burlington will be contacting the developer sooner rather than later. It is fair to let them know what is being considered.

Section W3 – This is the end of new route where it intersects with Mountain Brow Road. There was a lot of difficulty fitting the road in because the grading was so close to properties, it was important to minimize the footprint as much as possible. One side of road is high and one is low. A 1.5 m section will be a boulevard that will allow for plantings. Sidewalks are recommended on both sides of the road. However, there are a number of homes that are fairly close to the road. We are recommending retaining walls in certain spots. This will be developed in more detail.

C. The retaining wall is close to the century home.
A. Yes, we know we need to do more work and we'll be talking to the landowner. Overall we hope to minimize the encroachment.

Section W4 – Dillon Consulting is proposing a conventional at grade intersection treatment at Mountain Brow Road and Waterdown Road, with one continuous right turn lane. Roundabouts were also considered, however one roundabout creates a significant footprint and will remove homes, thus we are not recommending a roundabout.

C. What you have suggested looks like a very large roundabout.
A. A two lane roundabout is significantly larger than a one lane roundabout. We've designed it in a conventional way, but we can't reduce it much more.

Q. Am I to understand that going north a driver will be on a two lane road, and one of these lanes will go right?
A. Yes, we'll make sure they are aligned properly.

Q. Will there be a stop sign?
A. There is the possibility of a traffic signal, especially with the double left hand turn. We need to do more assessment on it. We need to keep a lane to combine through traffic and left hand turns. We suggest 50km/h or 60km/h to be the speed limit.

C. There are no people here tonight from Mill Street, if they saw this they would be concerned.
A. There is no intention of restricting the through way north bound traffic to Mill Street.

C. It is hard to get through this area using one lane in the winter. You suggested two lanes on Mill Street at the Mountain Brow Road intersection; this area is too steep for two lanes.

Q. Is Dillon considering any grade improvements?
A. The grade is staying basically the same as it was before.

C. If you put a traffic light at that intersection, how will the residents be impacted when the light turns red and traffic backs up on Waterdown Road?
A. We want to have a free flow right turn lane there, so northbound traffic is independent of the signal.

Section W5 – In the section between Waterdown Road and Flanders we have to deal with encroachment on many properties. We'll lower the designated posted speed limit to 50 km/h, which will allow us to adjust the grade to a steeper slope. The grading will be kept to a minimum, and we recommend eliminating the sidewalk on the south side. A sidewalk pushes the grading out 2-3 meters. We moved the alignment slightly to the north at Waterdown Road and slightly to the south at Flanders.

Q. When is the deadline for people to provide comments on this section?
A. We'll carry forward with the basic preferred concepts shown here today since we have not heard much negative feedback. We will continue to fine tune these for months, so there is no deadline per say. We would typically give 3-4 weeks following the June PICs.

Q. Do any homes need to be taken in this area?
A. Not at the moment, we are not sure of the new road allowance line exactly. We know that encroachment is possible and the driveways are very close. In our design, we split the difference in distance between the two properties. This is the best solution to go forward.

C. Initially the Flanders intersection was supposed to be closed. There is the question of whose neighbourhood this lies in. The developer will not build houses within three feet of the road.
A. Dillon Consulting staff is meeting with the planners later this week to discuss that.

Q. What about the Bruce Trail crossings?
A. Yes, there is a crossing in the area, and we are aware of it

Q. Is what you have shown here the preferred treatment for the area?
A. Yes.

Q. How can you accomplish this without closing the Flanders intersection? You need to think about the sightlines.
A. We are thinking about sight lines.

C. It would be better to have a flashing light instead of a stop sign.
A. We are currently considering removing the stop sign.

Q. Can you address the Bruce Trail issues?
A. There are currently two crossing locations for the Bruce Trail in *Section W6*. We looked at the possibility to provide crossing allowance, but nothing seems to work here, we can provide a pedestrian refuge in the middle of the road, but it is probably more unsafe given the four lane road, it would be better suited for a six lane road. We could put an actual cross walk.

Q. When will people be able to give feedback on this question?

C. The speed limit needs to be controlled, it is currently 50 km/h, but people don't follow that rule.

Q. Why is this not a three lane road?
A. We are going for the ultimate, and we are adapting Waterdown Roads' pavement standard with reduced lane widths. Our current plan is to have the current intersection open. Please send us any additional comments.

C. Sight lines are important, because you can't see well at this intersection.
A. We will use the model of the day light triangle for sight lines.

Section W7 – This is a four lane road opposite Burke Street. This section could vary depending on the subdivision lay out. We recommend a restricted intersection at the north end, where a driver can either turn right or left, but cannot go straight on to Burke Street. This will restrict through traffic. It was recommended that section W7 move further east, but we are not going with that design.

Q. Are you not expecting traffic westbound? Is the traffic pattern showing that no people will turn left?
A. Drivers can turn left and there will be a catchment area. Right now we are not recommending anything on Dundas Street.

Q. Are you aware of how bad the traffic situation is in Dundas Street?
A. Yes.

Mr. MacLeod thanked the NS NAC members for their input and indicated that Dillon will take the suggestions from this evening and will refine the plans.

General Comments

C. Given the preliminary nature of what you have presented, people will ask how many homes need to be abandoned along this route.

A. We are calling the homes threatened, and I would say that only two homes are in that category right now. We are currently meeting with home owners, we are keeping all the road work and designs away from the buildings as much as we can, but we will do a more definitive assessment of threatened homes.

Q. When will the plans for the interchange come in effect?

A. Dillon Consulting is matching our plans with the interchange plans, which are finalized.

Q. Does the interchange have to be complete before widening of Waterdown Road can begin?

A. The current schedule shows the interchange will be in place before Waterdown Road is widened. Construction on the interchange is to begin in the fall. The plans for the interchange will be on public display at the end of June.

C. With respect to the top end of Waterdown Road where it meets Dundas, what is the consideration for the ESA? I have heard no discussion or design for that area.

A. We need clarification from the developer before we come up with a treatment for the creek crossing. We'll sort that out at our meeting on Friday.

A. All creek crossings need authorization from Fisheries and Oceans Canada. It is a very detailed process. It is necessary to measure the amount of fish habitat that would be impacted.

C. There has been a significant watershed study underway in that area for four years. One of the items that was considered was the creek crossing. The concept for that crossing will be brought to light very shortly.

A. With respect to the woodlot there, we are keeping the curb line of the new road with the curb line at Burke Street to keep impacts minimal. Any encroachment further west is not wise.

Q. How can we stop garbage from being thrown out of passing cars and going into the creek?

A. That is a difficult question: how do we stop litter.

C. There needs to be a physical barrier.

A. We have used fencing, dense planting of shrubs, and/or signage such as "sensitive creek". Educating the community is key.

C. Salt contamination is another concern.

Q. Who looks after the watershed in that whole area?

A. That will be done by the developer, but we need to allow passage of water through the roads, possibly with the use culverts under the road. The new road will have an urban gutter with a storm sewer.

Q. Will that feed the reservoir?

A. We are assessing that now, we need to plan a proper outlet. A storm water pond might be possible.

Q. Can you create new banks for that creek to prevent flooding in the spring?

A. The final plan is not yet clear, but drainage and storm water management are being considered.

Q. Will these comments go to the planners?
A. Yes, will bring the comments on the area to the planners.

Q. What about westbound traffic into downtown?
A. I believe the traffic volumes are 90/10 or 80/20, but we'll generate the exact traffic volumes for you shortly. We'll also check how these affect prevailing conditions on Dundas Street.

Q. With the cost of gas being so high now, people are using public transit. Could a bus safely get up Waterdown Road to Mountain Brow?
A. Yes.

Q. When will all the information from the PICs be available on the project website?
A. A few days after the June PICs.

Evaluation Criteria

C. With respect to the evaluation criteria, it has been noted that the social category is ranked high and cost is low, but every time a road is built or changed cost goes up, we need to realize cost is highly relevant.

C. I agree; any time cost goes up so do our taxes. We need to be realistic and consider cost as high.

C. You can build the best road you can, or you can build the best you can within the budget, these are not equivalent.

C. When I saw cost as low I was concerned. Putting cost as low is a mistake.

A. The only areas where cost comes up is in the two areas where land must be acquired. There is a cost that would be incurred by the Project Partners to purchase those lands, thus cost is relative. We have to make the evaluation a level playing field. At the end of the day we need to consider what is the cost versus the benefits we will get from it. Most of this will be covered by development charges, cost will only come into play if the Project Partners cannot pay any additional costs and that cost might then need to come out of the tax levy.

C. If there is a cost to acquiring that land, how will densities come into play?
A. There needs to be compensation for any development lost.

Q. Will the Project Team bring the results of this evaluation to the NAC in September?
A. Yes, but it will not be the final recommendation.

Q. Have you considered cost?
A. We have no budget for this project yet. We have done the costing analysis for certain segments, but costing does not come into play at this stage. We will do further costing analysis in the future. Costing will go up as we add more retaining walls and other features.

Q. When does the City or whoever say enough already this is not sustainable, it is too expensive?
A. The bottom line is not to overspend, we recommend what is required. Affordability will be dealt with later and it depends on the source of funding.

A. If the developers knew there was a low cost option, and then the new option shown is more expensive, then they would only support the previous option, which is why we have not done costing yet. We want to look at all options first.

A. The Project Partners will study cost sharing before making a final decision on the study. Financial questions need to be answered for Council to proceed with a final decision. The City of Burlington feels that the developer should pay for most of the development along Waterdown Road.

5.0 Other Business - Resource Person from the Niagara Escarpment Commission (NEC)

C. Since a representative from the NEC is here, can we give input on King Road? I think down the road King will have to be widened anyway.
A. There are always pressures when a population increases, but I am not a planner.

C. If we don't make improvements now we might need taxpayers to pay for it, rather than the developers paying for it now.
A. The major issues are not cost, but the environmentally sensitive areas and putting another cut in the escarpment, which would result in a big footprint with negative effects on vegetation in the area. This would also prohibit the movement of wildlife in the area. We need to stay within the existing right-of-way, which is a big challenge.

C. The documented advice from the NEC on Phase 2 of the project is available on project website.

A. The NEC has existing policies about widening roads through the escarpment and environmentally sensitive areas. In such areas the development needs to be proven essential, so we look to the EA process and the availability of alternatives, and we don't consider cost as the highest criterion.

C. We are very concerned about King Road and we don't want to see it changed, natural heritage sites are very important for us in Burlington. We are interested in preserving the natural environment. There is no need to cut further into the escarpment.

C. I see that the process followed by the NEC is great, but it needs to be documented so the public can see it to prevent uninformed opposition.

6.0 Concluding Remarks

Sally Leppard thanked committee members for attending the meeting, and indicated that the next round of Public Information Centres (PICs) will take place on June 24 for the new East-West route, and June 26 for the widening of Waterdown Road. The next round NAC meetings will be held in September as which time NAC members will have an opportunity to review the proposed alternatives.

Mr. MacLeod noted that Dillon Consulting will have more specific measures and a cost estimate available for NAC members at the September meetings. Mr. MacLeod indicated that Dillon Consulting is in the process of setting up one-on-one meetings with local residents and if any NAC members are interested they should get in touch with him.

The meeting was adjourned at 9:00 p.m.

Action Items

#	Action	Who
4.1	Identify the noted applicants are for the development lands in section W2.	City of Hamilton
4.2	Contact the developers working in close proximity to Waterdown Road to let them know what is being considered.	City of Burlington
4.3	Bring comments from NAC regarding drainage and storm water management to planners.	Dillon Consulting
4.4	Generate exact traffic volumes for the area, and see how it affects prevailing conditions on Dundas Street.	Dillon Consulting
4.5	Send the reports from the June PICs to all NAC members	Neutral Community Facilitator's Office

WATERDOWN ROAD CLASS EA PHASE 3 & 4
NORTH-SOUTH NEIGHBOURHOOD ADVISORY COMMITTEE (NS NAC) MEETING #5
October 30, 2008

Draft Minutes of Meeting

The meeting commenced at 6:30 p.m., October 30, at the Crossroads Centre, 1295 North Service Rd, Burlington.

In attendance:

North-South NAC Members:

Gary Deathe
Alex Bielak
Andy MacLaren
Michael Staresinic
Julie Martin
Gene Wasik
Karl Gonnsen
Klaus Truderung
Frank Dejak
Sue Dodds
Don Wray
Councillor Rick Craven

Project Team:

Syeda Banuri, City of Hamilton
Michael Marini, City of Hamilton
Paul Allen, City of Burlington
Greg Simon, City of Burlington
Christine-Lee Morrison, City of Hamilton
Matt Krusto, Region of Halton
Christine Abe, MBTW Group
Paul MacLeod, Dillon Consulting
Don McKinnon, Dillon Consulting
Amanda Shepley, Dillon Consulting
Ian Roul, Dillon Consulting

Neutral Community Facilitator's Office:

Sally Leppard, Lura Consulting (facilitator)
Liz Nield, Lura Consulting

1.0 Introduction and Agenda Review

Sally Leppard, Facilitator, Neutral Community Facilitator's Office, opened the meeting and welcomed the members. Ms. Leppard indicated that the main purpose of the meeting is to present the results of the Project Team's evaluation of the alternatives, and discuss potential landscape and design opportunities for the roadway.

Ms. Leppard then reviewed the meeting agenda which received the consent of the NS NAC. The Agenda is attached as Appendix A.

2.0 Review of NAC Meeting #4 Minutes

Ms. Leppard presented the Meeting #4 Minutes (June 11, 2008) and discussed the status of the action items with the committee members.

Q: NAC members asked what date the minutes were sent.
A: The minutes were distributed in early September 2008.

Sally suggested that NAC members review the minutes and provide feedback within 10 business days.

3.0 Update on Action Items

Ms. Leppard reviewed the action items from the June North-South NAC Meeting.

Status of discussions with developers for Section W2
Paul MacLeod indicated that the Project Team remains in discussions with developers. We have developed the preferred alignment to the west of Waterdown Road.

C: I suspect there are three outcomes – one is no, what happens if it is "no"?
A: If we have to go back to the old alignment – which is the old road, we would need to contact the residents and inform them of this change.

Update on affected properties
We have met with affected property owners; we have identified potential for three acquisitions. We are almost finished with our property owner meetings.

Status of cost analysis
Cost is a continuous process. The Project Team is costing the alignments based on current plans. This will be reviewed in the next few weeks.

King Road Study Update
Part of the meeting this evening will cover the King Road Study Update.

Truck Route Study Update
Ms. Syeda Banuri, Project Manager, City of Hamilton provided an update on the City of Hamilton's Truck Route Study (attached as Appendix B). She indicated that they are working together with the team from the Truck Route Master Plan. The City is looking at the existing truck routes and determining appropriate truck routes within Hamilton. There is nothing currently recommended for the

new routes – the Truck Route Study PICs were held in June 2008 and the team is currently defining preferred routes. Participants had the following questions and comments:

Q: How does the truck route study impact the North/South and East/West routes?
A: The Waterdown Road corridor is not in the City's existing infrastructure, and is not being reviewed as part of the City of Hamilton's Truck Route Study. They are looking at East/West corridor and Parkside Drive.

A. The City of Burlington provided an update on the Waterdown Road portion. Waterdown Road will not be designated as a truck route. Burlington doesn't designate truck routes. Our truck traffic is normally routed to arterial roads in the Region of Halton. We anticipate that Highway 6 would take the majority of truck traffic in the area.

A: Once the new alignment is in we might see some truck traffic. However, we don't see this route as a major truck route.

Q: Is anything being done to encourage your predictions?
A: We are looking at streetscaping options to limit trucks. Additionally, we can consider posting speed at 50KM per hour, adding deterrents through grading – overall we would like to make the route less attractive to trucks.

Q: Since part of new North/South route is in the City of Hamilton – is it possible that the Hamilton portion could be designated as a truck route?
A: Hamilton's Truck Route Study is looking at truck routes on existing infrastructure, not planned infrastructure. The Master Plan will be revised every five (5) years or so, an addendum could be added at that time.

Sally noted that the NAC members could send information and concerns to the Truck Route planning team.

C: Planned infrastructure should be considered now. Don't think this is an unfair request.
A: I understand your concern. What trucks are you thinking about?
C: Trucks drive up and down Waterdown Road now -- we are looking for a commitment by the Cities to prevent trucks on Waterdown Road. We have concerns about the quarry, and quarry trucks using this route. Mountain Brow does fall into the current infrastructure within the City of Hamilton and may be considered. This route should be excluded from consideration for use by trucks.

C: The City of Burlington should consider the safety of trucks travelling on Waterdown Road. These trucks can't stop; problems can occur if children run out onto the road or when residents are trying to get out of their driveways.

C: I live on the corner of Mountain Brow and Flanders. Lots of traffic goes through there. Trucks can't get up Mill Street through the railway bridge, they currently go around.
A: We will take that under consideration.

ACTION: Communicate to the City of Burlington to encourage a policy not to permit trucks on Waterdown Road.

ACTION: Ms. Banuri to communicate to the City of Hamilton's Truck Route Master Plan team that the existing Mountain Brow Road should not be considered a truck route.

Q: Can this be reflected in the presentation/boards that the NAC has recommended that? That the NAC has made these recommendations about the truck routes.
A: Yes.

C: Would like to express concern that roads are 18 inches wider in Hamilton – concern that this is a "super highway" to carry trucks. We would prefer the same width as Burlington.
A: We understand your comment.

4.0 Waterdown North-South Corridor (North Service Road to Dundas Street) Presentation

Paul MacLeod, Dillon Consulting indicated that the presentation will cover the status of concept development work and the alternative designs for the alignments, along with the preliminary results of evaluation. Mr. MacLeod indicated that following the presentation Dillon staff would discuss the maps and boards located at the back of the room with NAC members.

The following is a summary of the main points:

- The concept development work included a re-evaluation of the alignment location alternatives; finalized road elements; intersection treatments; grading, drainage and stormwater assessments; creek crossing recommendations / flooding assessments; landscaping / streetscaping concepts; noise and air quality impact assessment; geotechnical, archaeology and cultural heritage studies; and property requirements;
- Two main areas required additional work and evaluation of alignment alternatives:
  - Mountain Brow Road alignment adjustment - adjusted to move the road centre-line to the south in the area of Flanders Drive to avoid the need for additional property impacts at this location. The sidewalk on the south side has been eliminated, the boulevard on the north has been eliminated, and grading has been tightened up to minimize frontage impacts.
  - Mid-block connector road to Dundas Street (south-end) - three optional alignments have been identified for the south end of the mid-block connector road: 1) original straight-through alignment; 2) shift to the west to avoid drainage swale/low area; and, 3) shift to the west with "turning roadway" connector to Mountain Brow Road.
- For all other areas the preferred concept that was presented at the June 2008 NAC and PIC meetings has been further developed;
- The preliminary design for proposed lanes consists of four lanes of Waterdown Road from approximately Craven Road northerly to Mountain Brow Road, four lanes on Mountain Brow Road, and four lanes on mid-block connector to Dundas Street;
- The preliminary design for pedestrians and cyclists includes sidewalks on both sides of Waterdown Road except:
  - South of Flatt Road where west side only sidewalk is recommended
  - sidewalk on north side of Mountain Brow Road only
  - sidewalks on both sides of mid-block road,
  - bicycle allowance on all road sections;

- More detailed preliminary concept plans are available for review illustrating the new pavement areas and sidewalks; grading limits; property requirements; and,
- The concept plans are preliminary at this time and input on the proposals is requested.

5.0 Discussion

Q: What is the definition of a Boulevard?
A: A Boulevard is the section between the sidewalk and the edge of the road.

Q: When you indicate that you could eliminate the Boulevard to the North – is it just at Flanders Drive or at Mountain Brow?
A: The elimination would run through that entire portion.

Q: Why would the Boulevard elimination be through the entire portion when there are no houses there?
A: From Flanders Drive going east we would reinstate the Boulevard.

Q: In regard to the mid-block connection, please clarify the third option (Alternative C). When you are coming south up King Road how would a vehicle manoeuvre that curve?
A: You would go up a little curve, come to a stop and have to make the turn. Mountain Brow to the east would be a "T" intersection – for example the turn at North Shore and King Rd.

Q: Is the idea to funnel as much traffic to go west (in regard to the third option - Alternative C) for the mid-block connection?
A: It would be designed so that traffic would not have to stop – and therefore would be a full movement of traffic.

C: A lot of people walk along Mountain Brow – would that existing piece of Mountain Brow be maintained so that people can walk?
A: We want to maintain an adequate sidewalk on the North side of Mountain Brow. We could look at putting a sidewalk crossing in as well.

Q: South of Mountain Brow is currently under OPA 28 - that land wasn't supposed to be touched, however you are moving the road through those lands. Why have you overridden Hamilton Conservation Authority and OPA28?
A: We are holding the north property line and widening to the south. We will need to check if the original considerations ruled this out.

Q: What will be at the intersection at Mountain Brow and Waterdown Road?
A: There will be an independent right turn lane going north, traffic signals will be there.

6.0 King Road Technical Feasibility Study

Paul Macleod provided an overview of the King Road study area and indicated that the team is interested in NAC comments. He noted that there has been no conclusion to date on the study and that the team is in the process of the completing the study.

C: If King Road is left as it is today; for those of you don't know it is a very narrow road that occupies precarious rock face and a steep slope to the valley. King Road does not allow for passing of two way traffic.

Q: Has it been suggested to Burlington that they may have to fund this project?
A: Yes, Burlington is paying for this project.

C: Burlington is concerned that safety and operating issues may arise.

C: Concerned with the wording that says existing lane width lane width cannot accommodate two cars.
A: We can modify that wording.

Q: When are you going to have a recommendation on King Road?
A: We are almost done our assessment review and next steps.

C: If you're going to recommend closing King Road – you've got the wrong audience.

Q: In regard to the (potential) closure of King Road, what effect would it have on this Master Plan? My understanding was that you needed to gain two lanes of traffic, which you have decided to add to Waterdown Road. If you close King Road and take two lanes away, you shouldn't need to widen at all.
A: There was a long debate at the end of Phase 2 and the study will address this issue. The traffic assessment that we did for the Master Plan discounted the need for King Road – as it was not the strategic link that was needed. However, closing is one option that could be pursued.

C: I've been in the process since the beginning and never has it been said that King Road could be closed. Kerns Road could have a south-bound connection - now you've eliminated two possibilities.

A: We aren't recommending that King Road is closed. However, it is an option

C: You have stated that you aren't recommending King Road to be closed, and you are hearing from people here that King Road should stay open.

Sally noted that NAC is advising as input to the assessment on King Road that NAC does not want to see King Road closed.

C: It is important to hear from as many people as possible at the beginning of the process. There were supposed to be no plans for King Road to be closed. There was additional capacity needed and the preliminary study indicated that all the north south routes contribute to the capacity needed. What happens when there is an accident on King Road? Where do you go? There have been a lot of concerns in the past that this work was steering towards King Road being

closed. In development plans at south of Dundas – there was a note that King Road would be closed.

A: We have recognized some of that as part of the study.

Q: What are the next steps for the King Road study?
A: The report will be reviewed by City of Burlington staff, following that the evaluation will begin.

Paul Allen, City of Burlington noted that Dillon Consulting is conducting the study on King Road for the City of Burlington. Dillon is not making the final decision on King Road; however they will complete the assessment and help come up with the recommendation. Burlington staff will report on this study in early 2009. During Phase 2 Master Plan, Councillor Craven indicated that the preferred option is to keep two lanes open on King Road. Mr. Allen noted that the City is getting close to an option, and are hoping we can financially and environmentally afford the option.

7.0 Overview of Preliminary Evaluation of Alternatives, and Mitigation Options

Mr. MacLeod reviewed the 8 draft plans located on easels at the back of the room with East-West NAC members. NAC members had the following questions and comments.

Q: When you indicated that there will be four lanes do you mean three lanes and a bicycle lane?
A: The intention is four lanes for cars. We have developed a full four lane section as well as a three lane staging option. We are starting with a four-lane footprint.

Q: Will there be bike lanes?
A: Yes, four lanes with bike lanes as well.

Q: In the business of professional transportation planning or engineering, is there a definition of what "parkway" means and could you provide and compare/contrast for us?
A: There is not a designated meaning for parkway; however it usually means higher speed limits.

C: I recall that Waterdown Road was designated as a parkway; I would like to see and hear parkway features and will be looking at them.

C: Would like to see lane width, and anticipated speed limits. Are lane widths consistent with the Burlington resolution? Or has that been overridden?
A: This roadway design is wider, the difference being the new bike lanes.

Q: What will the speed limit be?
A: The speed limit will be posted at 50KM/h.

Q: Clarification was requested around the definition of "parkway" (parks/trees or road)
A: One example is the Niagara Parkway. This parkway does have many parks and trees. One of the major features of our design is the landscaping and streetscaping, which consist of fairly detailed proposals for trees, lighting etc.

Q: A question for Burlington, Paul can you help me understand how staff can override Council on lane widths (July 2007 Council Resolution)?
A: The difference here (in the 14.2 metres) is in the bike lanes; originally we thought that we would not have been able to achieve bike lanes. We have taken away some of the Boulevard widths to provide more space for bike lanes. Our City Official Plan supports bike lanes and we have to provide those features. We see that as a way to remove the emphasis on vehicles. Staff is supportive of the bike lanes.

Q: Have you received comments on Sassafras Woods from Conservation Halton?
A: Yes.

Q: Would narrow lanes help?
A: We are looking at 3.3 lanes.

Q: Is the City OK with 3.3 lanes?
A: Yes.

Q: Have the discussions in regard to design occurred?
A: They have not happened yet, we are hoping they would occur in two weeks time.

Q: Do you have examples of potential landscaping?
A: We do have examples, for example the bypass in Plate 2 gives the opportunity for a raised median.

Q: In regard to plate 2, it appears that this could be 4 lanes.
A: If we had 3 lanes, it would allow room for a median, however we show 4 lanes.

C: Concern that there will be difficulty controlling traffic and speeds.
A: We believe that the visual traffic measures and landscaping will help calm traffic.

C: There are sight line distractions that we need to adhere to; all plants need to be kept low.

C: The design seems to meet the spirit of a parkway.

C: Concern that the design does not retain the rural character of the area. This appears to be more of an urban design. The Niagara Parkway has a very gentle atmosphere, it is a straight stretch and vehicles do not speed up. Not convinced that the visual traffic measures and landscaping will help to control traffic.
A: We are working on this.

Q: How can we make the landscaping more rural?
A: Indigenous species could help.

Q: Could prairie grass be planted?
A: There is a balance of species that can be looked at for the area.

C: What about light fixtures? Suggest we use some unconventional light fixtures as this is a very unique area.
A: We will be reviewing options for light fixtures.

Q: In regard to plate 3, where are the traffic calming features?
A: Traffic calming features could include: landscaping, sidewalks on both sides of the road, visual triggers, and speed limits.

C: We have a major concern about speed.

C: Suggest you speak with the police about calming traffic and for feedback on speed limits and on the overall designs.

Q: In regard to plate 4, there is a heritage home here, what is the plan for this home?
A: Yes, the home is of heritage interest; however it is not a controlled heritage property. Due to the location of the property a retaining wall could be built and the driveway could be moved.

Q: Are you recommending having sidewalks on both sides of the road (plate 4)?
A: We have been requested to include that.

C: Concern that if you remove trees it will take away the rural look of this area.

Q: Why can't we have a roundabout at the intersection in plate 4?
A: In order to accommodate vehicles a roundabout cannot be accommodated.

Q: What kind of vehicles are anticipated?
A: Trucks.

Q: Will there be a link for the Bruce Trail crossing?
A: Yes, it will be a safe road crossing.

C: Suggest that there is a pedestrian signal for the Bruce Trail crossing (at Flanders Drive).

C: The bike lanes disappear in plate 5?
A: Yes, however they start again.

Q: Will there be traffic lights at the intersection in plate 7?
A: No.

C: Conservation Halton is concerned about the crossing in plate 8 due to potential flooding.
A: We will raise the crossing as high as we can reduce flooding.

C: I like the design of Mountain Brow Road, suggest that you consider doing that for Waterdown Road.

Detailed comments were provided by East-West NAC members via comment forms to the Neutral Community Facilitator's Office. Detailed comments can be found in **Appendix C** and **Appendix D**.

8.0 Next Steps

Mr. MacLeod outlined the next steps for the project, which include:

- Public Information Centres (PICs) on November 5 and 6, 2008
- Finalize preferred concept details by the end of the year
- Environmental Study Report (ESR) preparation in early 2009

- Council presentations/approval of the ESR in Spring 2009
- Filing of ESR in late Spring 2009 (subject to Council approval)
- A 30-day public review and comment period
- Create schedule for design and construction (dependent on timing of approvals and rate of development)

9.0 Concluding Remarks

Sally provided an overview of the key points from the conversation:

- Concerns about width of the roadway and compliance with the Council resolution
- Strong recommendation that the Cities of Burlington/Hamilton prohibit truck traffic
- Lots of input into streetscape and rural landscape
- Safety
- Retain the rural character of the roadway with indigenous plantings
- Bruce Trail Crossing
- Pedestrian Crossing
- Much input from the June NAC meeting was incorporated
- Input to the PIC meetings
- Lower speed limits
- Impact on septic systems
- Timing of these improvements and how they are linked to rate of development
- Storm water issues and how to address existing issues
- Impacts on trees and vegetation

Q: One thing that hasn't been mentioned is noise mitigation; will there be any provision for noise mitigation?
A: As part of the Environmental Study Report (ESR), noise and air quality modeling is being done to establish the increase in noise and air quality issues.

Q: Has there been a baseline reading taken on noise?
A: Normal procedure is not to measure noise, but to model it. The reason is that the noise levels fluctuate so much depending upon time of year and day – the preferred method of modelling future noise is to develop future scenarios, with road improvements, and compare a future no build scenario that involves no widening of the roadway. Noise limits will be determined according to MOE acceptable levels

C: Request that a noise study is done.

Q: Who is preparing the ESR?
A: Dillon Consulting is preparing the ESR.

Q: What composes that ESR?
A: The ESR includes the entire EA process.

C: We haven't covered a lot of environmental issues – this has been about avoiding houses, we haven't contributed in an environmental way.

A: Throughout the study East/West NAC committee has spent time on environmental issues. There will be comprehensive environmental data in the ESR.

Christine Lee Morrison indicated that the City of Hamilton typically does not release the draft until it is reviewed by Council. The draft is then released for the 30 day review period. However, we can provide background information. If there is any specific environmental information, for example if the question is on trails, Syeda Banuri and Christine Lee Morrison will follow-up. In terms of natural environment, the information from Conservation Halton should provide some insight. Certainly we can get that information and answer any questions.

When we are talking about an EA, we have to look at a broad definition of the environment. We have spent more time on the social aspects and we need to look at everything required by the Act.

Sally Leppard thanked committee members for attending the final meeting, and recognized how hard the NAC members have worked throughout the EA process. Ms. Leppard indicated that the next round of Public Information Centres (PICs) will take place on November 5, 2008 for the new East-West route, and November 6, 2008 for the widening of Waterdown Road.

Councillor Craven noted the following:

- Tuesday November 4 is the Community Development Committee meeting which will provide insight to those who attend on where we are with all of this, basically reflect what you have heard this evening including a few King Road issues.
- The main reasons for this is that the Waterdown development allows for some of these homes if there is identified shortage in Waterdown. Burlington lost at the OMB hearing on the Waterdown South development. The OMB ruled in favour of Hamilton and Waterdown South. This means that regardless of the fact that the transportation and watershed study aren't complete, the houses in northwest corner will be built.

Alex Bielak thanked Sally and her team, staff, and several colleagues on this committee. He indicated that the project is making some progress.

Christine Lee-Morrison, City of Hamilton, also thanked all East-West NAC members for participating and providing their time and input. Ms. Lee-Morrison also thanked the committee for their commitment to the Waterdown community.

The meeting was adjourned at 9:00 p.m.

DRAFT AGENDA

MEETING: North-South Neighbourhood Advisory Committee Meeting No. 5

DATE: Thursday October 30th, 2008

LOCATION: Crossroads Centre, 1295 North Service Rd, Burlington

TIME: 6:30 p.m. to 9:00 p.m.

Item

1. Introductions, Agenda Review and Review of Meeting #4 Minutes	6:30 p.m.
2. Review of Draft Plans	6:45 p.m.
• Draft Plan	
• Mitigation Measures	
• Mitigation Options	
• Streetscape/Design Issues	
3. Discussion	7:45 p.m.
4. Other Business	8:50 p.m.
• Upcoming PICs	
• Resource and Expertise Requirements	
5. Adjourn	9:00 p.m.

Hamilton

Public Works Department

Memorandum

Date: 28 October, 2008

To: **Syeda Basira Banuri**
Senior Project Manager, Environmental Planning
Public Works Department

From: Margaret Fazio, Project Manager, Environmental Planning
Public Works Department

Subject: Update on the City – wide Truck Route Master Plan Study

---

Dear Syeda Basira Banuri:

In response to your request for an update on the ongoing City – wide Truck Route Master Plan Study I would like to provide you with a synopsis of the project's background, objectives, issues regarding Parkside Dr. and Waterdown-Aldershot area as well as the project schedule.

The Truck Route Master Plan study is being implemented according to the guidelines set out for Municipal Class Environmental Assessments (EA), and undertaken with the following considerations:

- The City of Hamilton is a major transportation centre in Ontario. As a major port, air cargo hub for express packages and strategic location for road and rail routes that serve both domestic and trans-border trade its trucking network is an important aspect of Hamilton continuing to function and grow as the major transportation centre.
- The last study dealing with trucking, conducted in 1995, recognized the importance of truck route system and promoted its continuity. This same aspect needs to be considered when requests to take out individual links due to local concerns are received. Therefore one of the important policy areas to maintain, protect, and if possible, enhance is the existing system of designated truck routes.
- Ultimately, the definition of a truck route system for Hamilton must be equitable for both residents and industry. The truck route network must allow for the efficient movement of goods in a manner that is safe and respective of people and the environment.

The Truck Route Master Plan Study is taking into considerations all areas of the network which present a challenge to the residents and industry, as well as routes which are working well. The study includes the Waterdown-Aldershot area, but the evaluations have not been completed, yet and hence a preferred option route of either Parkside Drive or the proposed East-West corridor is not yet selected. The Truck Route Master

Plan project team is investigating preferred routes and reviewing the preferred plan that responds to stakeholder views, and strives for equity amongst residents and industry.

Parkside Drive shall remain as the existing legal truck route until such time that the route be updated through a new Municipal Class EA planning process. It should also be noted that Parkside Drive could remain open for an indefinite length of time after the construction of the proposed East-West corridor. The final plan for Parkside Drive is unknown at the moment. In the instance of the closure of Parkside Drive/ Highway 6 intersection, the new EA process and/or update to Truck Route Master Plan may look at proposing new East - West Road as future truck route to amend Parkside Drive from the truck route system.

The Truck Route Master Plan does not prefer Parkside Drive over the proposed new East - West Road, as a truck route. One or the other roads will remain, or be incorporated into the truck route system to keep the existing truck connections through the community.

The project schedule has been revised and it is proposed to have the various route alternatives, including the preferred truck route system, drafted by the end of 2008. The Truck Route Master Plan is approaching the end of Phase 2, approximately half way through the Municipal Class EA planning process. The project team has conducted four Phase 1 Public Information Centres (PICs) to date and met with the Technical Advisory Committee made up of the trucking community, The Ministry of Transportation, The Ministry of Environment and other members of the industry affected by or involved in trucking.

With the involvement of the council sub-committee formed specifically for the project, we endeavor to present our preferred route findings to the public in early 2009 at a second set of PICs.

Further information concerning the project is available on the City's website, by selecting "Truck Route Study" in the "Search" option or via the following address:

http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWorks/TrafficEngineeringAndOperations/TruckRouteStudy.htm

Thank you,

Margaret Fazio, B.Sc., C.C.E.P.
Project Manager, Environmental Planning
Capital Planning and Implementation Division
Public Works Department
City of Hamilton
Via
Office of the Neutral Community Facilitator
Lura Consulting
36 Hunter St. East, 6th Floor Hamilton, ON L8N 3W8
Tel: (905) 818-8464
Fax: (905) 528-4179
info@waterdown-aldershot.ca
www.hamilton.ca/WaterdownTMP

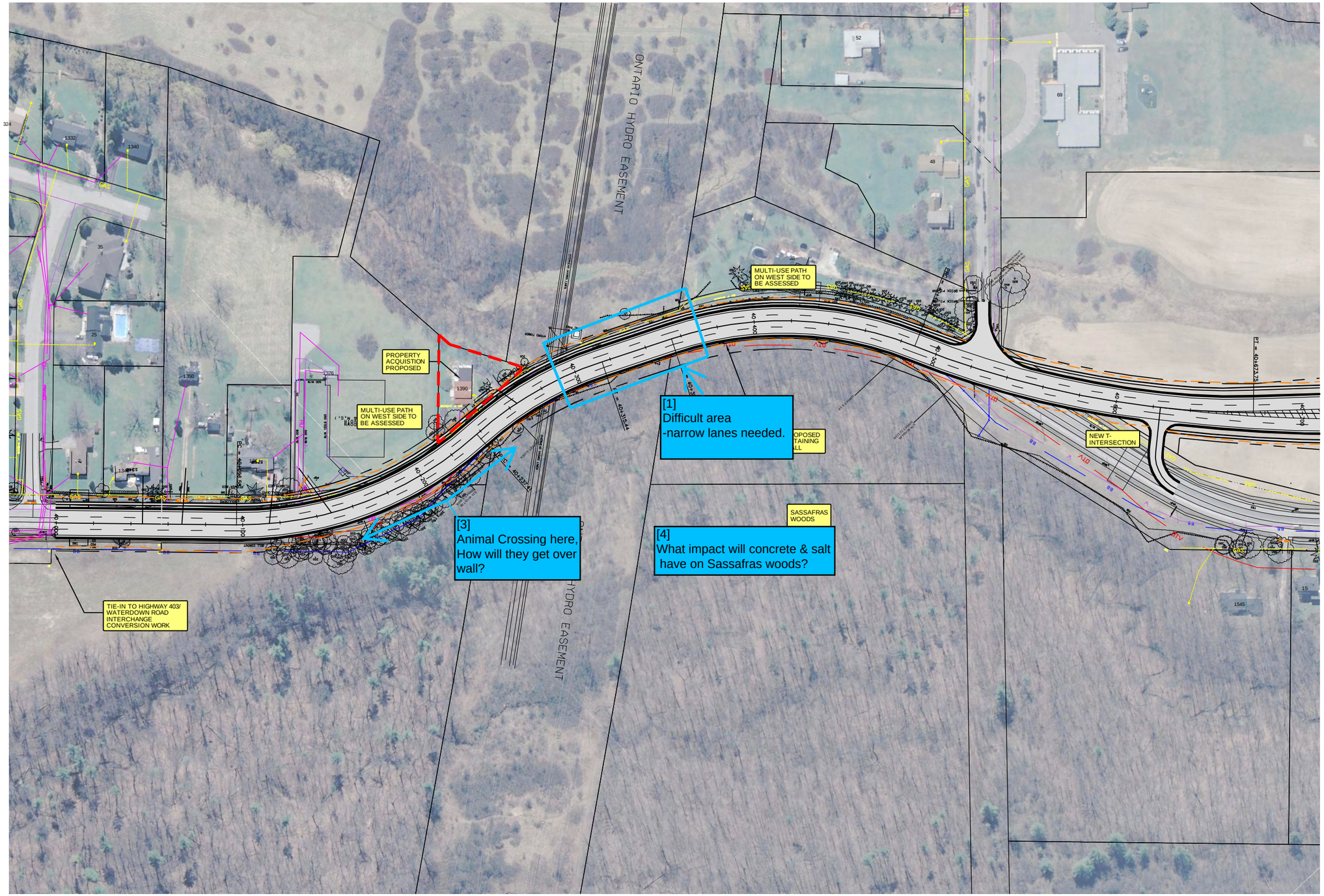
Hamilton Public Works ~ Providing services that bring our City to life!

Mf/ds

Detailed Comments from North-South NAC Members

Comment Form#	Comment
1	Lane widths in Hamilton are too wide – 3.30m is sufficient. The number of lanes in the mid-block arterial is excessive. Three lanes should be sufficient. Before any more work is done on King Road, a Karst Assessment should be done. Conservation Halton should be consulted to see if they will approve this work. Karst hazardous areas are regulated by Reg 162/06.
2	As far as we are concerned, the only alignment option is to have the Mid-Block Road align with the East-West portion of the road. Highway #5 is already backed up to Evans Rd. and now you have a full 403 interchange emptying onto #5 Highway. What are you doing for road improvements to discourage traffic from using Mill St. and Main St? Speed limits, stop signs, speed humps. Mill St. N does not have a school on the west side of the street. What is the reason for not aligning East-West and North-South links? Margaret McCarthy wants East-West/North-South alignment. Who made the decision on the present alignment? You can email me the answers to these questions. Please. Thank you.
3	In the Halton Conservation letter of Sept 22/08, they make pointed concerns re-development over and around areas of Karst (unstable, erosion, proximity to wetlands). They also express concern on impacts to ESA, floodplains, woodlands, maintaining connectivity/linkages (woodland/wildlife habitat) and water course/streams. The area where all these features occur is the NW corner of the South Waterdown lands. 1. A recognized ESA runs along the entire ½ of the Northern boundary. 2. The field at Highway 5 directly east of this area floods every spring. 3. The ESA woodlands need to remain connected to the woods just SW of it and connect to the Grindstone Creek valley and Bruce Trail. It is a deer bedding area (wildlife habitat) containing a freshwater stream and numerous freshwater springs. Therefore: • -There should be no pedestrian trail through the ESA and no crossing of the creek except where the mid-block connector meets Highway 5. • -Any drainage pond in the NW corner must allow for unobstructed wildlife passage and maximum setback from the ESA and connecting woods to the North and West of the proposed pond.

Summary of Public Comments on Preliminary Design Plans:
North-South NAC Meeting – October 30, 2008



[2]
Submit road plans to Hamilton & Burlington road safety department and police traffic review & comments.

LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

Hamilton Public Works

City of Burlington

Halton Region

PREFERRED DESIGN

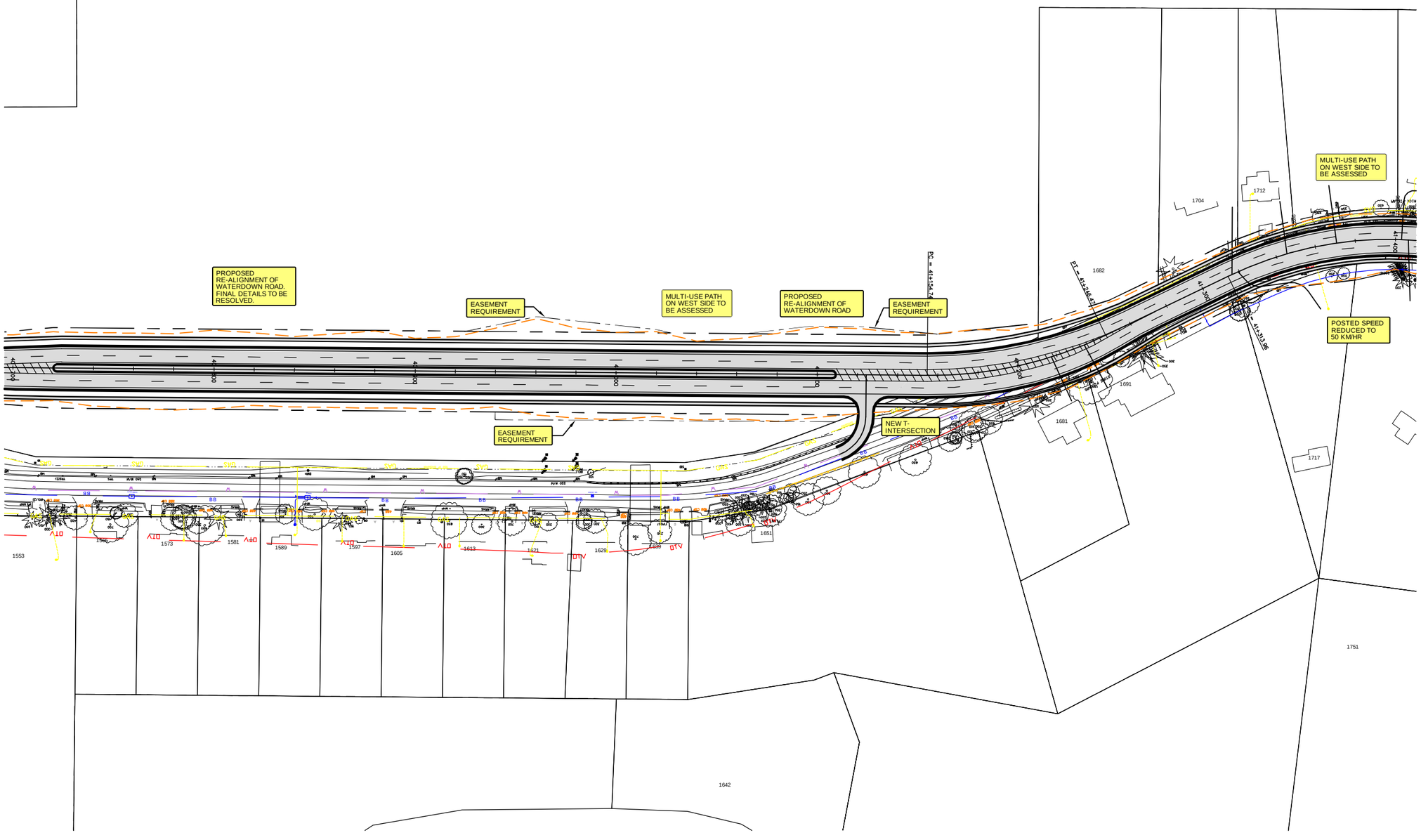
STA. 40+000 to STA. 40+700

DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: ---	
DESIGN BY: ---	
DRAWN BY: ---	
SCALE: 1:1000	PLATE 1
DATE: OCTOBER 2008	
PROJECT No. 08-9020	

Plotted: Oct. 31, 2008 - 8:32am File: G:\CAD\08920 Waterdown E-W Roads\LDD Waterdown\dwg\08920-waterdown-Plan-1-500-Opt-Re_Aug 22 2008.dwg Layout: 11x17 Final Plates



LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

PREFERRED DESIGN

STA. 40+700 to STA. 41+400

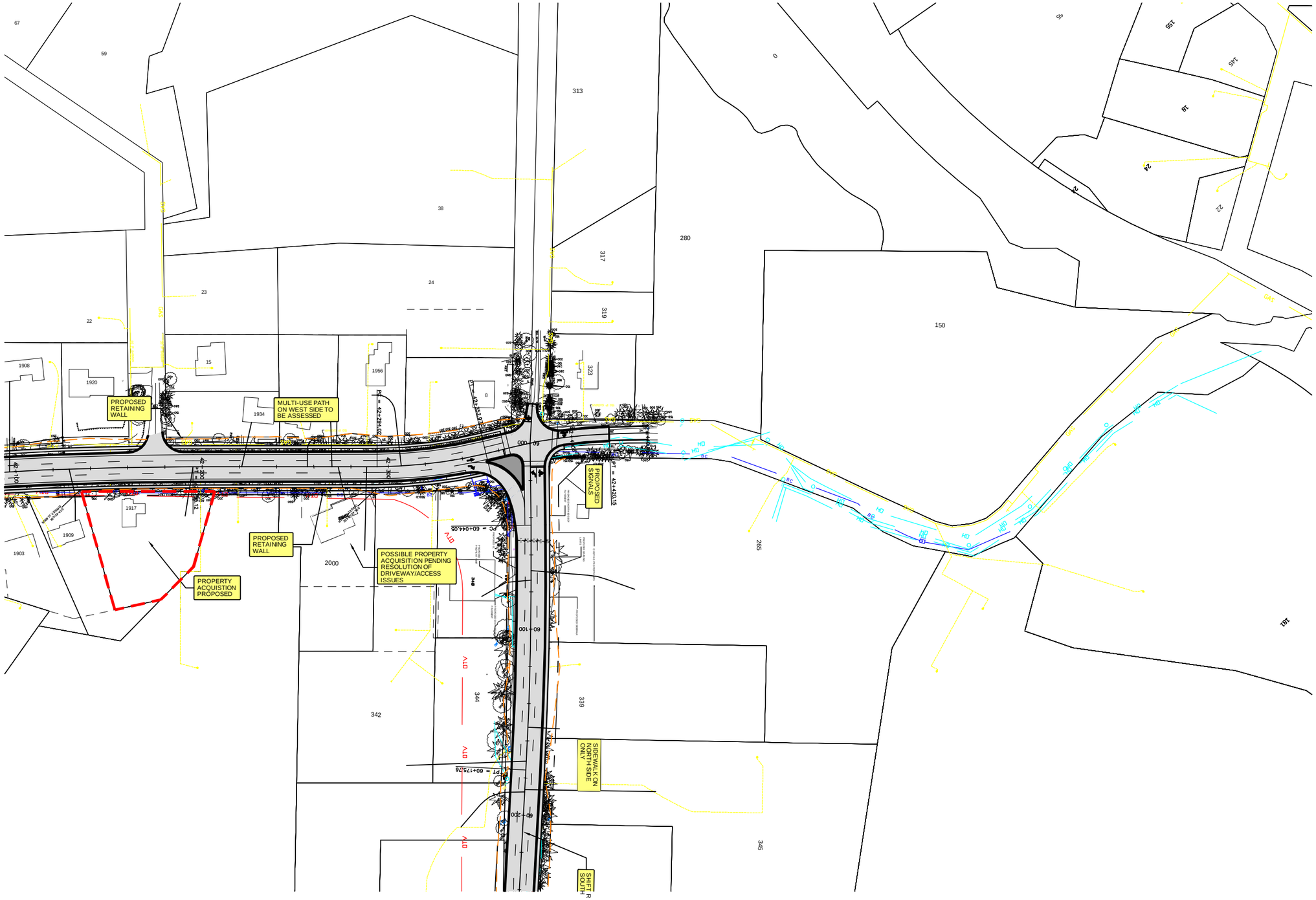
DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: ---
DESIGN BY: ---
DRAWN BY: ---
SCALE: 1:1000
DATE: OCTOBER 2008
PROJECT No. 08-9020

PLATE 2

Plotted: Oct 31, 2008 - 8:35am File: G:\CAD\089020 Waterdown E-W Roads\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-Bo_Aug 22 2008.dwg Layout: 11x17 Final Plates



LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

PREFERRED DESIGN

STA. 42+100 to STA. 42+420.15

DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: --
DESIGN BY: --
DRAWN BY: --
SCALE: 1:1000
DATE: OCTOBER 2008
PROJECT No. 08-9020

PLATE 4

Plotted: Oct 31, 2008 - 8:45am File: Q:\CAD\089020 Waterdown E-W Roads\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-8a_Aug 22 2008.dwg Layout: 11x17 Final Plates

LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

Hamilton Public Works

Halton Region

PREFERRED DESIGN

STA. 60+660 to STA. 60+783.91 WEST
STA. 80+000 to STA. 80+315.57 EAST

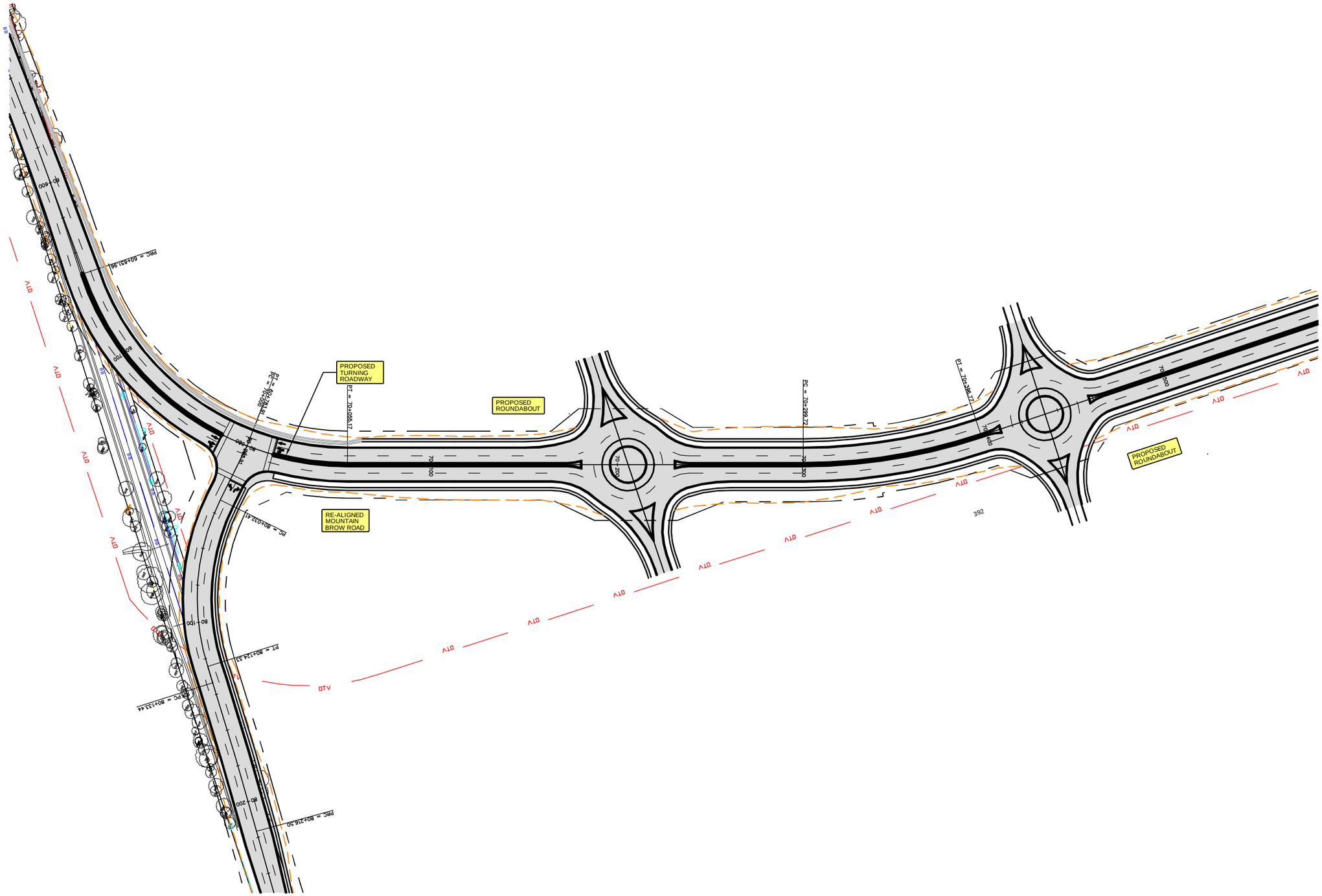
DILLON CONSULTING

CHECKED BY: ---	
DESIGN BY: ---	
DRAWN BY: ---	
SCALE: 1:1000	
DATE: OCTOBER 2008	
PROJECT No. 08-9020	

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

PLATE 6

Plotted: Oct. 31, 2008 – 9:07am File: G:\JOB\08\9020 Waterdown E-W Road\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-Ro..Aug 23 2008.dwg Layout: 11x17 Final Plates



LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

PREFERRED DESIGN

STA. 70+000 to STA. 70+560

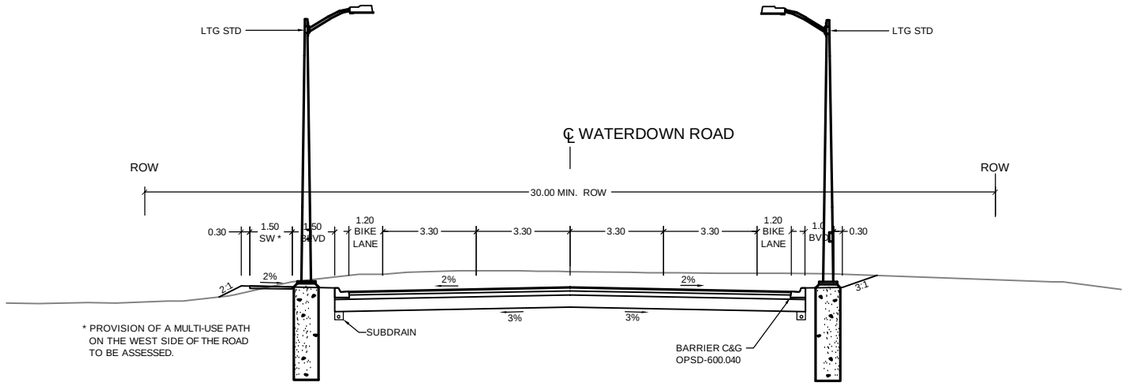
DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

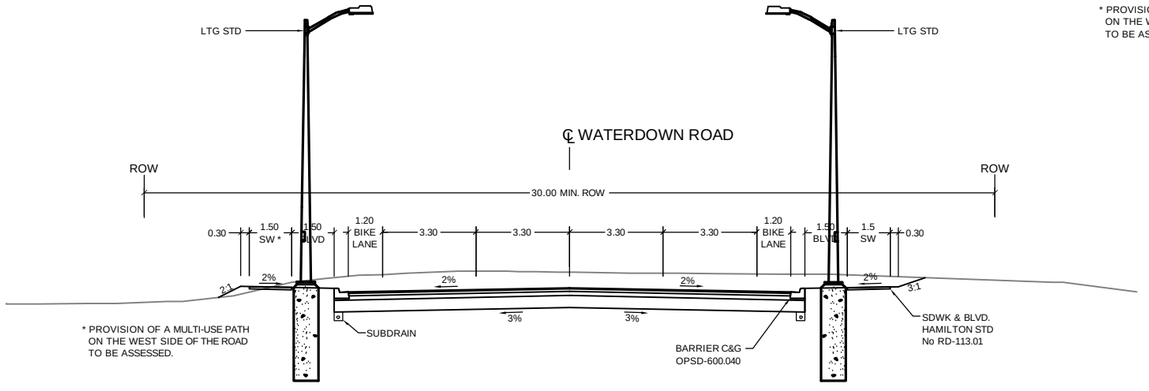
CHECKED BY: ---
DESIGN BY: ---
DRAWN BY: ---
SCALE: 1:1000
DATE: OCTOBER 2008
PROJECT No. 08-9020

PLATE 7

Plotted: Oct 31, 2008 - 9:02am File: Q:\CAD\089020 Waterdown E-W Roads\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-Bu_Aug 22 2008.dwg Layout: 11x17 Final Plates

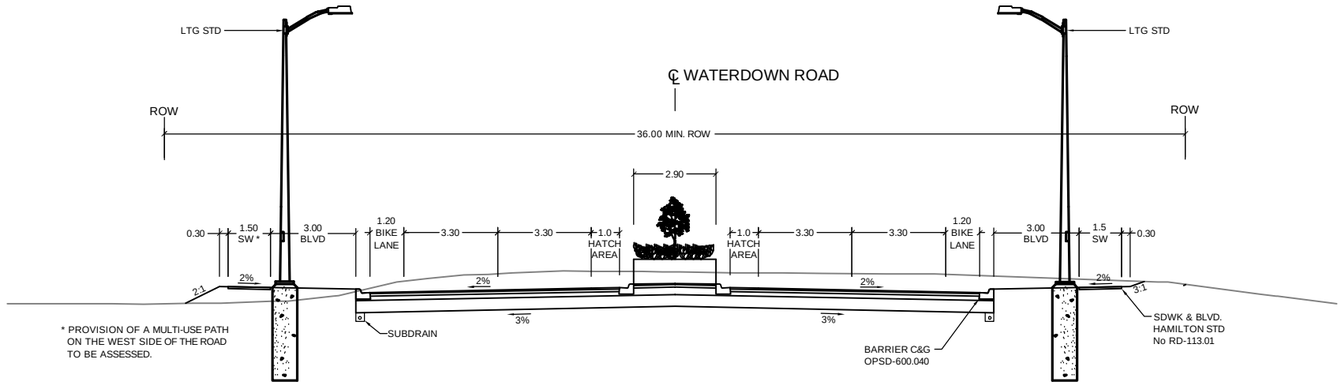


TYPICAL WATERDOWN ROAD URBAN SECTION
FROM NORTH SERVICE ROAD TO FLATT ROAD



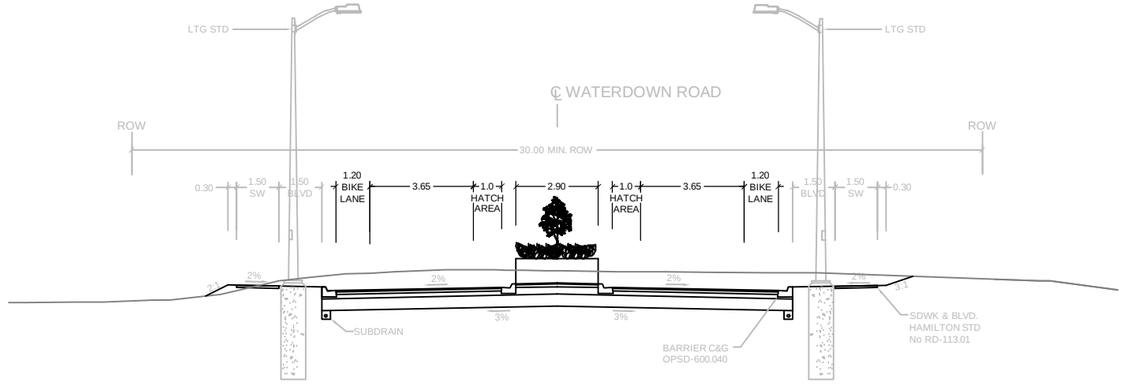
TYPICAL WATERDOWN ROAD URBAN SECTION
FROM 1682 WATERDOWN ROAD TO MOUNTAIN BROW ROAD

[1]
3.0 meter lanes are an acceptable standard. Already utilized in other municipalities. Increases side friction & deters trucks.



TYPICAL WATERDOWN ROAD 5 LANE URBAN SECTION
FROM FLATT ROAD TO 1682 WATERDOWN ROAD

[2]
This conflicts with EVERYTHING approved by city council (Burlington) in July 2007, Phase 2 decision!



TYPICAL WATERDOWN ROAD 3 LANE INTERIM URBAN SECTION
FROM NORTH SERVICE ROAD TO MOUNTAIN BROW ROAD

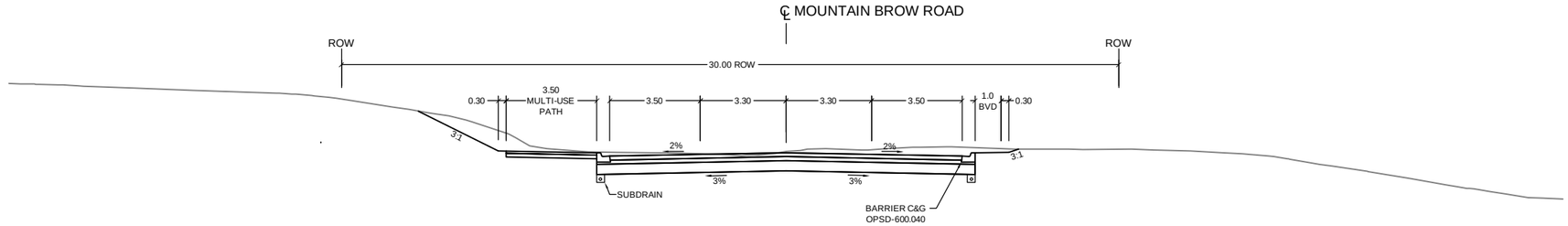
PRELIMINARY

Hamilton Public Works | City of Burlington | Halton Region

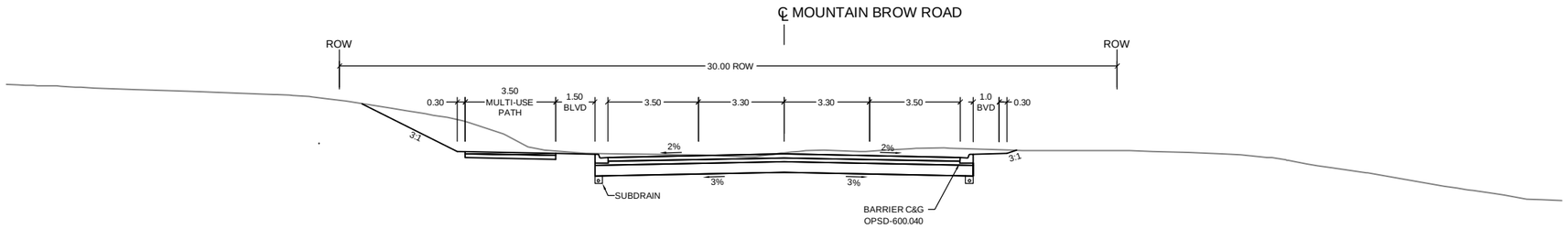
PREFERRED DESIGN

DILLON CONSULTING

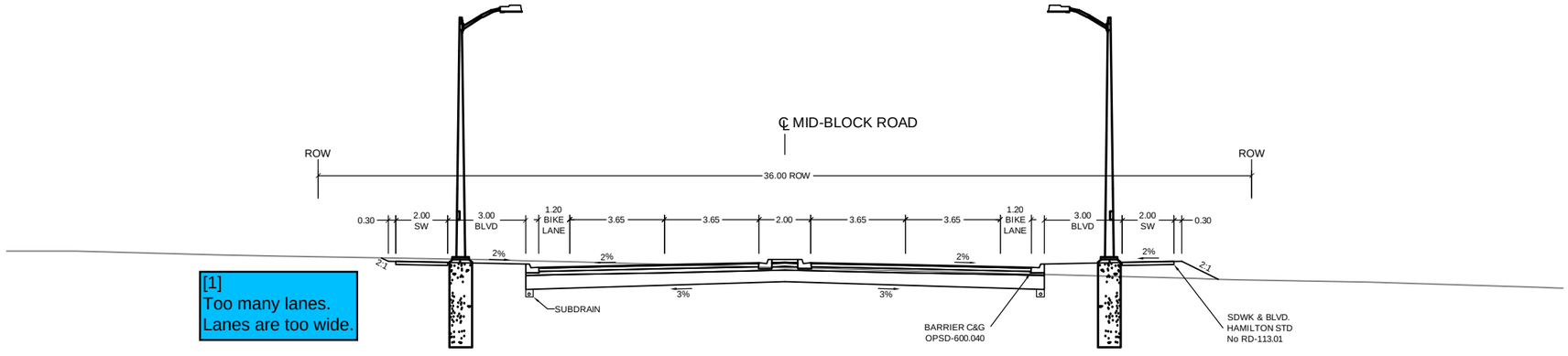
CHECKED BY: PAM	WATERDOWN ROAD CLASS ENVIRONMENTAL ASSESSMENT NORTH SERVICE ROAD TO DUNDAS STREET
DESIGN BY: JDM	
DRAWN BY: JDM / AMS	
SCALE: AS SHOWN	TYPICAL SECTIONS - 1
DATE: OCTOBER 2008	
PROJECT No. 08-9020	



TYPICAL MOUNTAIN BROW ROAD URBAN SECTION
FROM WATERDOWN ROAD TO FLANDERS DRIVE



TYPICAL MOUNTAIN BROW ROAD URBAN SECTION
FROM FLANDERS DRIVE TO MID-BLOCK ROAD



[1]
Too many lanes.
Lanes are too wide.

TYPICAL MID-BLOCK ROAD URBAN SECTION
FROM MOUNTAIN BROW ROAD TO DUNDAS STREET

PRELIMINARY

Hamilton Public Works

Halton Region

PREFERRED DESIGN

DILLON CONSULTING

CHECKED BY: PAM
DESIGN BY: JDM
DRAWN BY: JDM / AMS
SCALE: AS SHOWN
DATE: OCTOBER 2008
PROJECT No. 08-9020

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
NORTH SERVICE ROAD TO DUNDAS STREET

TYPICAL SECTIONS - 2

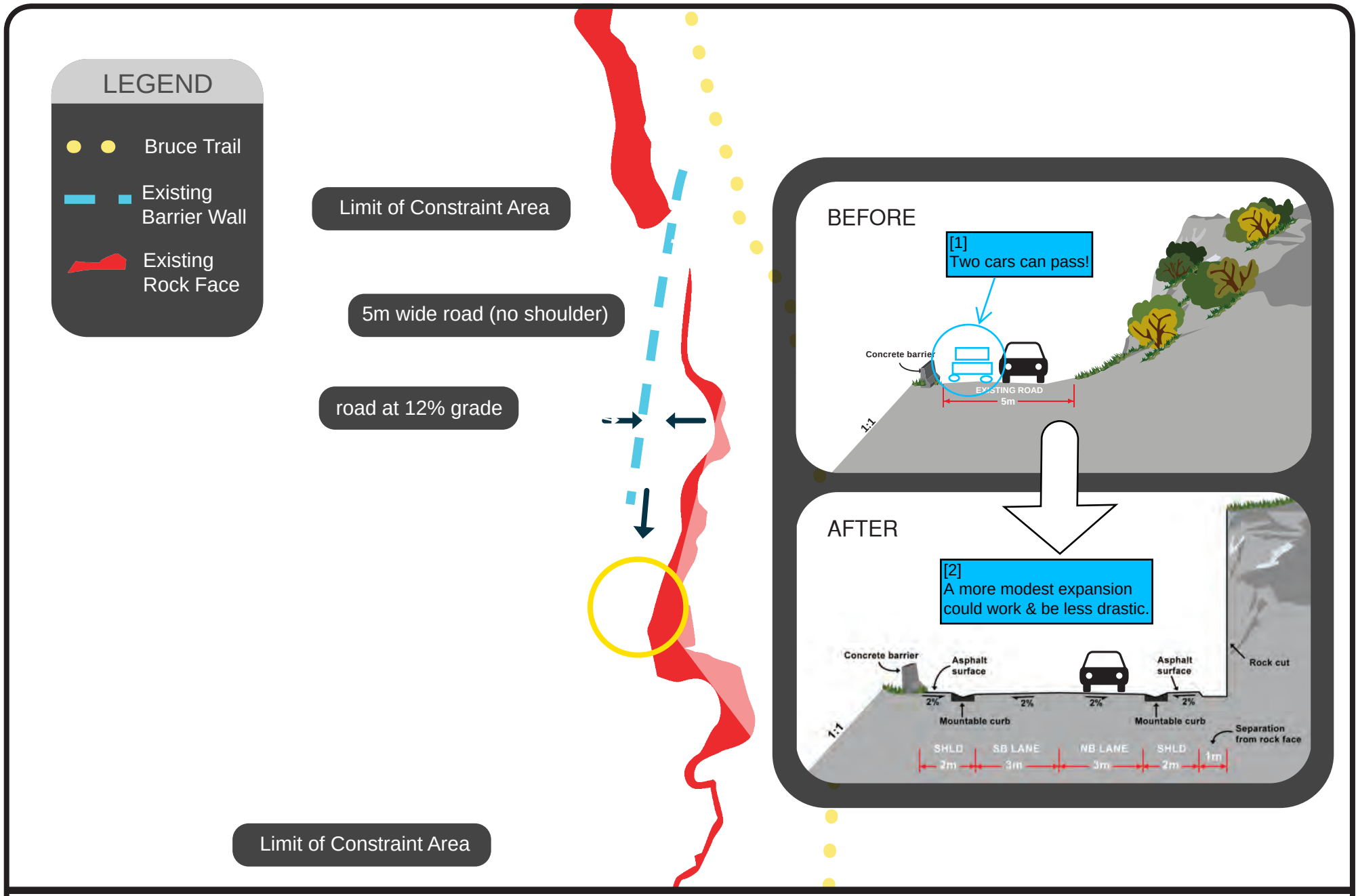


Figure 8: Re-construction option

DILLON CONSULTING

King Road Assessment Summary

[1]
This feature is highly over-rated.

[2]
Any removal of King road lanes contrary to any advice given by public groups since the beginning of the process.

Alternatives	Advantages	Disadvantages
Do-Nothing	• No property required • No cost	• No safety or capacity improvement
[3] NO! **Close King Road**	• No property required • Removes traffic disruption through escarpment (e.g. noise, dust) • Allows for regeneration of natural area • Improves safety for drivers, pedestrians and cyclists	• Removes King Road as an alternate route • Limits access for King Road residents • Minimal cost
Improve to Safe 2-lane Road	• Improves safety for drivers, pedestrians and cyclists • Provides an alternate road to Waterdown Road	• Removal of habitat on the escarpment • Potential increase in traffic related nuisance effects (e.g. noise, dust) • Most costly
Permanent 1-way single lane Road	• No property required • Improves safety for drivers, pedestrians and cyclists. • Provides an alternate road to Waterdown Road (peak pm only)	• Limits access for King Road residents • Limits use of King Road as an alternative to Waterdown Road
2-way single lane road	• No property required • Improves safety for drivers, pedestrians and cyclists • Provides an alternate road to Waterdown Road	• Safety concerns regarding direction control between the signals • Capacity will remain at existing level • Difficult operations at driveways within constraint area (driveway signals likely required) • Fairly costly alternative

[4]
Closing King road conflicts with initial reason/problem first dealt with in WAMTP! (read the reports)

[5]
This is key this is an alternative if Waterdown road closed by accident.

Newsletters

Waterdown/Aldershot Transportation Master Plan

Project Update

February 2008

About the Master Plan

The Waterdown/Aldershot Transportation Master Plan (WATMP) is being conducted by the City of Hamilton, the City of Burlington and Halton Region. The study identifies a future transportation network that will service future urban development in the community of Waterdown.

The *Waterdown/Aldershot Transportation Master Plan - Phase 2 Report* is now completed, and recommends a variety of measures to increase transportation capacity, including public transit, bicycle routes, transportation demand management and road improvements (see Figure 1 for preferred road capacity improvements).

Figure 1 – Road Capacity Improvements

WATMP Public Input

Members of the public, stakeholder organizations and government agencies have provided considerable input into the WATMP's development. Where feasible, these ideas were incorporated into the WATMP.

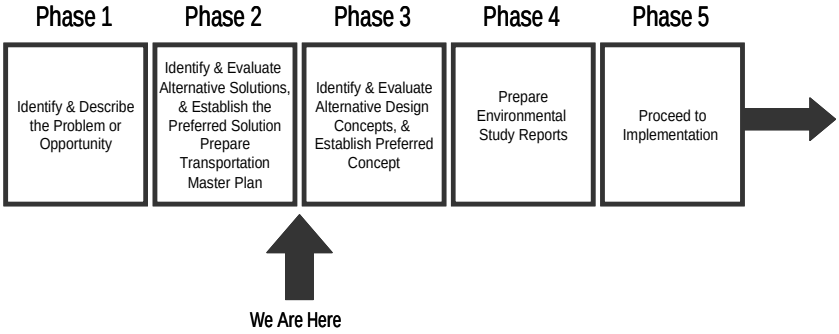
A series of **Public Information Centres** will be held to present the final Phase 2 Report, present two additional roadway improvement options relating to the East West Corridor and the North South Corridor and to discuss the next stages of the study . Your attendance and feedback is highly appreciated.

March 5, 2008, 5 - 8 pm
Crossroads Centre
1295 North Service Rd,
Burlington, ON

March 6, 2008, 5 - 8 pm
St. Thomas the Apostle Parish Hall
715 Centre Road,
Waterdown, ON

The Path Forward

The *Phase 2 Report* was approved by Hamilton City Council in 2006, Burlington City Council in July, 2007, and Halton Region in October 2007. In light of these approvals, Phase 2 of the Waterdown-Aldershot TMP is now complete, and the Study will proceed to Phase 3 of the Environmental Assessment (EA) process for the two proposed roadway projects.



To facilitate the transition to Phase 3 of the EA process the Study Team has developed a *Path Forward Report*. The Report summarizes the steps already taken and outlines the upcoming technical and consultation program. It is available on the project website, or by mail upon request.

Future Consultation

As the study enters Phase 3 of the Class EA, public input will continue to be encouraged through:

2 Neighbourhood Advisory Committees (one for each of the East-West and North-South Corridors).

Applications are available on the project website, or by mail upon request. Please submit by **March 14, 2008**

Public Information Centres

During Phase 3 public input will be encouraged to discuss:

- Alternative designs for the preferred transportation routes;
- Evaluation criteria used to assess the designs; and
- The preferred transportation route designs.

The Neutral Community Facilitator

The Project Partners have appointed Sally Leppard of Lura Consulting as the Neutral Community Facilitator for the future phases of the WATMP.

Sally and her office will be available to:

- Quickly put you in touch with the right person who can help you with your inquiry;
- Plan and manage public events and advisory committees;
- Clarify and resolve concerns and expedite responses; and
- Provide information and resources to assist you.

Get in contact with us - call, email, or simply stop on by

Office of the Neutral Community Facilitator
Lura Consulting

36 Hunter St. East, 6th Floor
Hamilton, ON L8N 3W8
Tel: (905) 818-8464

Fax: (905) 528-4179
info@waterdown-aldershot.ca
www.hamilton.ca/WaterdownTMP

Waterdown N.E.W.S.

Project Update

June 2008

The Master Plan and Class EA

The Waterdown/Aldershot Transportation Master Plan (WATMP) was conducted by the City of Hamilton, the City of Burlington and Halton Region (the project partners) to identify a future transportation network that will service planned urban development in the community of Waterdown.

The *Waterdown/Aldershot Transportation Master Plan - Phase 2 Report* recommended a variety of measures to increase transportation capacity, including public transit, bicycle routes, transportation demand management and road improvements.

Road Capacity Improvements

WATMP Public Input

Members of the public, stakeholder organizations and government agencies have provided considerable input into the WATMP's development. Where feasible, these ideas were incorporated into the WATMP recommendations

A series of **Public Information Centres** will be held to present the Class EA Phase 3 work completed to date on the Preferred Routes relating to the new East West Corridor and the Waterdown Road Corridor. Your attendance and feedback is highly appreciated.

June 24, 2008, 6:00 – 8:30 pm
(East-West Focus)
St. Thomas the Apostle Parish Hall
715 Centre Road
Waterdown, ON

June 26, 2008, 6:00 - 8:30 pm
(North-South Focus)
Crossroads Centre
1295 North Service Road
Burlington, ON

The Path Forward

The project partners are working with the community through the east/west and north/south Neighbourhood Advisory Committees (NACs). As the Phase Two studies have been approved/received by various councils, the study is now considering the preferred corridors.

This includes:

- The widening of Waterdown Road
- The widening of Mountain Brow Road east of Waterdown Road and a new road link to Dundas Street
- The potential future use of King Road
- The widening of a section of Parkside Drive from west of the Grindstone Creek to east of Robson Road
- The location of a new east/west road east of Highway 6
- The widening of Dundas Street to 6 lanes east of Evans Road to Brant Street

Consideration factors include:

- Natural environment
- Property impacts
- Transportation and traffic operations
- Social (e.g., air, noise, etc.)
- Cost

Upcoming Consultation

As the study is now in Phases 3 and 4 of the Class EA, public input will continue to be encouraged through:

2 Neighbourhood Advisory Committees (one for each of the East-West and North-South Corridors);

and

Public Information Centres

Public input will be encouraged to review and discuss:

- Design alternatives for the preferred transportation routes;
- Design methodology used to assess the designs

The Neutral Community Facilitator

Sally Leppard of Lura Consulting has been retained as the Neutral Community Facilitator for the WATMP and the two road corridor Class EAs.

Sally and her office will be available to:

- Quickly put you in touch with the right person who can help you with your inquiry;
- Plan and manage public events and advisory committees;
- Clarify and resolve concerns and expedite responses; and
- Provide information and resources to assist you.

Get in contact with us - call, email, or simply stop on by

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Lura Consulting

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Tel: (905) 818-8464

Fax: (905) 528-4179
info@waterdown-aldershot.ca
www.hamilton.ca/WaterdownTMP

Hamilton
Public Works

Project Update

The following newsletter is intended to update residents of Waterdown/Aldershot who have asked to be informed on developments related to the Waterdown Road Corridor Class EA and the East-West Road Corridor Class EA since the November 2008 Public Information Centres. It also contains new information related to the connection of the east/west corridor to Highway 6 following recent comments from the Ontario Ministry of Transportation.

The Waterdown/Aldershot Transportation Master Plan (WATMP) was completed by the Cities of Hamilton and Burlington and Region of Halton (Project Partners) in February 2008. The Project Partners are now conducting Phases 3 & 4 for two Class EA projects. The City of Hamilton and Region of Halton are partnering on the New East-West Road Corridor Class EA and the Cities of Hamilton and Burlington and Region of Halton are partnering the Waterdown Road Corridor (North-South) Class EA in accordance with the Municipal Engineers Association's Municipal Class Environmental Assessment (EA) (2000, as amended in 2007).

The two EA projects are very close to completion. The project team is anticipating bringing forward the draft Environmental Study Report (ESR) for New East-West Road Corridor Class EA for endorsement by the Councils of City of Hamilton and Region of Halton and Waterdown Road Corridor (North-South) Class EA for endorsement by the respective Councils of the Cities of Hamilton and Burlington and Region of Halton in early 2010. After the approvals, the draft ESRs will be put on public record for review and comment for a minimum of 30 days (45 days is proposed) where a person or a party will have the right to file a Part II Order request or Bump-up with the Minister of Environment. Once any Part II Order requests are resolved, the projects will be approved and forwarded for budgeting, and to the detailed design and construction stages. Any property requirements/acquisitions will be dealt with when the projects and funding are approved.

The team thanks you for your questions and input that have helped staff and consultants compose a comprehensive document. Information on the availability of the document and next steps will be provided to you in the near future. In the meantime, please visit the Web site at www.hamilton.ca/WaterdownTMP for up-to-date and archived information on this project.

Waterdown Road Corridor Class EA

New Waterdown Road Cross Section

Based on discussions and comments received on the Waterdown Road proposals, the Project Partners have assessed an alternative that removes the originally proposed on-road bicycle lanes. With this alternative, a multi-use asphalt pathway for

pedestrian and cycling would be located on the west side of Waterdown Rd with full illumination throughout (see Figure 1).

The new road cross section is slightly narrower than the originally proposed cross section. It is the recommended alternative as it will result in less impacts to property and is more consistent with Burlington City Council's request for a smaller scale of new roadway. However, as per Burlington's Council direction, the initial configuration of the widened road would be a 3 lane road with on road bike lanes.

Originally Proposed Waterdown Rd Cross Section

Recommended Waterdown Rd Cross Section

Figure 1

Section North from Flatt Road

The Project Partners have finalized the evaluation of the alternatives for a section of the road corridor north of Flatt Road. The section of road assessed has a farmed field to the west and residents to the east. Initially, a preliminary evaluation recommended straightening the road by taking it through the farmed area and reconnecting to the existing road at the Flatt Road intersection. Further analysis and evaluation has concluded that the impact to future development in the area would be substantial and the cost to implement the straightened road significantly more than an alternative closer to the existing Waterdown Road.

The recommended corridor improvements in this area include widening the existing Waterdown Road along its west side and providing a sidewalk and boulevard on the east side. The east edge of the new sidewalk is to be placed at the east edge of the current roadway to create a greater separation between the new road and the houses in this area. Landscaping of the area between the new road and existing residences is also recommended.

Mountain Brow Road

The concept for Mountain Brow Road improvements has been adjusted based on comments received and additional design investigations. At Flanders Drive, the proposed alignment has been shifted to the south in order to save several rows of mature pine tress on the north side (west of Flanders Drive) and to create a greater degree of separation from the properties on Flanders Drive at the intersection. East of the intersection, Mountain Brow Road has been shifted north so that all of the proposed widening occurs on the north side of Mountain Brow Road. The shift in the alignment protects the wooded area on the south side of Mountain Brow Road.

Immediately east of the Mid-Block Road, Mountain Brow may be cul-de saced and re-routed north to connect with a new east-west collector road within the new Waterdown Bay subdivision.

In addition, the originally proposed on-road bicycle lane has been eliminated and replaced by a multi-use pathway along the north side.

New Road between Mountain Brow Road and Dundas Street

Three options were evaluated and presented at the November 2008 Public Information Centres. These involved various combinations of road alignments and roundabout locations. Since that time we have refined the recommended alternative to that shown below (Figure 2). It involves the introduction of a new

Hamilton
Public Works

curved roadway at the south end, as previously recommended, but remains on a straight alignment to just north of Mountain Brow Road where a second roundabout is now recommended. The continuous raised median along this road section has been eliminated.

Figure 2

New East-West Road Corridor

New Intersection with Highway 6

Prior to the November 2008 PICs, the Ministry of Transportation (MTO) provided comments that MTO will not entertain any connection of the New East-West Road Corridor with Highway 6 if it is not aligned with Concession 4. This was new information for the project team not previously brought forward by MTO. It was highlighted at the November PICs. Over the past year the project team has been working with MTO to resolve the issue and has developed new alignment alternatives for MTO to review and provide their comments respecting the preferred connection point.

These options were evaluated in close discussion with the Ministry of Transportation regarding the potential for traffic operations and safety impacts.

Due to public safety concerns MTO felt that any alternative should not increase the number of intersections onto Highway 6. Five alternatives were developed and evaluated, each of which had a new western leg connecting back to Concession 4 Road further to the west. A revised preliminary assessment and evaluation was provided to MTO for additional input on Highway 6 traffic and operational aspects.

The project team also held an additional special Residents Meeting with Highway 6/ Concession 4 Road property owners in June 2009. The results of these further MTO reviews and public input resulted in the following adjustments to the alternatives (see Figure 3). There were 3 short listed options:

- Revisions of the northerly options (Options 1 and 2) to eliminate the west-side link back to Concession 4 Road and the complete closing of Concession 4 Road just west of highway 6.
- The selection of Option 3 as the most preferred southern alternative (due to less property impacts)

MTO indicated a concern with the southerly most alternative Option 3. The distance of this intersection (380m) from Parkside Drive is substandard resulting in overlapping left turn storage lanes with sight distance concerns and overall road operations and safety concerns. Either Option 1 or Option2 provides acceptable spacing from the Parkside Drive intersection (880m and 730m respectively). Option 1 was selected as the preferred alternative due to its lower overall property and natural environment impact (see Figure 3).

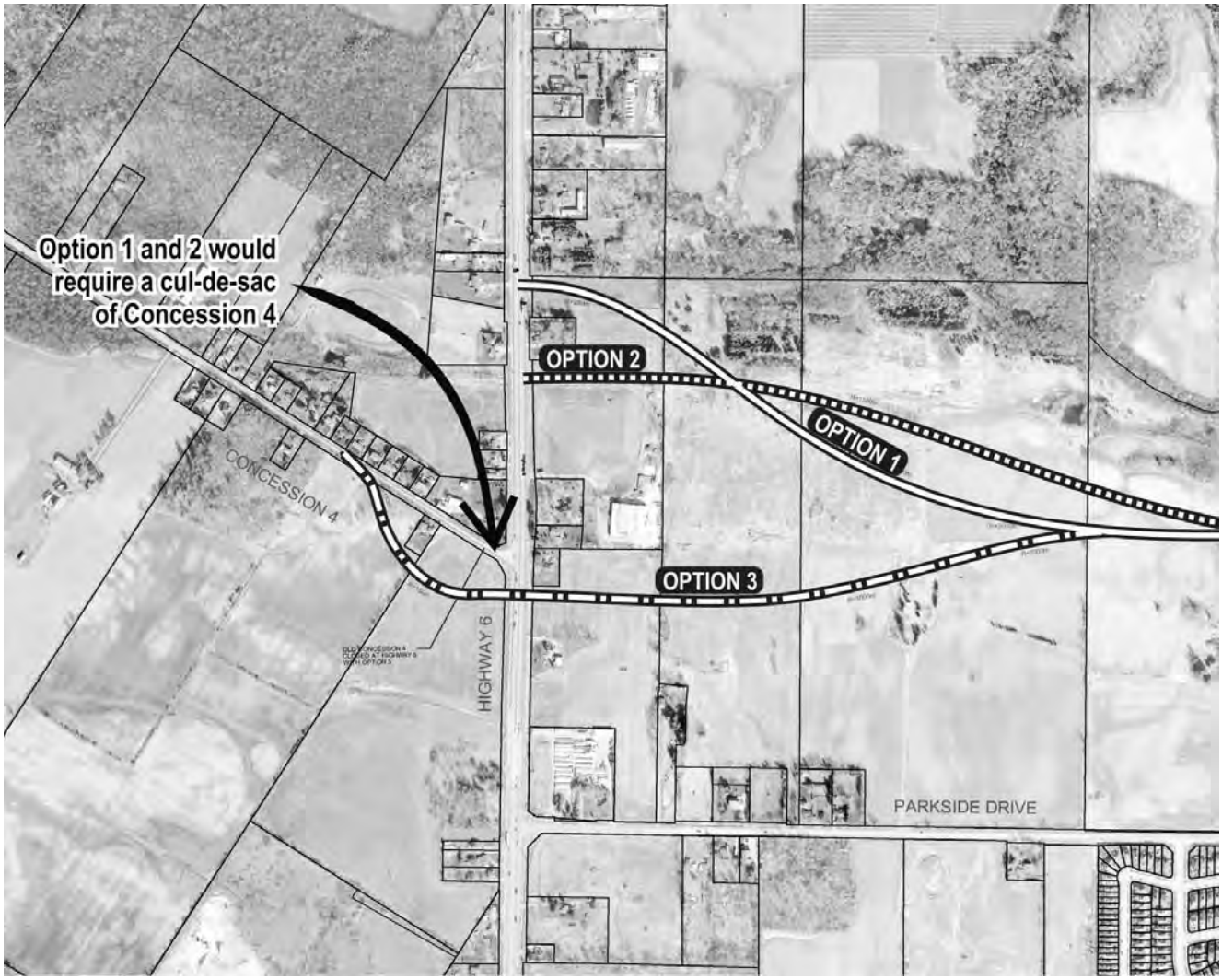


Figure 3

Remainder of the New East-West Road (east of Highway 6 to Brant Street)

Considerable work has been advanced on refining the preferred alternative that was shown at the November Public Information Centre including the following:

- Confirming/adjusting the horizontal alignment
- Profile adjustments
- Grading and drainage designs
- Development of structural concepts
- Finalizing multi-use pathway and sidewalk treatments
- Intersection and roundabout layouts
- Property requirements

About the Waterdown/Aldershot Transportation Master Plan

The Waterdown-Aldershot Transportation Master Plan (WATMP) was jointly conducted by the City of Hamilton, City of Burlington and Halton Region (Project Partners) to identify a future transportation network that will service future urban development in the community of Waterdown-Aldershot in accordance with the Municipal Engineer's Association's Municipal Class Environmental Assessment (EA) Process. The WATMP – Phase 2 Report recommended a variety of methods to increase transportation capacity including public transit, bicycle routes, transportation demand management and road improvements. The study is now completing Class EAs for the two recommended road improvement corridors:

- New East-West Road Corridor
- Waterdown Road Corridor

Consideration was given to natural and cultural environment, property impacts, transportation and traffic operations, social effects (air, noise, etc.) and cost for recommending the preferred corridors in Phase 2. The City of Hamilton and Region of Halton are conducting the Phases 3 & 4 of the EA process for the New East- West Road Corridor by following the Municipal Engineer's Association's Municipal Class Environmental Assessment document 2000 (as amended in 2007). Also, the Cities of Hamilton and Burlington and Region of Halton are conducting the Phases 3 & 4 of the EA process for the Waterdown Road Corridor by following the Municipal Engineer's Association's Municipal Class Environmental Assessment document 2000 (as amended in 2007)

For more information...

We thank you for your continued interest and participation in this project and appreciate your cooperation in allowing the Project Team and consultants to finalize the detailed Environmental Study Report. Please visit the Web site at **www.hamilton.ca/waterdowntmp** for the current status of the project, past and current detailed information and announcements of the release of the ESR. If you have any questions regarding the information contained within this newsletter please contact us at:

Email:
info@waterdown-aldershot.ca
Phone:
905-546-CITY (2489)

Hamilton
Public Works

Waterdown Road Corridor
East-West Road Corridor

Class EA, Phases 3 & 4
Project Update
February 2012

Following the completion of the Waterdown/ Aldershot Transportation Master Plan (WATMP) (February 2008), the following projects are now being completed:

- Waterdown Road Corridor Class EA, Phases 3 & 4
- East-West Road Corridor Class EA, Phases 3 & 4

The Cities of Hamilton and Burlington and Halton Region are partnering on the Waterdown Road Corridor Class EA, and the City of Hamilton and Halton Region are partnering on the East-West Road Corridor Class EA in accordance with the Municipal Class Environmental Assessment (EA) (October 2000, as amended in 2007). Both of these studies are near completion and will be documented in separate Environmental Study Reports and filed on public record.

Council Endorsements

Waterdown Road Corridor Municipal Class Environmental Assessment

The recommendations made in the Waterdown Road Corridor Municipal Class Environmental Assessment, Environmental Study Report (ESR) were endorsed by Hamilton City Council on February 10, 2010, and by Halton Region's Council February 2010. The City of Burlington Council has endorsed the Waterdown Road Corridor Class EA, with a condition that prior to filing the ESR a financial agreement with the Cities of Hamilton and Burlington for the Waterdown Road construction is in place. The Cities of Hamilton and Burlington are working together to reach an agreement.

East-West Road Corridor Municipal Class Environmental Assessment

The recommendations made in the East-West Road Corridor Municipal Class Environmental Assessment, Environmental Study Report were endorsed by Hamilton City Council on June 23, 2010, and by Halton Region's Council September 2010.

Species at Risk

Due to an evolving *Endangered Species Act* (*2007*)(**www.mnr.gov.on.ca/en/Business/Species/**), additional species at risk work needs to be completed for these studies. Through ongoing discussions with the appropriate Conservation Authorities and Ontario Ministry of Natural Resources, it has been noted that there is potential for several Species at Risk species to exist on or within the area of influence of the proposed works. As such, additional species at risk work was undertaken in the Spring/Summer 2011 & Winter 2012. The findings of the survey have been documented in a report which is in the process of being finalized in order to be appended to the Environmental Study Reports.

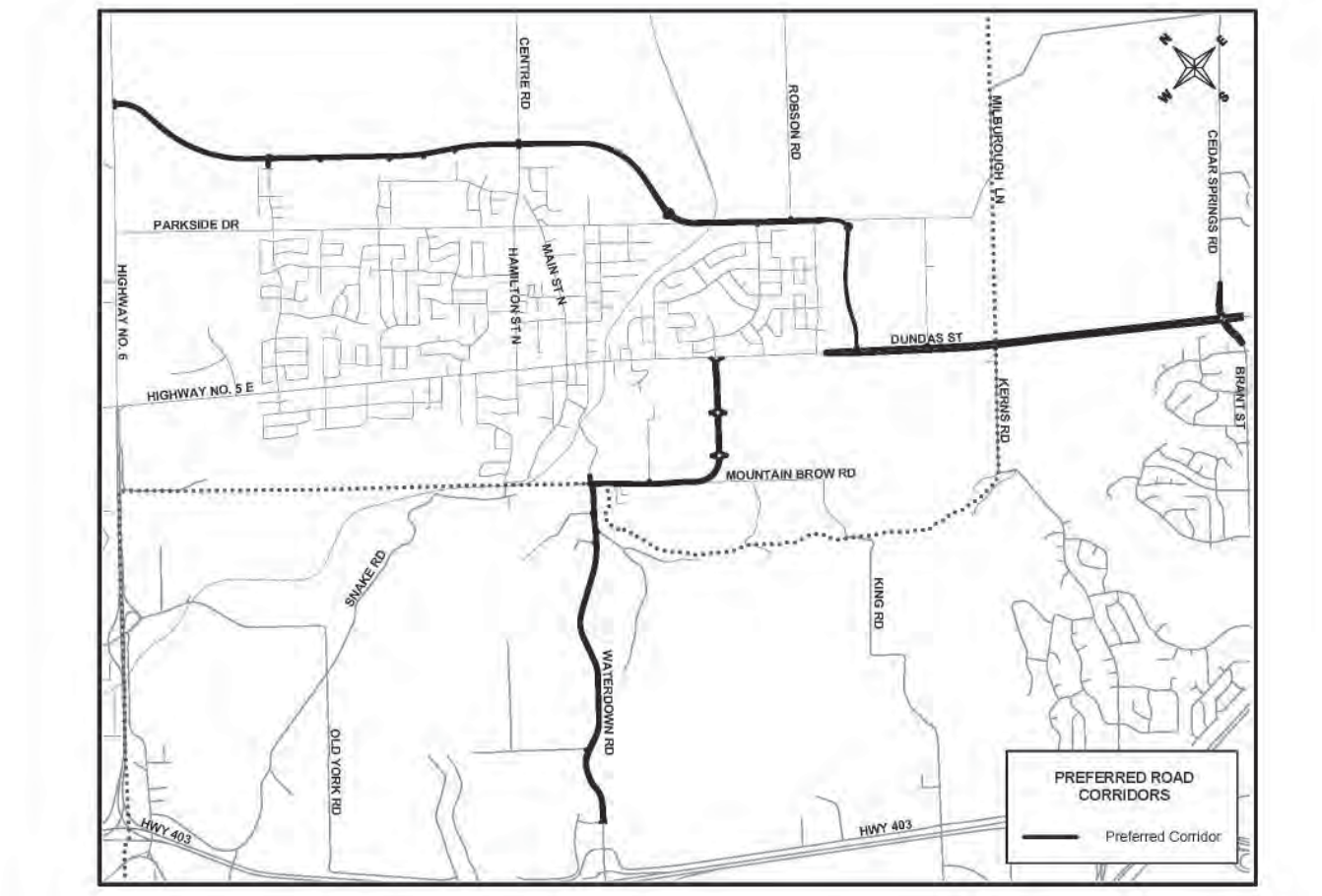
Next Steps

Our next step of the Environmental Assessment process is to file an Environmental Study Report for both studies in accordance with the Municipal Class Environmental Assessment (October 2000, as amended in 2007). A Class EA Environmental Study Report documenting Phase 1 – 4 of the planning process undertaken and conclusions reached will be placed on public record for 45 calendar days. The filing will occur once species at risk work is complete and a financial agreement for Waterdown Road is in place.

Halton Region | Hamilton | City of Burlington

If concerns arise regarding either the Waterdown/ Aldershot Transportation Master Plan (Phase 1 & 2), Waterdown Road Corridor (Phase 3 & 4) or East-West Road Corridor (Phase 3 & 4) Municipal Class Environmental Assessments, which cannot be resolved in discussion with the Project Team, a person or party may request that the Minister of the Environment make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order), which addresses individual environmental assessments. The procedure to request a Part II Order will be outlined in the Notice of Study Completion at the time of filing the Class EA studies.

The team thanks you for your questions and input that have helped staff and consultants compose a comprehensive document. Information on the availability of the document and next steps will be provided to you in the near future. In the meantime, please visit the Web site at www.hamilton.ca/WaterdownTMP for up-to-date and archived information on this project.



For more Information on this Project: www.hamilton.ca/waterdowntmp

City of Hamilton
Melanie Jajko
Infrastructure Planning
Phone: 905.546.2424 Ext. 6412
Email: Melanie.Jajko@hamilton.ca

Halton Region
Jeffrey Reid
Transportation Planning & Road Operations
Phone: 905.825.6000 Ext. 7920
Email: Jeffrey.Reid@halton.ca

City of Burlington
Vito Tolone
Transportation Services
Phone: 905.335.7600 Ext. 7800
Email: tolonev@burlington.ca

Public Information Centre (PIC) Notices

Waterdown/Aldershot Public Information Centres

Waterdown/Aldershot Transportation Master Plan

The *Waterdown/Aldershot Transportation Master Plan - Phase 2 Report* recommends methods to increase transportation capacity to accommodate future urban development in the community of Waterdown.

The *Phase 2 Report* has received the approval of the Project Partners: the Cities of Hamilton and Burlington and Halton Region. The Report recommends a number of methods for increasing transportation capacity: public transit, bike routes, transportation demand management, and roadway improvements. The roadway improvements include a north-south route (Waterdown Road) and a new east-west route as shown in bold on the map.

The Project Partners are now preparing to commence Phase 3 of the Class EA process, which includes detailed Environmental Assessment studies on the proposed roadway corridors. In preparation for these studies, two Public Information Centres will be held to:

- Present the final *Phase 2 Report (Transportation Master Plan)*; and,
- Discuss the proposed technical work program and public consultation and outreach plan for Phase 3(contained in a *Path Forward Report* which can be found on the project website, www.hamilton.ca/WaterdownTMP).

You are invited to attend these meetings at the following dates and locations:

PUBLIC INFORMATION CENTRES SCHEDULE

Date	**Time**	**Location**
Wednesday March 5, 2008	5:00 p.m.–8:00 p.m.	Crossroads Centre (1295 North Service Rd, Burlington, ON)
Thursday, March 6, 2008	5:00 p.m.–8:00 p.m.	St. Thomas the Apostle Parish Hall (715 Centre Road, Waterdown).

The Public Information Centres will be drop-in format with no formal presentations. If you cannot attend the meetings, please contact us for further information and to review the *Path Forward Report*. Comments on the *Path Forward Report* are welcome until March 21st, 2008. The Cities of Hamilton and Burlington and Halton Region welcome your comments and questions. Please send them to:

Neutral Community Facilitator's Office
36 Hunter Street East, Suite 601
Hamilton, ON L8N 3W8
Tel. (905) 818-8464
Fax (905) 528-4179
Email: info@waterdown-aldershot.ca

Notice of Public Information Centres #1
Phase 3 & 4 Municipal Class Environmental Assessment
New East-West Corridor and Waterdown Road Corridor

THE STUDY

The Waterdown-Aldershot Transportation Master Plan (WATMP) was jointly conducted by the City of Hamilton, the City of Burlington and Halton Region (project partners) to identify a future transportation network that will service future urban development in the community of Waterdown in accordance with the Municipal Engineer's Association's Municipal Class Environmental Assessment Process. The Waterdown-Aldershot Transportation Master Plan – Phase 2 Report recommended a variety of methods to increase transportation capacity including public transit, bicycle routes, transportation demand management and road improvements. The study is now considering the preferred corridors.

This includes:

- New East-West Corridor
- North-South Corridor (expansion of Waterdown Road)

Consideration was given to natural environment, property impacts, transportation and traffic operations, social effects (air, noise, etc.) and cost for recommending the preferred corridors in Phase 2.

THE PROCESS

The roadway improvements include a north-south corridor (Waterdown Road) and a new east-west corridor as shown in bold on the map below. The two preferred corridors are considered as schedule "C" projects under the Municipal Engineer's Municipal Class Environmental Assessment Process and must proceed under the full planning and documentation procedures specified in the Municipal Engineer's Association Municipal Class Environmental Assessment document (October 2000 as amended in 2007). According to the document, Schedule "C" projects require that alternative design concepts be developed and evaluated in detail considering natural, social and economic environment with public and agencies input (Phase 3) and an Environmental Study Report be prepared and filed for review by the public and commenting agencies (Phase 4).

The study has commenced Phase 3 of the Class EA process. This involves identifying alternative designs for the preferred solution, preparing a detailed inventory of the natural, social and economic environments, identification of the potential impact of the alternative designs and the evaluation of the alternative designs. Public Consultation is a key part of the process and further Notices for future public consultation events will be published as the process moves forward.

PUBLIC INFORMATION CENTRES

A series of Public Information Centres will be held. You are invited to attend these meetings at the following dates and locations:

Tuesday, June 24, 2008 (East-West Focus)
Open House from 6.00 P.M to 8.30 P.M
St. Thomas Apostle Parish Hall
715 Centre Road, Waterdown

Thursday, June 26, 2008 (North-South Focus)
Open House from 6.00 P.M to 8.30 P.M
Cross Roads Centre
1295 North Service Road, Waterdown

PUBLIC COMMENTS INVITED

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

Syeda Banuri, M. Eng
Senior Project Manager
Capital Planning & Implementation
Public Works, City of Hamilton
Tel: 905-546-2424 ext 4101
Fax: 905-546-4435
E-mail: sbanuri@hamilton.ca

Paul MacLeod
Dillon Consulting Ltd.
235 Yorkland Blvd.
Toronto, Ontario
M2J 4Y8
Tel: 416-229-4647 ext 317
Fax: 416-229-4692
E-mail: pmacleod@dillon.ca

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

This Notice issued on June 13, 2008 and June 20, 2008.

Notice of Public Information Centres #2
Phase 3 & 4 Municipal Class Environmental Assessment
East-West Corridor and Waterdown Road Corridor

THE STUDY

The Waterdown-Aldershot Transportation Master Plan (WATMP) is jointly conducted by the City of Hamilton, the City of Burlington and Halton Region (project partners) to identify a future transportation network that will service future urban development in the community of Waterdown in accordance with the Municipal Engineer's Association's Municipal Class Environmental Assessment Process. The WATMP – Phase 2 Report recommended a variety of methods to increase transportation capacity including public transit, bicycle routes, transportation demand management and road improvements. The study is now considering the preferred corridors.

This includes:

- New East-West Corridor
- North-South Corridor (expansion of Waterdown Road)

Consideration was given to natural and cultural environment, property impacts, transportation and traffic operations, social effects (air, noise, etc.) and cost for recommending the preferred corridors in Phase 2. A concurrent study includes a technical feasibility study for improvements and/or closure to King Road.

THE PROCESS

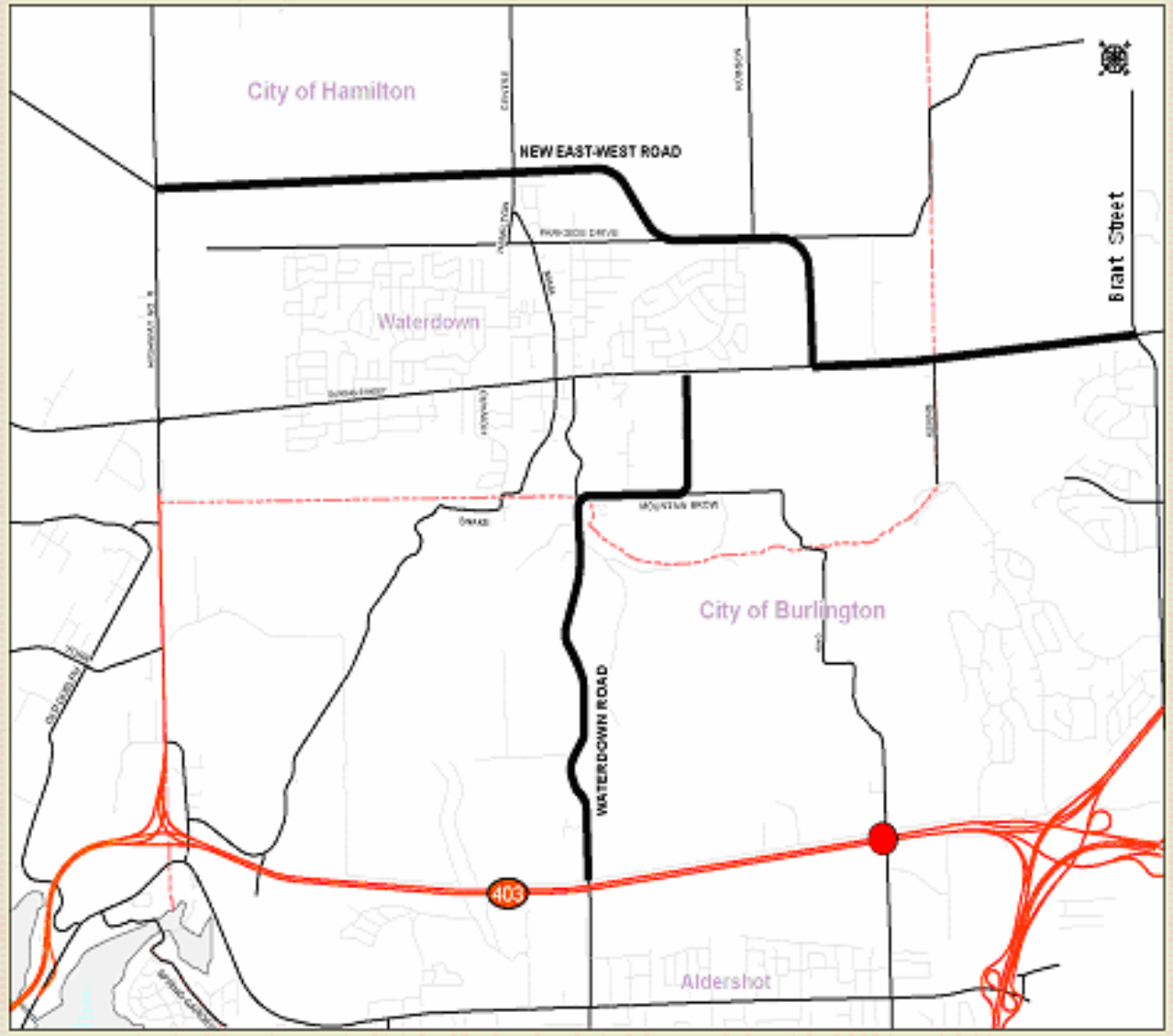
The roadway improvements include a north-south corridor (Waterdown Road) and a new east-west corridor as shown in bold on the map below. The two preferred corridors are considered as schedule "C" projects under the Municipal Engineer's Municipal Class Environmental Assessment Process and must proceed under the full planning and documentation procedures specified in the Municipal Engineer's Association Municipal Class Environmental Assessment document (October 2000 as amended in 2007). According to the document, Schedule "C" projects require that alternative design concepts be developed and evaluated in detail considering natural, social and economic environment with public and agencies input (Phase 3) and an Environmental Study Report be prepared and filed for review by the public and commenting agencies (Phase 4).

The project area consists of 2 planned corridors. The proposed East - West Corridor runs from east to west with a north south jog near the middle. While the proposed North - South Corridor runs predominately north to south with an east - west bend near the north end. The study has commenced Phase 3 of the Class EA process. This involves identifying alternative designs for the preferred solution, preparing a detailed inventory of the natural, social and economic environments, identification of the potential impact

of the alternative designs and the evaluation of the alternative designs. Public Consultation is a key process and several information session events were held during phase 1 and 2 and this will be the 2nd Public Information Session for the Phase 3 component of the study. Following the completion of Phase 3 and 4, a Notice of Completion will be issued and posted in the local newspapers for which there will be a minimum 30 day review period.

The King Road Technical Feasibility Study was identified and initiated as a parallel process to explore the technical feasibility for improvements and/or closure to King Road.

Figure 1: Map of Preferred Corridors



PUBLIC INFORMATION CENTRES

A series of Public Information Centres have been held. You are invited to attend the next meetings where information from the King Road Technical Feasibility Study and the two corridor proposals will be presented at:

Public Information Centre #1	**Public Information Centre #2**
(Open House) **East-West Focus** **DATE**: Wednesday Nov 5th, 2008 **LOCATION**: St. Thomas Apostle Parish Hall, 715 Centre Road Waterdown, ON **TIME**: 6:00 pm to 8:30 pm	(Open House) **North – South Focus** **DATE**: Thursday Nov 6th, 2008 **LOCATION**: Crossroads Church,1295 North Service Road, Burlington **TIME**: 6:00 pm to 8:30 pm

Please note that information from the King Road Technical Feasibility Study will be presented at the North South PIC only.

PUBLIC COMMENTS INVITED

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

Syeda Banuri, M. Eng
Senior Project Manager
Capital Planning & Implementation
Public Works, City of Hamilton

Paul MacLeod, P. Eng.
Transportation and Infrastructure
Dillon Consulting Ltd.
Toronto, Ontario

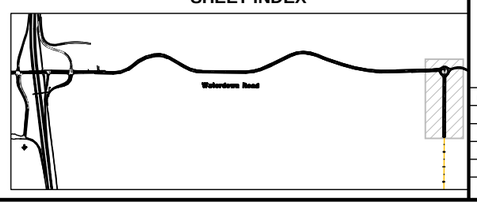
Via
Office of the Neutral Community Facilitator
Lura Consulting
36 Hunter St. East, 6th Floor Hamilton, ON L8N 3W8
Tel: (905) 818-8464
Fax: (905) 528-4179
info@waterdown-aldershot.ca
www.hamilton.ca/WaterdownTMP

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

This Notice issued on October 24 and October 31, 2008.

Public Information Centre (PIC) Materials
March 2008

SHEET INDEX



DILLON CONSULTING

CHECKED BY:	PM
DESIGN BY:	JS
DRAWN BY:	LR
SCALE:	1:2000
DATE:	JUNE 20, 2005
PROJECT No.	04-3697

WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

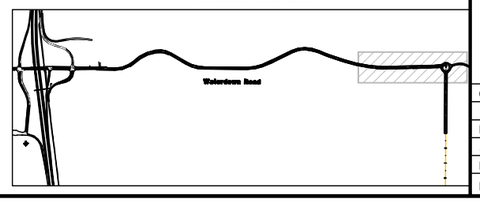
FIGURE 34 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENTS

STATION 12+725 TO 13+452

PLATE 5

EXAMPLE ROUNDABOUT TREATMENT FOR WATERDOWN/MOUNTAIN BROW INTERSECTION ALTERNATIVE TREATMENTS TO BE ASSESSED.

SHEET INDEX



DILLON CONSULTING

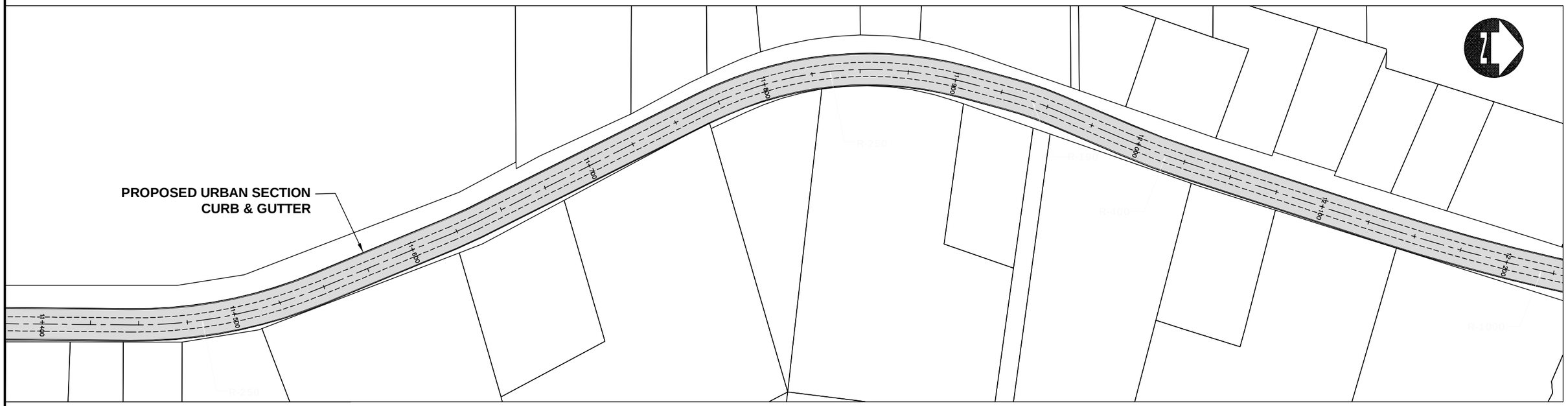
CHECKED BY:	PM
DESIGN BY:	JS
DRAWN BY:	LR
SCALE:	1:2000
DATE:	JUNE 20, 2005
PROJECT No.	04-3687

WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

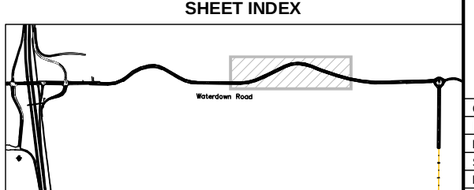
FIGURE 33 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENTS

STATION 12+250 TO 13+100

PLATE 4



SHEET INDEX



DILLON CONSULTING

CHECKED BY:	PM
DESIGN BY:	JS
DRAWN BY:	LR
SCALE:	1:2000
DATE:	JUNE 20, 2005
PROJECT No.	04-3687

WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

FIGURE 32 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENTS

STATION 11+375 TO 12+225

PLATE 3

Waterdown/Aldershot Transportation Master Plan

Public Information Centre

COMMENT FORM

Contact Information (Optional)

Name:

Title:

Affiliation/Organization:

Please check off which of the two Public Information Centres (PICs) you attended:

☐	Wednesday, March 5th, 2008 Crossroads Centre, 1295 North Service Rd, Burlington, ON 5:00 – 8:00PM
☐	Thursday, March 6th, 2008 St. Thomas the Apostle Parish Hall, 715 Centre Road, Waterdown, ON 5:00 – 8:00PM

Purpose: ***to provide a progress update and identification of changes in the Waterdown/ Aldershot Transportation Master Plan Phase 2 Final Report, to review next steps and path forward- Phases 3 and 4, and to seek feedback from the public.***

Office of the Neutral Community Facilitator

Lura Consulting

36 Hunter St. East, 6th Floor

Hamilton, ON L8N 3W8

T: (905) 818-8464, F: (905) 528-4179,

Email: info@waterdown-aldershot.ca

Office Open: M-F, 8:30-4:30

Waterdown/Aldershot Transportation Master Plan

As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:

a. The Technical Work Plan

b. The Consultation and Outreach Plan

Additional Comments

Waterdown/Aldershot Transportation Master Plan

Please provide any additional comments you have on any aspect of the Waterdown/Aldershot Transportation Master Plan project below.

How did you hear about this Public Information Centre (PIC)?

PLEASE RETURN COMPLETED WORKSHEETS ON YOUR WAY OUT.

Thank you!

Public Information Centre (PIC) Materials
June 2008

Phase 3 & 4 Municipal Class EA Waterdown Road Widening

Public Information Centre #1

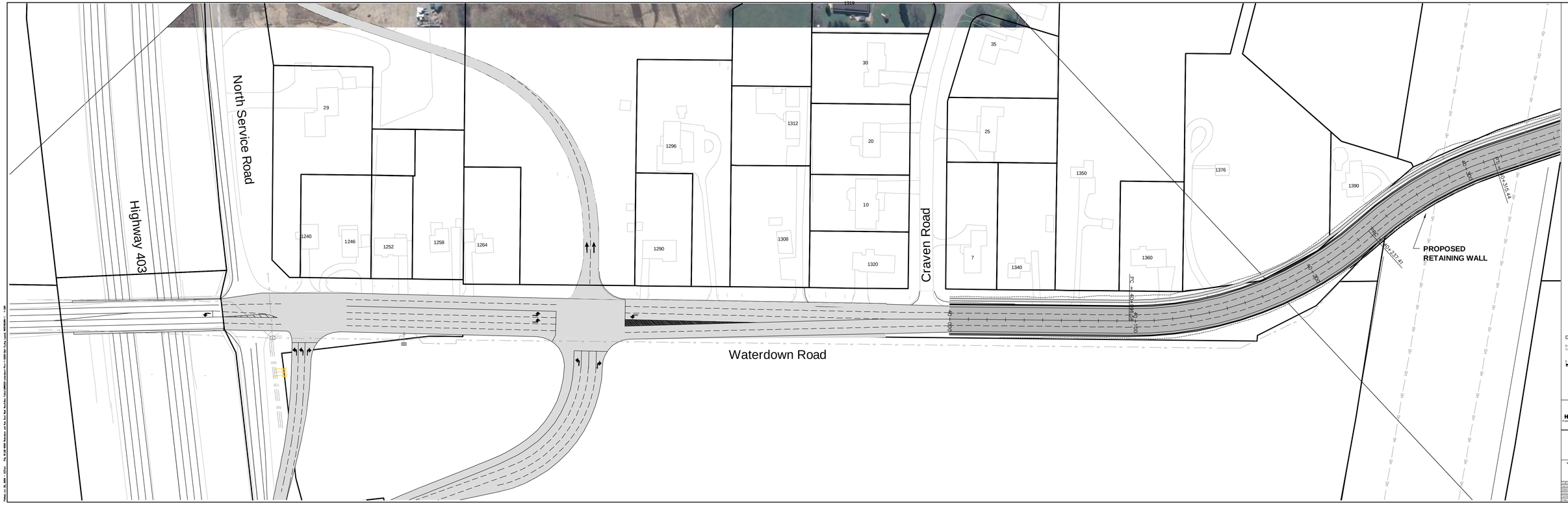
June 26, 2008

Welcome

Waterdown / Aldershot Transportation Master Plan (TMP) Report Recommendations

- Completed in February 2008
- Recommendations from TMP Report (Phase 2):
  - Implement transit service and TDM measures to reduce trips (10%);
  - Improve walking and cycling facilities and policies to promote these modes;
  - Implement intersection improvements to maximize the use of existing facilities; and
  - Road capacity improvements including: Waterdown Rd. & a new East-West roadway.
- Burlington's request to consider improvements to King Road to address road safety issues (King Road Technical Feasibility Study)
- Burlington's request to consider phasing of a 3-Lane option for Waterdown Road

Recommended Road Improvements



Data Sources

Data provided by the Regional Municipality of Halton Remapped
Transportation Services

0 25 50 75 100m

CITY OF HAMILTON
Public Works Department

Burlington

Halton Region

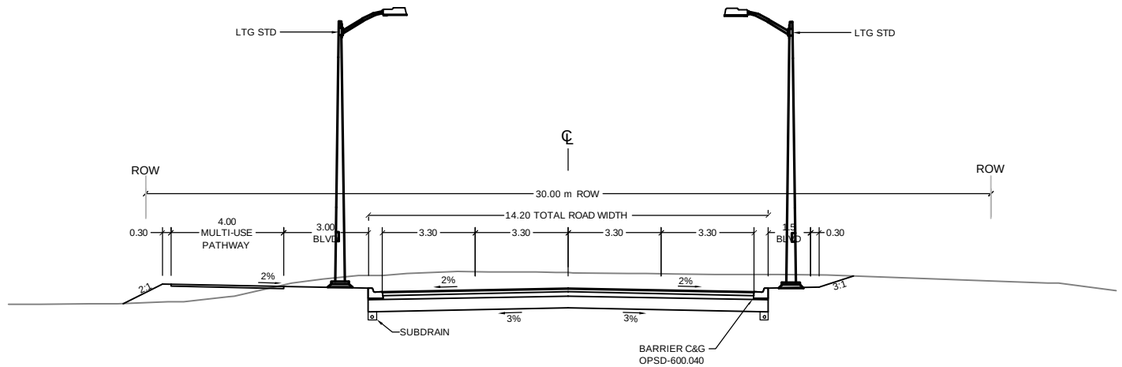
RECOMMENDED 4 LANE
WIDENING ALTERNATIVE

STA. 40+000 to STA. 40+ 395

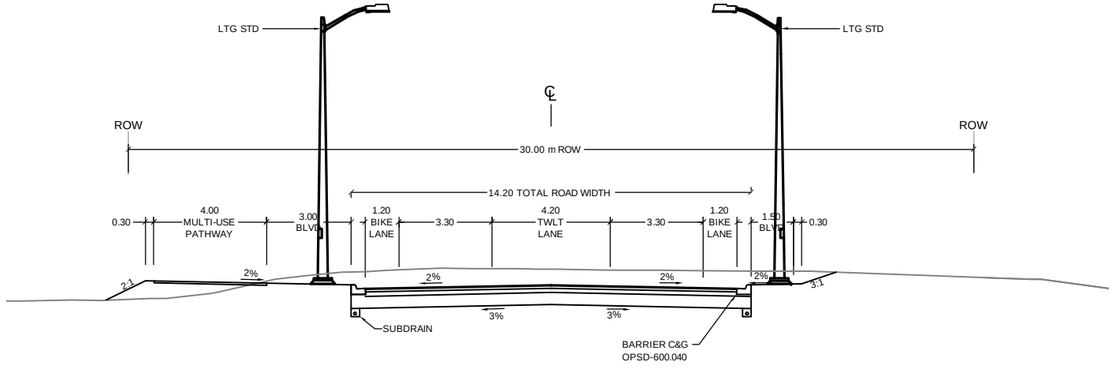
DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAINBROW ROAD

WATERDOWN-1



ULTIMATE 4–LANE CROSS SECTION



INTERIM 3–LANE OPTION ON 4–LANE PLATFORM

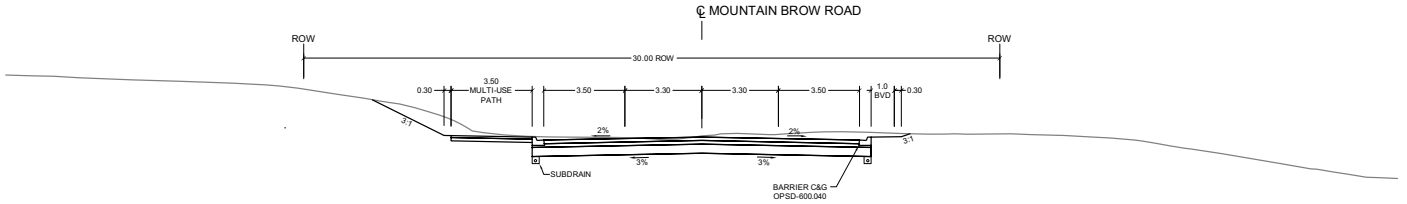
PRELIMINARY

PHASE 2 BURLINGTON COUNCIL RECOMMENDATIONS
WATERDOWN ROAD CROSS SECTION

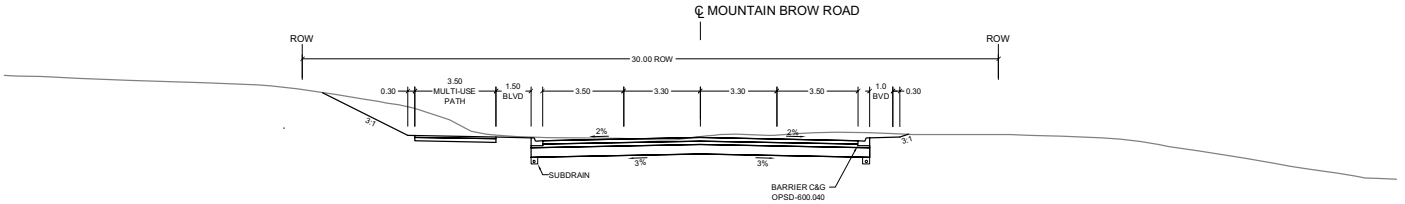
CITY OF BURLINGTON COUNCIL
PHASE 2 RECOMMENDATIONS
FOR WATERDOWN ROAD

DILLON CONSULTING

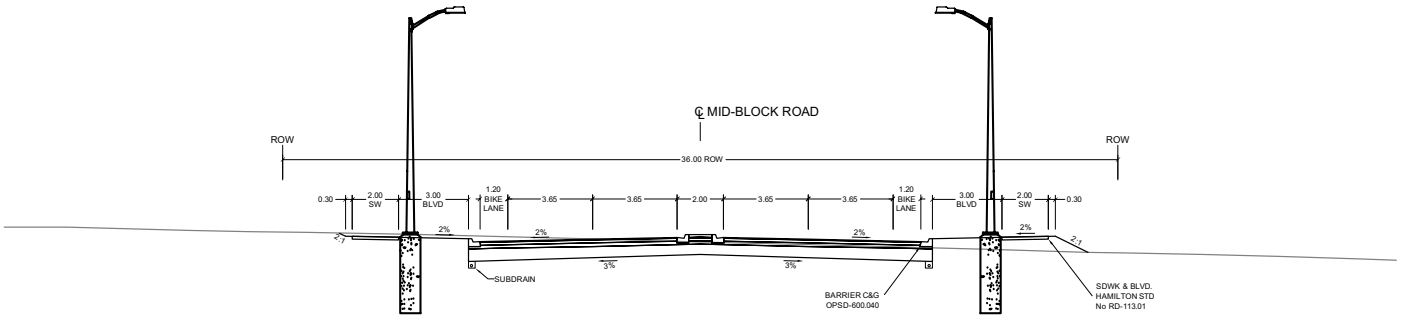
CHECKED BY: PAM	WATERDOWN ROAD CLASS ENVIRONMENTAL ASSESSMENT NORTH SERVICE ROAD TO DUNDAS STREET
DESIGN BY: JDM	
DRAWN BY: JDM / GCC	
SCALE: AS SHOWN	TYPICAL SECTIONS - 3
DATE: OCTOBER 2008	
PROJECT No. 08-9020	



TYPICAL MOUNTAIN BROW ROAD URBAN SECTION
FROM WATERDOWN ROAD TO FLANDERS DRIVE



TYPICAL MOUNTAIN BROW ROAD URBAN SECTION
FROM FLANDERS DRIVE TO MID-BLOCK ROAD



TYPICAL MID-BLOCK ROAD URBAN SECTION
FROM MOUNTAIN BROW ROAD TO DUNDAS STREET

PRELIMINARY

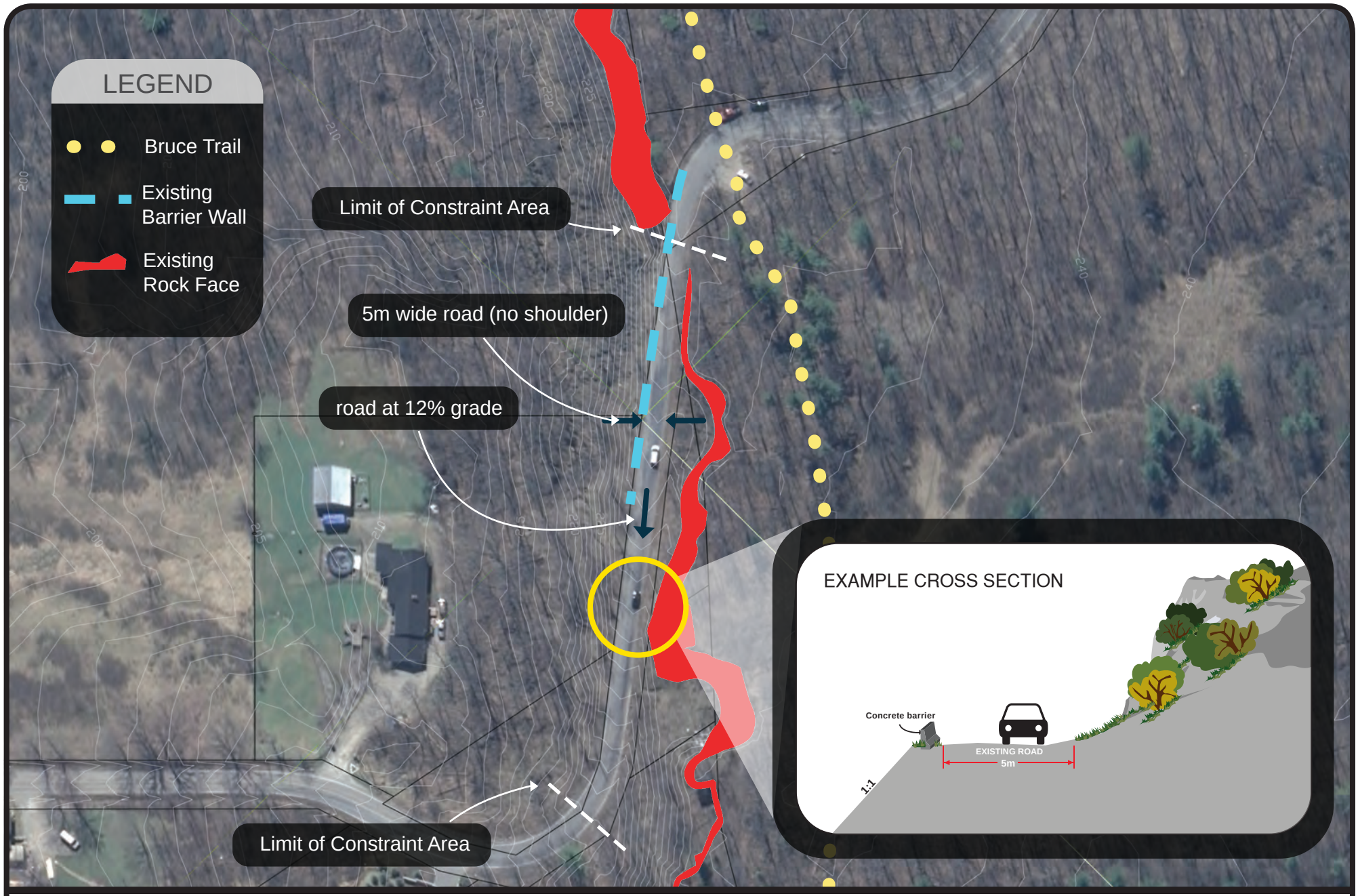
PREFERRED DESIGN

DILLON CONSULTING

CHECKED BY: PAM	
DESIGN BY: JDM	
DRAWN BY: JDM / AMS	
SCALE: AS SHOWN	
DATE: OCTOBER 2008	
PROJECT No. 06-9020	

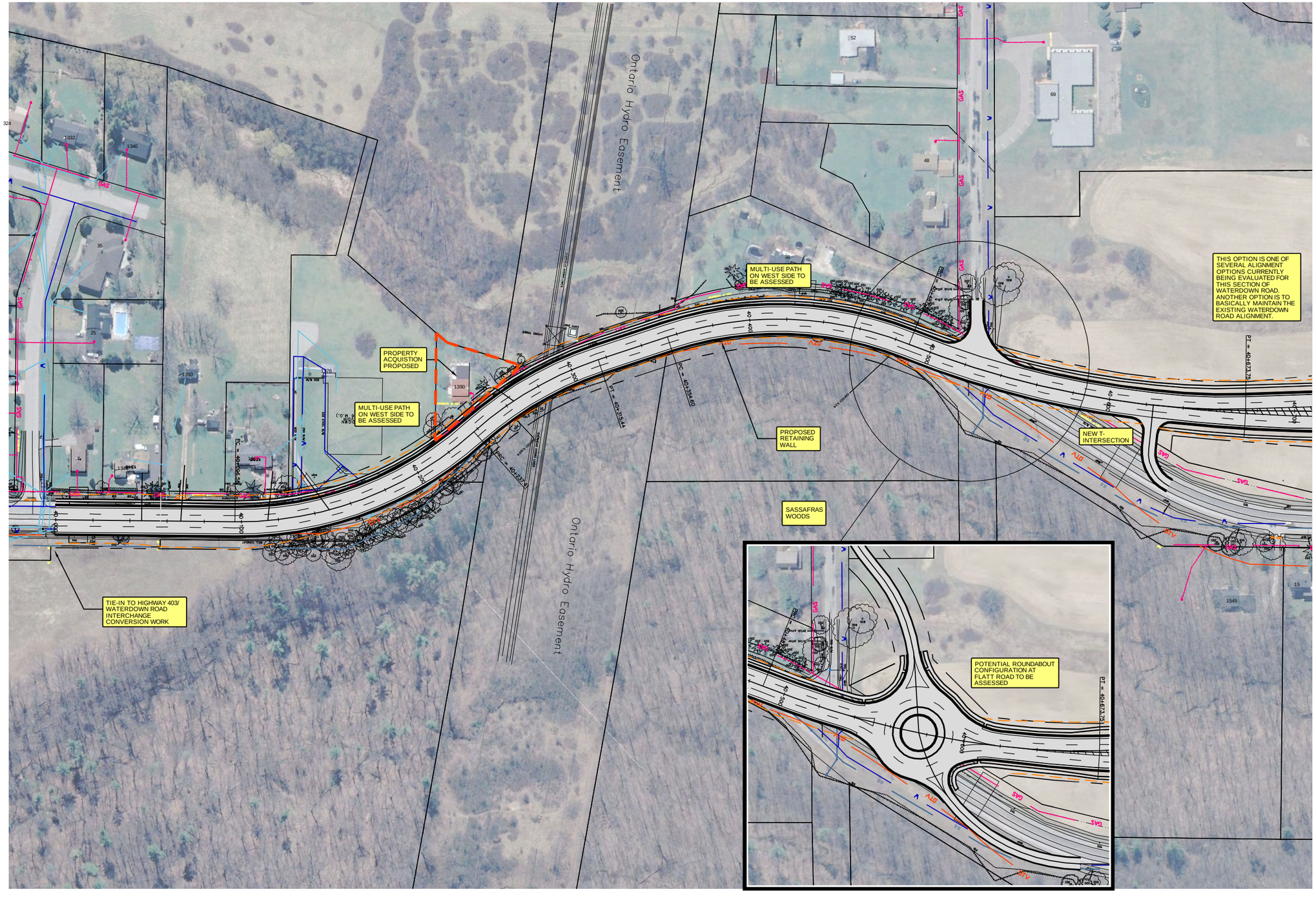
WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
NORTH SERVICE ROAD TO DUNDAS STREET

TYPICAL SECTIONS - 2



DILLON CONSULTING

Figure 3: Existing Conditions at Escarpment



LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 20 40 60 80 100m

Hamilton Public Works

City of Burlington

Halton Region

PREFERRED DESIGN

STA. 40+000 to STA. 40+700

DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: ---
DESIGN BY: ---
DRAWN BY: ---
SCALE: 1:1000
DATE: OCTOBER 2008
PROJECT No. 08-9020

PLATE 1

Plotted: Nov 12, 2008 - 3:12pm File: Q:\CAD\089020 Waterdown E-W Roads\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-8a_Aug 22 2008.dwg Layout: 11x17 Final Plates

Waterdown Road Phase 3 Class EA
Waterdown South Development Alignments
Draft – Oct 15, 2008

Criteria Group	Criteria	Indicators	Option A (Tangent)	Option B (West Shift)	Option C (Curved Roadway)
Social Environment	Potential for impact on residents	Number of residences displaced	None	None	None
		Amount of residential property removed (ha)	None	None	None
		Change in access to residential property	No Change	No Change	No Change
		Potential for change in air quality	No difference	No difference	No difference
		Potential for change in noise levels	No difference	No difference	No difference
		Potential for light pollution	No difference	No difference	No difference
		Potential for impact to wells and septic tanks	Future development will be serviced	Future development will be serviced	Future development will be serviced
		Potential for traffic infiltration to existing residential areas and resulting effects	No difference	No difference	No difference
	Potential for community character impacts/ change in views	Opportunity to enhance character of community	No difference	No difference	No difference
		Potential for negative change to community character and views in the area	No difference	No difference	No difference
	Potential for impact on community/ recreation features	Removal of community/recreation property	None	None	None
		Disruption to use of community/recreation property	None	None	None
	Potential for effects on historical features	Potential for removal of heritage/archaeological features	No difference	No difference	No difference
Natural Environment	Potential for impact on terrestrial features	Amount, nature and significance of natural habitat removed	All options cross Grindstone Creek at the north end will result in the same loss of riparian habitat. The alignment crosses a small swale at the south end and would result in the loss of some riparian habitat.	All options cross Grindstone Creek at the north end will result in the same loss of riparian habitat. This alignment is shifted to the west side of the swale and would result in less habitat being removed.	All options cross Grindstone Creek at the north end will result in the same loss of riparian habitat. This alignment is shifted to the west side of the swale and would result in less habitat being removed.
		Number of significant trees along existing roadway removed	None	None	None
		Potential for effects to adjacent habitat	All options could disrupt adjacent habitat associated with the Grindstone Creek at the north end and the small swale at the south end.	All options could disrupt adjacent habitat associated with the Grindstone Creek at the north end and the small swale at the south end.	All options could disrupt adjacent habitat associated with the Grindstone Creek at the north end and the small swale at the south end.
		Fragmentation of natural areas	All options will result in the fragmentation of habitat from the crossing of the Grindstone Creek at the north end.	All options will result in the fragmentation of habitat from the crossing of the Grindstone Creek at the north end.	All options will result in the fragmentation of habitat from the crossing of the Grindstone Creek at the north end.

Criteria Group	Criteria	Indicators	Option A (Tangent)	Option B (West Shift)	Option C (Curved Roadway)
		Effect on terrestrial corridor connectivity / linkages	All options have the same impact on the Grindstone Creek crossing at the north end. Crossing of the swale at the south end will have impact on the movement of wildlife along the swale.	All options have the same impact on the Grindstone Creek crossing at the north end. Less impact on the swale at the south end with respect to wildlife movement linkages.	All options have the same impact on the Grindstone Creek crossing at the north end. Less impact on the swale at the south end with respect to wildlife movement linkages.
		Opportunity to enhance degraded natural areas (terrestrial and aquatic)	All options considered to have equal potential in regards to improvement of habitat along the Grindstone Creek and the swale at the south end.	All options considered to have equal potential in regards to improvement of habitat along the Grindstone Creek and the swale at the south end.	All options considered to have equal potential in regards to improvement of habitat along the Grindstone Creek and the swale at the south end.
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/removed	All options have the same impact on the Grindstone Creek crossing at the north end. Greatest impact on aquatic habitat for the swale at the south end.	All options have the same impact on the Grindstone Creek crossing at the north end. Less impact on aquatic habitat for the swale at the south end.	All options have the same impact on the Grindstone Creek crossing at the north end. Less impact on aquatic habitat for the swale at the south end.
Economic Environment	Potential for impact on business enterprises	Area of commercial properties required (ha)	None	None	None
		Potential for change to property values	No change	No change	No change
		Potential for change (disruption or enhancement) to business operations	None	None	None
	Potential for impact on residential property value	Potential for change to property values	No difference	No difference	No difference
	Potential for impact on future land use	Compatibility with future land use plans	All routes are compatible	All routes are compatible	All routes are compatible
	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	No land designated for agriculture is affectted	No land designated for agriculture is affectted	No land designated for agriculture is affectted
Cost	Capital Cost (million $)	Estimated capital cost (including land acquisition)	All routes expected to have similar cost	All routes expected to have similar cost	All routes expected to have similar cost
	Operation and Maintenance Cost (million $)	Relative maintenance costs as reflected by road length and design features	All routes expected to have similar cost	All routes expected to have similar cost	All routes expected to have similar cost
Transportation	Change in traffic operations, delay and capacity	Potential to increase level of traffic service	All routes will address traffic service level requirements. The T-intersection at Mountain Brow will provide a lower service level.	All routes will address traffic service level requirements. The T-intersection at Mountain Brow will provide a lower service level.	All routes will address traffic service level requirements. Replacing the T-intersection with a curved connection into Mountain Brow Rd will provide for a higher service level.
		Ability to accommodate local and through traffic	All routes can accommodate local and through traffic	All routes can accommodate local and through traffic	All routes can accommodate local and through traffic
	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	NA	NA	NA

Criteria Group	Criteria	Indicators	Option A (Tangent)	Option B (West Shift)	Option C (Curved Roadway)
	Opportunity to support transit use, pedestrians and cycling	Extent that alternative supports/promotes transit use, pedestrians and cycling	No difference	No difference	No difference
Evaluation Result Summary		***For most of the criteria, there is little difference among these alignment options. Option C was selected as preferred as it results in less impact on the swale at the south end and the road curve into Mountain Brow Rd will provide a high traffic service level.***			

COMMENT FORM
North-South focused Public Information Centre (PIC)
Thursday November 6, 2008

Please use this comment form to provide us with your feedback on the materials presented (where applicable, please refer to plate #'s in your comments).

Please return your comments this evening or by November 13, 2008 to:

Neutral Community Facilitator's Office
36 Hunter Street East, Suite 601
Hamilton, ON L8N 3W8
Tel. (905) 818-8464
Fax (905) 528-4179
Email: info@waterdown-aldershot.ca

Name (Optional)	**Postal Code**
Address	**City**
E-mail	**Telephone**

* If you require an electronic version of this form please contact the Neutral Community Facilitator's Office.

Public Information Centre (PIC)
Summary Report

WATERDOWN – ALDERSHOT TRANSPORTATION MASTER PLAN
PUBLIC INFORMATION CENTRE #4

SUMMARY REPORT

March 5, 2008
Crossroads Centre
1295 North Service Rd,
Burlington, ON

March 6, 2008
St. Thomas the Apostle Parish Hall
715 Centre Road,
Waterdown, ON

Introduction

The fourth round of Public Information Centres (PICs) for the Waterdown/Aldershot Transportation Master Plan Project was held on Wednesday March 5, 2008 at the Crossroads Centre in Burlington and Thursday March 6, 2008 at St. Thomas the Apostle Parish Hall in Waterdown. The format of the PICs was an informal drop-in centre (open house) from 5:00 p.m. to 8:00 p.m.

Representatives of the City of Hamilton (Christine Lee Morrison and Diana Morreale), City of Burlington (Paul Allen, Paul Smithson and Robin van de Lande), Halton Region (Melissa Green-Battiston), Dillon Consulting (Paul MacLeod, Alvaro Almuina and Don McKinnon), and Lura Consulting (Sally M. Leppard, Liz Nield, Patricia Prokop and Marina Saldana) staffed the PICs.

The following elected officials attended this round of PICs:

- Councillor Rick Craven (Burlington)
- Councillor Margaret McCarthy (Hamilton)

Purpose of the PICs

The purpose of the PICs was to:

- Present the final *Phase 2 Report (Transportation Master Plan)*; and,
- Discuss the proposed technical work program and public consultation and outreach plan for Phase 3 (contained in a *Path Forward Report* which can be found on the project website at www.hamilton.ca/WaterdownTMP).

The PIC also included an opportunity for attendees to apply for membership on the two Neighbourhood Advisory Committees (NACs) that are being developed for the Phases 3 & 4 Class EA work - one for the Waterdown Road improvement project and one for the new East/West road project. The role of the NACs will be to review and provide comments on the alternative design concepts, evaluation criteria and preferred design.

The information presented at the PICs was displayed using large information boards and aerial maps, and was grouped under the following headings. The display boards and maps are available on the project website.

- Project History Overview;

- Transportation Master Plan (TMP) Report Recommendations;
- Recommended Road Improvements;
- Waterdown Transit Update;
- Endorsement of Recommendations;
- Burlington Council Resolution;
- What has changed in the final TMP Report?;
- Consultation Program – Phase 2;
- Concerns We Heard…;
- Steps Ahead: Class EA Phase 3 & 4;
- Phase 3 Issues to Address;
- Waterdown Rd. - Phase 3;
- New East-West Rd.- Phase 3;
- Planned Consultation Program;
- Phase 3 & 4 Study Schedule; and
- Your Comments.

Attendance and Comments

A total of 158 members of the public chose to sign-in at the registration table for the two PICs. Several additional members of the public attended the PIC but chose not to sign-in. In addition to verbal comments, the Project Team encouraged visitors to express, in writing, all suggestions, comments or concerns that they had regarding the information presented. Blank comment forms were provided to all attending participants. Twenty-five (25) comment forms were received at the PICs, and via fax, mail and email in the week following the PICs.

Summary of Comments

The following summarizes the comments received verbally and in writing at the two PICs. Detailed participant feedback from the comment forms is attached in Appendix A.

When asked about any specific suggestions or comments they might about the Technical Work Plan, PIC participants had the following feedback:

- The plan is realistic and viable;

- The preferred roadway improvements will not solve the transportation issues;
- Noise pollution must be dealt with;
- Air quality must be dealt with;
- Possible large amount of traffic connecting between the east/west and north/south routes using the residential streets in between, thus the two routes should connect and be continuous;
- Potential effect on residents along these routes should be considered in the assessment;
- The plan will increase traffic in local neighbourhoods;
- Drainage and water services to areas of Waterdown affected by east-west corridor must be fully explained to residents;
- Restricting truck access;
- Concern about the use of roundabouts (i.e. at the intersection at Waterdown Road and Mountain Brow); and
- Consider the inclusion of sidewalks and bike lanes.

When asked about any specific suggestions or comments they might about the Consultation and Outreach Plan, PIC participants had the following feedback:

- The PICs were well planned and well laid out;
- Staff at the PICs were courteous and helpful;
- The Project Team has at times delayed getting back to the public with timely information requests;
- More information sessions are needed; and
- It would be helpful to have PICs with formal presentations and opportunities for questions.

The PIC participants had the following additional comments:

- Request to consider the Bruce Trail and the Escarpment as part of Phase 3 and 4;
- Request for more details about public transportation plans;
- Questions about the cost of the TMP;
- Request to consider running the new East-West route up above the old Bannes Environmental plant;
- Concerns about parking, service for sewers, road speed, and site lines;
- Strong support for the Option 5 route from Waterdown residents;
- Suggestion that the alignment of the East-West route where it bisects the Joe Sam's Park land or the north side of the Alexander Place Seniors Residence should be pushed as far south as possible to retain more usable park space;
- Concern about the resale value of residential properties;

- Concerns about the impacts to the residential properties along Parkside Drive;
- Issues regarding the potential closing of the Parkside Drive intersection at Highway 6;
- Questions about compensation and acquisition of homes;
- Questions about the projected date for the completion of the project;
- Questions about the high volume of traffic on Mill Street;
- Questions about the Burlington resolution and the 4-lane vs. 3-lane option;
- Questions about the Waterdown South Secondary Plan;
- Confusion regarding MTO plans, road closures and new interchanges/intersections;
- Concern about two properties at the intersection of Waterdown Road and Mountain Brow Road that likely contain heritage buildings or features;
- Concerns about pushing more traffic onto the 4th Concession Road as the new East-West Rd ends there;
- Safety concerns; and
- Concerns about tree removal.

Notice of Public Information Centres (PICs)

The participants were informed about the fourth round of PICs for the Waterdown/Aldershot Transportation Master Plan Project through:

- The Neutral Community Facilitator's Office mail out;
- The email blast;
- Local newspapers (e.g. Flamborough Review); and/or
- The project flyer.

Detailed Participant Feedback

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
1	We live at the S.W. corner of Waterdown Road and Mountain Blvd (residents of Burlington); if a traffic circle is implemented, how will it affect our property, driveway access, etc. and when will we know? If we could speak with someone as soon as details are known, we would appreciate it.			
2			I cannot for the life of me understand who made the bonehead decision to build in this area with its close proximity to the Bruce Trail and escarpment.	
3	Since preferred option is to widen Waterdown Road to 4 lanes, King Rd. should be left alone re: widening; perhaps traffic light to control increase traffic is warranted.		Please provide more details on public transportation plans. How many buses? Have you considered light rail down Waterdown Rd to Aldershot GO Station? Can Burlington/Hamilton councils request monies from prov. Infrastructure plans to off-set cost. Do development [diarges?] apply to providing for public transit?	
4	While extensions to Waterdown Road are planned, are sidewalks proposed for the area North of the Service Road? (There is a proposal to build over 600 homes behind Nevarc Dr (which runs off Craven) and North of Flatt Road. As well, Camis will relocate to the N.E. corner of the intersection of Waterdown Rd and the N Service Road.		Several residents of Nevarc Drive (which will be joined with Panin Road) wish to advise that we do not want the name of Nevarc Drive to change to Panin Road. A better alternative would be to re-name the road, to avoid the confusion of two road names. There is a Nursing/Care Home Facility at the top of Panin Road called Cama Woodlands. Perhaps the whole road could be re-named Cama Woodlands Drive.	We were sent letter/memo from the Neutral Community Facilitator's Office.
5			1) Are sidewalks planned along Waterdown Road from N. Service Road to [Ceabes?] Ave? This would give walking access to GO station for residents in area in Eagle Heights and Taylor Property. Also proposed CYNUS office building on North East corner of Service Road. 2) Residents of Nevarc Drive are concerned their road may be changed to Panin Rd. We do not want this. We suggest a new name for one road (Nevarc & Panin) such as Cama Woodlands Drive or just Woodlands Drive.	Sent letter through mail.
6			Please reconsider the new 4 lane Parkside Drive to cut up above the old Barnes Environmental plant. This would cause much less impact on all the homeowners on Parkside Drive between Up Country Estates and the rain line. P.S. I do not live on Parkside Drive.	

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
7			I live at 1651 Waterdown Rd I have lived there sine 1964 and enjoyed the nature and the quietness. Now things are about to change. One thing that I would love to happen is if you could move the road quite a way's into the field opposite my house. I have had 12 deer on my property this winter and fear for their life. IF the road is further into the field they might have a chance! I also wouldn't have all the traffic noise and cars etc. coming into my property as this has happened before. I hope this proposal comes to pass not just for me but my neighborhood also. Thank you.	A copy was mailed to me.
8			1712 Waterdown Rd. - Parking Item - Service for sewer - Road Speed - Site Lines	
9		I would strongly prefer you look closely at Option 5 to the Parkside Road widening. Less disruption to current homeowners (ones who want to live in Waterdown, not new subdivision owners who are looking at turnover). Move the traffic outside of the residential areas.	Again I prefer Option 5, if the option is to progress as set-out along Parkside, consideration has to be give to: 1) Noise: increased traffic and addition of more trucks 2) Safety: Houses mostly affected to have 4 lane addition have small children, their safety is paramount 3) Look - You will have to change the look of Parkside with new walls or fences and ruin the "Waterdown" vision. 4) Comfort: Houses getting a 4 lane addition behind them are concerned about lights shining in our bedrooms. 5) Safety: Already a high area of collisions (Parkside, Boulding) you are increasing that risk These items can add additional cost to City!	Email, as part of mailing list for any options.

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
1	In my opinion your "work" won't work - this road/roads will never be wide enough! You/your planners should/must zone lands for work related uses/buildings so that residents would not have to travel to Toronto/Hamilton etc. Look 50 years ahead not 15 min!	Stink! Your maps are just pictures - the roads (if they are noted) have names so small I/you can't read them 36" away! What have you to hide!	As per my petition filed for Craven/Nevarc Drive I have told R. Craven that we are in contact with the Ontario Municipal Board to divert the North Service Road from our little sleepy dead end street! How many taxpayers here think their taxes are too low? Have anyone know how much this new highway from Waterdown to 403 highway is going to cost? The parking as the GO train station is now at full capacity and must be expanded at what cost? Special Community Development Committee report #1 has warned the municipality that property value due to injurious affection could reach 7 million $ You the taxpayers will pay for it! And construction costs and maintenance for years to come! #5 more roads lead to more traffic The proposal by these so called consultants indicates that Waterdown Road connection to #5 Highway (Dundas St.) exits into a dead-end street in a residential survey! It should have connected to the Parkside Drive By-Pass at #5 Highway. These consultants ignored the existing railroad crossing on the 4th Concession and Parkside Drive - this crossing could/should be a parking lot for residents commuting to Hamilton or Toronto, to jump on or off in downtown Hamilton/Toronto at a high speed. Leave the car in Waterdown and save their gas money and parking charges. This existing railroad also crosses Waterdown Road and could/should be another commuter station c/w parking. It again crosses at the Snake road and could also be used as a commuter station c/w parking. Then it parallels the c/w tracks where these commuters could hop onto the GO Train! Or continue into Hamilton!	
2	Noise Studies: We expect that noise studies will be centred at 215 & 213 Fellowes Crescent as the houses are situated more closely to Parkside Ave than all others that back onto Parkside Dr. We ask support for upgrade windows at the rear and sides of the houses along Fellowes Cres. that back onto Parkside Drive. We ask for consideration of effective noise altercation fencing (tongue and groove) to be offered along with potential "burm" or raising of fence have to provide greater noise "relief."	Roadway through Upcountry Estates should be 4 lanes, not 2 lanes to provide badly needed traffic relief from Boulding Ave and Evans Road.	We ask for a fair assessment of Option 5 and consideration of previous validity [?] provided by us. To explore the value of Option 5 to enhance business operation and access to connect Connor East and West properties and same for Opta Minerals. O.M subdivided might create more value in the event O.M. wishes to sell all or a portion of its property.	
3	Assuming the studies are accurate, I think the plan is realistic and viable. It does not "cut-off" the town, allows options for travel, and will accommodate growth (for how long I don't know). It Waterdown, we already have bottlenecks and traffic jams. It is unfortunate for some of those directly affected but there are not many choices. Progress is important - we grow or we die. The King road fuss is much ado about nothing. Try a tunnel - it is done worldwide, otherwise widen it to make it safe. The quarry is [...] [...] and much of the escarpment has been saved. We need the access.	The evening was well planned and well laid out. Staff were courteous and helpful. The did not overreact to some 'temperamental' citizens who seemed bent on arguing. The aerial/satellite pictures with road overlays were especially helpful.		Not sure - an email or memo from someone. We do not get the Spectator.
4		Contact the project manager for the Joe Sam's Park project. Don McKinnon from [Dillon] suggested the possibility of having someone from the TMP team attending one of the meetings with the Joe Sam's Steering Committee. This is an excellent idea to help with input on alignment of the east/west road going through parkland and to discuss options for crossing the road at the existing wetlands path. We are meeting on April 2, 2008.	1. The alignment of the east/west road where it bisects the Joe San\m's Park land or the north side of the Alexander Place Seniors Residence should be pushed as far south as possible to retain as much usable park space as possible. Entrance to future parking at this location should also be included in the road design. 2. the east'west road should have bike paths on both sides to allow safe cycling to/from the Joe Sam's trail system.	Email

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
5			As residents of 221 Fellowes Crescent we strongly support the citizen option 5 which seems to be a very efficient way to reroute the traffic and cause the least problems and discomfort to the residents of Parkside Drive. Our yards back onto Parkside Drive and we are very concerned with the widening of this street to four lanes. Issues that are of grave concern to use are: 1. Our enjoyment of sitting in our back yard will be lost of greatly diminished with all the increased noise and fumes 2. Our privacy will be greatly reduced as the road will be too close to our backyard 3. Will streetlights be installed and how bright will they be? If too bright it will be very disturbing. 4. Will trees that are growing behind our fence, which are acting as a noise buffer presently and are providing extra privacy, will they be removed? 5. Will a sound barrier be installed to reduce the noise from the traffic? 6. Will a bike path be added to give cyclists a safe riding lane? 7. Resale value of our property will decrease. 8. Boulding and Parkside Intersection - It will be almost impossible to cross Parkside from Boulding during rush hour.	
6	Garbage.	Garbage.	Garbage. What happens to the town of Waterdown when traffic is diverted from 403 during rush hour?	Flyer.
7	1) I believe there will be a considerable amount of traffic connecting between the east/west and north/south routes using the residential streets in between. I would like to see some estimate of these volumes. There is an obvious disconnect between these two routes that motorists will connect through their own initiative, probably using Burke and Boulding. 2) I would like to see more detail on how Parkside will cross the CPR Hamilton subdivision. Will it be grade separated? If so, will Parkside go over or under? 3) How is the wetlands trail going to cross the east/west route? Tunnel = security issues; bridge = bike and rollerblade issues.			
8	The planned route should not end at Hwy 5 and then pick up again later at Hwy 5 -> it should be one continuous road. Mill S&N traffic is too busy and will continue to be a shortcut for those wanting to get to Carlisle, [May?] etc. A31			Paper notification.
9	Details are not currently available on the traffic effects potentially caused to local neighborhoods at the N-5 link from Mountain Brow to Hwy #5 'dead ended' at Bourke Ave. Of note, traffic movement along Boulding Ave. to Parkside would likely increase considerably. This potential effect on residents along these routes should be considered in the assessment.		It is not clear at this time how recreational trails crossing the Parkside Rd Bypass (Waterdown wetland trails) will be impacted by the bypass. Noise issues should also be considered in addition to crossing safety.	Mailing and local paper.

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
10			Comment or consideration. We reside at the Southeast corner of Lasalle Park Road and Fairwood Place East (6 Fairwood Place E.). Fairwood Place West which comes from the opposite direction to meet Lasalle Pk. The two streets Fairwood East and West are staggered, where they meet at Lasalle Park Road, which already presents a hazard. There is increase and will continually be a great increase in traffic flow through this area. My concern is we have 2 small children and there an be several pedestrians here when Aldershot HS is out. Perhaps a consideration of a fairway (4 way) or all way signage at this intersection for the safety of pedestrians and accident prevention.	
11	The road plan does not satisfy the traffic needs of this community. 2 prior studies have identified the need for a proper bypass. Residential concerns (social environment) were not taken into consideration during the early stage of the study. [Barnes-Opta CoA?] quarry traffic. Phase 2 was approved by council before these issues could be addressed.	The study team has at times delayed getting back to us with timely information requests. Sent us a table with our option several weeks after the council vote in Feb/07. There has been 3 different city employees on this project which makes it difficult to discuss prior concerns.	Option 5 is the better route. A road is needed to avoid bottlenecks in the core of the village and to avoid safety concerns of residents in the immediate vicinity of the proposed road.	
12		It would be helpful to have a PIC with a formal presentation and explanation along with opportunity for questions.	The bypass planning appears to be short-sighted. Understanding there is now Green Belt legislation, it would make more sense for future growth to have the bypass much further north. The east west bypass needs to be north and connect to the existing 6th [core?] west which now ends at #6 Hwy. Currently there is an automotive repair business on the corner.	Flamborough Review.
13			I am concerned about the impact of the road on the wetland trails which are well used between Parkside and Concession 5.	
14			As a new resident of Waterdown who came here for its "small town feel" I am very upset that Parkside will potentially be widened to 4 lanes. My house backs on to Parkside near Boulding and widening the road would increase noise, pollution, and would cut down on a lot of beautiful trees that currently block the road from being seen. This would also decrease the value of my house. If something has to be done to Parkside, I believe it is in the best interest of the people and the "small town feel" of Waterdown to build a turning lane to allow more cars to move along Parkside and reduce traffic congestion during rush hour. It will cut through a beautiful park that has many trails and will impact the animals (sustainability would decrease). If the city decides to go through with widening Parkside to 4 lanes or with a center lane, we would like to see the following happen: 1) A sound proof fence installed by the City 2) Replace back and side windows to sound proof 3) No trees to be removed. If certain branches are to be cut, they must be identified with tags and approved by owner. Trees replanted closer to property. 4) Notification if any street lights will be installed and where they would be 5) Removal of hydro line to underground 6) No trucks be allowed to use road 7) Compensation for reducing the value of my house.	My neighbour and the newspaper.
15	1) Assessment of noise and air quality in residential areas of east-west corridor especially through the subdivisions of Waterdown is critical 2) Drainage and water services to areas of Waterdown affected by east-west corridor must be fully explained to residents. Homeowners should have the right to not have water wells affected by the change in landscape. 3) Option 5 is the preferred route for Waterdown residents since it bypasses a large portion of the subdivisions.	More information sessions are needed.	Additional cost and compensation for noise and air quality issues arising from high traffic areas along route through residential areas should be fully explained to citizens. Option 5 should have been explained further to the public at this information session.	Email.

Workbook #	As the Study moves into Phase 3, please note any specific comments or suggestions you may have regarding:		Additional Comments	How did you hear about this Public Information Centre (PIC)?
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
16	Please give careful consideration to the inclusion of sidewalks and bike lanes along Waterdown/Mountain Brow Roads.			Email, newspaper.

NORTH-SOUTH ROAD CLASS EA PHASE 3 & 4
PUBLIC INFORMATION CENTRE

SUMMARY REPORT

June 26, 2008
Crossroads Centre
1295 North Service Road, Burlington
Burlington, ON

Introduction

The Public Information Centre (PIC) for the North-South Road Class EA Phase 3 & 4 was held on Thursday June 26, 2008 at Crossroad Centre in Burlington. The format of the PICs was an informal drop-in centre (open house) from 6:00 p.m. to 8:30 p.m.

Representatives of the City of Hamilton (Christine Lee Morrison, Michael Marini, and Valerie Dunlop), City of Burlington (Paul Allen and Greg Simon), Halton Region (Jeffrey Reid), Dillon Consulting (Paul MacLeod, Don McKinnon, Ian Roul and Amanda Shepley), and Lura Consulting (Sally M. Leppard, Liz Nield and Marina Saldana) staffed the PICs.

The following elected officials attended this round of PICs:

- Councillor Rick Craven (Burlington)

Purpose of the PICs

The purpose of the PICs was to:

- Provide an overview of the preliminary results of the evaluation of alternatives, mitigation options and issues identified; and
- Obtain feedback from the public.

The information presented at the PIC was displayed using large information boards and aerial maps, and was grouped under the following headings.

- Waterdown / Aldershot Transportation Master Plan (TMP) Report Recommendations;
- Recommended Road Improvements;
- Class EA Phase 3 & 4 Process;
- Phase 3 Issues to be Addressed;
- Consultation Program;
- Neighbourhood Advisory Committee (NAC) Role to Date;
- Phase 3 Evaluation Criteria;
- Waterdown Road Alternatives;
- Mid Block Alternatives Evaluation;
- Waterdown/Mountain Brow Intersection Alternatives Evaluation;

- Properties with Grading Impacts;
- New Road Connection at Dundas Street;
- Rationale for the Link Location;
- Area Travel Patterns;
- King Road Technical Feasibility Study;
- Phase 3 & 4 Study Schedule; and
- Next Steps.

The display boards and maps are available on the project website at www.hamilton.ca/WaterdownTMP.

Attendance and Comments

A total of 39 members of the public chose to sign-in at the registration table for the PIC. Several additional members of the public attended the PIC but chose not to sign-in. In addition to verbal comments, the Project Team encouraged visitors to express, in writing, all suggestions, comments or concerns that they had regarding the information presented. Blank comment forms were provided to all attending participants. Ten (10) comment forms were received at the PIC.

Summary of Comments

The following summarizes the comments received verbally and in writing at the PIC. Detailed participant feedback from the comment forms is attached in Appendix A.

When asked to consider the alternative road designs evaluation framework and the issues that have been identified for sections W1 to W7 and King Road for the Waterdown Road widening, PIC participants had the following feedback:

Section W1 – Waterdown Southern Section

- Clarity requested concerning additional land requirements at Waterdown Rd. south of Flatt Rd
- Proximity of property to the curb
- All side roads will have problems to enter/exit onto Waterdown Road during rush hour (applies to W2 & W3 as well)

Section W2 – Waterdown Mid Section

- Request to protect existing houses

- Concern about how “Old Waterdown” road can access the new Waterdown Road
- Concern that developer to the west will be not be receptive to the proposal

Section W3 – Waterdown Northern Section

- Suggestion for the Bruce Trail way to cross Waterdown Road at this point.
- Concerns about potential of high rate of accidents on the Road
- Landowners question when the sewer/water are to be constructed
- Concerns about the proximity of residences on corners of Flanders Drive to the expanded roadway, and the impacts

Section W4 – Waterdown/Mountain Brow Intersection

- Strong preference shown to smaller roundabout intersection. Point made that the roundabout option evaluated was way too big. A smaller option should be considered.
- Considerations to elevations for proper water drainage

Section W5 – Mountain Brow Rd

- Need to provide safe crossing to Bruce Trail
- Less impact on end houses on Flanders – move the roadway to the South
- Need good sightlines to enter Flanders
- Need to slow traffic down

Section W6 – Mountain Brow Rd / Mid Block Road

- Need to provide safe crossing to Bruce Trail

Section W7 – Mid Block Road

- Suggestion for signal at Dundas South (Presently congested at left turns)
- Moving the road is expensive and probably unnecessary
- Concern that the northerly connection to Dundas should connect with the southerly connection of the e-w route

King Rd.

- Strong opinion that King Rd needs to remain open (in both directions) as an alternate path

When asked to rank the draft evaluation criteria as either high, medium or low, PIC participants had the following feedback. Four (4) participants submitted comments on this section:

The social environment was ranked as high.
The natural environment was ranked as high.
The economic environment was ranked as medium and low.
Cost was ranked as low.
Transportation was ranked as medium.

The PIC participants had the following additional comments:

- Specific property concerns and impacts
- Concerns for driveways backing out onto Waterdown Rd
- Concerns with loss of large trees at some properties due to street alignment and/or expansion.
- Concern about impacts at the corner of Parkside and Robson
- Suggestion to limit Left hand turns onto Griffin St
- Suggestion to use decorative methods to calm traffic
- Project team to provide referral/contact information for the N.A.C. (Neighbourhood Advisory Committee) to the public
- Project team to provide access to utility plans, road design maps, and land expropriations listing to the public
- On the drawing titled “Area Travel Patterns Fig. 2”, The dotted Bruce Trails are labelled “proposed” when these trails already exist.
- Need to use headings W1 W2 W3, etc. on the display boards
- Suggestion for bus route on Waterdown Road

Notice of Public Information Centres (PICs)

The participants were informed about the PIC for the East-West Road Class EA Phase 3 & 4 through:

- The City of Hamilton mail out;

- The project website; and/or
- The project newsletter.

Detailed Participant Feedback

1. Looking at the alternative road designs evaluation framework and the issues that have been identified (Sections W1 to W7 for the Waterdown Road widening). **Are there any other "issue areas" that may require specific attention?**

Section	Issues Identified
Section W1 – Waterdown Southern Section	I am concerned there are no answers on additional land requirements at Waterdown Rd. south of Flatt rd. – Plans seems to show only a retaining wall
	House # 1390 will be too close to the road on a bad bend.
Section W2 – Waterdown Mid Section	Road that is a new section is a good idea. Protects existing houses.
	Concern about how "old Waterdown" road can access the new Waterdown Road.
	All side roads will have problems to enter/exit onto Waterdown Road during rush hour
	Concern about the developer not permitting the proposed alignment that by-passes the residences
Section W3 – Waterdown Northern Section	Currently there is a Bruce Trail Access off of Waterdown Road. In the future the Bruce Trail way will cross Waterdown Road at this point.
	Off Waterdown Road i.e Old Waterdown Road, there will be a high rate of accidents (potential). It must be addressed
	Landowners question when the sewer/water are to be constructed
	Concern about the proximity of residences on corners of Flanders Drive to the expanded roadway, and the impacts. The new development to the east is ensuring that residences are set back from the road. The house on the north west corner is not designed to front onto this type of busy roadway. Project Team committed to explore moving the roadway further south.
Section W4 – Waterdown/Mountain Brow Intersection	Concern that signal lights will be necessary if there is no traffic circle

Section	Issues Identified
	Would prefer traffic circle, just smaller than the proposed. That will allow good flow and less impact on trees/property
	The size of the roundabout is ludicrous. Of course it is not preferred. Make the roundabout smaller, slow down the traffic and it would work fine. Prefer Roundabout.
	Try King Rd
	I need elevations of proposed road to correct water drainage now present
Section W5 – Mountain Brow Rd	Need to provide safe crossing to Bruce Trail
	Pushing road into field is a good idea. (Less effect on the two end houses on Flanders).
	Also need good sightlines to enter Flanders
	Try to slow traffic down too please
Section W6 – Mountain Brow Rd/ Mid Block Road	Safe Crossings for Bruce Trail hikers
Section W7 – Mid Block Road	Left turn off Dundas South looks cramped.
	Connection of Mid-Block to Dundas Street: Councillor McCarthy is opposed to the location of this connection. It should be connected to Dundas at same location as E-W connection to Dundas (N5/N6). Many others expressed the same concern.
	Need for signal?
	Make easy for cars to turn these – not trucks
	In my opinion, moving the road is expensive and probably unnecessary

Section	Issues Identified
King Rd.	North Service Rd so congested from 4:30-6:30 and it is sometimes the only way up
	I have traveled road for 40+ yrs and have seen 1 accident. How many 2 car accidents have there been in last 10-20 yrs? Hardly any!
	Realize substandard road – but anyone can tell you 2 SUVs can pass on all parts.
	This road must be left open in both directions
	Please, Please keep it open. We need this N/S alternate to Waterdown for Burlington – otherwise all way to Kerns/Brant and back to King Rd/Aldershot/Mall area

2. Looking at the draft evaluation criteria. **Are they appropriate? What other criteria should be considered?**

Criteria Group	Ranking *(high, medium, or low)*
Social Environment	High = 3, Medium = 0, Low = 1
Natural Environment	High = 3, Medium = 0, Low = 1
Economic Environment	High = 0, Medium = 2, Low = 2
Cost	High = 1, Medium = 1, Low = 2
Transportation	High = 1, Medium = 2, Low = 1

Additional Comments

- RE: Waterdown Road & Immediate Surrounding Area
    - You are missing one of our driveways in your design. We have 2 accesses to Waterdown road now – 1 to the house (southern, pave driveway) which we use daily – this is the one that is missing; & 1 to our garage which although attached to the house is lower than the main living areas and cannot be accessed from within the house.
    - Thank you for moving the road away from our property (vs previous version) as it appears that any grading now required does not impact the front yard directly in front of the house – or our fencing or the hedge we now have which blocks view of road (or drivers watching us eat dinner). Given out backyard is very limited and, where flat, actually several feet the basement level of our house, it is really of no use to us as an outdoor living space. The outdoor living space we have for out family is in our front yard, i.e. between the house and the existing road. We have done our best to minimize the certain view, noise, and pollution from the road. Even with these efforts, though, listening to the conversation outside in non-rush hour times is difficult. We worry that this, of course, will only get worse as the lanes and traffic volume both increase. As a result, any further work that can be done to move the road away from our property so that the impact to our family is minimized. I was thrilled to see the "W2" solution of straightening the road until I realized that we would not benefit from it.
    - Sidewalk – having a sidewalk to walk would be great. I am concerned that it seems to end right in front of our home and of course in our only outdoor family space. I would much prefer if the sidewalk ended as close to the northern (Waterdown) edge of our property as possible and request that it end well to the north of our Northern (garage) driveway
    - Concern for driveway – I've currently have to back out of our driveway onto Waterdown Road in order to get cars on the road. We have a concern as to how we will be able to manage that with more lanes and more traffic. The picture seems to draw the one driveway displayed as having a space for a 3-pt turn; however this is the not the shape of the driveway- it is straight. (Both driveways are straight). Given the southern driveway is the main driveway as it is at the same level as the house, we are concerned how this will work when we do not benefit from the "W2" rural side-road solution. Thank you.
- My main concern with the expansion around my property is the provision to retain the large trees at the Point Border, plus the turn around driveway.
- Also, consider the large culvert that runs across my driveway and under the road in front of our property
- Limit left hand turns onto Griffin St. The speed and Noise of the increased traffic is unbearable.
- Use Decorative Methods. Narrow the street to stop speeding. There are no stop signs on Mill & Griffin corner so they speed around over to main street. This is to avoid stopping at Dundas street stoplight and zigzag over to Centre Road. Use (Rubber) speed bumps. Griffin is one block long, not a highway. Traffic Calming. Think of the long time residents who have paid their taxes for years, a lot more tax bucks to spend foolishly.
- Provide referral/contact information for the N.A.C. (Neighbourhood Advisory Committee)

- Interested in Utility Plan
- Interested in Road Design (3 or 4 lane)
- Proposed traffic light between 4/3 & mountain rd??
- Would like to be informed of any land expropriation
- On the drawing titled “Area Travel Patterns Fig. 2”, the dotted Bruce Trails are labelled “proposed”. In fact these trails already exist.
- Why is there no bus service on Waterdown Road?
- Suggestion to place street names on maps as it is very hard to know where the roads are without them
- Concern about impacts at the corner of Parkside and Robson

Thank you for attending -- How did we do?

1. Overall, were you satisfied with the Open House? *(Please circle)*

Very Satisfied **(3)** Somewhat Satisfied Dissatisfied Very Dissatisfied

2. How did you find out about today’s PIC? *(Please circle)*

Newspaper **(1)** Website Notice **(2)** Other: **(1)** Through Councillor Rick Craven

3. What did you like or find most useful about this PIC?

- Good Visual Aids (2)
- Adequate Level of Staff to answer questions
- Keeping current on your thinking. Seeing what you’re thinking of doing to our property.

4. What suggestions would you make to improve this PIC?

- Label big maps with heading W1 W2 W3, etc.

5. Do you have any other comments on the PIC?

- Great concerns Re Storm Water Plans/issues particular since we had over $200.000 damage in 2006!

WATERDOWN ROAD CLASS EA PHASE 3 & 4
PUBLIC INFORMATION CENTRE

SUMMARY REPORT

November 6th, 2008
Crossroads Centre
1295 North Service Road
Burlington, ON

Introduction

The Public Information Centre (PIC) for the Waterdown Road Class Environmental Assessment Phase 3 & 4 was held on Thursday November 6th, 2008 at Crossroad Centre in Burlington. The format of the PICs was an informal drop-in centre (open house) from 6:00 p.m. to 8:30 p.m.

Representatives of the Project Partners, from the City of Hamilton (Christine Lee Morrison, Syeda Banuri and Danny Stone), City of Burlington (Paul Allen and Greg Simon) and Halton Region (Jeffrey Reid and Melissa Green-Battiston) were in attendance. Representatives from the Project Team: Dillon Consulting (Paul MacLeod, Don McKinnon, Ian Roul, Jackson Marin and Amanda Shepley), and the Neutral Community Facilitator's Office, Lura Consulting (Sally M. Leppard, Patricia Halajski and Adrian Opiela) staffed the PIC.

The following elected officials attended this PIC:

- Mayor Cam Jackson (Burlington)
- Councillor Rick Craven (Burlington)

Purpose of the PIC

The purpose of the PIC was to:

- Provide an overview of the preferred road alignments, streetscape designs, mitigation options and issues identified; and
- Obtain feedback from the public on those items.

The information presented at the PIC was displayed using large information boards and aerial maps, and was grouped under the following headings.

- Phase 2;
- TMP Recommended Road Improvements;
- Phase 2 Burlington Council Resolution;
- Class EA Phase 3 & 4 Process;
- Public and Agency Consultation;
- Alternative Design Alignments: Evaluation;
- Evaluation Criteria;

- Dundas Street Connector Road Alternatives;
- Evaluation of Connector Road Alternatives;
- Mountain Brow Road Alignment;
- Waterdown Road Mid Block (north of Flatt Road) Alternatives Evaluation;
- King Road Technical Feasibility Study;
- Phase 2 Assessment of King Road;
- King Road Study Area;
- King Road Reconstruction Option;
- King Road Assessment Summary;
- Waterdown Road Corridor – Impacts and Mitigation;
- Truck Issue;
- Overview of Preliminary Design;
- Preliminary Design Plans; and
- Project Schedule.

The display boards and maps are available on the project website at www.hamilton.ca/WaterdownTMP.

Attendance and Comments

A total of 60 members of the public registered their attendance. Several additional members of the public attended the PIC but chose not to sign-in. In addition to verbal comments, the Project Team encouraged visitors to express, in writing, all suggestions, comments or concerns that they had regarding the information presented. Blank comment forms were provided to all attending participants. Thirteen (13) comment forms were received at the PIC.

Summary of Comments

The following summarizes the comments received verbally and in writing at the PIC. Detailed participant feedback from the comment forms is attached in Appendix A.

King Road:

- Keep King Road open in both directions in order to provide an alternative route to Waterdown Road;
- Consider a small roundabout at the King Road and Mountain Brow Road junction;

- Consider constructing a tunnel for King Road through the escarpment and widen King Road rather than widening Waterdown Road; and
- Examine beneficial tourism effects if King Road became a major focus for the Escarpment.

Waterdown Road:

- Smaller roundabout suggested on Waterdown Road and Mountain Brow Road (rather than the ones evaluated and rejected);
- Concern that trucks will use Waterdown Road and Mountain Brow Road;
- Waterdown Road should build out to 4 lanes immediately; and
- Waterdown Road must include on road bike lanes.

Mountain Brow Road:

- Traffic will be tempted to take neighborhood roads, thus the City should put up signs stating “local traffic only”;
- The recreation trail will not be useful for bike traffic, there will be too many conflicts with pedestrians, would prefer to see a bike trail off Waterdown Road;
- Concern that the City of Hamilton is planting trees along Mountain Brow on the north side without consideration for future road work in the area; and
- Suggestion for a traffic light activated system for the Bruce Trail crossing at Mountain Brow Road.

The PIC participants had the following additional comments:

- There is a need for bike access to the Bruce Trail;
- Consider blocking off Mill Street for local traffic use only to encourage the use of the new bypass;
- Suggestion to use “retro” street lighting rather than modern street lights;
- Concern over the use of roundabouts by cyclists, suggest pedestrian tunnels under roundabouts to allow for safe crossing; and
- Suggestion to leave Kerns Road open both ways.

Notice of Public Information Centres (PICs)

The participants were informed about the PIC for the Waterdown Road Class EA Phase 3 & 4 through:

- The City of Hamilton mail out;
- The project website; and/or
- The project newsletter.

Waterdown Road Residents Meeting (March 10, 2010) - Summary of Meeting

A meeting was held at the Aldershot Pool community room, 50 Fairwood Place in Burlington on March 10, 2010. Meeting notices were sent to residents along the Waterdown Road corridor from north of the North Service Road to Mountain Brow Road. Approximately 50 people attended the meeting. A short presentation was made regarding the project, the key recommendations and next steps. After the presentation, a large scale display of the recommended concept was used to illustrate specific impact to properties and to discuss mitigation and design elements with affected property owners.

The items below were the main comments received from the attendees:

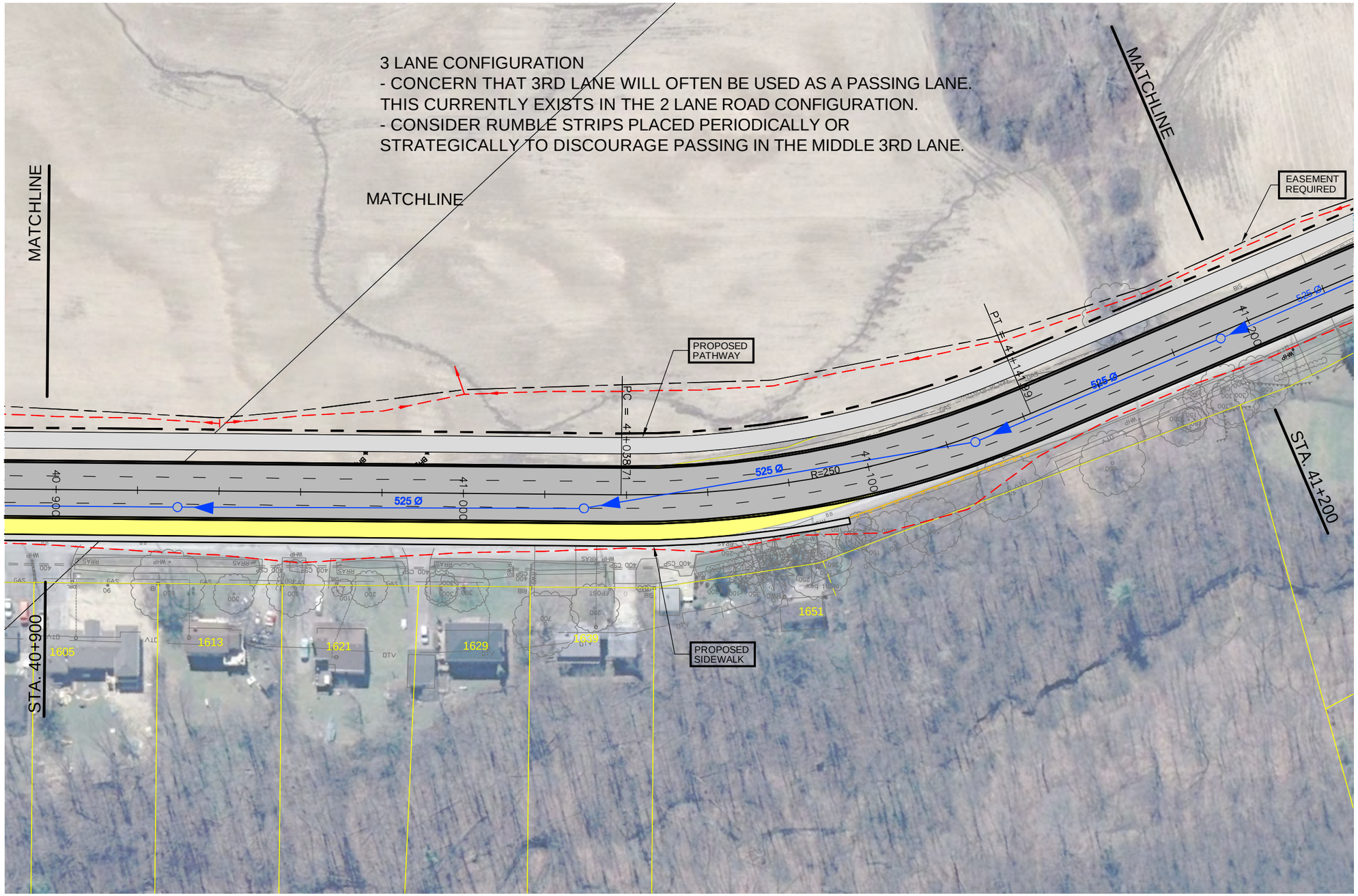
- Suggested rumble strips in the two way left turn lanes where planter boxes not installed;
- Noise report was requested with respect to time of day/day of week that study was conducted (copies of this report was distributed to those who asked to review it);
- Suggested side walk on west side of Waterdown Road instead of Multi-Use Path (MUP);
- Suggested constant 3 metre MUP vs. 3 – 4 metre proposed;
- Concerns re: Paletta development and possible retail plaza on corner of Flatt Rd and Waterdown;
- Concerned for safety of Mountain Brow (& the Hollow) signalized intersection – steep grade – safety/collision issues;
- Concerned that lowering the posted speed limit will not deter public from driving well above the limit;
- Request for load bearing weight on Waterdown Road – will Waterdown Rd become a designated truck route?
- Will there be crosswalks designed with Paletta development?;
- Niagara Escarpment Commission – concerns with drainage surface water overflowing Dundas/Mountain Brow Road;
- Concerns for well water impact on residents;
- Resident requested consideration for installation of “u-shaped” driveway (impact of 2 access points on Waterdown);
- Concern for septic system impact on residents;

Some comments/suggestions were placed directly on the concept roll plan. These have been summarized on the attached figures. Additional comments from two residents were received that are provided below:

- Enquiring as to the reasoning behind the decision to shift the centre line of the roadway to the west in their section of Waterdown Rd. They fear that they will be losing 2 60 yr-old trees and major repair work to landscaping. They request that consideration be made to move this section to the east where they claim there would be less impact.
- I am quite disappointed that no serious consideration was given to relocating this arterial road to a new right-of-way west of the current road. A new right-of-way through the undeveloped lands would have addressed most of the concerns of the residents; noise, speed, traffic congestion, etc. Then the old road could have been left as a quiet residential street and the new road a beautiful, limited access parkway leading to Burlington. Somebody dropped the ball on this option. This was the option taken in Waterdown on the east-west section and proves to be a lot less expensive. I would like to know what consideration was given to using an alternative route.

- In spite of the comments you heard, I for one appreciate the need for multiuse pathways. I would not want my children riding their bicycles on the new Waterdown Rd. Cars, bicycles and children do not mix. If you had taken my point above the pathway would not be as necessary for a large portion of it as the old road would now be a quiet residential street. You might want to reduce the width of the pathway and paint a stripe down the centre to gain a few points with the locals.
- The intersection of Waterdown Rd and Flatt Rd needs a turning lane for BOTH north bound and south bound traffic. I have used this area for the past 27 years and have witnessed several accidents including one I was in. I would ask that you do a traffic safety study of this intersection.
- The new traffic signals at the North Service Rd are way over designed for the limited traffic the intersection currently sees. Waiting times seems interminable. In this day and age you need to have lights that are far more flexible and based on traffic rather than some time clock. The City has an anti-idling by-law which starts $150 fines at idling for 1 minute. This light can easily make you sit for in excess of 1 minute and it is most aggravating when there is no traffic. There are many times when I think a simple 4 way stop would handle the flow far more efficiently. The intersection at Plains Rd sees far more traffic and moves it must faster.
- I noticed that the road through the "South Waterdown" section has two roundabouts for access to the new developments. Perhaps similar consideration sound be given for access to the Paletta development off Waterdown Rd. This would also help to provide some traffic calming.
- Tree planting was shown on the boulevards. There is a major power line (fairly new) on the east side of the road that will limit tree planting. This line will likely need to be relocated in several areas. Trees and power lines do not mix. Again to my point above, much of this would be unnecessary if you located on a new ROW.

Comments Placed on Concept Roll Plan



NOTES PLACED ON PLANS AT MARCH 10, 2010 WATERDOWN ROAD PUBLIC MEETING.

LEGEND

- PROPOSED ROW
- PROPOSED GRADING LIMIT

PRELIMINARY

0 10 20 30 40 50m

Hamilton Public Works | City of Burlington | Halton Region

PUBLIC NOTES 1

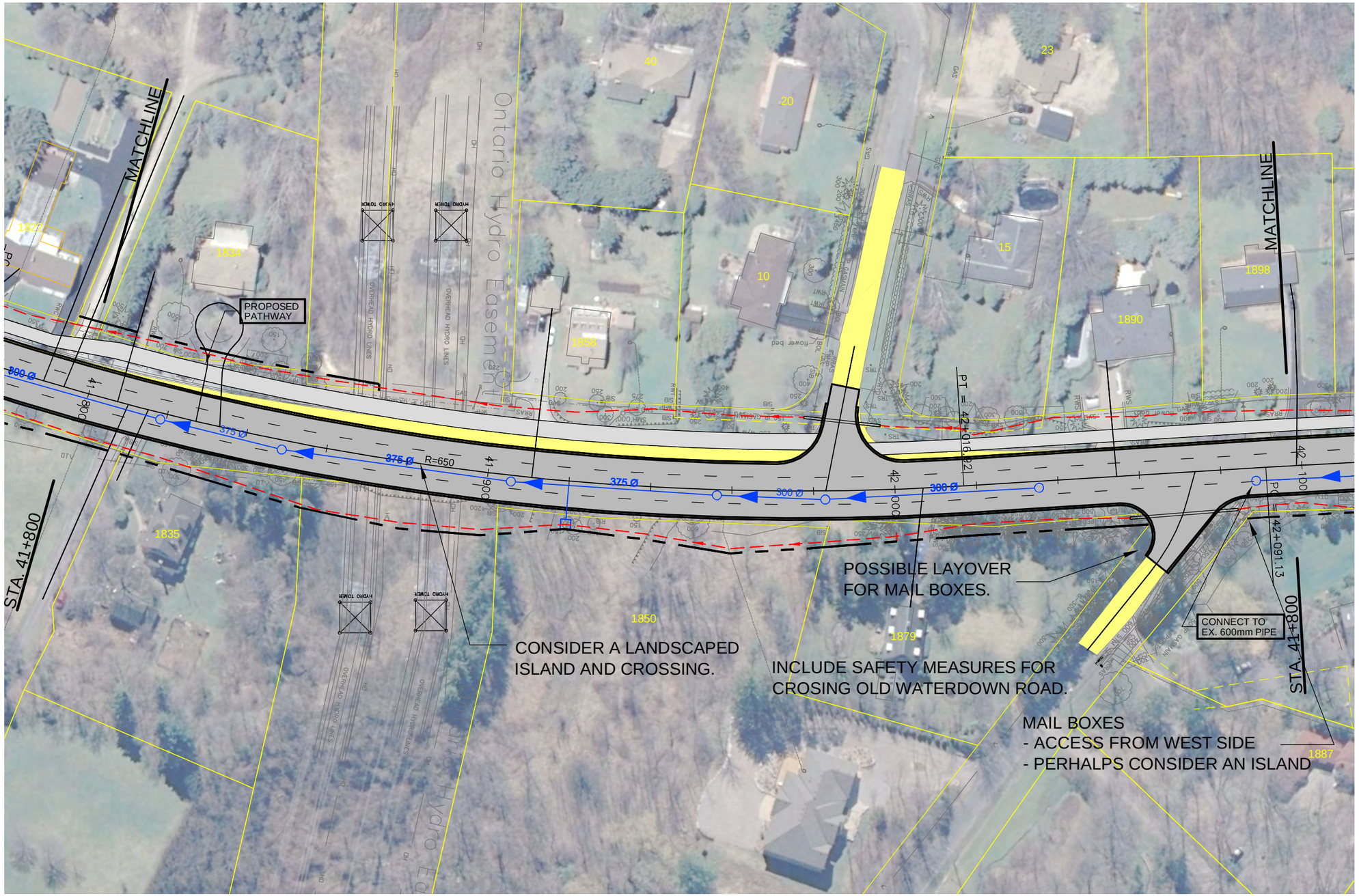
STA. 40+900 to STA. 41+200

DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: —	
DESIGN BY: —	
DRAWN BY: —	
SCALE: 1:1000	WATERDOWN-4
DATE: JUNE 25, 2008	
PROJECT No. 09-9020	

Plotted: Apr 12, 2010 – 1:50pm File: G:\CAD\09-9020 Waterdown E-W Roads\LDD Waterdown\Dwg\09-9020-waterdown-Plan-1-1-500-Opt-1.0.dwg Layout: 11x17 Plotter



NOTES PLACED ON PLANS AT MARCH 10, 2010 WATERDOWN ROAD PUBLIC MEETING.

LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 10 20 30 40 50m

Hamilton Public Works | Burlington | Halton Region

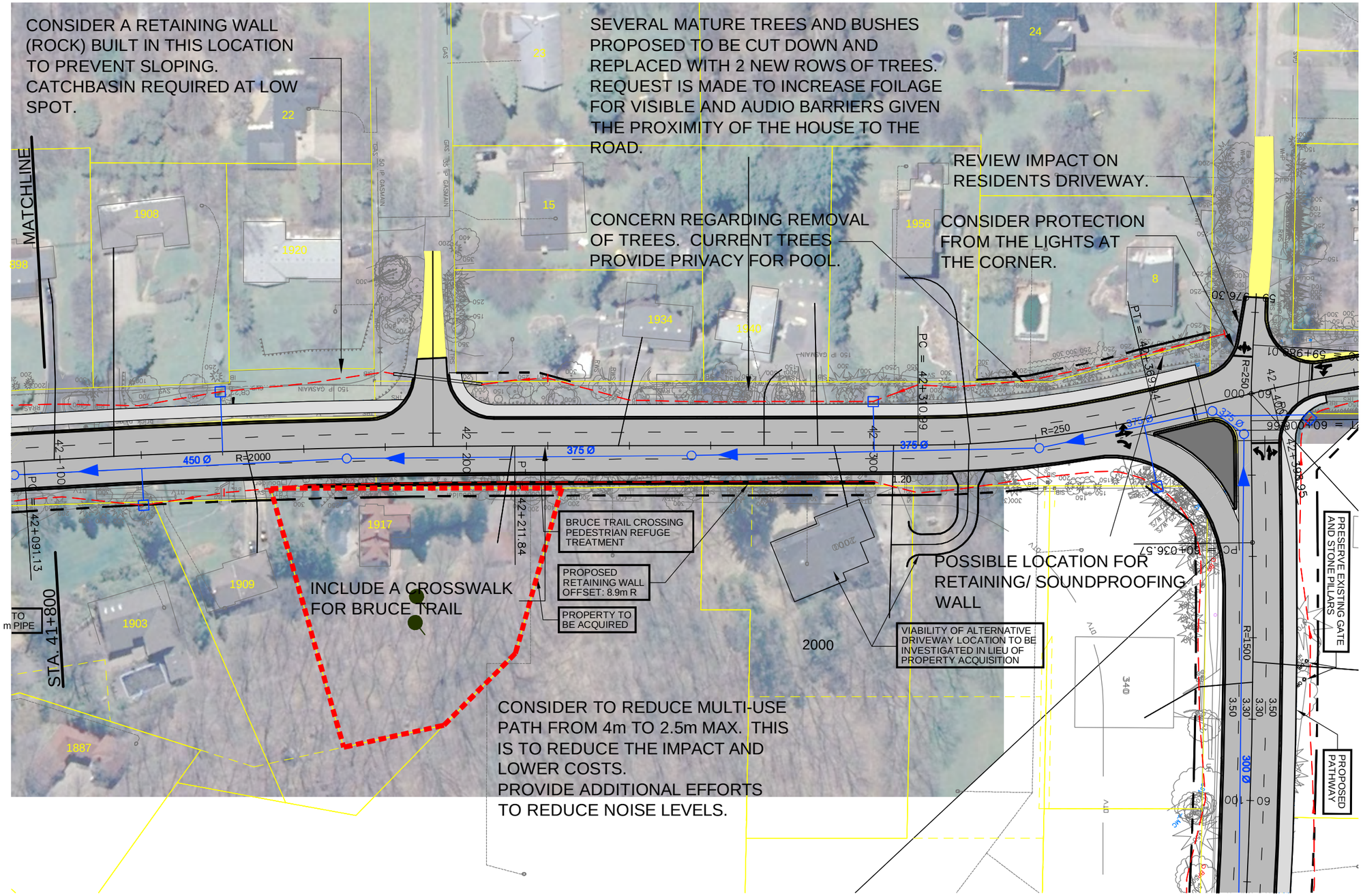
PUBLIC NOTES 2

STA. 41+800 to STA. 42+100

DILLON CONSULTING

CHECKED BY: ---	WATERDOWN ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 403 TO MOUNTAIN BROW ROAD
DESIGN BY: ---	
DRAWN BY: ---	
SCALE: 1:1000	WATERDOWN-7
DATE: JUNE 25, 2008	
PROJECT No. 08-9020	

Plotted: Apr 12, 2010 – 1:55pm File: G:\CAD\08020 Waterdown E-W Roads\LDD Waterdown\Arvig\08020-waterdown-Plan-1-500-Opt-10.dwg Layout: 11x17 Plotter



NOTES PLACED ON PLANS AT MARCH 10, 2010 WATERDOWN ROAD PUBLIC MEETING.

LEGEND

PROPOSED ROW

PROPOSED GRADING LIMIT

PRELIMINARY

0 10 20 30 40 50m

Hamilton Public Works | Burlington | Halton Region

PUBLIC NOTES 3

STA. 42+100 to STA. 42+420.15

DILLON CONSULTING

WATERDOWN ROAD
CLASS ENVIRONMENTAL ASSESSMENT
HWY 403 TO MOUNTAIN BROW ROAD

CHECKED BY: ---
DESIGN BY: ---
DRAWN BY: ---
SCALE: 1:1000
DATE: JUNE 25, 2008
PROJECT No. 08-9020

WATERDOWN-8

Plotted: Apr 12, 2010 – 1:59pm File: G:\CAD\089020 Waterdown E-W Roads\LDD Waterdown\dwg\089020-waterdown-Plan-1-500-Opt-10.dwg Layout: 11x17 Plotter