## <u>APPENDIX A</u>

Public Consultation Information

# 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:

<u>The Master Plan Process</u>: 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.

<u>General Distribution</u>: 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.

<u>Targeted Distribution</u>: 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 preidentified 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;
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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.

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, 6<sup>th</sup> 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

Nam	e:
Resi	dential Address:
	al Code:
Resi	ail: dential Tel:Business Tel:
2. V	Vhich NAC are you applying to? (please select only one)
□ V	Vaterdown Rd.(North/South) NAC 🛛 New East/West Rd. NAC
3. V	Vhat 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. ormation 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	<ul> <li>Orientation to the Study –TMP background</li> <li>Review Work Plans (Technical, and Public Consultation and Outreach)</li> <li>Role of the NAC</li> <li>Review of NAC Terms of Reference</li> <li>Evaluation process for Alternative Design Concepts – technically preferred options;</li> <li>Evaluation Process for "Option 5" (NAC-EW only)</li> </ul>
NAC Meeting #2 <i>May 2008</i>	<ul> <li>Review and Discussion on Preliminary Alternative Design Concepts</li> <li>Design Workshop on N/S and E/W route</li> </ul>

NAC Meeting #3	<ul> <li>Review and provide feedback on the Preliminary</li></ul>
June 2008	Evaluation of Alternatives <li>Review and provide Feedback on mitigation options</li>
NAC Meeting #4	<ul> <li>Review and Receive Feedback on the Draft Plans of</li></ul>
September 2008	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, 6<sup>th</sup> Floor Hamilton, ON L8N 3W8 Tel: (905) 818-8464 Fax: (905) 528-4179 Email: <u>info@waterdown-aldershot.ca</u>

## 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

## APPENDIX A: NAC MEETING #1 AGENDA







- MEETING: Neighbourhood Advisory Committee Meeting No. I
- DATE: Tuesday April 22<sup>nd</sup>, 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.



## APPENDIX B: PARTICIPANT WORKBOOK COMMENTS

## NAC Meeting #1 Detailed Comments from Participant Workbooks

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

Workbook #	<b><u>Question 2</u></b> : 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 #	<b><u>Question 3</u></b> : 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	<ul> <li>[For North-South NAC]</li> <li>RE. North Aldershot future development: <ol> <li>Has the additional (or increased) density proposed for Paletta Properties (west of Waterdown Road) been accounted for traffic wise?</li> <li>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?</li> </ol> </li> </ul>
3	(blank)

Workbook #	<b><u>Question 4</u></b> : 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 #	<b><u>Question 5</u></b> : 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)



#### EAST-WEST ROAD CLASS EA PHASE 3&4 EAST – WEST NEIGHBOURHOOD ADVISORY COMMITTEE (NAC) MEETING #2 May 13, 2008

#### **Minutes of Meeting**

The meeting commenced at 6:30 p.m., May 13, 2008, at St. Thomas Apostle Church in Waterdown.

In attendance:

Project Team:Christine Lee-Morrison, City of Hamilton<br/>Syeda Banuri, City of Hamilton<br/>Michael Marini, City of Hamilton<br/>Melissa Green-Battiston, Halton Region<br/>Jeffrey Reid, Halton Region<br/>Paul MacLeod, Dillon Consulting<br/>Don McKinnon, Dillon Consulting<br/>Amanda Shepley, Dillon Consulting<br/>Rick Gritter, Dillon Consulting

Neutral Community Facilitator's Office

Sally Leppard, Lura Consulting (facilitator) Marina Saldana, Lura Consulting

Committee Members: <u>East-West NAC</u>

Al Seferiades Ben Dikkeboom Bernadine Nabuurs Bruce Chappel Dave Pitblado John MacLennan Jane Drewe Julie Ashmore K. Schattauer	Richard Roung Rick Breznik Robert D. Reynolds Roy Lyons Steve Baxter Steve Oliver Thomas J. Sutton Tony Onufer Vince J. Ferraiuolo
K. Schattauer	Vince J. Ferraiuolo
Keith Paul Neil Ashmore	Wilfred Arnt

*Other Guests:* Jim Pelletier

#### Introduction and Agenda Review

Sally Leppard, Facilitator, from the Neutral Community Facilitator's Office opened the meeting and welcomed the members. Participants introduced themselves and provided a description of their interest in participating in the NAC and the Study.

Ms. Leppard reviewed the agenda and received general acceptance of the agenda. The Agenda is attached as Appendix A.

Ms. Leppard noted the handouts, including Option 4/5, that were distributed at the tables. She noted the worksheets which NAC members could use to submit comments.

#### **Review of NAC Meeting #1 Minutes**

Ms. Leppard reviewed the Meeting #1 Minutes with the committee members. The following summarizes participants' questions (identified with 'Q') or comments (identified with 'C'), and responses from the project team (identified with 'A') where provided.

- Q: I do not see a presentation on truck traffic, will the topic be brought up during the meeting?
- A: Truck traffic will be part of the discussion in your groups; it was included in the agenda as suggestions. Time could be allotted to discuss the topic near the end of the meeting if time permits.
- C: Suggest changing the date to 2021 (page 6).
- A: Dillon believes that the date 2031 is correct and that it is a common date for these types of projects. The date will be checked and NAC members advised. It was subsequently clarified that 2021 is the date that was used in this study.
- Q: There is nothing in the minutes related to the trails connected in the Waterdown North Wetland trail. There is no reference to roundabouts.
- A: We will check the verbatim notes and if it is an omission it will be added.
- Q: The minutes state that both social and environmental issues are of importance my comments specifically related to social impacts on residents.
- A: That will be corrected.

#### **Review of NAC Terms of Reference (ToR)**

Ms. Leppard presented the revised NAC Terms of Reference (ToR). Participants reviewed the document and suggested the following additions and/or changes.

- Q: I would like to see another meeting between meeting #2 and meeting # 3(page 5).
- A: Another meeting will be discussed at the end of this meeting as requested as well as resource and expertise requirements.
- Q: Members asked to be contacted, concern that some have not been contacted. I have not even received the materials for this meeting.
- A: The Neutral Community Facilitator's Office will look into that and ensure that all NAC members receive materials in good time.

The members accepted the suggestion that the minutes be final once they are amended and the above remarks are incorporated

#### **Presentation: East-West Road Class EA Alternative Evaluation Framework**

Don McKinnon, Dillon Consulting made a short presentation outlining the preliminary main issue areas in the alternative alignments. Mr. McKinnon also described the evaluation criteria and provided the main highlights of the criteria used in the Waterdown-Aldershot Master Plan.

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

- C. There are some concerns about where the alternative connection to Highway 6 east relating to the sensitive water table in that location.
- Q. What other issues are there relating to the alternative connection to Highway 6?
- A: Major issue in connecting to Highway 6 to 4<sup>th</sup> Concession. From the traffic flow movement point of view, we will be talking to landowners to get their input.
- Q: There are a number of reasons why the 4<sup>th</sup> Concession intersection may be a problem. Dufferin aggregates quarry was approved for expansion in 2005 for a 300% expansion for productivity and the number of trucks expected at peak times is 66 trucks per hour. If this bypass connects to Concession 4, it is a route 2 km shorter to get to highway 407. We should not provide that opportunity. Option 1 (N1) is preferred because it does not allow access to Concession 4. Will there be a traffic light there?
- A: That will be defined in the future. The intersection will be a light for the short term.
- C: There is a great need for a proper bypass. Regardless of where it hits Parkside Drive, Parkside needs to be kept open because of all the commercial development going on in the area. All intersections 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 4 lanes of traffic to exist in the future and prevent unnecessary construction and disturbances.
- C. The alternative connection to Highway 6 makes more sense.
- A: Please include these excellent comments in the workbooks.
- Q: Will there be a need to close Parkside Drive if the proposed road is moved north?
- A: No.
- Q: Regarding Option 5, and the Opta Minerals property, who would be responsible for remediation costs?
- A: Costs would be part of negotiated price. For example, the City could purchase the land, with remediation costs included.
- Q: Is there allowance for remediation costs in these cost calculations?
- A: No.
- Q: There was an initial impression that there was no contamination issue and that there is nothing to be alarmed about, yet calculations have assumptions of contaminations issues in the costs.
- A: Yes, we have to assume that it is unknown if a site is contaminated or not, and thus include it as an issue.

- Q: Questions about whether Highway 5 will be 6 lanes and how the intersection would be controlled.
- A: Signalized intersection.
- Q: Questions about where the City of Hamilton owns land in relation to King Road.
- A: The Project Team agreed to look into that.
- Q: What is the N1 section street width?
- A: 36 meters will be protected as street width.
- Q: Looking beyond 2031, can the roadway in N1 be expanded to four lanes? There should be a road allowance to enable expansion to 4 lanes.
- A: It is probably not feasible.
- C: Therefore, add potential of expansion as a consideration as a long-term criterion.
- Q: I would like to point out that the Option 5 that was presented is a modified Option 5 and has less impact than the original Option 5 which was similar to Option 1.
- A: Yes, the new Option 5 has a slightly different alignment.
- Q: Option 5 has to be set up to 4 lanes. I believe we are ignoring through traffic and need to look at alternatives. What is the extent of the through traffic? Do you have traffic counts?
- A: Yes, traffic counts are being included in the traffic studies. Dillon agreed to check the models.

After the question and answer period, Ms. Leppard explained that five breakout groups would discuss the evaluation criteria, and identify key issues on the maps provided.

- C: I cannot comment if I do not know if it is going to be a truck route.
- A: We cannot give an answer now. The City of Hamilton is beginning a truck route study and will look at a network road basis. Some of the streets are currently designated as truck routes such as Parkside and Dundas, but the study will assess the need. The City of Hamilton would be happy to provide information on that parallel study and invite NAC members to participate. We will not address this issue in this study.

Ms. Leppard noted that participants could identify that they were participating in the issues/evaluation process in the absence of an answer as to whether the new route would be a truck route in the future. Five breakout groups discussed the evaluation criteria framework, the relative importance of the criteria and the issues identified with the alternative alignments, results of this discussion are included in Appendix C.

Following the breakout session, a representative of each table reported the main concerns with the evaluation methodology and criteria and/or areas of concerns.

#### Table 1:

#### *Evaluation Methodology:*

- Concern that the methodology should be quantitative as well as qualitative, as qualitative is subjective and difficult to rank.
- Need comparison to "do nothing" alternative.

#### Evaluation Criteria:

• Opportunity to add comments.

Changes, Additions or Suggestions to Evaluation Criteria:

- Add negative impacts on Character of Area
- Protect the Waterdown Wetland Trail
- Change Air quality to atmospheric/Air Quality
- Transportation Traffic Calming/Speed limit
- Add opportunity to enhance Natural Environment
- Add wetland as specific criteria
- Transportation infiltration to consider neighbourhood and traffic type not just volume
- Natural mitigation costs
- Operation and Maintenance Costs

#### Table 2

#### Evaluation Criteria:

• Project team has a new criterion called "Technical". In light of this, the NAC should be able to add other criteria.

#### Changes, Additions or Suggestions to Evaluation Criteria:

- Add Aesthetic effects such as diminution of rural vista.
- Natural environment Consider restoration of creeks.
- Add cost of recovery of business sales.

#### Issue Areas and Suggestions

- Option 5 has the opportunity to expand. Option 4 has no opportunity to expand. Parkside cannot go beyond 4-lanes.
- Opportunity to have a unique bridge design across Borer's Creek with trails.
- Suggestion of a less steep intersection or ramp at Dundas and Upcountry.

#### Table 3

#### Evaluation Criteria:

- Add impact on residential property values.
- Add impact to commercial properties costs.

#### Changes, Additions or Suggestions to Evaluation Criteria:

- Evaluation of traffic flow and through traffic.
- All criteria are important and need to be considered.

#### Issue Areas and Suggestions

- North-South should line up with Upcountry estate (instead of, or rather than Burke) or else Boulding would be used as through traffic route.
- Requirement of Parkside to remain as it is essential to business.

#### Table 4

#### Issue Areas and Suggestions

- N1: No need to close Parkside. Modifications to include stop signs.
- N2: Suggestion to change design to slow down traffic.
- N3-5:

- Need to have a pedestrian-friendly streetscape.
- Lanes reductions and changes lead to traffic congestion. Ensure laneways stay the same # of lanes throughout.
- N6-7 Put widening on South side (fewer houses). Add a street light at intersection.

Following the presentations, NAC members asked questions of clarification and provided further suggestions. The following summarizes the discussion:

- C: Two tables mentioned Borer's creek to be made pedestrian-friendly and for a unique bridge to be added. There is a unique bridge on highway 6 that could be used as an example.
- Q: Would it be possible to take these proposed routes and maps to talk to residents and neighbours and could their feedback be incorporated?
- A: We will provide you a set of maps. We suggest that you can provide comments to send in. We will set a date in approximately two weeks to allow you and others to provide comments on the evaluation criteria and maps.
- Q: I need assurance that these comments are taken seriously and that they are not just brushed off to the side.
- A: We will have to answer to all the points brought up. We will get back to you on everything that is raised. Nothing will be dismissed.
- Q: Truck traffic is being downplayed. We are making these comments on assumptions. This study wants to address the population explosion in Waterdown and this road system cannot account for needed road capacity. People always take the shortest routes.
- C: I was pleasantly surprised by Dillon's presentation.
- Q: Will there be an opportunity to comment about how Highway 5 will be widened?
- A: There will be meetings arranged with property owners and these owners will have an opportunity to provide input on the finalization of the road design. This will happen soon.
- Q: Will the residents be notified?
- A: Yes, all the residents directly impacted will be contacted within the next weeks.
- Q: When do you foresee construction of this project to be started?
- A: There is no set date in mind. It could happen in the short term, perhaps 5 years. There is also the timing of Capital programs to be coordinated between regions that will influence the timing.
- Q: Is Waterdown road construction going to happen first?
- A: The implementation process will be discussed further in the study.

#### **Other Business**

NAC members were asked if they would like an additional meeting in order to present the results of the feedback received by them all. Here is a summary of the discussion.

- Believe that PIC is too soon after the meetings to allow time for project team to consider the public input. A sense that the process is too rushed, just a formality and the outcome is predetermined
- Maybe too much material to go through in the next meeting.

#### Next Steps

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

- NAC members will be notified if there will be an additional meeting as soon as possible. The Project Team will consider how to move forward taking into consideration the results of the North-South NAC meeting.
- NAC members were given two weeks in order to provide further input into the methodology and evaluation criteria as well as issue areas.

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

#### **Participant Workbooks**

Five (5) NAC members handed in comment workbooks following the meeting. Detailed comments can be found in Appendix B and two (2) Evaluation Ranking tables were submitted which are found in Appendix C.

Item #	Action Item	Who
1.1	Date of 2021/2031 to be verified	Neutral Community Facilitator's Office
1.2	Check on City's response to the Planning Issue (OMB appeal) – Attached as Appendix D	Neutral Community Facilitator's Office
1.3	Check on City owned land in the Study Area (Outstanding)	Neutral Community Facilitator's Office
1.4	Directly affected residents to be contacted and have one-on-one meetings	Dillon Consulting
1.5	Send maps to NAC members that request them	Neutral Community Facilitator's Office
1.6	Send date of submission of comments on methodology and evaluation criteria and issues on map	Neutral Community Facilitator's Office
1.7	Notify members if additional meeting is to take place	Neutral Community Facilitator's Office
1.8	Send members the Notice of Commencement of the Truck route Study	Neutral Community Facilitator's Office

## APPENDIX A: NAC MEETING #2 AGENDA





# AGENDA

lte	em in the second s		
1.	Introductions, Agenda Review and Review of Meeting #1 Minutes	6:30 p.m.	
2.	Presentation	6:45 p.m.	
<b>R</b> ( 3.	<ul> <li>bund Table Breakout</li> <li>Input into Alternatives Evaluation Methodology</li> <li>Are they complete?</li> <li>Any to change?</li> <li>What criteria should be considered most important/least important in the evaluations?</li> <li>Thoughts about proposal to do high, medium, and low ranking</li> </ul>	7:15 p.m.	
4.		7:45 p.m.	Items for Consideration: • Truck Route • Bike Lanes • Walking Tra
5.	Other Business <ul> <li>Meeting Planning</li> <li>Resource and Expertise Requirements</li> </ul>	8:50 p.m.	<ul> <li>Speeding</li> <li>Safety</li> <li>Connection N-S and E-V</li> </ul>
6.	Adjourn	9:00 p.m.	route to Dundas Stre



**Truck Routes** 

Connection of

N-S and E-W route to **Dundas Street** 

Bike Lanes Walking Trails

## APPENDIX B: NAC MEETING #2 SUBMITTED WORKBOOKS

#### Question 1: Please provide comments on the Evaluation Methodology that is being proposed.

- Concern: Qualitative methodology: subjective & difficult to drill down. No way of "ranking" with high, medium, low. Objectivity could be challenged. Need a quantitative, dependable system
- Compare to if do nothing as baseline. Not to readdress phase 1.
- Pretty thorough. And covered most items
- Too much uncertainty over issues such as truck traffic to make any rankings
- To introduce a new criteria, "Technical" which was not discussed with the SAC during development of the Evaluation Criteria challenges the credibility of this stage of the evaluation of Option 5 vs. Option 4. If the Project Team is going to introduce new criteria to negatively impact Option 5, what other technical or other criteria should also be added? Where does "Technical" fit in "weighting" and started data scores?

#### **<u>Question 2</u>**: Do you have any comments on the proposed Evaluation Criteria

• Criteria group not being weighted by importance in table

#### 2 a) Are they complete?

- · Feedback subject to next meeting to allow for additional ideas, following today's meeting
- Traffic calming/speed limit
- Add a criteria under 2 (c) Transportation
  - Connectivity of Railways + Traffic levels
  - o Accommodate local access and through traffic
- Add Criteria
  - o impact on residential property values
  - o impact on industrial/commercial property values, zoning regulations
- Add Impact to residential properties. How do you connect through traffic with existing traffic
- I do not believe new criteria should be introduced at this juncture since it departs from the original criteria set of social, economic, cost and transportation services.
- If we are going to add "Technical" criteria, we need to add the Barnes/Option Certificate of Approval (COA) as a technical preference (requirement) that would offset the issue of "discovery of potential soil contamination/mitigation effects

#### 2 b) Are there any change, additions or suggestions you would make?

- Socio Negative Impact of Character of area
- Natural Environment Change Air Quality to atmospheric/air quality
- Transportation Traffic calming/speed limit
- Natural Environment Add "opportunity to enhance natural environment"
- Natural Environment Add wetland impact as a specific criteria
- Transportation Infiltration of traffic should consider neighbourhood + traffic type, not just volume
- Natural Environment mitigation Costs

- Operations & Maintenance Costs
- Impact to Residential Property Values
- Impact to Commercial Property Values
- west end should not join #6 opposite the 4<sup>th</sup> concession even further north than the alternative (NI) (NI) alternative should be further north to get it off the water course (bridge on HWY 6) and further up to take advantage of the flatter ground
- Time line is too tight
- No conclusions as to what the criteria are, what is weighted and how it is weighted
- Impression is that route is predetermined
- Social
  - o Aesthetic effects Diminution of Parkside Rd "country-like settings"
  - o Community character impacts not captured yet for Parkside Drive neighbourhood

# 2 c) What criteria should be considered most important/least important in the evaluations

- All items are important and should be considered equally
- When all is said and done may common sense and sanity prevail
- Every Criteria is important to be considered
- Social effects
- Impact to values of residents and quality of life of residents
- Least important Cost should be the least concern
- Social effects of impact on residences on Parkside Drive is most important (Noise, Safety)
- Cost should be the least concern. i.e. Purchase of Opta Properties

<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?

- See post its in maps
- Where section 5 meets Hwy 5 (Dundas St. E). Consideration <u>must</u> be given to join up with section 7 of N/S route. Otherwise you will turn Boulding into a racetrack. Not Burke or Pamela.
- Possibility of adopting option 5. Hazardous Materials in Old Barnes Site? Who will take responsibility?
- 80% of all E-W Traffic through Waterdown consists of people, trucks "passing through" and care must be taken to avoid routing them through residential areas where there are lots of children.
- Current (Propose) Intersection of HWY 6 & Proposed N1 should be moved slightly N to avoid wet ground area.
- Possible alternative offered at west end should be further north because of the grade levels and water course
- There is no considerations for the through traffic i.e. GTA Ancaster, Brantford, etc.
- Where section 5 meets 6 (Dundas St E)
- Consideration must be given to join up with section 7 of N/S route, not Bruce of Pamela otherwise you will turn Boulding into a racetrack (congested thoroughfare)

- Access of Parkside Dr. to Hwy 6 is crucial for the functionality of the Prestige Industrial/Commercial zone that is located South of Parkside b/w hwy 6 and hydro lines
- Add right turning ramp from Highway 5 (Dundas) to upcountry Bypass to avoid stopping at traffic light (Not just a right-hand turn)
- Build an environmentally friendly bridge access Borers Creek/Black pond which allows people to stop and perhaps sit at the bridge, or take stars from it to a trail or trails along the pond or Borer's Creek
- Parkside Drive cannot be expanded beyond 4 lanes (Option 4) Yet Option 5 could be expanded and may be worth the additional cost of acquiring properties to allow for future expansion to 4 lanes along all of Option 5.

# APPENDIX C: ISSUES AND ALTERNATIVE DESIGN EVALUATION CRITERIA TABLES

# East-West Roadway Alternatives and Issue Areas

Section	Issu	es Identified			
	1.	Current (Propose) Intersection of HWY 6 & Proposed N1 should be moved slightly			
		N to avoid wet ground area.			
	2.	No need to close Parkside. Modifications to include stop signs.			
	3.	Limit access to Hwy 6 through an interchange			
Section N1 – East of Hwy 6	4.	Existing Hwy 6 and 4th Conc. Is dangerous			
Section NT - East of Hwy o	5.	Placement of New East West Rd will affect MTO's decision to accept design			
	6.	Hwy 6 crests just north of 4th concession and slopes downward toward 4th conc.			
	7.	A low ground watercourse is located in the field north of the New East West Rd			
		adjacent to Hwy 6			
	8.	There is a future laneway planned adjacent to Parkside where two Big Box			
		developments are also planned			
	9.	Suggestion to change design to slow down traffic.			
	10.	Pedestrian walkway must be provided under the Borer's Creek bridge for			
		connectivity			
Section N2 – Waterdown Rd	11.	NAC preferred the idea of a roundabout rather than a conventional intersection at			
North/Centre Rd Crossing		Centre Rd			
North Centre Na Crossing	12.	Wildlife crossing			
	13.	Safety is key concern			
	14.	Public school and YMCA are located along Parkside			
	15.	A gas line exists on the North side of the New East West Rd alignment			
	16.	Concern about school bus traffic along Centre approaching New East West Rd			
	17.	Need to have pedestrian-friendly ways			
Section N3 – Hydro Transmission Line	18.	Split Parkside to go on and so does the new road			
Crossing Alternatives	19.	Lanes reductions and changes lead to traffic			
	20.	Pedestrian-friendly crossing at Joe Sams Park Trail			
	21.	Noise evaluation for trail and wetlands			
Section N4 – Parkside Dr	22.	Need to have pedestrian-friendly ways			
	23.	Split Parkside to go on and so does the new road			
	24.	Lanes reductions and changes lead to traffic			
	25.	Ensure that sidewalks are continuous along Parkside Dr			
	26.	Trail running adjacent to the Grindstone Creek to Waterdown North Trail			

Section	Issues Identified
	27. Investigate a 3 lane Parkside Dr rather than a 4 lane
	28. Need to have a pedestrian-friendly ways
Option 4 vs. 5 Alignment Review	29. Split Parkside to go on and so does the new road
	30. Lanes reductions and changes lead to traffic
Section N5 – Up-Country Development	31. Intersection with New East West and Parkside should be signalized or a roundabout
	32. Align the New E-W Rd with N-S link
Section N6 – Dundas St Widening	33. Put widening on South side (fewer houses). Add a street light at intersection.
(West)	34. Question of 6 lanes on Dundas St
	35. Consideration of light rail transit along Dundas St
Section N7 – Dundas St Escarpment Cut	36. Put widening on South side (fewer houses). Add a street light at intersection.

# **Evaluation Approach and Criteria – East-West**

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
Social Environment	Potential for impact on residents	HIGH	Number of residences displaced	Road development could require the removal of residences. Use of mitigative measures such as retaining walls could limit this.
		HIGH	Amount of residential property removed (ha)	Road development will require some property takings. Need for this to be established with landowner input.
		HIGH	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.
		HIGH	Potential for change in air quality (Change air quality to atmospheric/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.

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
		HIGH	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.
		HIGH	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.
		HIGH	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 - MEDIUM	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.

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
		HIGH	Disruption to use of community/recreation property	Road development could disturb users of parkland/recreation lands and or change access level.
	Negative impact of character of area			
Natural Environment		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.
	Potential for impact on	HIGH – MEDIUM (if trees are replaced)	Number of trees removed	Individual trees not part of larger natural areas may require removal to facilitate the road developments
terrestrial features		HIGH - MEDIUM	Fragmentation of natural areas	Assess extent to which roadway will divide up natural areas. The functioning of parceled off natural areas may be compromised.
		HIGH - LOW	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

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
	Potential for Impact on aquatic features	HIGH - LOW	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.
	Opportunity to enhance natural environment			
	Wetland impact			
	Mitigation costs			
Economic Environment		HIGH - LOW	Area of commercial properties required (ha)	Road development could require the removal of commercial property
		HIGH - LOW	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 for impact on future land use	MEDIUM	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	HIGH - MEDIUM	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.

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
	Impact on residential property values			
	Impact on industrial/commercial property values, zoning regulations			
Cost	Capital Cost (million \$)	Low (majority)	Estimated capital cost (including land acquisition)	Road capital costs based on the conceptual design to be developed.
	Operations and maintenance costs			
Transportation	Change in traffic delay/capacity	LOW	Potential to increase level of traffic service	Description of change in traffic capacity as a result of road development/widening
	Traffic Safety	HIGH	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	MEDIUM	Extent that alternative supports/promotes transit use, pedestrians and cycling	Some alternatives may better support non-auto based travel better than others
	Connectivity of Railways + Traffic levels			
	Accommodate local access and through traffic			

Criteria Group	Criteria	Criteria Importance Level (TBC)	Indicators	Explanation/Data Sources
	Traffic calming/speed limit			

# APPENDIX D: 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 Draft 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	East-West NAC
	Gary Deathe	Rick Breznik
	Alex Bielak	David Trew
	Michael Staresinic	Judi M. Partridge
	Julie Martin	Steve Oliver
	Gene Wasik	Wilfred Arndt
	Oranna Worton	Bernadine Nabuurs
	Klaus Truderung	Al Seferiades
	Ivan Fernandez	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 4<sup>th</sup> 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.

<u>Note</u>: 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.

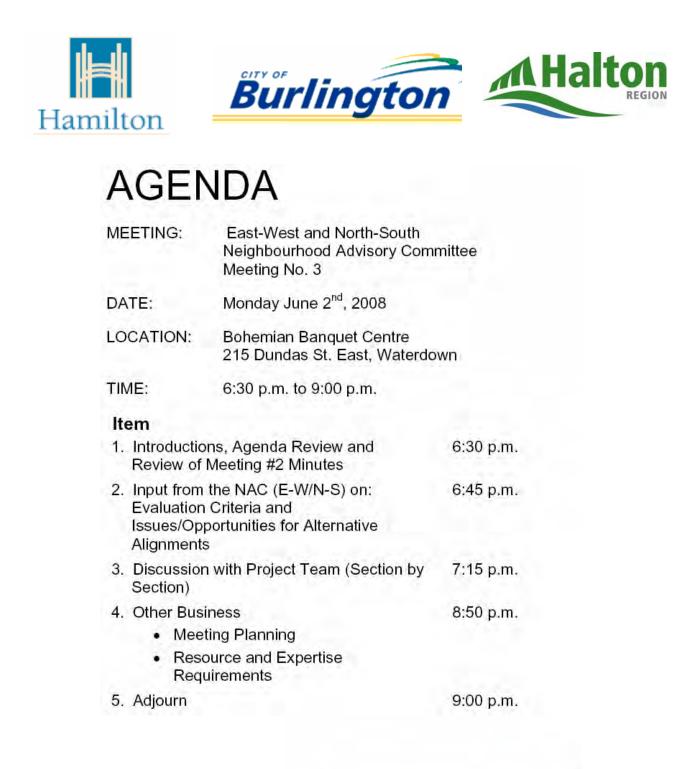
Paul MacLeod indicated that Dillon Consulting will present the preliminary evaluation at the June 11 and 12 meetings.

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

# APPENDIX A: NAC Meeting #3 Agenda





# **APPENDIX B:** Comments on NAC Meeting #2 Minutes

# 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.





# EAST-WEST ROAD CLASS EA PHASE 3&4 EAST-WEST NEIGHBOURHOOD ADVISORY COMMITTEE (EW NAC) MEETING #4 June 12, 2008 Minutes of Meeting

The meeting commenced at 6:30 p.m., June 12, 2008, at the Bohemian Banquet Centre in Waterdown.

#### *East-West NAC Members:*

Rick Breznik
David Trew
Keith Paul
Steve Oliver
Wilfred Arndt
Bernadine Nabuurs
Al Seferiades
Bruce Thomas Chappel
Neil Ashmore
Julie Ashmore

Robert D. Reynolds Tony Onufer Ben Dikkeboom Thomas J. Sutton John Hyland Dave Pitblado Richard Roung John MacLennan Roy Lyons K. Schattauer

In attendance:

Project Team:

Syeda Banuri, City of Hamilton Christine Lee-Morrison, City of Hamilton Michael Marini, City of Hamilton Valerie Dunlop, City of Hamilton Paul Allen, City of Burlington Greg Simon, City of Burlington Paul MacLeod, Dillon Consulting Don McKinnon, Dillon Consulting Ian Roul, 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:

Patricia Marchiori Peter Rowles Maria Rowles Margaret Ritchie Tony Vandantvoort Michael Carey

# 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 discuss the preliminary preferred alignments, the methodology and evaluation criteria used to develop these proposals, and to obtain feedback.

Ms. Leppard indicated that Katherine Pounder (Niagara Escarpment Commission) and Margaret Charles (Halton Conservation) have sent their regrets.

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

# 2.0 Review of NAC Meeting #3 Minutes

Ms. Leppard reviewed the Meeting #3 Minutes and the action items with the committee members. Ms. Leppard requested that NAC members provide their comments within ten business days if possible.

#### Action Item Review

Action Item 3.1 – Yes, it has been verified that Table 2 ranked cost as "high".

Action Items 3.2, 3.3 and 3.4 – complete.

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". In the case of the NS NAC, 3 individuals ranked cost as "high" and 11 ranked it 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 by Dillon Consulting.

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

# 3.0 Overview of Preliminary Evaluation Alternatives, Mitigation Options and Update on Option 5

Paul MacLeod, Dillon Consulting indicated that Dillon Consulting has looked in detail at each of the alternatives that we present at the last meeting and created detailed plans which were presented at the back of the room. Mr. MacLeod noted the purpose this presentation was to discuss the preliminary conclusions, and gather feedback from the EW NAC and present the revised preliminary evaluation alternatives to the public in 3 weeks at June Public Information Centres (PICs).

The following is a summary of the preliminary evaluation alternatives.

*Section N1* - There are two options for this section: the northern option; and the southern option. The northern option discourages less through traffic particularly truck traffic, however it would be located in close proximity to the ESA lands, at about 50m at the closest point. The southern option would require the acquisition of a mushroom growing property. Both the southern and the northern options would run through designated agricultural lands, and the two alignments are expected to have similar costs.

Section N2 – There are three options for the mid block alignments: an option to the north (290m away from Northlawn Ave.); an option in the middle (190m away from Nortlawn Ave.); and an option to the south (100m away from Northlawn Ave.). The southern option has the highest potential for negative air quality effects and noise levels. The northern option would result in the largest amount of natural habitat removal of the three options, as well as the highest fragmentation impact due to the creation of two new forests within the interior of the existing forest habitat.

Section N3 - There are two options for this section: an option to the west (150m from long-term care facility); and an option to the east (275m from long-term care facility). Both alignments have minimal effects on the social environment. The eastern option requires a greater area of land from Conon Nurseries, however both alignments will provide better access to the Connon property. Both options split the planned Joe Sams Park expansion. Further discussion is needed with the City of Hamilton's Park Department and Connon Nurseries.

#### **Discussion:**

# Section N1

- C. You mentioned the northern route was preferred for this section, is that the case?
- A. Yes, but we still need to meet with the Ministry of Transportation (MTO) before a decision is reached.
- C. The majority of people see the northern intersection as a better option.
- C. The northern option is favourable, it makes it less difficult for it to be a truck route.
- C. I like the northern option for N1 also.
- C. The prime problem with the northern option, is that is it unsafe due to truck traffic, service roads will alleviate the problem, and the Interchange at Highway 5 will stop the problem.
- C. I do prefer the northern option on the basis of curbing truck traffic and making it difficult for vehicles to continue west.
- Q. Is it possible to put signs up to limit truck traffic?
- A. The City of Hamilton is doing a city wide truck route study. Trucks of a certain size have to follow truck routes. The trucks have to keep to truck routes unless they need to deviate to get to local destination. Currently Parkside and Dundas Street are both truck routes.

Action – We will pass on these comments to the Project Team doing the truck route study.

C. I thought the idea was to make the new east-west route a truck route so that trucks don't need to drive through the center of the village.

- C. I drove a truck for 35 years, and I think it is not good to have trucks on this road. It should have weight limits to prevent road destruction, especially since this will be a new road.
- C. The project team needs to be aware that the northerly option in N-1 will need to deal with the fog/mist that is created in that area.

#### Section N2

- C. If you take northern route north of the wetland and follow the power line you would leave the wetland intact. This will alleviate all issues, and allow developers to have a set back from the wetland. Moving further north makes sense for the natural environment and for local residences.
- A. Dillon Consulting will take that into consideration, but it might remove one resident on Centre Road. We are going to the public at the end of June and we'll discuss these further then, there is no cut off date for comments right now.
- Q. Can you take the new east-west route up Centre Road briefly?
- A. It is too tight of a radius.
- C. There are three options on map with respect to the wetland, and we would like you to ask which you'd prefer. Do people want to comment on that?
- C. My preference is to be more northerly, either as a new more northerly option or the northern option presented tonight.
- C. The natural environment does enhance our social well being and this should not be forgotten. You cannot put social concerns above the Environmentally Sensitive Area (ESA).
- C. As far north as you can go is great. The further north the better.
- C. Further north is more favourable for an Option 5 route. I don't think people in the community care if they have to go a bit out of the way when driving, as long as it works for the community and there is not a lot of stop and go traffic.
- C. The northern route discourages a truck route.
- C. If it becomes a truck route it will mitigate the social concern.
- A. A northern option is not a zero social impact, there are a number of homes up north as well.
- C. I though the whole point was to allow trucks there to remove them from downtown Waterdown. Now you are talking about the restricting trucks on this new east-west route.
- Q. How can you allow truck traffic through a residential area?

#### 4.0 Update on Option 5

Don McKinnon, Dillon Consulting, provided on update on Option 5 (Opta) versus Option 4. Mr. McKinnon indicated that as part of the new East-West road, Parkside Drive would become a 4 lane roadway where the new road drops down. Option 4 was identified as preferred option, and Dillon Consulting also received a suggestion from Parkside residents about an Option 5 (Sawtooth). The two options were very close evaluated, and the

conclusion right now is that Option 4 is the preferred alternative. (Please see Appendix B and Appendix C for details).

#### Discussion

- Q. Would Option 1 not be approved by the local Conservation authorities?
- A. That is true, but many of the options we went through were thought more favourable with respect to the natural environment.
- Q. What about the Certificate of Approval (CoA) for Opta Minerals?
- A. Opta was applying for a CoA, the Ministry of the Environment (MOE) expected that if that road would be developed then Opta would move their access point from Parkside Drive to the new roadway, however, that is not reason enough to put a road there.
- C. Option 1 was a lot further north from what I recall. In December 2005 the Parkside residents presented an option 5 (sawtooth) to a previous project team, showing it north of a building on the Opta property. This design is a "saw tooth", and according to you and it slows traffic, but it is the same thing at Mountain Brow and Waterdown Road. It is a sacrifice that this community can deal with to take traffic off of Parkside Drive. We never proposed that it go right through Opta property.
- C. I have not been to any other NAC meetings. The Project Team has to think about the thirty residents living on Parkside Drive, it is not a truck route, bikes go there and people go for walks along the street. The widening of Parkside Drive will have a detrimental effect on Parkside Drive, the century trees, and the overall character of the community. This option 4 will completely change the way of life of the people who live there. It should not be a truck route. It can accommodate those people who will live in the new developments but it should not allow trucks.
- C. I agree strongly with what was said. Why can't you go around Opta. It would reduce cost and solve many issues.
- C. This area of Parkside Drive is very residential, people walk along the road.
- C. An incredible invasion on Parkside Drive right now is the existing railway crossing. This is more of a disruption than additional traffic. Option 4 would allow for a bridge over the road.
- A. The Project Team recommends that the railway crossing remain at grade.
- C. If you increase traffic it is not just noise, but a degradation of the community.
- C. Option 5 (sawtooth) is the logical thing, it will produce less issues with driveways, and it is more local friendly, but the bridge cannot be at grade. Option 5 (sawtooth) allows for free flow and promotes traffic flow and the purpose is to move traffic through the area.
- C. If anyone moved to Parkside Drive over the last couple of years they need to know about these plans. Option 5 has a severe impact on natural resources and the cost will have to be covered by tax payers.
- C. We will provide the Stantec documents to Dillon Consulting that shows the proposed Stantec alignment (the residents' preferred Option 5 "saw tooth" alignment.)

- C. There is a level crossing at Parkside Drive and designated speed, but even if you go north of Opta the railroad is also there.
- C. Parkside Drive is an arterial road, and only one stretch is being possibly widened. Dundas Street is designated as a highway. Where we are trying to put the road will be adjacent to an industrial waste facility.
- Q. Are you going to allow tractors on Parkside Drive from Connon Nurseries?
- A. We will have to accommodate that.
- C. Tractors create very slow traffic.
- A. We will have wider side lanes and the tractors can use those. There are options and we have talked with Connon about this issue. We will add lanes to improve the situation.
- C. There will be 17,000 more residents in the area, and we have to put this into perspective. Tractors will be a big issue, what you are saying is contradictory.
- C. It seems we are going in a circle here, why can't we have an Option 6 to consider?
- C. We need to have respect for each other, a lot of work has been gone into the Option 5 evaluations. The June PICs will be a continued discussion of the preliminary preferred options.
- C. Why is the Project Team giving us your preferred option up front, you need to listen to us first.
- C. If we did the comparison of Option 4 versus Option 5 at the previous public meeting held here it would have been a different situation, but you did not provide us with your conclusions at that time and it did not allow for a fair process. It seems we only had five minutes to discuss this.
- C. In the Phase 2 report it says that based on the mathematical model the lowest number would indicate the preferred route. The Parkside residents used your own model to show that Option 5 was preferred and you have not come back with an answer on that to us. There is a contradiction here. Now we are discussing it in subjective terms. We are concerned here about the Halton Conservation's input, and they are not even showing up to these meetings. We have an existing damaged natural area: the huge pond at Connon Nurseries. I don't think what we said is invalid.
- A. We understand the amount of work and passion and concern that has gone into this. We have no vested interest here. We are dealing with a challenging area that has conflicting interests playing against each other. Dillon Consulting was hired to route a road through the area that will be approved. This was attempted by Stantec but it was not approved. Although Halton Conservation is not here it doesn't mean they don't stand for many interests. We're here to listen.
- C. If people want to discuss this further, maybe we can arrange for more meetings.
- Q. If the consensus after the June PICs is that Option 4 is preferred but the NAC does not agree, can we do something about that?
- A. Although the Project Team's review confirms that Option 4 is the preferred route when compared against Option 5(Opta) and Option 5(sawtooth) and will make the documentation for this decision available for review by the public at the upcoming PICs, we will also note at the PICs that the majority of members of the NAC have expressed opposition to Option 4.

- C. It needs to be made clear at the PICs that NAC members have not agreed on Option 4. It needs to be posed to the public as an open question.
- A. There is the affordability aspect to this. The final option has to be doable and the cost difference between the options is significant. The municipality cannot afford Option 5(Opta). Only \$5 million would be covered by development tax and the rest will have to be covered by the tax levy.
- C. You need to make clear which option 5 you are talking about, going north of Opta or going through Opta. Our proposal was actually less costly going north of Opta. Isn't that correct?
- A. Yes, it was less costly to go north of Opta.

East-West NAC members submitted additional comments to the Neutral Community Facilitator's Office (NCFO) following the meeting (please see Appendix D for details).

# General Comments

- Q. How does Parkside Drive join with the new road?
- A. It will be a "T" intersection, the details still need to be worked out.
- Q. What have you done to mitigate anything on Option 4? It seems it is encouraging traffic at high speeds through the area, and there is no curve in to the road to mitigate safety concerns.
- A. We recommend the speed limit be posted as 50km/h and that lane width be reduced. Landscape architecture will also give it a more local feel. Dillon Consulting hopes to finalize the option in the summer months and come back with all the recommended detailed designs in September, however, there is no artificial deadline here.
- C. The two major issues arising out of this meeting are: 1.) Option 5 versus Option 4; and 2.) The three possible alignments near the ESA.
- C. I don't know when Conservation Halton got teeth, because Opta and Connon had significantly degraded the natural environment in the area already, thus they are not above scrutiny. They need to see how lucky they are to even exist here; they should try to work with the community. The City of Hamilton has a lot of vacant commercial land, maybe they can suggest relocation for Opta?
- A. The cost of relocation is very high. Connon is okay with either of the two options suggested. Opta is more of a big issue.
- C. I find it offensive to hear that Conservation Halton doesn't care, they have spent many hours on this project. They want Option 4 to prevent going through the ESA. They have already made their presentation to the City of Hamilton and it was approved and accepted.

# 5.0 Other Business

No items of other business were raised.

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

#### **Action Items**

ID #	Action	Who
4.1	Pass on the comment from the EW NAC Meeting #4 to the Truck Study Project Team	Neutral Community Facilitator's Office
4.2	Provide details on discussions regarding the certificate of approval for Opta Minerals?	Dillon Consulting
4.3	Provide documents to Dillon Consulting regarding the saw tooth option (Stantec Study).	Al Seferiades and Steve Oliver (complete)
4.4	Set up meeting to discuss Option 5.	Neutral Community Facilitator's Office
4.5	Provide details about the proposed mitigation measures for Option 4 (e.g. safety, and traffic speeds)	Dillon Consulting

### APPENDIX A: EW NAC Meeting #4 Agenda





## AGENDA

MEETING:	East-West Neighbourhood A Committee Meeting No. 4	Advisory
DATE:	Thursday June 12 <sup>th</sup> , 2008	
LOCATION:	Bohemian Banquet Centre 215 Dundas St. East, Water	down
TIME:	6:30 p.m. to 9:00 p.m.	
ltem		
	ons, Agenda Review and Meeting #3 Minutes	6:30 p.m.
	of Preliminary Evaluation of s, Mitigation Options and Option 5	6:45 p.m.
3. Discussion	1	7:15 p.m.
4. Other Bus	iness	8:50 p.m.
<ul> <li>Mee</li> </ul>	ting Planning	
	ource and Expertise uirements	
5. Adjourn		9:00 p.m.



## APPENDIX B: New East-West Roadway Option 4 vs. 5 Evaluation Summary

#### New East-West Roadway Option 4 vs. 5 Evaluation Summary June 12/08

- Parkside Drive residents presented alternative alignments to Option 4 (the recommended routing option in the TMP). The alternatives presented included a route that passes approximately mid-way between Options 1 and 4 (presented in Dec 06) and more northern route (presented in Feb 07).
- The more northern route was essentially the same as Option 1 that was assessed in the TMP (and which was not identified as preferred). It passes through ESA/PSW lands and would not be supported by Conservation Halton.
- The project partners agreed to evaluate the proposed mid-route alignment as it represented a fundamentally different alignment to Option 1 and 4.
- Discussions were held with Opta Minerals and Connon Nursery (the key affected property owners) to provide input to the routing of Option 5. Impacts to natural features (ESAs and creek crossings) were also considered.
- A re-evaluation was undertaken on the basis of the Phase 2 criteria. More detailed business
  impact and property costs were obtained through an independent third party consultant.
- The key advantage of Option 5 is that it avoids the need to use a portion of existing Parkside Drive for the new East-West Road and the potential disruption effects to residents (about 30) that back/front onto this section of Parkside Drive.
- Key disadvantages of Option 5 include: significantly higher cost than Option 4 (\$11.4M to \$19.4 M), significant business impacts, and greater effects to natural habitat (Waterdown North Wetlands ESA and 3 new Grindstone Creek crossings). The additional cost over Option 4 would likely need to be covered by the general tax levy as development charges would not pay for it.
- Also, Option 5 is not consistent with the City of Hamilton's policies of Growth Related Integrated Development Strategy (GRIDS) which supports to develop around the existing community nodes and transit corridors and make efficient use of existing infrastructure.
- Residents have suggested that Option 5 could result in the rehabilitation of natural areas and create more parkland. The City is not in need of additional parkland in this area and does not have the resources for it.
- Parkside Dr. is an arterial roadway as identified in the Official Plan of former Town of Flamborough. The City has been acquiring land for future widening. Measures can be put in place to minimize disruption effects to residents. The additional costs, business effects, agricultural land effects and natural environment effects of Option 5 are considered to be greater than the social disruption effects associated with Option 4.
- As such, Option 4 remains as the preferred alignment.

## APPENDIX C: New Waterdown East-West Road - Option 4 vs. 5 Review

		New Waterdown East-West	ole 1 Road - Option 4 vs. 5 Review - Draft (June 12, 2008)	
Criteria Group	Criteria	Option 4	Option 5	Tradeoff Summary
	Potential for impact on residents	Approximately 30 residents either front or back directly onto the section of Parkside Dr. to be widened. Property from about 15 residences along north side will be required (about 3 m of frontage depending on the property). Potential for increased noise and air quality effects (over future baseline) to 30 residences.	2 residences on Robson Rd would be in close proximity to new roadway. One residence removed (on Parkside Dr.). Increased traffic on Robson Rd as a result of the new roadway would increase the potential for noise and air quality effects (about 12 residences).	Option 5 preferred as would result in fewer people being disrupted by new roadway widening. Traffic/truck volumes on Parkside Dr. would be less than under Option 4.
Social Environment	Potential for community character impacts	Rural character of Parkside Dr. to be altered by development of a 4-lane urban cross section roadway. Proper road design and streetscaping initiatives can reduce some of the effects.	Potential for a change in character of a portion of Robson Rd as a result of new intersection that would need to be constructed.	<b>Option 5 preferred</b> as change in community character to be less than for Option 4.
	Potential for impact on community/recreation features	No impacts to existing features.	No impacts to existing features. Option 5 passes through floodplain lands that local residents have suggested could be enhanced for parkland. There is a surplus of parkland in Ward 15. The City has no need or resources for additional parkland in this area.	No preference
Natural Environment	Potential for impact on terrestrial features	Limited amount of hedgerow habitat to be removed at western end (2 crossings of hedgerows).	Route crosses two sections of the Waterdown North Wetlands ESA (one of these crossings includes a PSW). Would result in removal of habitat and fragmentation of habitat. Conservation Halton is not supportive of this option.	Option 4 preferred due to limited natural features to be removed.

	_	New Waterdown East-West	ble 1 Road - Option 4 vs. 5 Review - Draft (June 12, 2008)	
Criteria Group	Criteria	Option 4	Option 5	Tradeoff Summary
	Potential for Impact on aquatic features	Requires replacement of an existing bridge crossing of the Grindstone Creek. Crosses approximately xxx m of floodplain.	Requires 3 new crossing of Grindstone Creek. Crosses a large area of floodplain. Would require significant channel works associated with two of the crossings. Impacts to fishery habitat likely.	Option 4 preferred as no new water crossings required and less potential floodplain and channel effects.
	Potential for impact on business enterprises	Some minor effects to Connon Nursery property (south end) on Parkside Dr. Alignment can be adjusted to minimize property impacts. Option 4 improves access to the Connon property on Parkside Dr.	Impacts to Connon Nursery properties (north end of Parkside Dr. property and Robson Rd. property). Will require relocation of Opta Minerals. Opta has voiced objection to the route. Would result in the loss of a local employer. Option 5 improves access to the Connon property on Robson Rd.	Option 4 preferred due to less business impacts – principally the removal of the Opta Minerals business. Impacts to the Connon nurseries operations are not considered significant with either option. Note that costs for property acquisition are included in the Cost criteria group.
Economic Environment	Potential for impact on future land use	Option 4 does not affect any designated development lands.	Option 5 does not affect any designated development lands. Option 5 passes through Greenbelt Lands. This option does not support the City's GRIDS policies of nodal development and making use of existing infrastructure. Extending the road north could also increase pressure to develop lands between Parkside Dr. and the Option 5 alignment.	Option 4 Preferred
	Potential for impact on agricultural land	Less agricultural land impacted. Loss of agricultural designated land at west end (as road travels south to Parkside Dr.). Long term intent of this land is for parkland.	Greater amount of agricultural land affected. Agricultural designated land located west of rail tracks and east of Robson Rd would be removed.	Option 4 preferred as less agricultural land removed

	_	New Waterdown East-West	ble 1 Road - Option 4 vs. 5 Review - Draft (June 12, 2008)	-
Criteria Group	Criteria	Option 4	Option 5	Tradeoff Summary
Cost	Capital Cost (\$)	Business impacts and land: \$613K to \$853 K Residential Land: \$400 K Road Construction: \$11.4 M Approx Total Cost: \$12.6 M	Land and business impacts: \$12.3 M to \$20.3 M Road Construction: \$11.7 M Approx Total Cost: \$24 M to \$32 M	Option 4 preferred due to lower cost. (\$11.4 M to \$19.4 M less)

Costing Notes:

1) Option 4 costs include full reconstruction of a 4-lane roadway for the section along Parkside Drive. Planned resurfacing costs for Parkside Dr. have not be deducted from these costs (this would reduce the Option 4 road construction costs).

2) Potential land remediation costs on Opta Minerals property are not included. There is potential for soil contamination at Opta Minerals property due to historical and present industrial activity. A Phase 2 Environmental Site Assessment is required to determine the nature and extent of contamination.

3) Cost variation between the low and high estimate for Option 5 due to: potential Opta Minerals relocation costs associated with fugilive dust abatement at new site, loss of supplier relationship, loss of railroad access.

4) Some cost off-set is possible if property can be severed and resold - cost off-set would depend on extent of remediation required & land use options

5) Development charges expected to cover the costs of the 2 new road lanes associated with Option 4. The remainder (including the reconstruction costs of the existing 2 lanes along Parkside Dr.) to be covered by general tax levy. The additional costs associated with Option 5 would also need to be covered by general tax levy.

Transportation	Change in traffic capacity	Both road alignments can address capacity requirements. Residents have suggested that Option 4 cannot be expanded further. There has been no need identified to expand the road beyond the lanes identified.	Both road alignments can address capacity requirements. Option 5 better addresses through traffic volumes due to less entrances along the roadway.	Option 5 is preferred
	Traffic/Public Safety	Higher volumes of pedestrians and entrances along Parkside Dr. so less preferred with respect to safety. Truck traffic safety concerns of local community.	Low safety concerns due to expected low volumes of pedestrian traffic/ fewer entrances.	Option 5 is preferred

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### **APPENDIX D:**

## **Additional Comments from East-West NAC Members**

Dear Waterdown-Aldershot Information,

Please find attached the photos of the original Stantec Alignment which runs around of Opta Minerals in what is known as a 'saw-tooth' roadway alignment.

As we pointed out to you tonight at NAC Meeting # 4, you have not taken into consideration this unique roadway alignment which would still satisfy the study goals and minimize affects on ESAs without requiring the closure and purchase of the Opta Minerals properties. It would also be less costly that the preferred Option 4.

Also, given that the Project Team has done an excellent job by finding that the Connon Nurseries business is willing to allow the roadway to come through its property, we should then not stop to make every effort to work around the Opta Minerals property in order to satisfy the MoE CoA and uphold the Social Environmental Concern that is the basis of the CoA in the first place.

Although this road curve around Opta Minerals would slow traffic somewhat, this would be no different than what you have planned on the North South bypass. The North-South roadway has two 90 degree turns and a similar 'saw-tooth' curve at Flatt Road and Waterdown Road. Traffic slows on that curve and is recommended no faster than 40 km/hr based on roadway speed signs. Since this is acceptable for the North South Bypass, it should also be acceptable on the East West bypass.

We appreciate that the Project Team has reviewed its own alternative to take the Option 5 right through the Opta facility as a possible option. However, it was predictable from the outset that this roadway placement would be very costly and would require the City to purchase the Opta business property. We did not advise the Project Team to investigate this alignment of the roadway. We ask that the Project team go back and review the Stantec alignment, (pictures attached) and give it further consideration.

Our community is willing to accept, as a trade-off, a curve in the East West route, that may require a slower speed limit in order to keep bypass and other traffic north of the Parkside Drive community.

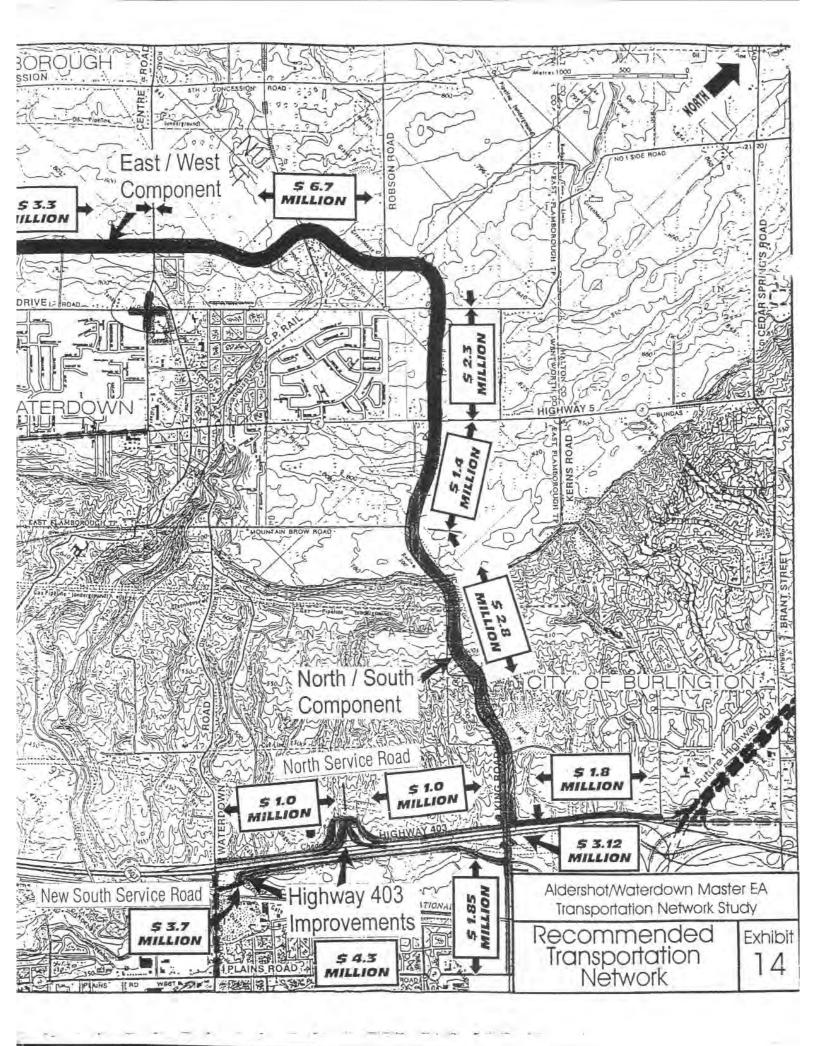
Please advise us if you have any other questions or would be willing to discuss this further.

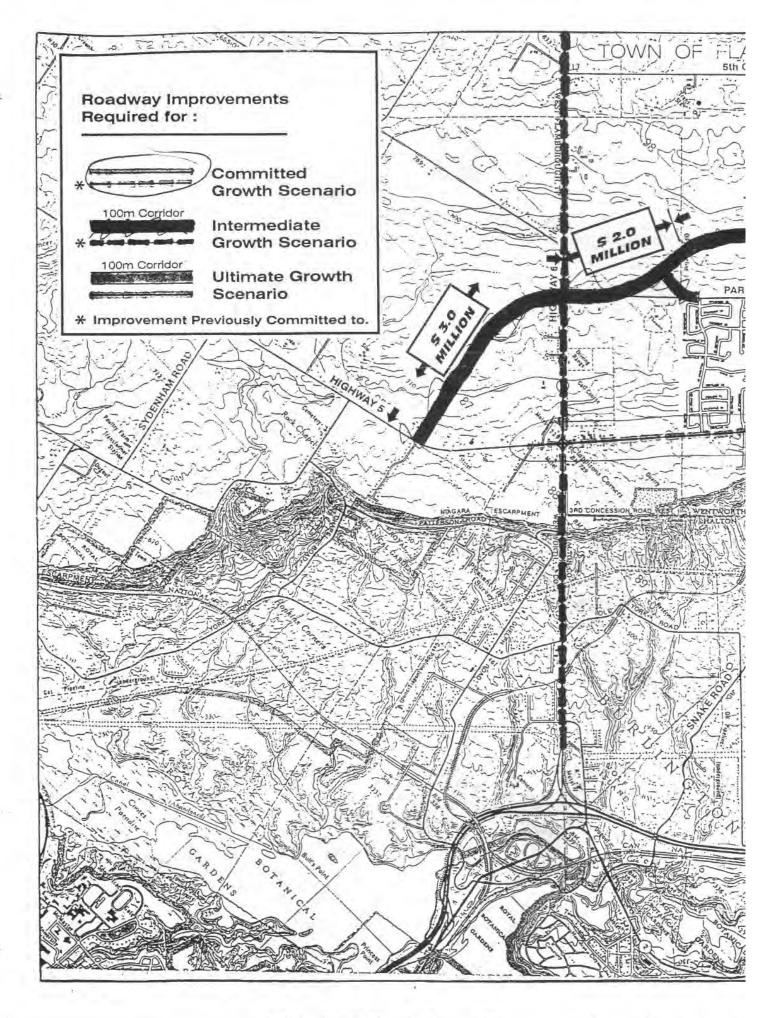
#### Regards,

Waterdown East West Neighbourhood Advisory Committee

Link to Google Map of 'saw-tooth on North South roadway at Flatt Road.

http://maps.google.ca/maps?f=q&hl=en&geocode=&q=Waterdown+Ontario&ie=UTF8&ll=43.314343,-79.861937&spn=0.021452,0.037422&z=15





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# To: The Project Team of the Waterdown Aldershot Master Transportation Plan:

Residents of the Hunter Park Survey met over the weekend to review the "Mid-Block E-W Alignment Draft Table" Dated June 12th. This table reviewed the three options: D-F North, D-F Middle and D-F South where the new E-W road crosses Centre Road. Copy of the Table is attached.

Residents were very pleased to hear that the Members of the E-W NAC, after reviewing the Project Team's preliminary recommendations for this section of the E-W road, asked the Project Team to consider reviewing a slightly more Northern position of the D-F North Option, (ie -closer to the northern edge of the ESA). We have decided to include that option in our review of the table information. We refer to this new option as "Option 4 - Realigned North"

#### The following are our comments on the Evaluation of the Options:

In the table, the majority of Criteria for all three options had their indicators all rated the same as either "none" or "even to each other", meaning there was no preferences between any of them. As such, we have only commented on the indicators where difference were noted:

**Social Environment:** The NAC Team Members and the Project Partners all ranked this Criteria Grouping as of the Highest Importance of all the Criteria Groupings. <u>- Potential for impact on Residents</u> - Criteria high - **Potential for change in Air Quality**. The highest impact for this social indicator that affects the most residents is the Option D-F south where the road is placed closest to the residents of Northlawn. As the road is moved further north, the increased emissions from traffic will have a lower effect on the residents. Therefore we recommend that you move the road further north. This would also justify the use of "Option 4 Realigned North".

<u>Potential for impact on Residents</u> - Criteria high - Potential for change in Noise. The highest impact for this social indicator that affects the most residents is the Option D-F south where the road is placed closest to the residents of Northlawn. As the road is moved further north, the increased amount of noise from the traffic will have a lower effect on the residents. Therefore minimal mitigation would be required if the road is moved further north. This would again justify the use of "Option 4 Realigned North".
 <u>Potential for impact on Residents</u> - Criteria high - Potential for change in Light Pollution. The highest impact for this social indicator, that affects the most residents, is the Option D-F south where the road is placed closest to the residents of Northlawn. As the road is moved further north, the increased amount of light pollution from the New E-W road and traffic on the new road will have a lower effect on the majority of the area residents. Therefore we again recommend that you move the road further north. This would again also justify the use of "Option 4 Realigned North".

## **Natural Environment:** Rated by the NAC TEAM Members and the Project Partners as a lower importance than the Social Environment

- Potential for impact on terrestrial features - Criteria high-medium - **Amount, nature and significance of natural habitat removed**. The lowest impact for this indicator is Option D-F South. However, if the NAC Team Members suggestion of using "Option 4 Realigned North" was used, since this would place the road closer to the Northern edge of the ESA area, this would minimize the stated effects making it the best solution of the 4 options. Therefore we recommend that you move the road further north.

<u>- Potential for impact on terrestrial features</u> - Criteria high-medium - **Potential for effects to adjacent habitat**. The lowest impact for this indicator is the Option D-F South. However, if the NAC Team Members suggestion of using "Option 4 Realigned North" was used, since this would place the road closer to the Northern edge of the ESA area, this would minimize the linear length of the new edge created or at least be the same size as the Option D-F South.

Please note that the linear length (distance of the E-W road through the area) that we are talking about between all 4 options are:

Option D-F South ~ 275 Meters

Option D-F Middle ~ 350 Meters

Option D-F North ~ 390 Meters

"Option 4 Realigned North" ~ varies from 200 to 320 Meters depending where it is placed. Therefore moving the road further north to "Option 4 Realigned North" would have the same or less effects as Option D-F South.

- Potential for impact on terrestrial features - Criteria high-medium - **Fragmentation of natural areas.** All three options creates two new forests. However Option D-F South would have the "lowest edge/interior ratio" creating the lowest impact. However, if the NAC Team Members suggestion of using "Option 4 Realigned North" was used, since this would place the road closer to the Northern edge of the ESA area, this would again create a similar "lowest edge/interior ratio" as D-F South. Based on refining the placement of the "Option 4 Realigned North", it could have lowest impacts of all 4 options.

<u>- Potential for impact on terrestrial features</u> - Criteria high-medium - **Effect on terrestrial corridor connectivity / linkages.** Option D-F South created a barrier to the smallest area south of the main terrestrial corridor to the north of the three options. This one potential will remain as is.

<u>- Potential for impact on aquatic features</u> - Criteria medium - Amount and quality of aquatic habitat altered/disturbed/removed. Option D-F South had the highest impact to this indictor (meaning it is not preferred). The lowest impact was with Option D-F North. However, if the NAC Team Members suggestion of using "Option 4 Realigned North" was used, it would have an even lower impact than option D-F North, therefore it would become the best option. In fact, depending on the final location of "Option 4 Realigned North", the road may not cross Bores Creek at all.

#### Economic Environment: Rated by the NAC TEAM Members and the Project

Partners as a lower criteria than the Social Environment and Natural Environment. <u>- Potential for impact on residential property value</u> - Criteria medium - **Potential for change to property values**. The highest impact for this social indicator that affects the most residents, is the Option D-F south as it will affect residents who live parallel to the new E-W road along Northlawn Ave. The further north the road is placed, the less the effects on the property values of the majority of the affected residents. Even the NAC Team Members suggestion of using "Option 4 Realigned North" would, just like Option D-F North and D-F Middle, only affect one resident (possibly two).

<u>- Potential for impact on agricultural land</u> - Criteria medium - **Area of designated agricultural land removed**. On the west Side of Centre Road, as the new E-W road is moved further North than Option D-F South, it will pass through the open fields that were once an agricultural farm. This farm has not been in any agricultural production for the last 15 years. This farm land has since been sold to developers. This small land area that is being affected will never be farmed again. Therefore this "potential effect" should not even be considered in this case.

## **Transportation:** Rated by the NAC TEAM Members and the Project Partners as a low, high and medium depending on the criteria.

<u>- Change in Traffic operations. delay and capacity</u> - Criteria low - **Potential to increase level of traffic service**. All alignments address traffic capacity. The Option D-F South is the least preferred from an operations perspective due to the closer proximity of its Centre Road intersection with the existing Northlawn Ave / Centre Road intersection. Therefore Options D-F Middle, D-F North and/or "Option 4 Realigned North" are all better options than D-F South. Also, the recommendation of curving the E-W road to mitigate speeding and make traffic flow safer, is easier achieved with a more northern option than D-F South.

## The following are our comments on the Project Teams Preliminary Recommendations:

The Project Teams preliminary recommended option was stated as Option D-F South. They state: "Preferred option as is less disruptive to the ESA/Candidate PSW. The maintenance of a treed buffer area is expected to minimize disruption effects to the residents along Northlawn Ave."

The statement of "a treed buffer area" is a mitigation solution not a reason. Therefore the Project Teams only reason behind their recommendation is "...less disruptive to the ESA/Candidate PSW"

It appears that all the information that was gathered by the Project Team and the NAC in creating and completing this evaluation table, to fairly evaluate, compare and weigh these options, has not been followed. Clearly the highest priority as stated by the Members of the NAC <u>and the Project Partners</u> was the Social Environment, not the Natural Environment.

- The D-F South route had the **highest impacts** on the Social Environment **making it the least preferred option**.

- The D-F South route had the **highest impacts** on the Economic Environment **making it the least preferred option**.

- The D-F South route had the **highest impacts** on the Transportation **making it the least preferred option**.

The only negative criteria about option D-F south was that it had higher Natural Environment impacts (4 out of 5) than the other 2 options.

This does not make sense that the Project Team would now "outrank" the Natural Environment impacts to the combined impacts of the Social, Economic and Transportation effects. In doing so it questions the validity of the NAC Members input to the Project Team over our last 4 meetings. We do not want to believe that the NAC meetings were only used as "a recorded process to meet the intent of the EA Evaluation requirements".

#### <u>The following are our comments on the "Option D-F Realigned North"</u> <u>Recommendation:</u>

The Members of the NAC Team have suggested to the Project Team that they look at a "Option 4 Realigned North". We have pre-evaluated this option for the Project Team in our review of the criteria and indicators for each option. It is obvious that the "Option 4 Realigned North" has great merit, since it already reduces and eliminates a majority of the Natural Environment concerns shown in the table.

#### **Summary and Requests:**

1) We request the Project Team to review the facts we have presented.

**2)** We request that our information, together with the "Option 4 Realigned North" suggestion from the NAC Team Members, **be developed and supported by the Project Team**. (Please note that we could have re-iterated many of the other reasons and facts that we have already advised Project Team, along with new comments, to each of the indicators, but we have decided to work within the existing comments already tabled.) We do believe that if the Project Team does support the Community they are trying to work with, they will be successful in finding a "Option 4 Realigned North" solution.

**3)** We request that the Project Team create the successful "Option 4 Realigned North" solution before the June 24th PIC and present it as their recommended 4th option to the public.

4) We request that this email be sent to all Members of the NAC.

Thank you.

lew East West Road Phase 3 Class EA	Mid Block Alignments Draft- June 12, 2008
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Highest as it requires 2 crossings the east branch of Borers Creek and potentially a re-alignment of the creek.	Lowest as it requires one crossing of the east branch of Borers Creek.	Lowest as it requires one crossing of the east branch of Borers Creek.	Amount and quality of aquatic habitat altered/disturbed/removed	Medium (EW)	Medium (EW)	Potential for Impact on aquatic features
Similar in all three alignments.	Similar in all three alignments.	Similar in all three alignments.	Opportunity to enhance degraded natural areas (terrestrial and aquatic)			
Creates a barrier to the smallest area south of the main terrestrial corridor to the north of the three options.	Creates a barrier to the intermediate sized area south of the main terrestrial corridor to the north of the three options.	Creates a barrier to the largest area south of the main terrestrial corridor to the north of the three options.	Effect on terrestrial corridor connectivity / linkages			
Lowest fragmentation impact as it creates two new forests with the lowest edge/interior ratio of the three options. This option is least disruptive to interior forest habitat.	Intermediate fragmentation impact as it creates two new forests with the intermediate edge/interior ratio of the three options. This option would result in the second greatest effect on interior habitat.	Highest fragmentation impact as it creates two new forests with the largest edge/interior ratio of the three options. This option would result in the removal of most of the interior forest habitat.	Fragmentation of natural areas			
Lowest due to lowest linear length of new edge created.	Intermediate due to intermediate linear length of new edge created.	Highest due to longest linear length of new edge created.	Potential for effects to adjacent habitat	ligh-Medium	High-Medium	on terrestrial features
Similar in all three alignments.	Similar in all three alignments.	Similar in all three alignments.	Number of significant trees along existing roadway removed			Potential for impact
Alignment is shown through area of Butternut. This would require specific management for these trees.	Alignment is shown through area of Butternut. This would require specific management for these trees.	Alignment is shown through area of Butternut. This would require specific management for these trees.				
Lowest amount of natural habitat removed of the three alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among the three alignments.	Intermediate amount of natural habitat removed of the three alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among the three alignments.	Largest amount of natural habitat removed of the three alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among the three alignments.	Amount, nature and significance of natural habitat removed			
No known features	No known features	No known features	Potential for removal of heritage/archaeological features	Medium	TBD	Potential for effects on historical features
No effects. All alignments offer opportunity to provide for a trail to link the North Waterdown Wetlands trail with a future trail along Borers Creek.	No effects. All alignments offer opportunity to provide for a trail to link the North Waterdown Wetlands trail with a future trail along Borers Creek.	No effects. All alignments offer opportunity to provide for a trail to link the North Waterdown Wetlands trail with a future trail along Borers Creek.	Disruption to use of community/recreation property	Medium	Medium	Potential for impact on community/ recreation features
None	None	None	Removal of community/ recreation property			
Minimal effects	Minimal effects	Minimal effects	Potential for negative change to community character and views in the area			
Option 3 (D – E South)	Option 2 (D – F Middle)	Option 1 (D – F North)	Indicators	Criteria Importance Proj. Partners	Criteria Importance (NAC)	Criteria

Option 3 (D – E South)	None	None	None	Property value effects to Northlawn Ave residents are not expected due to treed buffer area.	None of the options have effects on future development plans.	Least amount of agricultural land removed.	All options have similar costs	All options have similar costs	All alignments address traffic capacity needs. The southern alignment is less preferred from an operations perspective due to closer proximity of the Centre Rd intersection with the existing Northlawn Ave./Centre Rd intersection.	All alignments can address local and through traffic needs.	A	All alignments are supportive of alternate modes of transportation.
Option 2 (D – F Middle)	None	None	None	Potential for property value effects to one residence.	None of the options have effects on future development plans.	Options 1 and 2 pass through some rural designated lands west of Centre Rd (about 300 m). These lands may be used for agriculture.	All options have similar costs	All options have similar costs	All alignments address traffic capacity needs	All alignments can address local and through traffic needs.	NA	All alignments are supportive of alternate modes of transportation.
Option 1 (D – F North)	None	None	None	Potential for property value effects to one residence.	None of the options have effects on future development plans.	Options 1 and 2 pass through some rural designated lands west of Centre Rd (about 300 m). These lands may be used for agriculture.	All options have similar costs	All options have similar costs	All alignments address traffic capacity needs	All alignments can address local and through traffic needs.	NA	All alignments are supportive of alternate modes of transportation.
Indicators	Area of commercial properties required (ha)	Potential for change to property values	Potential for change (disruption or enhancement) to business operations	Potential for change to property values	Compatibility with future land use plans	Area of designated agricultural land removed (ha)	Estimated capital cost (including land acquisition)	Relative maintenance costs as reflected by road length and design features	Potential to increase level of traffic service	Ability to accommodate local and through traffic	Potential to improve roadway operations, geometry and sightlines	Extent that alternative supports/promotes transit use, pedestrians and cycling
Criteria Importance Proj. Partners		Medium (EW)		Medium	Medium	Medium (EW)	Medium	Medium	Low		High	Medium
Criteria Importance (NAC)		Medium (EW)		Medium	Medium	Medium (EW)	Low	Low	Low		High	Medium
Criteria	Contraction of the second	Potential for impact on business	enterprises	Potential for impact on residential property value	Potential for impact on future land use	Potential for impact on agricultural land	Capital Cost (million \$)	Operation and Maintenance Cost (million \$)	Change in traffic operations, delay and capacity		Potential for change to traffic and public safety levels	Opportunity to support transit use, pedestrians and
Criteria Group	1			Environment			Cost		•	Transportation		

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#### EAST-WEST ROAD CLASS EA PHASE 3&4 EAST-WEST NEIGHBOURHOOD ADVISORY COMMITTEE (EW NAC) MEETING #5 October 28, 2008 Minutes of Meeting

The meeting commenced at 6:30 p.m., October 28, 2008, at St. Thomas Church in Waterdown.

In attendance:

*East-West NAC Members:* 

Lusi mesi mic memoers.		
	Rick Breznik	Robert D. Reynolds
	Steve Oliver	Tony Onufer
	Wilfred Arndt	Ben Dikkeboom
	Bernadine Nabuurs	Jim Pelletier
	Al Seferiades	John Hyland
	Bruce Thomas Chappel	Dave Pitblado
	Neil Ashmore	Roy Lyons
	Julie Ashmore	5 5
Project Team:	Syeda Banuri, City of Hami	lton
	Christine Lee-Morrison, Cit	y of Hamilton
	Danny Stone, City of Hamil	ton
	Darlene Cole, City of Hamil	ton
	Paul Allen, City of Burlingto	on
	Greg Simon, City of Burling	ton
	Jeffrey Reid, Halton Region	
	Melissa Green-Battiston, Ha	
	Paul MacLeod, Dillon Const	0
	Don McKinnon, Dillon Con	
	Ian Roul, Dillon Consulting	0
	Jackson Marin, Dillon Const	ulting
	Amanda Shepley, Dillon Co	
	Christine Abe, MBTW	

Neutral Community Facilitator's Office:

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

Other Guests:

Patricia Marchiori Peter Rowles Maria Rowles Frank Marchiori Joanne Stajov Jane Drewe

#### 1.0 Introduction and Agenda Review

Sally Leppard, Facilitator, Neutral Community Facilitator's Office, opened the meeting and welcomed the East-West NAC 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 the landscape and design opportunities.

Ms. Leppard then reviewed the meeting agenda which received the consent of the East-West NAC members, and the materials distributed at the meeting. The Agenda is attached as **Appendix A**.

#### 2.0 Review of East-West NAC Meeting #4 Minutes

Ms. Leppard reviewed the East-West NAC Meeting #4 Minutes with the committee members.

#### *Comments on Page 2*

C. In the paragraph pertaining to Section N3, the location aspects are incorrectly stated, it should say option to the west, not the east as stated. You reversed west and east with respect to the locations of the two options.

#### Comments on Page 3

- C. The Option 5 presented by the community and the one the Project Team reviewed is different, so it would seem that Option 5 in most of the documentation is not referenced correctly. You can call that "Option 5-Opta" in the meeting minutes. The residents' proposal goes north of Opta.
- A. We'll adjust that to reflect the difference.

#### Comments on Page 5

- C. In the comment that starts "In the Phase 2 report it says..." it states that "the proposed road goes through the escarpment", this is not true. I would like to see that sentence taken out. It seems that sentence was not properly captured in the notes.
- Q. With respect to the last comment on page 5, I have been referring to having this meeting with residents and the Project Team as is indicated in the minutes. You wanted us to hold this meeting in the summer and it never occurred. When will this meeting take place?
- C. In middle of page 5, it says Option 4 was supported by the public. Who is this public? Can you clarify that?
- A. I'm not sure if that is the correct answer, since it is missing some context. Option 4 is preferred based on the discussions of the Project Team. We'll change the meeting minutes to say supported by the Project Team.
- Q. There was a lot of information sent to the Neutral Community Facilitator's Office (NCFO) about the discussions regarding Option 5. Why is that information not included in the meeting minutes?
- A. The meeting minutes only summarize the discussions that take place at the NAC meeting.
- Q. Can you please add that as an appendix to the East-West NAC Meeting #4 Minutes, since it was intended for the NAC members?
- A. Yes, we'll be sure to do that.

#### Comments on Action Items

- C. We need to make note that action item requesting a meeting with residents did not occur. I think it needs to be noted.
- A. We'll discuss that in the carry over items in the presentation.

#### 3.0 Carry Over Issues from the June 12, 2008 East-West NAC Meeting

Ms. Leppard reviewed the carry over issues from the June 2008 East-West NAC Meeting. The first issue up for discussion was an update on the Truck Routes Study. Ms. Leppard indicated that a handout was provided regarding this item along with two maps (please see **Appendix B** for details).

The second carry over issue was the request for details regarding the Certificate of Approval (C of A) for Opta Minerals. Paul MacLeod, Dillon Consulting, indicated that an existing email from the Ministry of the Environment (MOE) speaks to the issue. He indicated that the MOE did recognize the value of removing trucks from Parkside Drive, and that the original Certificate applied to conditions at the time it was issued. These conditions have changed, and thus the Certificate of Approval for Opta is no longer a factor in evaluating alternatives routes.

The third carry over issue was the request to set up a meeting with Parkside Drive residents to discuss Option 5. Mr. Macleod noted that the work needed to complete the assessment was not completed in the summer and Dillon Consulting felt they needed to complete this work in order to meet with the residents. Dillon Consulting would be happy to arrange a meeting.

The fourth carry over issue pertained to details about the proposed mitigation measures for Option 4. It was noted by Ms. Leppard that the mitigation details for Option 4 are on the agenda for today's meeting.

#### Questions

- C. I have a question about the C of A: I read the MOE letter you are referring to, and it was indicated that there was no legal requirement to move the truck route to the north, but the MOE did not say to ignore the social concerns that led to the C of A.
- A. Dillon Consulting does recognize that.
- C. It is a social concern, and it is a bigger issue than the C of A. Barnes (now Opta Minerals) may not have been given a C of A if there was no opportunity for a northern entrance.

#### 4.0 New East-West Road Corridor (Highway 6 to Brant Street) Presentation

Paul MacLeod, Dillon Consulting indicated that the presentation will discuss the status of concept development work and the alternative design alignments, along with the preliminary results of evaluation. Mr. MacLeod indicated that following the presentation Dillon staff will discuss the maps and boards located at the back of the room with NAC members. Mr. MacLeod noted that the memo handed out at the meeting entitled "Update to NAC for the Proposed New East-West Corridor – Alternatives Review" and dated October 27, 2008 (Appendix C) contains more detailed analysis and results regarding the Centre Road Crossing, and Option 4 versus Option 5 (Sawtooth) alignment review.

The following is a summary of the main points from the PowerPoint presentation.

- 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 preliminary property requirements;
- Four main areas required additional work / evaluation of alignment alternatives:
  - The connection location at Highway 6 the most northerly alignment is preferred
  - Section West of Centre Road shifted the road south to provide a buffer for the Environmentally Sensitive Area (ESA)
  - Centre Road Woodlot the preferred alignment is a modified southern alignment located approximately 165m north of Northlawn Avenue
  - Parkside Drive section and northern options A re-evaluation has been undertaken comparing a revised Option 5 ("Sawtooth") and the originally preferred Option 4, and Option 4 was reconfirmed as the preferred option
- The preliminary design for proposed lanes consists of two lanes (rural) from Highway 6 to the west limit of the Waterdown North development lands, three lanes through the Waterdown North development lands, two lanes from the Centre Road crossing to Parkside Drive, four lanes on Parkside Drive, three lanes on the connection down to Dundas Street, and widening Dundas Street to six lanes;
- The preliminary design for pedestrians and cyclists include a 4.0 metre multi-use pathway on the south side through the Waterdown North development lands to Centre Road; an investigation into extending a multi-use pathway east of Centre Road to Joe Sams Park pathway; sidewalks on both sides along Parkside Drive; a 4.0 metre multi-use pathway on the west side on connection to Dundas Street; sidewalks on both sides on Dundas Street (to Kerns Road); sidewalk on south side only on Dundas from Kerns Road to Brant Street; and on-road bicycle path on Parkside Drive and Dundas Street west from Kerns Road;
- More detailed preliminary concept plans are available for review illustrating the new pavement areas and sidewalks; grading limits; property requirements; and structure locations; and
- The concept plans are preliminary at this time and input on the proposals is requested.

#### 4.0 Discussion

- C. The area you refer to in slide 10 is under the jurisdiction of Hamilton Conservation not Conservation Halton as you have stated.
- A. Dillon Consulting held discussions with both conservation authorities, and you are correct that in this section the appropriate body is Hamilton Conservation.
- Q. Do we have a letter from Hamilton Conservation with their comments on the alternative road alignments?
- A. We only have meeting minutes from our meeting with them.
- Q. How much further south is the road alignment for the section West of Centre Road?
- A. It is 30 meters, in accordance with the full buffer width. It should be noted that there will probably need to be some changes to the development plans based on this slightly southern option.
- C. With respect to slide 16, and the noise studies you mentioned, maybe the neighbourhood on average would experience no difference in noise level but my house is 60 feet from the current road, and it will now be 48 feet away. This change will be very significant for my household. Will you be willing to provide noise mitigation for those adversely affected residents?
- A. We can bring that comment back to the City of Hamilton and see what the expectations are for mitigation.

- C. The previous project manager, Mary Lou Tanner, indicated that it would be possible to have double pane windows and other such noise mitigation measures.
- A. Dillon Consulting did not do a case by case evaluation of the homes in the vicinity of Parkside Drive. We'll look into mitigation measures for peak levels at specific receptors along the route.

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 D** and **Appendix E**.

#### 5.0 Review of Draft Plans

Mr. MacLeod reviewed the eight 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. Has Joe Sam's Park been made aware of the proposed underpass?
- A. Yes, they are aware of it.
- Q. Where will the pedestrian crossing be located?
- A. It will likely be in the underpass. The City of Hamilton has standards for pedestrian crossings.
- Q. Will the roundabout discourage trucks?
- A. We see a roundabout as a traffic calming measure.
- Q. Is the purpose of the new east-west route to become a truck route?
- A. No, there is a separate study for that, and it will be discussed under Other Business at this meeting.
- Q. What is the width of the road with the sidewalks included?
- A. It will be 26 metres across.
- Q. Have you considered a 3 lane road with one lane changing direction depending on time of day?
- A. Based on the traffic study we need to have 2 lanes going in each direction, thus a total of 4 lanes is required.
- Q. Why does Parkside Drive have to be 4 lanes for a distance of 1 km? It should be 3 lanes, since it is 3 lanes on one end, and 2 lanes on the other.
- A. We suggest 4 lanes as this will help meet capacity demands. The inside lanes will be through traffic lanes and the outside lanes will be for local residents who need to turn in and out of their driveways. There is a concern for a bottleneck if we have less than 4 lanes.
- C. I have some concerns about the safety of Grindstone Creek. There is a blind corner at that intersection, especially when you want to make a left turn onto Parkside Drive.
- A. We'll be sure to look into that.
- Q. Will there be stoplights at Boulding Avenue?
- A. No.
- Q. Will the east-west road encourage truck traffic?
- A. No, but trucks are permitted to use the road.

- Q. Was noise assessment based on truck traffic?
- A. I believe so, but I need to double check and get back to you.
- Q. What mitigation will be in place if the east-west road becomes a truck route? It is fair to assume noise will increase, how will this be mitigated?
- A. We have to look into that further, there might be a possibility for triple glazed windows, and noise barriers.
- C. The new east-west road has not been designated as a truck route because it does not exist yet.
- Q. Parkside Drive may be a designated truck route now, but how much will truck traffic increase due to quarry capacity?
- A. We need to look into the noise study in detail.
- C. This will be the Flamborough equivalent of Centennial Parkway between Queenston Road and the QEW. The trucks need to go somewhere, traffic will not decrease. Why put a 50km/h speed limit if it is not enforced? I don't think widening Parkside Drive will be an adequate through route.
- A. We are not looking at increased truck traffic on Parkside Drive; we are looking at serving the development.
- C. We can see over twenty trucks hauling quarry stone along Dundas Street each day, and we ask you to be aware of this.
- A. The truck route study addresses that further.
- Q. With respect to Plate #6, where does the bypass touch Mountain Brow Road and where does it go to Highway 5?
- A. There is a future road through the development lands, and it will cross Highway 5 at Burke Street.
- Q. How will you exit a driveway, is there a turning lane?
- A. There is a two-way center turning lane shown in the cross section.
- Q. Is there an engineering report for truck traffic versus car traffic in the area? Will the new east-west road be constructed to accommodate heavy truck traffic?
- A. The road will be a conventional design that will accommodate an average number of trucks.
- C. Trucks are very heavy and can have detrimental affects on the road.
- A. We are not designing for a large number of trucks; the design is based on the average number of trucks that exist on Parkside Drive now.
- C. Why not build it right the first time, and ensure it can accommodate large numbers of heavy trucks, in case it does become a designated truck route? Parkside Drive was never designed as a truck route; it is 50 to 60 years old.
- A. The number and frequency of trucks was measured as part of the traffic reports. It was noted that 4% of the traffic in the area now is medium trucks, and 1% is heavy trucks.

Following the discussion Ms. Leppard noted that the Neutral Community Facilitator's Office will be documenting this input. Mr. MacLeod indicated that the goal is to get as many comments as possible and reflect that in the final design.

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
- 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)

#### 6.0 Other Business

Ms. Leppard indicated that a Truck Routes Study memo was provided for NAC Members' information, along with two related maps. Ms. Leppard also gave the floor to Jane Drewe, a local resident, to present her petition to the East-West NAC members (**Appendix F**).

Ms. Leppard indicated that a letter from Conservation Halton was distributed at the meeting for NAC Members' files (the letter can be found in **Appendix G**).

Ms. Leppard brought forth a motion put forward by Mr. Ashmore, who suggested the East-West NAC might want to have an executive summary of the committee's meetings to go the Project Partners and be provided in the report to the Ministry. Seeing none opposed, Ms. Leppard indicated that the Neutral Community Facilitator's Office will put together the summary and send it out to East-West NAC members for their review.

#### 7.0 Additional Comments

- C. The East-West NAC members gave Dillon Consulting evaluation criteria rankings back in June, and it was discussed that the northern route was preferred. It is noted that Dillon did not provide rankings with the preferred route.
- A. We recognize the same rankings throughout the process. However, the ranking process is just one part of the equation, and the factual data regarding the impacts is a more decisive factor.
- C. When you take out the rankings there is no ability to follow the decision process. You say that a number of residences will be affected but you don't provide a numerical value, without the value it is just an opinionated statement.
- A. You are concerned that there is an absence of quantitative data. We do consider quantitative data as part of our decision process, and we will include it.
- Q. Can we see that when you do it?
- C. If there is a question about the preferred route there is no quantitative back up information for people who are not familiar with the process.
- A. The Project Team will take all your comments under advisement.

#### 8.0 Concluding Remarks

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 North-South route.

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.

#### **Action Items**

ID #	Action	Who
5.1	Revise East-West NAC Meeting # 4 Minutes based on comments from East-West NAC members.	Neutral Community Facilitator's Office
5.2	Set up meeting with Parkside Drive residents and Dillon Consulting to discuss Option 5	Neutral Community Facilitator's Office
5.3	Look into mitigation measures for peak noise levels at specific receptors along the East-West route.	Dillon Consulting
5.4	Verify whether noise assessment done for the East-West Road was based on truck traffic.	Dillon Consulting
5.5	Make traffic reports available to NAC members (specially with regard to truck traffic).	Dillon Consulting
5.6	Put together executive summary of the East-West NAC's meetings to go the Ministry, and send it out to East-West NAC members for their review	Neutral Community Facilitator's Office

## **APPENDIX A:**

## EW NAC Meeting #5 Agenda





## **DRAFT AGENDA**

MEETING:	East-West Neighbourhood Advisory Committee Meeting No. 5
DATE:	Tuesday October 28 <sup>th</sup> , 2008
LOCATION:	St. Thomas Church (715 Centre Road, Waterdown)
TIME:	6:30 p.m. to 9:00 p.m.

#### ltem

hem	
1. Introductions, Agenda Review and Review of Meeting #4 Minutes	6:30 p.m.
2. Presentation	6:45 p.m.
<ul> <li>Status of Concept Development Work</li> <li>Alternative Design Alignments: Preliminary Results of Evaluation</li> </ul>	·
3. Review of Draft Plans	7:30 p.m.
4. Discussion	7:50 p.m.
5. Other Business	8:45 p.m.
Truck Route Study Update	
<ul> <li>Information Item: Petition from Jane</li> </ul>	
Drewe regarding widening of Dundas Street	
<ul> <li>Comments from Conservation Halton</li> </ul>	
Upcoming PICs	
<ul> <li>Resource and Expertise Requirements</li> </ul>	
6. Adjourn	9:00 p.m.

## **APPENDIX B:**

## **Truck Route Study Memo**



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## Memorandum

Public Works Department

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

Page - 2

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:

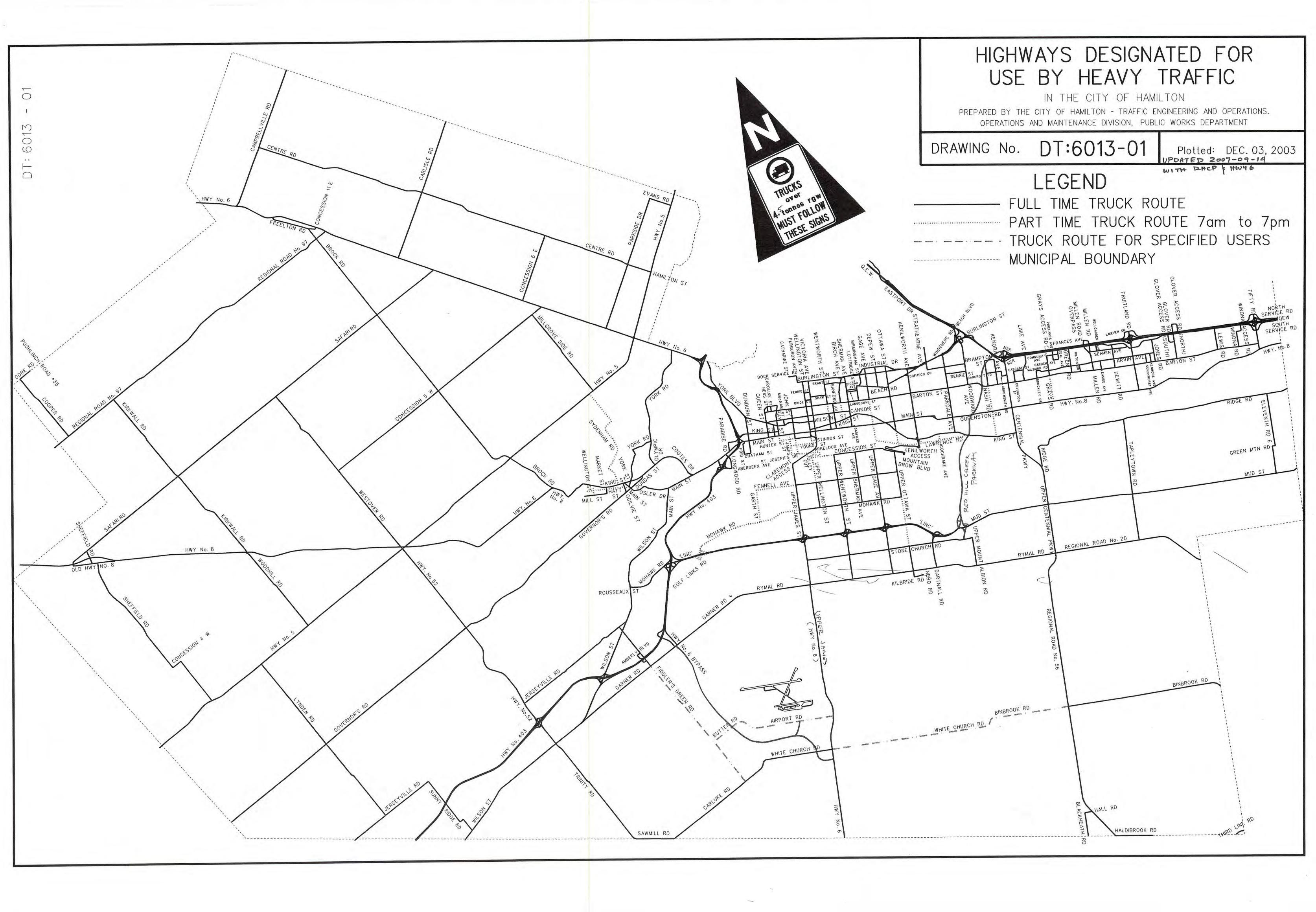
http://www.myhamilton.ca/myhamilton/CityandGovernment/CityDepartments/PublicWork s/TrafficEngineeringAndOperations/TruckRouteStudy.htm

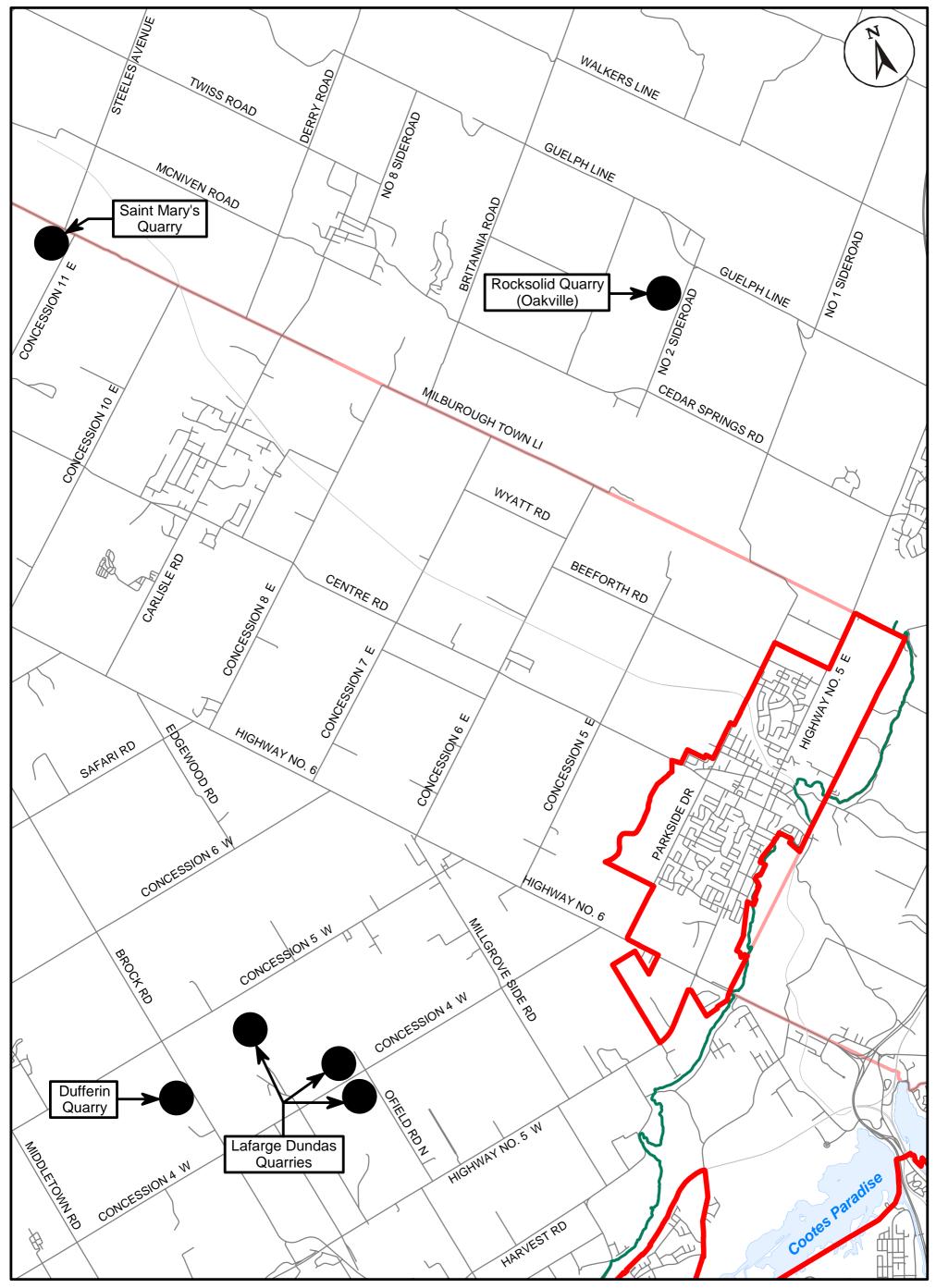
Thank you

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





## **APPENDIX C:**

## Memo: Update to NAC for the Proposed New East-West Corridor – Alternatives Review

### MEMO



TO:	East West Corridor NAC Members	CO
FROM:	Dillon Project Team	
DATE:	October 27, 2008	
SUBJECT:	Update to NAC for the Proposed New East-West Corridor Alternatives Review	_
OUR FILE:	08-9020	

### Introduction

The following provides an update to the consideration of East-West Corridor alternatives regarding the evaluation of "Option 5" and alternative crossings of the Centre Road Woodlot ESA/PSW. The information provided in this memo serves as an update to the information presented on these issues at the last Public Information Centre PIC held in June 2008.

### **Option 4 vs. 5 Alignment Review**

#### Background

Option 4 (that includes the widening of Parkside Drive. from west of Grindstone Creek to east of Robson Road) was previously selected over the Option 5 (that stays north of Parkside Drive.) as the preferred route in the evaluations that were undertaken in preparing the Waterdown Transportation Master Plan (TMP), fulfilling Phase 1 and 2 requirements of the Class EA process. As a result of concerns expressed by the local community (Parkside Drive residents) at the end of Phase 2, the Project Partners agreed to review the feasibility of alternative routes including "Option 5". The preliminary results of this review were presented at the June 2008 NAC meetings and confirmed Option 4 as the preferred alternative. At that meeting an additional alternative ('Sawtooth'') was brought forward which was originally developed during the previous Stantec Study (1999). It was agreed that documentation of a review of the "Sawtooth" alternative that curves around the Opta building on the north side would be completed and provided to the NAC. A plan showing the original "Sawtooth" alternative was prepared and displayed at the June Public Information Centres.

The following details the results of the further evaluation including consideration of the "Sawtooth" option and the originally preferred Option 4.

An alternative road alignment to those originally considered by the Project Partners for the new East-West Road was first presented by a Parkside Drive community representative to the City of Hamilton in a December 14/05 memo and was discussed with the City in a meeting with residents on December 16/05. A second written submission was made on a February 1/06 from the Parkside Drive East Citizens Group that outlined an alternative alignment (Option 5). These materials are attached.

The alignment submitted by the residents in the December 14/05 memo (presented as a "zone" on an air photo) encompasses the Connon Nursery and Opta Minerals properties. The "Option 5" route in the map that was attached to the residents' February 1/06 memo (which was very conceptual), shows a different, more northern alignment than that suggested in the December 14/05 memo. On this map a hand drawn route for "Option 5" appears to follow the northern, original Option 1 route to just east of Robson Road where it then drops south to pass along the east side of the Up-Country development lands. In the area east of Robson Road, where the routes of Option 1 and the original community suggested route differ, the effects of both routes are similar as they both largely extend through agricultural land located south of the Waterdown North Wetland ESA (the exception is a southern extension of the ESA just east of Robson Road which both routes pass through).

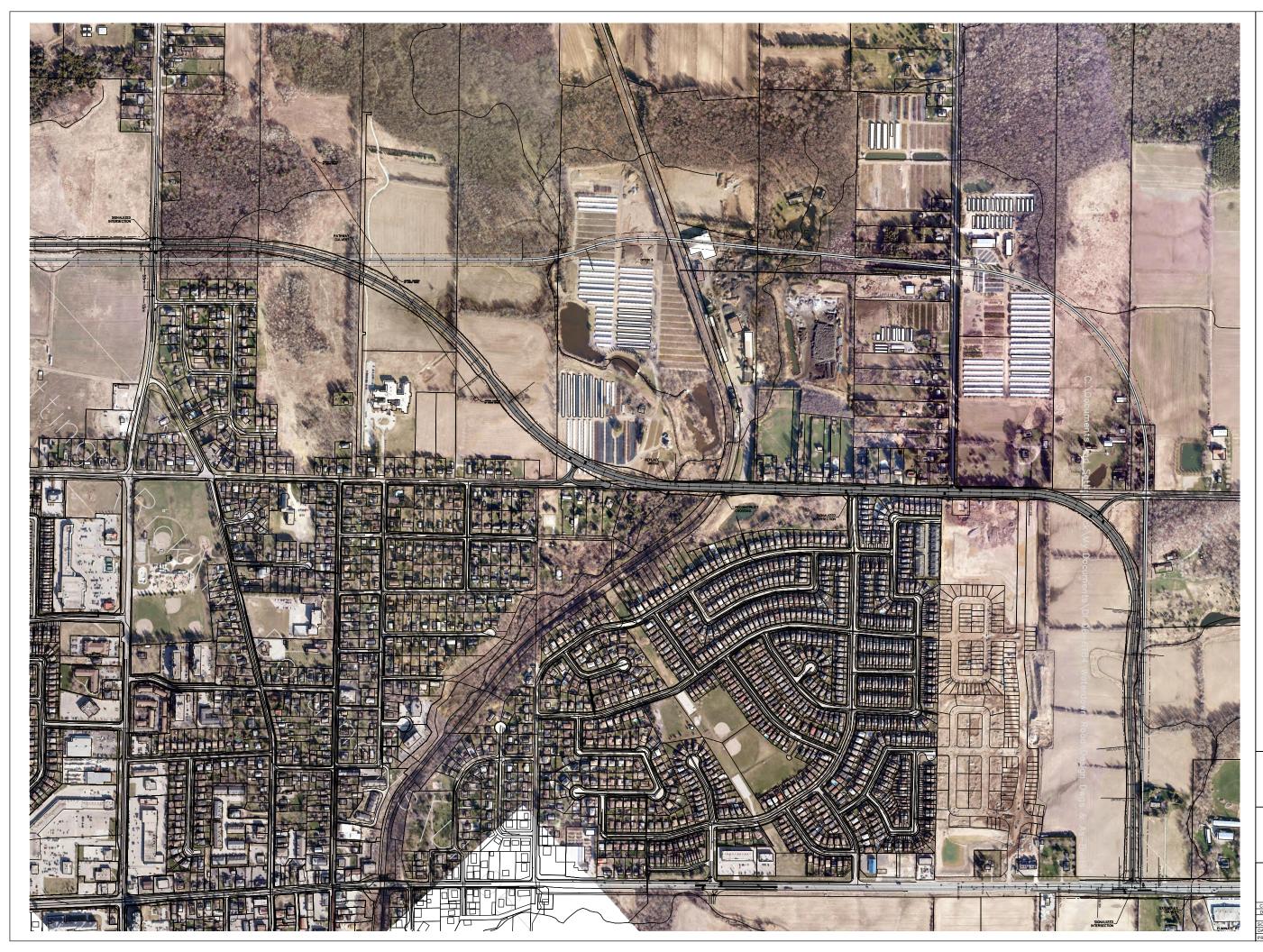
The February 1/06 route alternative presented by the residents differs little from Option 1 that was evaluated in the TMP (it incurs all of the same impacts to the PSW/ESA lands that Option 1 does west of Robson Road and passes through similar agricultural land east of Robson Road). This suggested northern option was not re-evaluated by the project partners as it was very similar to Option 1. Also, had Option 1 been selected as preferred, it would be subject to the same evaluation to confirm the alignment to connect the new East-West Road with Dundas Street which the preferred Option 4 was subject to (this is how the route for the extension through the Up-Country development lands was finalized, even through the original connector road route was along Kerns Road.) This is documented in the Phase 2 TMP Report.

Recognizing the above, the Project Partners adjusted the alignment of the alternative route presented to them by the residents so that it served as a fundamentally different alternative to Option 1, which was already considered in the route evaluation and not selected as preferred, as documented in the TMP Report. The Parkside Drive Community indicated verbally that their suggested route was conceptual and they expected that the project team would be able to improve it through further analysis. This was done. The alternative alignment (identified as "Option 5") that the Project Partners developed, largely avoids the PSW/ESA lands, but needed to pass through the business properties of OPTA Minerals and Connon Nurseries. The routing of the Project Team's proposed Option 5 was optimized as much as possible with the input from both of these business owners. Meetings were held with them to help determine the routing for the road.

**Figure 1** shows the "Option 5" route that was evaluated by the project partners as documented in the TMP Report and, again, reevaluated in Phase 3, as documented below.

#### **Option 5 Evaluation Results**

The Option 5 alignment, as refined by the Project Partners, was assessed and compared against Option 4 (Parkside Drive widening). As part of the assessment work, Economic Impact and Property Value Consultants was hired to determine the impacts and costs to property and businesses from the alignments. This information was considered in the evaluation. As well, more detailed road construction costing was undertaken to better reflect the costs of both Option 4 and 5. **Table 1** presents the results of the comparative evaluation. The same evaluation criteria as followed in the Phase 2 TMP were used.





# PRELIMINARY

#### Data Sources

Data provided by the Regional Municipality of Halton - Planning and Transportation Services

100 200 300

Hamilton Public Works

### Halton

**OPTION 5 ASSESSMENT** 



NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET

HECKED BY: --ESIGN BY: --DRAWN BY: --JALE: --ATE: April 10, 2008
DIFCT No. 08 9020

FIGURE 1

Table 1         New East-West Road - Option 4 vs. 5 Review         Tradeoffs Summary							
Criteria Group	Criteria	Option 4	Option 5	Tradeoff Summary			
	Potential for impact on residents	Approximately 30 residents either front or back directly onto the section of Parkside Drive to be widened. Property from about 15 residences along north side will be required (about 3 m of frontage depending on the property). Potential for increased noise and air quality effects (over future baseline) to 30 residences.	2 residences on Robson Road would be in close proximity to new roadway. One residence removed (at Parkside Drive.). Increased traffic on Robson Road as a result of the new roadway would increase the potential for noise and air quality effects (about 12 residences).	<b>Option 5 preferred</b> as it would result in fewer people being disrupted by new roadway widening. Traffic/truck volumes on Parkside Drive could be less than under Option 4.			
Social Environment	Potential for community character impacts	Rural character of Parkside Drive to be altered by development of a 4-lane urban cross section roadway. Proper road design and streetscaping initiatives can address the changes. Road likely to be urbanized in the future in any event.	Potential for a change in character of a portion of Robson Road as a result of new intersection that would need to be constructed.	<b>Option 5 slightly preferred</b> as change in community character to be less than for Option 4.			
	Potential for impact on community/recreation features	No impacts to existing features.	No impacts to existing features. Option 5 passes through floodplain lands that local residents have suggested could be enhanced for parkland. There is a surplus of parkland in Ward 15. The City has no need or resources for additional parkland in this area.	No preference			

Table 1 New East-West Road - Option 4 vs. 5 Review Tradeoffs Summary						
Criteria Group	Criteria	Option 4	Option 5	Tradeoff Summary		
Natural Environment	Potential for impact on terrestrial features	Limited amount of hedgerow habitat to be removed at western end (2 crossings of hedgerows).	Route crosses 1-2 sections of the Waterdown North Wetlands ESA (one of these crossings includes a PSW). Would result in removal of habitat and fragmentation of habitat. Conservation Halton is not supportive of this option.	<b>Option 4 preferred</b> due to limited natural features to be removed.		
	Potential for Impact on aquatic features	Requires replacement of an existing bridge crossing on the Grindstone Creek	Requires 3 new crossing of Grindstone Creek. Crosses a new, wide area of floodplain. Would require significant channel works associated with two of the crossings. Impacts to fishery habitat likely.	<b>Option 4 preferred</b> as no new water crossings required and less potential floodplain and channel effects.		
Economic Environment	Potential for impact on business enterprises	Some effects to Connon Nursery property (south end) on Parkside Drive.	Impacts to Connon Nursery properties (north end of Parkside Drive property and Robson Road. property). Will require relocation of Opta Minerals. Opta has voiced objection to the route. Would result in the loss of a local employer. Option 5 may improve access to the Connon property on Robson Road.	<b>Option 4 preferred</b> due to less business impacts – principally the .removal of the Opta Minerals facility. Impacts to the Connon nurseries operations are not considered significant with either option. Note that costs for property acquisition are included in the Cost criteria group.		
	Potential for impact on future land use	Option 4 does not affect any designated development lands.	Option 5 does not affect any designated development lands. Option 5 passes through Greenbelt Lands. This option does not support the City's GRIDS policies of nodal development and making use of existing infrastructure. Extending the road north could also increase pressure to develop lands between Parkside Drive and the Option 5 alignment.	Option 4 Preferred		

Table 1 New East-West Road - Option 4 vs. 5 Review Tradeoffs Summary							
Criteria GroupCriteriaOption 4Option 5Tradeoff Summary							
	Potential for impact on agricultural land	Less agricultural land impacted. Loss of agricultural designated land at west end (as road travels south to Parkside Drive.). Long term intent of this land is for parkland.	Greater amount of agricultural land affected. Agricultural designated land located west of rail tracks and east of Robson Road would be removed.	<b>Option 4 preferred</b> as less agricultural land removed			
Cost	Capital Cost (\$)	Business impacts and land: \$613K to \$853 K Residential Land: \$400 K Road Construction: \$11.4 M Approx Total Cost: \$12.6 M	Land and business impacts: \$12.3 M to \$20.3 M Road Construction: \$11.7 M Approx Total Cost: \$24 M to \$32 M	<b>Option 4 preferred</b> due to lower cost. (\$11.4 M to \$19.4 M less)			

#### Costing Notes:

1) Option 4 costs include full reconstruction of a 4-lane roadway for the section along Parkside Drive. Planned resurfacing costs for Parkside Drive. have not been deducted from these costs (this would reduce the Option 4 road construction costs).

2) Potential land remediation costs on Opta Minerals property are not included. There is potential for soil contamination at Opta Minerals property due to historical and present industrial activity. A Phase 2 Environmental Site Assessment will be required to determine the nature and extent of contamination.

3) Cost variation between the low and high estimate for Option 5 due to: potential Opta Minerals relocation costs associated with fugitive dust abatement at new site, loss of supplier relationship, loss of railroad access.

4) Some cost off-set is possible if property can be severed and resold – cost off-set would depend on extent of remediation required & land use options

5) Development charges expected to cover the costs of the 2 new road lanes associated with Option 4. The remainder (including the reconstruction costs of the existing 2 lanes along Parkside Drive) to be covered by general tax levy. The additional costs associated with Option 5 would also need to be covered by general tax levy.

Transportation	Change in traffic capacity	Both road alignments can address capacity requirements. Residents have suggested that Option 4 cannot be expanded further. There has been no need identified to expand the road beyond the lanes identified.	Both road alignments can address capacity requirements. Option 5 better addresses through traffic volumes due to less entrances along the roadway.	Option 5 is preferred
	Traffic/Public Safety	Higher volumes of pedestrians and entrances along Parkside Drive so less preferred with respect to safety. Truck traffic safety concerns of local community.	Low safety concerns due to expected low volumes of pedestrian traffic/ fewer entrances.	Option 5 is preferred

Option 5 was considered preferred with respect to social (less disruption) and transportation considerations (less driveways = better for through traffic). There are, however, several disadvantages associated with Option 5 in comparison to Option 4 including:

- Greater business impacts to Connon Nursery and Opta Minerals significant amounts of land would be needed which would require the relocation of OPTA Minerals
- Greater effects on natural habitat and floodplain (3 additional creek crossings and the need to pass through ESA lands)
- Significantly higher cost
- Loss of land designated for agriculture
- Being located within the Green Belt and on land that is not designated for development

The only distinct disadvantage associated with Option 4 is that it has the potential for greater social impacts than Option 5 including the potential for increased traffic disturbances, safety issues and the removal of some property (frontage strips of land). As well, the residents expressed many concerns regarding the widening of Parkside Drive including the concern that the road would attract more truck traffic (Parkside Drive. is currently designated as a truck route), change the community character, and that the road would offer less transportation service capacity potential (it cannot be expanded further). Further, it was the opinion of the residents that since the MOE Certificate of Approval (CoA) for the Opta Minerals property references that the entrance to Opta Minerals should be changed to a northern road to minimize truck traffic impacts, if developed, is strong reason for the selection of an alternative northern route. The MOE has since indicated that the original Opta CoA reference to an entrance relocation was made under a previous process, when a northern route was proposed as the recommended route (which was never endorsed). It is recognized by the Project Partners that the original CoA did acknowledge that a northern route could reduce truck traffic on Parkside Drive and address potential traffic/social impacts. The potential for reduced truck traffic along Parkside Drive, as a result of a northern route was considered in the evaluation.

It was the opinion of the Project Partners that most of the social concerns raised by the residents regarding the widening of Parkside Drive could be addressed through mitigation and road design elements. Key features of the proposed widened roadway include:

- Roundabouts at each end of the community that will serve as traffic calming measures;
- Narrowed lanes & reduced boulevard widths;
- On-road bicycle lanes;
- Reduced road speeds (posted at 50 km/hr down from current 60 km/hr);
- Sidewalks on both sides of the roadway (currently one side only);
- Streetscaping/ plantings/ street furniture; and
- Street lighting.

These options/treatments will be reviewed with the NAC. The Project Partners are open to other suggestions from the NAC and public regarding the design elements to be incorporated into the roadway improvement plan.

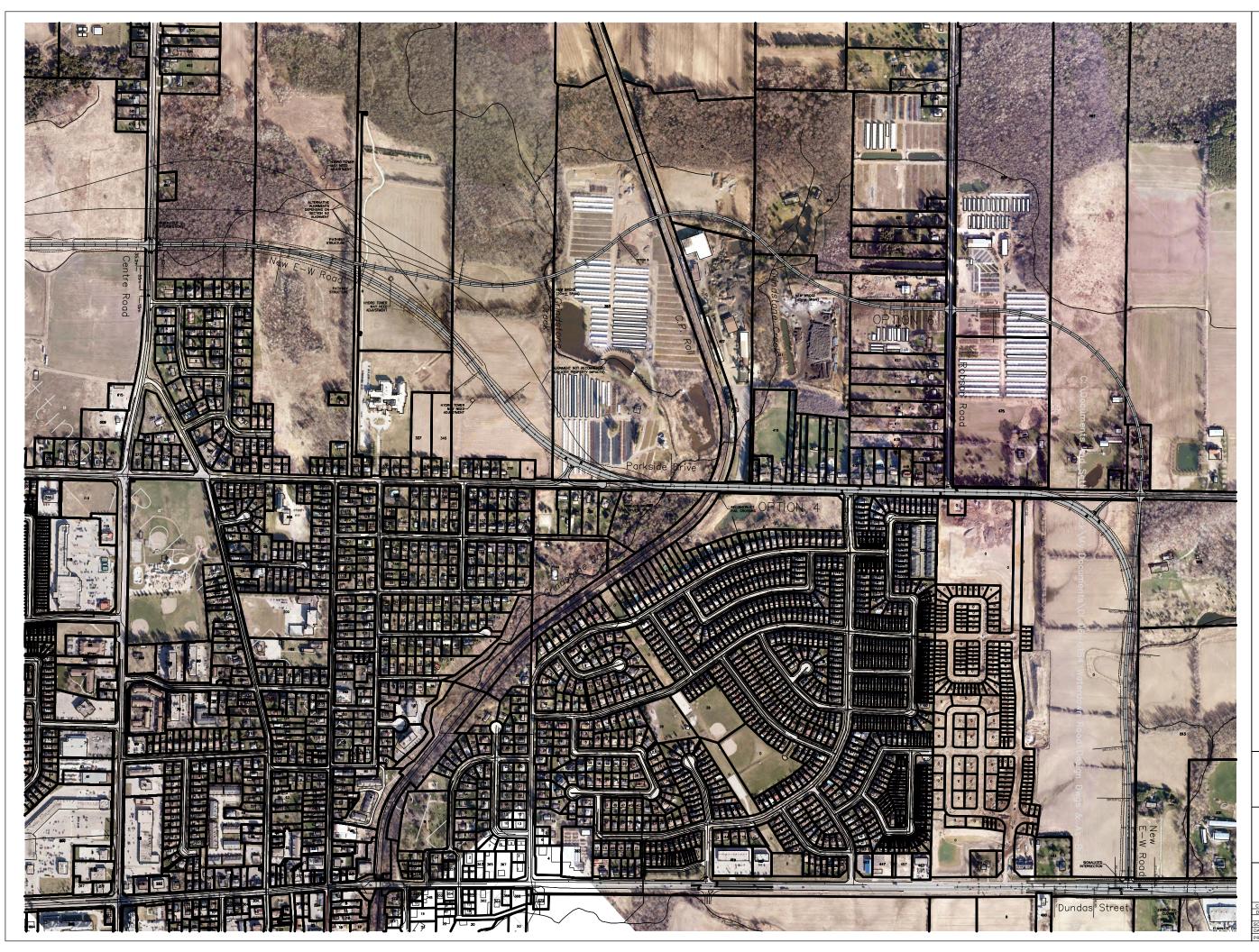
By implementing the above design elements it is expected that concerns regarding public safety and impacts on the character of the area can be mitigated. Regarding traffic related nuisance effects, noise levels were assessed for the future with and without the road improvements in place. Three receptor locations were analyzed along the section of Parkside Drive to be improved. For one receptor (west of the Grindstone Creek crossing), future day time/night time sound levels will decrease with the road widening whereas for the other 2 receptors (one on the north side and one on the south side of Parkside Drive), future noise levels will be about the same after widening

Based on the above, Option 4 (Parkside Drive. widening) has been confirmed as the preferred alternative.

#### Sawtooth Option

Upon reviewing that Option 4 was reconfirmed as the preferred route, the Parkside Drive community suggested another alignment option at the June 2008 NAC meeting that was originally proposed in an earlier study undertaken by Stantec Consultants in 1999. This alignment would involve the roadway wrapping around the north end of the OPTA property. The design developed by Stantec was presented in a very conceptual manner in their report. **Figure 2** illustrates the alignment of this option (based on the Stantec map) that was prepared for this evaluation. Further design modifications would need to be made to make this route acceptable from a traffic operations and road safety perspective. In particular the crossing of the railine would need to be on tangent requiring the straightening of the roadway for approximately 50 m each side of the crossing. Safety concerns exist with this alignment as the existing OPTA building will block rail corridor sight lines from the new roadway for west bound vehicles. The alignment of this option would have to be adjusted which would result in a northerly shift with additional environmental and social concerns.

The "Sawtooth" option was evaluated and compared to Option 4 as presented below in Table 2.





# PRELIMINARY

#### Data Sources

Data provided by the Regional Municipality of Halton - Planning and Transportation Services







#### **OPTION 6**



NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET

HECKED BY: ---JESIGN BY: ---DRAWN BY: ---CALE: ---TTE: April 10, 2008

FIGURE 2

Table 2 – Option 4 vs. "Sawtooth" Option							
Criteria Group	Option 4	Option 5 ('Sawtooth'')					
Social Environment	Potential for disruption effects to about 30 residents. Noise and air quality modeling results show that there will be little difference over future conditions without road widening. It is considered that impacts are not significant and/or can be mitigated.	Direct effects to residential property N/E of Opta. Two residents along Robson Road could be affected and one residence would be displaced (where new road would cross Parkside Drive). Presents opportunity for truck traffic associated with Opta Minerals to use this new northern roadway instead of Parkside Drive. However, this would require significant re-working of the OPTA site layout at considerable cost.					
Natural Environment	Minimal impact on the natural environment. Requires one crossing of Grindstone Creek.	Route crosses sections of the Waterdown North Wetlands ESA (one of these crossings includes a PSW). It is expected that these effects would be greater if the road is moved further north to maintain design/safety standards. The alignment would result in removal of habitat and fragmentation of habitat. Requires 3 new crossings of Grindstone Creek. Conservation Halton is not supportive of a north of Parkside option through this area.					
Economic Environment	Impacts to Connon Nursery property just north of Parkside Drive (west of Grindstone Creek).	Greater impacts to Connon Nursery property although would provide better access to their facility on Robson Road if direct access to the new road is provided. Under the current alignment, it is expected that alterations would be required to Opta Minerals operations under their COA due to the close proximity of the roadway and the potential for air quality effects. Agricultural land would be removed/fragmented east and west of Robson Road.					
Cost	Property and business impact costs would be approximately \$1 M to \$1.2 M	Property and business impact costs would be approximately \$1.3 M to \$1.8 M (does not include potential cost regarding OPTA Mineral operations due to close proximity of the road and the need to relocate their entrance, weigh scale operations and internal site access roads). Considered a more costly option					

Table 2 – Option 4 vs. "Sawtooth" Option						
Criteria Group	Option 4	<b>Option 5 ('Sawtooth'')</b>				
Transportation	Both roads can address capacity requirements. Lower speed facility. Expansion potential more difficult.	Both roads can address capacity requirements. Better addresses through traffic volumes due to fewer driveway entrances and higher posted speeds. Road would be longer so less direct. Has expansion potential (to 6 lanes) should that be required in the future. Rail crossing safety/sight line issues.				

In comparing the options, Option 4 is expected to be less costly, have less economic impacts and would not impact agricultural land. It is also does not extend into the Greenbelt and supports the City's objectives of intensifying existing development areas. Alternatively the Sawtooth option provides better through traffic movement although both options address the required capacity.

The key difference between these options is with respect to the social and natural environment. Option 4 would create traffic proximity effects to approximately 30 residents along Parkside Drive and require additional property strips off of some of the residential lots. The "Sawtooth" option would directly affect 4 properties with the potential for complete buyouts. The effects to the natural environment would involve the clearing of habitat (including some ESA lands) and the need for new creek crossings. There are also the additional disruption effects to adjacent habitat. The Conservation Authority has expressed concerns with the further encroachment of development into this area. It is expected that the effects to the natural environment would intensify from the alignment moving further north to maintain a suitable separation distance from Opta Minerals and to allow for a safe crossing of the rail line (to maintain sight lines).

Alternatively, the advantage of the "Sawtooth" option is that it avoids potential social effects along Parkside Drive (although these are expected to be minimal based on air/noise modeling) and could provide an alternate truck access route for Opta Minerals and have the trucks avoid the requirement to travel along Parkside Drive, although relocating the existing entrance may be difficult.

Traffic operations and safety concerns exist with the "Sawtooth" option due to the curvilinear alignment at the crossing and the restricted sight lines for westbound traffic.

In conclusion, both options have advantages and disadvantages. The disadvantages of the "Sawtooth Option" (greater natural environment, economic, and agricultural effects; traffic safety concerns; greater cost; and some direct residential buyouts) are considered to be more significant than the potential social benefits associated with Option 4 (including a potential reduction in truck traffic). It is further noted that air and noise effects associated with Option 4 will be limited based on modeling work and that other issues can be largely mitigated through road design. As such Option 4 remains as the preferred alternative.

#### Section N2 – Waterdown North/Centre Road Crossing

The following documents the results of the evaluation of the new east-west road alternatives in the vicinity of the Centre Road crossing location.

The new East-West Roadway requires the crossing of the Centre Road Woodlot ESA/PSW that is located on the east side of Centre Road. The crossing of this woodlot cannot be avoided due to the presence of residences both north and south of the woodlot. The original alignment presented in the TMP identified the alignment passing through the southern section of the woodlot relatively close to residents located along the north side of Northlawn Ave. (within the "Hunter Park" Survey). Upon further review of this alignment, it was determined that a further separation distance would be preferred between existing Northlawn Avenue and the new East-West Road to address environmental concerns.

Three route options through the woodlot were developed and presented to the NAC and the public at the PIC in June 2008. It was indicated that the preliminary preferred alternative was the southern alignment. A member of the public suggested at the NAC/PIC meetings that a fourth more northern option be added and it was acknowledged that this would be reviewed.

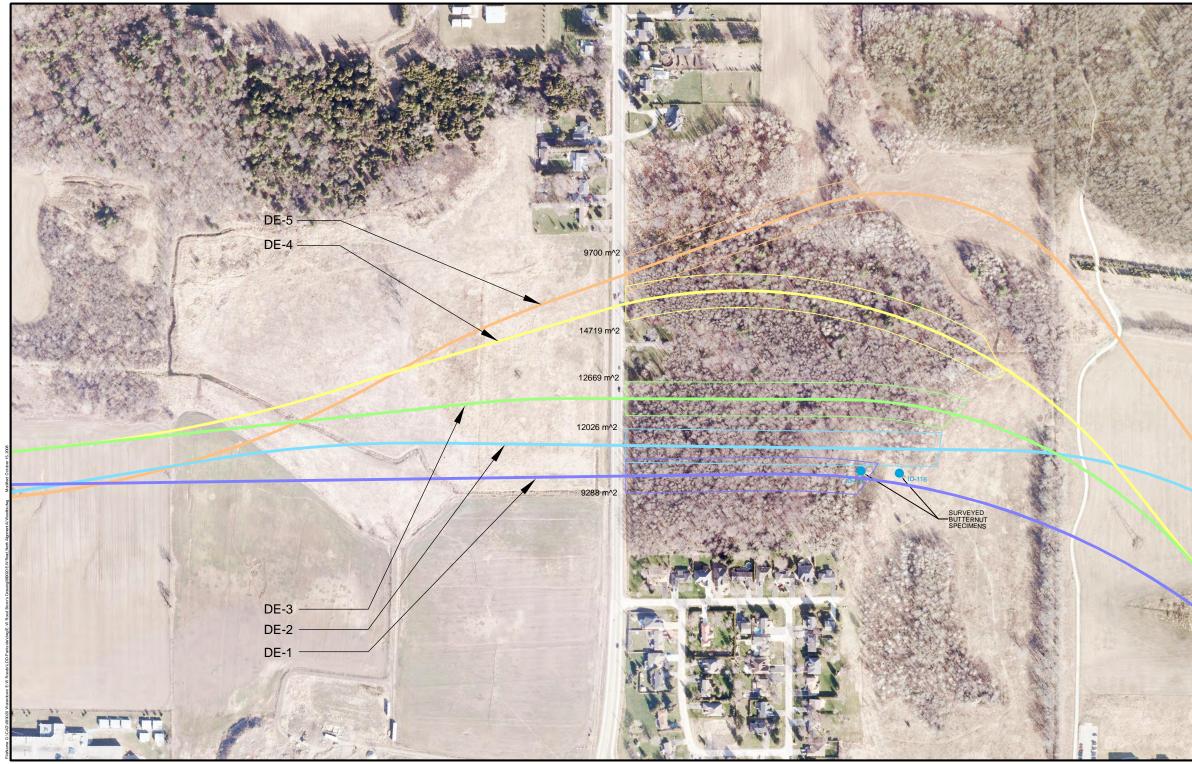
The residents from the Hunter Survey community expressed many concerns associated with a new road through the woodlot and provided a written submission outlining their concerns including:

- That social issues should be considered of highest importance in the evaluation;
- The potential for noise and light pollution;
- Moving the road further north would result in less potential for property value effects;
- That it is their opinion that moving the road to the north end of the woodlot would result in less impacts to the woodlot;
- That a more northern alignment would result in less impacts to Borers Creek;
- That the southern alignment is less preferred from a transportation perspective due to its proximity to Northlawn Ave.

The residents from the Hunter Park Survey also requested that a more northern route be considered. The objective of this alignment would be to minimize the area of woodlot/PSW to be removed. However, in developing a more northern route it is noted that the presence of residents at the north end of the woodlot (west side of Centre Road) restricts how far north the road can be moved. In developing the more northern route, a separation distance of about 60 m was maintained from the centre line of the roadway to the most southern residence at the north end of the woodlot and from the single residence south of the route located on the east side of Centre Road in the middle of the woodlot. **Figure 3** illustrates the alignment alternatives which include: the original alignments presented to the public in June 08 (Alignments DE-1, DE-3, DE-4); Alignment DE-2 which is a revision to DE-1 made to avoid creek impacts and existing Butternut trees (165 m centre line to centre line distance between the new roadway and Northlawn Avenue); and DE-5 which is the new, more northern alignment that was developed as requested by the Northlawn Avenue residents.

Additional information collected as part of this evaluation included a geotechnical review, more detailed vegetation review and noise/air quality assessments. The geotechnical review confirmed that soil conditions in the southern portion of the woodlot appear to be suitable for road construction. Based on an initial survey, the organic soils in the area appear to be of a depth of about 1 m only.

The Hamilton Conservation Authority (HCA) was also consulted. The HCA expressed initial concern regarding the crossing of the woodlot/ESA/PSW. It was explained that to avoid the



	PRELIMINARY
	Data Sources Data provided by the Regional Municipality of Halton - Planning and Transportation Services 0 75 150
All the Art of the Art	
	ALIGNMENT OPTIONS THROUGH CENTRE WOODLOT
	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMEN HWY 6 TO BRANT STREET
	SCALE: FIGURE 3

woodlot would require the removal of residences. The HCA also requested that further field work be conducted to confirm the presence/health of butternut trees in the woodlot. This additional survey work was conducted on September 22, 2008 in the presence of a forester from the Ministry of Natural Resources. The field survey identified one butternut tree (poor condition) and one butternut or possible butternut hybrid (good condition) in proximity to the southern alignment. Comments on the ecology of the woodlot are presented below:

#### Description of the Woodlot/Wetland

The wetland community covers greater than 90% of the woodlot area. This wetland feature has been included into the Logies Creek - Parkside Drive Provincially Significant Wetland (PSW) Complex (Art Timmerman, OMNR, personal communication, September 2008) due to its demonstrated wetland function, proximity (within 750 metres) to existing wetland units in the PSW complex and hydrologic connectivity to these wetland units via a tributary of Borer's Creek.

The Centre Road wetland unit's hydrological function is to retain and convey flow from the catchment area east of Centre Road to a tributary of Borer's Creek. This wetland unit also functions as wildlife habitat for birds, small mammals and a small amphibian population. Further, this feature is used by wildlife as an east-west migratory corridor, connecting wildlife habitat in the northeast to habitat in the northwest.

As noted above, field reconnaissance of this wetland revealed the presence of two butternut trees (*Juglans cinerea*) in the southeast portion of the feature. Butternuts are listed as *Endangered* under the provincial *Endangered Species Act* and federal *Species at Risk Act*. Further, the wetland contains smooth-sheathed sedge (*Carex laevivaginata*), which was observed in the north-central section of this feature and is a regionally rare plant in the Hamilton-region.

In general, the northern portion of the wetland has greater ecological value. The northern section of the wetland is ecologically superior because it contains more vegetative cover (i.e. larger size), has better connectivity to extensive wildlife habitat to the northeast, has more sensitive wetland vegetation communities (i.e. wetland areas with organic soils) and demonstrated fewer signs of anthropogenic (edge) disturbance (i.e. invasive species, dumping, decreased biodiversity, etc.). Another sensitive area is located on the eastern edge of the wetland unit, where two butternut trees were documented.

A tributary that meanders through the wetland and its associated ephemeral pools is also ecologically sensitive as they provide aquatic habitat for breeding amphibians and contributing fish habitat to downstream aquatic resources. This tributary flows from northeast to southwest across the wetland. On the west side of the wetland the tributary flows into a culvert that crosses Centre Road and eventually converges with Borer's Creek west of the site.

#### Evaluation Results

A comparative evaluation of the four options (DE-2, DE-3, DE-4 and DE-5) was undertaken. **Table 3** presents the evaluation results. Note that the option DE-1 was the original southern alignment presented at the June 2008 PIC/NAC meetings and has been modified, as represented now as option DE-2.

In comparing the four road way alternatives through the woodlot, all of the options were considered to be very similar in with respect to the Economic, Cost and Transportation criteria groups (the slight differences among these criteria groups were not considered to be major determinates in the selection process). The greatest difference among the options was with respect to the Natural Environment criteria group. The alignments that run through the middle of the forest

result in the greatest impacts as they remove the largest area of forest and would result in the greatest fragmentation effects. In comparing alignment DE-2 (southern route) to alignment DE-5 (northern route), although alignment DE-5 results in less forest being removed, due to the greater presence of organic soils and resultant species in the area, the forest is considered to be more ecologically sensitive and more vulnerable to disruption. As well, the northern route would create a barrier to the movement of wildlife from the woodlot/PSW to the larger ESA lands to the north. Alignment DE-2 will result in lower disruption effects and result in less fragmentation effects. As such, Alignment DE-2 is considered preferred from a natural environment perspective.

Social concerns have been expressed with a southern alignment by the residents along Northlawn Avenue. The road has been moved another 30 m north than presented at the June 08 PIC to result in a 100 m wide treed buffer area (from the edge of roadway to the back of the residential properties). This wooded area will visually screen the roadway.

Noise and air quality changes were modeled for the southern alignment (DE-2). The noise modeling work has shown that noise levels for residents along Northlawn Avenue would increase for the residence "EW 22" (the house furthest east of Centre Road on the north side of Northlawn Avenue) from a daytime/nighttime leq of 37/31.1 dBA for the year 2021 no-build scenario to a level of 42.6/36.6 dBA for the year 2021 with the new road in place. This represents a 5.5 dBA increase which is considered to be a "noticeable" increase. However, this resultant noise level is still within the range of a quiet residential area and well below the 60 dBA limit that would warrant mitigation. Further, residents along Northlawn Avenue located closer to Centre Road (i.e. further west than receptor EW22) would experience less of an increase due to their higher ambient noise levels. Receptor EW21 which is the closest residence to Centre Road would experience only a 0.3/0.2 dBA increase which is an insignificant increase. To the north of the alignment is a single home which is about 100 m away. For this receptor, the increase in noise level will be about 0.3 dBA which is insignificant. A noise barrier wall will therefore not be required along the southern roadway alternative.

Regarding air quality, the change in air quality parameters for Carbon Monoxide (CO), Nitorgen Oxides (NOx) and Particulate Matter (PM 2.5) were modeled for the same receptors along Northlawn Avenue as noted above. Future 2021 no-build scenarios and future 2021 with the new road in place were modeled and compared. The analysis indicates that there would no change in these parameters for these two receptor locations. For the single residence to the north, the receptor will experience the following increases: CO - 0.2 ppm, NOx - 5 ppb and PM2.5 -0.14 ug/m3. These levels are several magnitudes below MOE criteria and therefore should not be of concern.

Alignment DE-5 is in closer proximity to residents than alignment DE-2 (two residents are within 70 m of the roadway – twice as close as the Northlawn Avenue residences are to Alignment DE-2). As well, the lands between the road and the northern residence are open on the west side of Centre Road. Within 140 m of the Alignment DE-5 there are 4 residences as compared to the nine residences within the same distance of Alignment DE-2. It is expected however, that at least 2-3 residences would be affected by noise, air quality and lighting effects to a higher degree that any residence along Northlawn Avenue due to shorter separation distance and the absence of trees in the buffer area. In comparing the social effects of Alignment DE-2 to Alignment DE-5, Alignment DE-5 is expected to result in greater effects to a smaller number of people. Few social effects are expected to result from Alignment DE-2. The noise and air quality modeling has confirmed this. Overall though, the differences between these options from a social perspective are considered to be small.

In summary, in comparing the natural environment and social effects of DE-2 versus DE-5, the DE-5 alignment can be argued to have greater natural environment effects, similar social effects, greater area of agriculture removed and greater effects on the proposed Joe Sams parkland expansion. As such, Alignment DE-2 is recommended as the preferred alignment.

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5		
Social Environment	Potential for impact on	Number of residences displaced	None	None	None	None		
	residents	Amount of residential property removed (ha)	None	None	None	None		
		Change in access to residential property	None affected	None affected	None affected	None affected		
		Potential for change in air quality	Closest residences (along north side of Northlawn Ave.) to the alignment are about 140 m away (from road centre line to building). Minimal changes to air quality expected due to presence of a large treed buffer area – about 100 m wide) Based on air quality modeling work conducted for this alignment, air emissions increases for the residents along Northlawn Ave. will be essentially zero (in comparing the future 2021 no-build and	The closest residence is about 55 m from road centre line which could experience air quality effects. For the residents along Northlawn Ave. (about 190 m from centre line) air emissions are expected to be well below MOE criteria.	For the residents along Northlawn Ave. (about 290 m away) air emissions are expected to be well below MOE criteria. There is also a residence about 40 m (from centre line) to the south which could experience air quality effects. The closest residence to the north of the alignment is about 100 m away. Changes to air quality are not expected given the large separation distance.	Roadway is about 70 m away (from centre line) from the residence to the north and south. There exists the potential for some increase in air emissions for this receptor.		

Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5	
Social Environment (continued)	Potential for impact on residents (continued)		build scenarios). The single residence to the north of the alignment (about 100 m away), would experience minimal air emission increases which are several magnitudes below MOE criteria.				
		Potential for change in noise levels	Closest residences (along north side of Northlawn Ave.) to the alignment are about 140 m away (from road centre line to building). Minimal changes to noise expected due to presence of a large treed buffer area. – about 100 m wide) Based on the noise modeling work undertaken for this alignment, residences along the north side of Northlawn Ave will, depending on their proximity to Centre Road, experience a "noticeable" to "insignificant" increase	The closest residence is about 55 m from road centre line which could experience increased noise effects. For the residents along Northlawn Ave. (about 190 m from centre line) noise levels are expected to be well below MOE criteria.	For the residents along Northlawn Ave. (about 290 m away) noise levels are expected to be well below MOE criteria. There is also a residence about 40 m (from centre line) to the south away which could experience increased noise effects. The closest residence to the north of the alignment is about 100 m away. Changes to noise levels are possible as there are no trees on the west side of Centre Road to attenuate the noise levels.	Roadway is about 70 m away (from centre line) from the residence to the north and south. Changes to noise levels are possible as there are no trees on the west side of Centre Road to attenuate the noise levels.	

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5		
Social Environment (continued)	Potential for impact on residents (continued)	Potential for change in noise levels (continued)	in noise levels. The residence further from Centre Road (with the lowest background ambient sound level) is predicted to experience up to a 5.5 dBA increase. However, as the total sound level is still considered to be within the limits of a quiet residential area, the levels are within MOE criteria and no mitigation is warranted.					
		Potential for light pollution	Effects from intersection lighting to the Northlawn Ave residents expected to be minimal due to approximate 100 m treed buffer area.	Potential for effects from intersection lighting to one residence.	Potential for effects from intersection lighting to one residence.	Potential for effects from intersection lighting to at least one residence north of roadway on east side of Centre Road.		
		Potential for impact to wells and septic tanks	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences		
		Potential for traffic infiltration to existing residential areas and resulting effects	None	None	None	None		

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5		
Social Environment (continued)	Potential for community character impacts/ change in views	Opportunity to enhance character of community	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.		
		Potential for negative change to community character and views in the area	Minimal effects as the roadway will be screened from views/is well removed from existing residences due to the woodlot.	Minimal effects as the roadway will be screened from views/well removed from existing residences due to the woodlot.	Roadway will be visible by at least one residence to the north (on west side of Centre Road.). Potential for change in character of the area.	Roadway will be visible by at least one residence to the north (on west side of Centre Road.). Potential for change in character of the area.		
		Removal of community/ recreation property	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.		
	Potential for impact on community/ recreation		Least amount of land removed that is proposed for the park.	A greater area of proposed parkland land would be removed than Option DE- 2	A greater area of proposed parkland land would be removed than Option DE- 2	Greatest area of proposed parkland removed and would be the most disruptive to the current proposed park plan.		
	features	Disruption to use of community/recreatio n property	Cuts through lands proposed for Joe Sams Park expansion.	Cuts through lands proposed for Joe Sams Park expansion.	Cuts through lands proposed for Joe Sams Park expansion.	This alignment is considered to be more disruptive to future park users due to the longer length that cut through the proposed park lands.		

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary					
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5
Social Environment (continued)	Potential for effects on historical features	Potential for removal of heritage/archaeologi cal features	Equal potential	Equal potential	Equal potential	Equal potential
Natural Environment	Potential for impact on terrestrial features	Amount, nature and significance of natural habitat removed	Lowest amount of forest removed of the three southern alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE-4. The field survey identified one butternut tree (poor condition) and one butter nut/butter nut hybrid (good condition) in proximity to the alignment. The trees have been avoided and would be unaffected by the roadway.	Slightly higher amount of forest removed than Option DE-2. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE-4. No butternut trees are near this alignment.	Largest amount of forest removed of four alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE-4. No butternut trees are near this alignment.	Least amount of forest removed. However, the swamp community in this area is considered to be more ecologically sensitive than the other three alignments. Greater amount of organic soils encountered in this area. No butternut trees are near this alignment.
		Number of significant trees	Not applicable	Not applicable	Not applicable	Not applicable

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary					
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5
Natural		along existing roadway removed				
Environment (continued)		Potential for effects to adjacent habitat	Second lowest length of new edge created. A series of culverts can be installed along the road to permit the flow of water under the roadway so as to prevent the drying of soil/effects on trees.	Intermediate due to intermediate linear length of new edge created.	Highest due to longest linear length of new edge created.	Although this route has less length through the forest (280 m vs. 330 m for Route DE-2), the adjacent habitat is considered to be more ecologically sensitive/ vulnerable to disruption.
		Fragmentation of natural areas	Lowest fragmentation as it leaves the largest undisturbed forest block (to the north of the road)	Highest fragmentation impact as the larger sized remnant forest is smaller than the larger sized remnant forest for Options DE-2 and DE-5.	Highest fragmentation impact as the larger sized remnant forest is smaller than the larger sized remnant forest for Options DE-2 and DE-5.	Lowest fragmentation as it leaves the largest undisturbed forest block (to the south of the road)
		Effect on terrestrial corridor connectivity / linkages	Creates a barrier to the smallest area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates a barrier to the intermediate sized area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates a barrier to the largest area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates less barrier effect impacts within woodlot but will create a significant barrier to the migration of wildlife from the woodlot/PSW to the ESA lands to the northeast. The road will isolate the woodlot from the much larger Waterdown North Wetlands ESA lands.

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary						
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5	
Natural Environment (continued)		Opportunity to enhance degraded natural areas (terrestrial and aquatic)	Similar for all alignments.	Similar for all alignments.	Similar for all alignments.	Similar for all alignments.	
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/re moved	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)	
Economic Environment	Potential for impact on business	Area of commercial properties required (ha)	None	None	None	None	
		Potential for change to property values	None	None	None	None	
	enterprises	Potential for change (disruption or enhancement) to business operations	None	None	None	None	
	Potential for impact on residential property value	Potential for change to property values	Property value effects to Northlawn Ave residents are not expected due to the 100m wide treed buffer area that would be maintained.	Potential for property value effects to one residence that would be about 55 m away.	Potential for property value effects to one residence that would be about 40 m away.	Potential for property value effects to residence to the north end of the roadway – closest is about 70m away (no treed buffer area exists on the west side of Centre Road. to screen the roadway).	

	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary						
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5	
Economic Environment	Potential for impact on future land use	Compatibility with future land use plans	None of the options have effects on future development plans.	None of the options have effects on future development plans.	None of the options have effects on future development plans.	None of the options have effects on future development plans.	
(continued)	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	Alignments DE-2 and DE- 3 pass through the least amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-2 and DE- 3 pass through the least amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-4 and DE- 5 pass through a greater amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-4 and DE-5 pass through a greater amount of vacant lands (west of Centre Road) that may be used for agriculture.	
Cost	Capital Cost (million \$)	Estimated capital cost (including land acquisition)	Alignments DE-2 and DE- 3 present the most direct routes resulting in least road length and least cost.	Alignments DE-2 and DE- 3 present the most direct routes resulting in least road length and least cost.	Alignments DE-3 and DE- 4 are less direct and longer and would result in higher costs.	Alignments DE-3 and DE-4 are less direct and longer and would result in higher costs.	
	Operation and Maintenance Cost (million \$)	Relative maintenance costs as reflected by road length and design features	All options have similar operating costs	All options have similar operating costs	All options have similar operating costs	All options have similar operating costs	
Transportation	Change in traffic operations, delay and capacity	Potential to increase level of traffic service	All alignments address traffic capacity needs. The more southern alignments would have a shorter distance and are more direct.	All alignments address traffic capacity needs. The more southern alignments would have a shorter distance and are more direct.	All alignments address traffic capacity needs. The more northern alignments have a longer distance and are less direct.	All alignments address traffic capacity needs. The more northern alignments have a longer distance and are less direct.	
	capacity	Ability to accommodate local	All alignments can address local and through traffic	All alignments can address local and through traffic	All alignments can address local and through traffic	All alignments can address local and through traffic	

	Table 3         New East-West Road/Centre Road Woodlot Evaluation         Tradeoffs Summary					
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	<b>Option DE-4</b>	Option DE-5
		and through traffic	needs.	needs.	needs.	needs.
	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	NA	NA	NA	NA
	Opportunity to support transit use, pedestrians and cycling	Extent that alternative supports/promotes transit use, pedestrians and cycling	All alignments are supportive of alternate modes of transportation.			

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### Attachments

اف ممبع	ee attached jpegether questions	1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1976 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 - 1977 -	Page 1
From: To: "Tanner, Mai Date: Subject:	"Head, Andrew" <ahead@hamilton.ca> "Alvaro Almuina" <aalmuina@dillon.ca>, "Cl y Lou" <mtanner@hamilton.ca> December 14, 2005 12:53:04 PM FW: see attached jpeg; other questions</mtanner@hamilton.ca></aalmuina@dillon.ca></ahead@hamilton.ca>	Azton audio Covelli" <ccovelli@dille< th=""><th>ALA on.ca&gt;,</th></ccovelli@dille<>	ALA on.ca>,
Latest sketch			
Original   From:	Message		

Sent: Wednesday, December 14, 2005 9:28 AM To: Head, Andrew

Subject: see alfached jpeg; other questions

Dear Andrew,

Please find the attached sketch of a modified Dillon EW5 route. Please share this with your consultants and staff prior to discussions with us on Friday.

We have some specific questions and suggestions regarding many areas within

the route. We will bring with us on Friday, close-ups of some specific areas to better identify industrial areas which could be rehabilitated by a

roadway. In addition, we have suggestions in which the city could further

develop the residential tax base and make the ROI on a northern road greater

without affecting ESAs.

One other question,

We would like to know how residents and business owners of Parkside Dr.,

near Hwy 6, would have access to a northern road Hwy 6 intersection, should

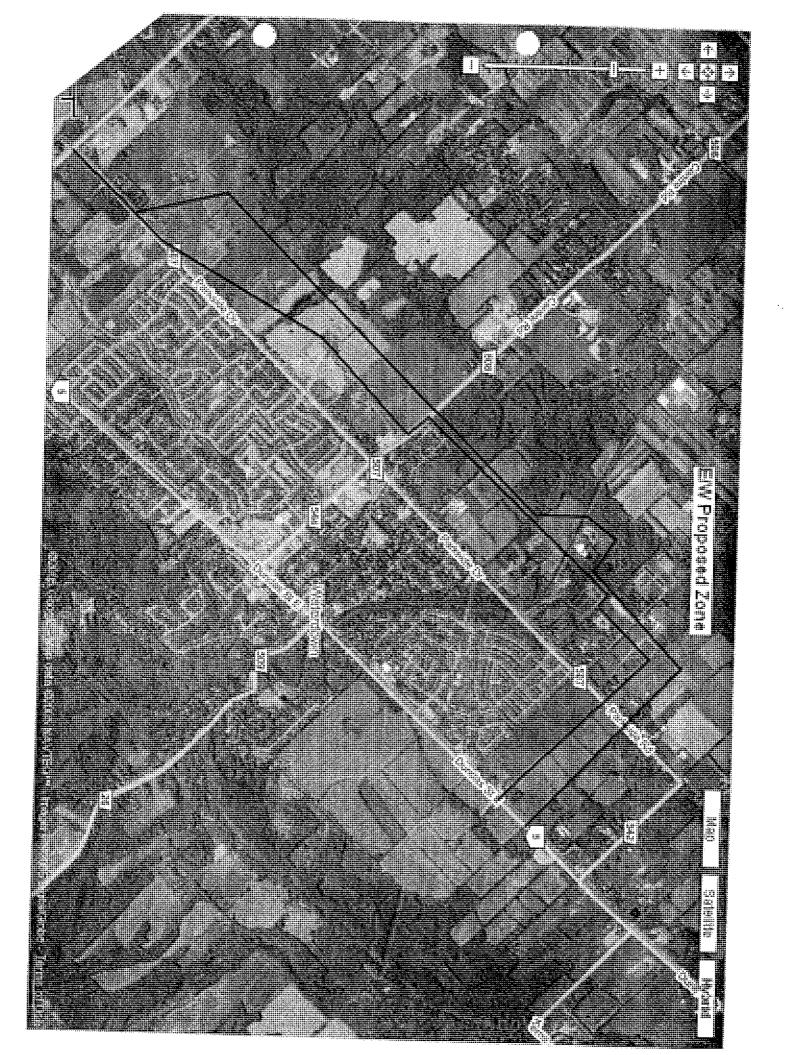
the intersection at Parkside Dr and Hwy 6 be closed. If you could bring

some plans to show us that, we would appreciate it.

Please let me know if you will have a laptop with PowerPoint available.

can bring our visual files on a data stick.

Thanks,



### Petition to Object to Parkside Drive Expansion in NE Waterdown (Dillon Option 4)

To recommend a modified Dillon Option 1 route called Option 5 or; to find a new East West route with involvement of a new SAC composed of stakeholders who live or work along affected routes.

- <u>To:</u> Mayor Dilanni; Margaret McCarthy, Hamilton City Council, Hamilton Public Works Dept: Andrew Head, Mary Lou Tanner
- From: Parkside Dr. East Citizens Group (Signed by 100 residents who live directly along Parkside Dr. East where the Option 4: 4 lane roadway is proposed) and industrial landowners of NW Parkside Dr.)
- Date Feb 1, 2006

We, the concerned residents who reside along or near the Northeastern section of Parkside Dr. in Waterdown, as well as the landowners along the Northwestern section of Parkside Dr., are objecting to the latest proposal by the City for the preferred East/West bypass route (Dillon Transportation Study Option 4).

#### Traffic volumes are already unacceptable in our neighbourhood.

This proposal will seriously and negatively impact the quality of life of our residential area. Approximately 35 of our homes, along Parkside Dr., would be directly affected by an expanded roadway, which is expected to more than double traffic volumes. (Double the current 500-600 vehicles per peak hour measured by the Dillon study in 2002). The proposed Parkside Dr. road expansion would increase the road size from two to four lanes. Along with the urban development, traffic volumes will triple.

## We have presented an Option 5 to the Public Works Department which has less natural environmental impact.

The increased traffic volume expected on Parkside Dr., due to an ever-growing bottleneck on Dundas St., and to the residential development of Waterdown North, UpCountry Estates and Waterdown South, will bring unacceptable levels of noise, pollution, and safety risks to our peaceful neighbourhood. Other viable and less expensive options were offered in the Dillon Study. We have submitted a modified Option 1 to the City for consideration that we have renamed as Option 5. Option 5 would have significantly less effects on the environment than the previous Option 1.

#### Immediate improvements to Dundas St. are necessary.

Our group is also of the opinion that the existing road infrastructure has not been addressed. There are already major traffic problems in town including the bottleneck on Dundas Street and the unsafe conditions on Hamilton Street that will only be made worse with the development of 6500 new homes; not to mention the additional traffic which will result from 2 major Big Box Retail centers and the development of existing Industrial zoned lands that will employ hundreds of people. Not only did the study not take these last two factors into consideration but also it did not study the impact of the additional traffic, which will result from commuters driving through our town from growing surrounding communities. In short, adjustments to Dundas Street and Hamilton Street need to be dealt with constructively, in conjunction with our option 5 that our group presented to the Public Works Department on December 16th, 2005.

#### Citizens of our neighbourhood were not included in the Stakeholders Advisory Committee.

We believe that the Dillon Option 4 study underestimated the social value of our neighbourhood and the impact a major roadway would have on our quality of life. The study's Stakeholder Advisory Committee (SAC) did not include any members from our neighbourhood that we know of; which suggests that the early stages and findings of the study would be biased. The stakeholder committee, which consisted of 50 % of Burlington residents and associations, should not have been used in the process of determining EA factors and weightings for an East West Waterdown Transportation Route. This apparent bias has led, of course, to a roadway in which no one from our community had a chance in the early stages to represent valid issues and perspectives regarding our neighbourhood. We do not understand how elected representatives and other professionals could forget to include individuals from our community when it was clear early on to them that a roadway could go through our area. If we had been present, other Waterdown area stakeholders may have been more willing to contribute changes to their neighbourhood as well (i.e. improvements to traffic flows along Dundas St. that would reduce traffic volumes on Parkside Dr.). Presently, our neighbourhood has been selected to bare the brunt of the sacrifice in order that the future citizens of Waterdown North have easier access to the eastern side of Hwy 5.

#### <u>A New Stakeholders Advisory Committee, that does not include Burlington citizens, should</u> be formed to develop proposals and solutions for an East West Waterdown Route.

We believe that a new Stakeholder's Committee should be formed that is represented primarily by residents and stakeholders along Parkside Dr. and Dundas St. It is obvious to us that measures can be taken on both Dundas St. and Parkside Dr. in order to improve traffic flows. Membership should consist of individuals from the respective street areas that might be considered for road expansion. All of Parkside Dr. should be represented with at least 3 people from Parkside West, 3 people from Parkside Center, and 3 people from Parkside East. No one from Burlington should be a part of this Stakeholder's Committee. We believe that residents from our area can work out, with the Public Works Dept, a route that everyone can accommodate.

We, as citizens of Hamilton and neighbours of this Parkside Dr. Area, prefer a section of the Dillon Option 1 (now called by us as Option 5) that runs north of our community on Parkside Dr. The Dillon report determined that Option 1 is the least expensive of all route options and scored  $2^{nd}$  on the initial Environmental Assessment of the original four Dillon options. The City has

advised us that it will assess Option 5. Option 5 has less impact on cost and the natural environment than the original Option 1 design. It would not destroy any wetlands. Option 5 is also much farther away from Lake Medad, which was a concern of the Option 1 route.

We believe that Option 5, as well as a smaller scale Dundas St. lane adjustment, has not been given enough consideration due to the natural environment assumptions, and concern for the downtown business owners. At present, the business owners on Dundas St. have not contributed any territory or parking spaces towards a solution. It is conceivable that the permanent parking now available could be rebuilt to accommodate rush-hour traffic lanes. Rush-hour traffic lanes are an important solution in other parts of Hamilton but have not been proposed in Waterdown.

From the natural environment perspective, Flamborough already has many roads that transect or travel along the edge of natural areas including wetlands. We have not observed or heard of any serious damage or environmental disasters as a result of any of the current roads. We believe a short section of new road (Option 5) can be built that maintains the integrity of the natural environment north of Parkside Dr and that can mitigate the concerns of Halton Conservation Authority. Option 5 would have far less environmental impact than recent projects undertaken by the City such as the Red Hill Expressway or the new Hamilton Airport Roadway. Option 5 would maintain our lovely neighbourhood and even help to reduce traffic on Parkside Dr. It would also provide a desperately needed 3<sup>rd</sup> east/west transportation road for a growing Waterdown. An additional benefit of our Option 5 recommendation is that it would avoid the traffic disruptions during a major rebuild of Parkside Dr. A major disruption on Parkside Dr. for an extended period of time, perhaps 1-2 years, would cause extraordinary traffic congestion. This disruption can be largely avoided by building an all-northern east/west route.

Two previous studies in 1989 and 1998 concluded that the optimal route would be located north of Parkside Drive. These studies were commissioned by the former Town of Flamborough and relied heavily on public input and scrutiny to determine the optimal route. This optimal route was known at the time as E/W-5 modified.

#### Summary:

It is for the following reasons we do not support the current proposed preferred solution:

- The South Flamborough Transportation study initiated in 1989 recommend a proper bypass. The study concluded, "that this new facility is key to the provision of acceptable transportation services in the South Flamborough area."
- <u>The Aldershot-Waterdown Master EA transportation study in 1998 also dismissed</u> <u>the use of Parkside Drive as a viable option.</u>
- Two previous studies provided a network for non-Waterdown destined traffic to bypass the town. The Dillon Option 4 is a contradiction to previous study findings in that it funnels all traffic right into Waterdown along Parkside Dr.
- Option 5, proposed by our neighbourhood, is the best solution for all residents along Parkside Dr.

2) Safety & Health Concerns:

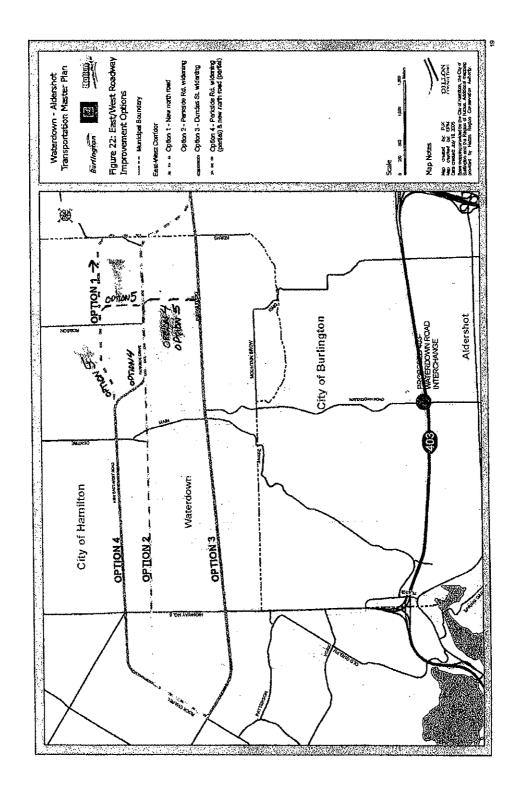
- The proposed route cuts across a large number of driveways, which would make it even more difficult for residents to enter and exit their driveways. This road is also accessed by Barnes Environmental Industrial Waste Facility. Heavy trucks frequent this facility; in fact a condition of Barnes Environmental receiving their certificate of Approval to operate their facility was that it must move its driveway north upon completion of the bypass to improve safety and reduce dust pollution.
- Pedestrian and bicycle traffic from the Boulding neighbourhood will also be at an increased safety risk due to the increased traffic.
- 3) Community and Natural Environment Concerns:
  - This area of Parkside Drive is bordered by the Arrowhon Natural Park (corner of Boulding Ave. and Parkside Dr.), which is used for recreational purposes, i.e. biking, hiking, walking and jogging.
- 4) Economic Impact:
  - Closing Parkside Dr. at Hwy.6 would be highly detrimental to the continued development of the Industrially Zoned business Park at Hwy.6 and Parkside Dr.
  - Utilizing the existing intersection at Hwy 6 and Parkside Dr. would reduce road construction and land acquisition costs rather than building a new road and intersection further north.

5) Lack of Representation of Parkside Dr. East residents in the Transportation Study Stakeholder's Advisory Committee and unnecessary representation of Burlington citizens and associations in the process to find an East West Waterdown Transportation route.

#### **Conclusion**

In conclusion, we strongly urge the Hamilton Planning Dept and City Council to reject the proposal to widen Parkside Drive to four lanes. We ask that the route return to either, an all East West route which runs north of all of Parkside Dr. and spare all residents along Parkside Dr.,(not just the residents to the west of Grindstone Creek, but also the residents to the East of Grindstone Creek), the added burden of traffic that will be associated with the development of an addition 6500 homes in Waterdown. We also recommend that this route also be tied into Parkside Dr. as it approaches Hwy 6, as recommended in the former Stantech EW5 modified route so that it maintains the orderly exit of traffic that Parkside Dr. residents and business owners prefer. Alternatively, a new East West Transportation Masterplan process should begin with the development of a new stakeholder advisory committee that more fairly represents the most affected stakeholders. The committee should only include the appropriate stakeholders of the Waterdown Area only, and those who primarily live along Parkside Dr. and Dundas St. The representation on this committee should reflect balance and fairness. It should include citizens from the eastern, central, and western sections of the routes in question.

The Petition is not included in the document to protect the personal information of the petitioners.



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## **APPENDIX D:**

## **Detailed Comments from East-West NAC Members**

East-West Road Class EA Phase 3 & 4 East-West Neighbourhood Advisory Committee (EW NAC) Meeting #5, October 28, 2008 Minutes of Meeting

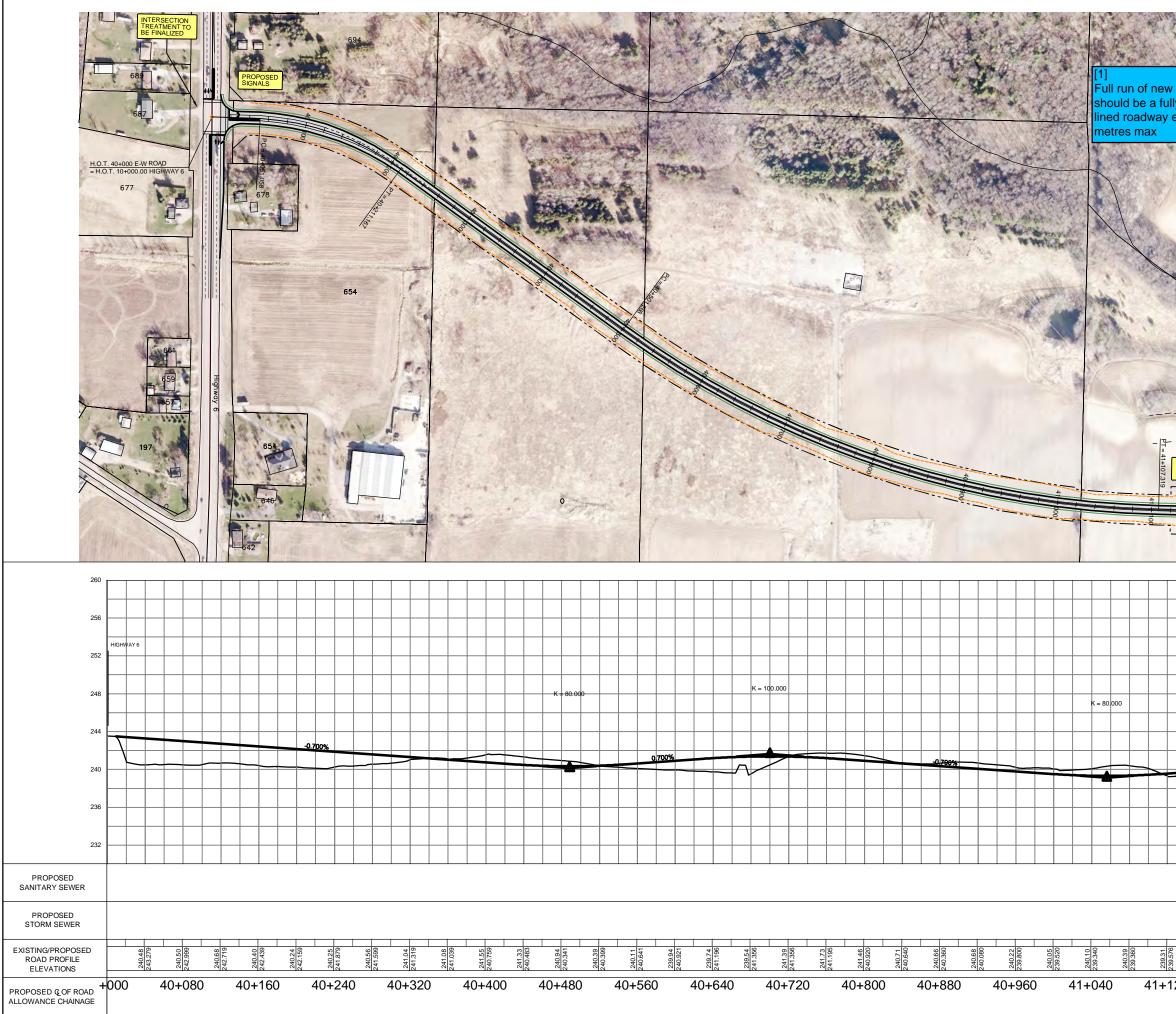
Comment	-Traffic calming along Parkside Drive is critical					
Form #1	- I am in FAVOUR of sidewalks on both side of the street					
	- I like the roundabout & posted 50 km/h speed limit					
	- I would like to see the extension of a multi-use path extending from the Parkside Drive roundabout connecting to Joe Sam's Park					
	- Design the road to discourage truck traffic or high speed traffic					
	- City water, sewers at City, and expense for Parkside residents.					
	- Compensation for personal mitigation expenses. Install better windows, quality air filters, and landscape improvements.					
	- Review 3 lane Parkside Drive option					
	- In favour of a northern route					
	- Amount of traffic volume must be clarified before we can agree to Option 4					
Comment Form #2	- If option 5 is used, is the City of Hamilton going to bring services with the new roadway (ECT) sewers plus water, as this will encroach on my property and my way of life. I would like to be included in the urban plan for development.					
Comment Form #3	<ul> <li>The Centre Road woodlot alternative DE 2 addressed my concerns that the residents of Woodlawn would push the road too close to the Catholic junior school and miss houses in order to eliminate the noise from the E/W road from their homes.</li> </ul>					
	<ul> <li>Parkside Option 4 seems to be best option to pursue <u>but</u> is asinine to keep the railway crossing on the road - it is time to bite the bullet and put a <u>bridge</u> over the rail tracks instead of spending dollars rebuilding the crossing and ignore the risk of vehicle/train collisions in rush hour! It will also eliminate train whistles and traffic delays.</li> </ul>					
	<ul> <li>I am still doubtful about the positioning of the N/S and EW entrances to HWY 5 and suggest they should be aligned.</li> </ul>					
	- The landscape drawing is incorrect. Shows trees positioned on the shoulders.					
	<ul> <li>Width of road could mean it will require tandem flows to clear heavy snow to save having to make 2 passes.</li> </ul>					
	<ul> <li>We understand that stop lights will be in place on Hwy 6 junction which should make for much easier access for any one proceeding N/S from the western end and also entering from Hwy 6 to travel East.</li> </ul>					
Comment Form #4	Preferred alternative at Highway #6 (most northern) is definitely the best - it is a forgone conclusion that Parkside stays open as is now - is it a fact or is it an assumption that the area between the road (east of Centre Road) and the wetlands will not have any development on it although it would be farmed—50 km speed limit will reduce traffic capacity by 30% from the present 60 km/h					
	<ul> <li>How much of the "current problem" would be solved if King Road was used not Waterdown Road. And the continuation of it (as in Stantec) went above Connon and Opta</li> </ul>					
	<ul> <li>Shoulder width on two lone section 2 1/2 is not using enough - what is the requirement for ur obstructed driveable shoulder width - how far from the edge of the shoulder are signs etc. located? Winter maintenance on roundabouts is not an achievable task using normal procedures.</li> </ul>					
	<ul> <li>Safety with snow clearing on roundabouts is a very big concern</li> </ul>					
	- Location of the northern route is better than the option in N1					
	- Parkside has to stay open at Hwy #6					
	- Roadside vegetation has to be such to facilitate and not hamper winter maintenance					

Comment	PLATE #4			
Form #5	Concerns with creation of Bottleneck on Parkside Drive due to the following factors:			
	1. Bridge at Grindstone Creek			
	2. Level Railway crossing next to Sunopta			
	3. Trucks entering and leaving Sunopta			
	4. Tractors and landscaping trucks typically found on Parkside servicing nurseries			
	<ol> <li>Very high number of cyclists</li> <li>School buses + City bus stops</li> <li>North Parkside residence entering and leaving driveways</li> </ol>			
	Concerns with health and safety due to:			
	A. Increases risk of accidents at Grindstone Creek bridge and level crossing			
	B. Increased air and noise pollution due to bottleneck traffic mentioned above			
	C. Risk to children, pedestrians and cyclists from increased traffic.			
	Other:			
	i. No need for sidewalk on North side of Parkside			
	ii. In the long term Option #5 is a better solution.			
Comment Form #6	Two homes - 213 and 215 Fellowes Crescent are already very close to Parkside Drive - only 60 feet from current 2 lane road. All other homes on Fellowes Crescent are further back by 15-20 feet. If not all homes on Fellowes Crescent, triple pane windows should be offered to 215 and 213 Fellowes Crescent, and tongue-and-grove fencing (raised up by higher grade of 1-2 feet).			
1	If beautiful Hawthorne tree can be spared behind 215 Fellowes Crescent, it should be spared. It blossoms in spring and red fruit in fall. This tree width is the width of my entire yard. The birds love this tree - cardinals, finches, blue jays etc.			
1.15	Noise from new lane will come from 48 feet, increasing noise by 50 % at current grade.			

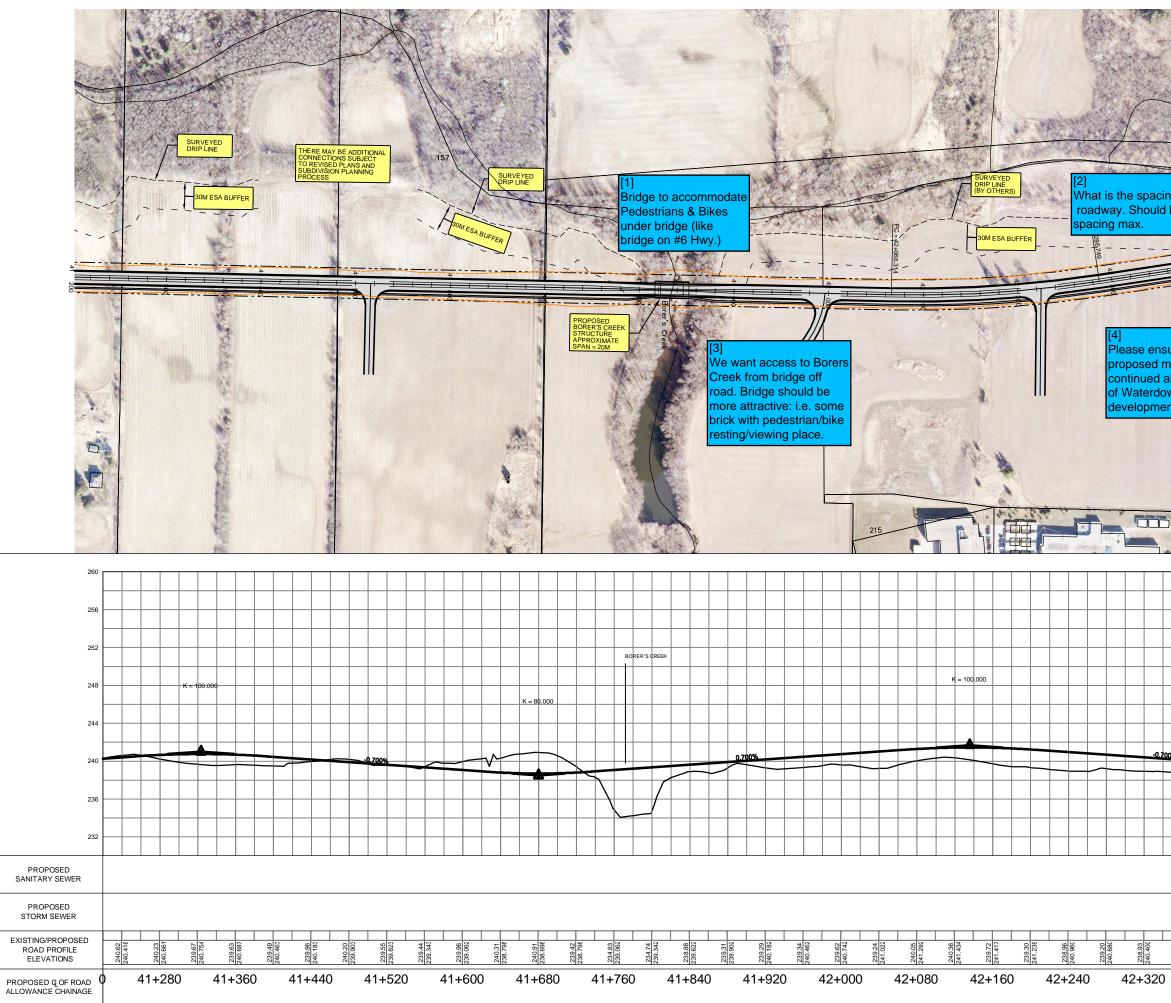
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# **APPENDIX E:**

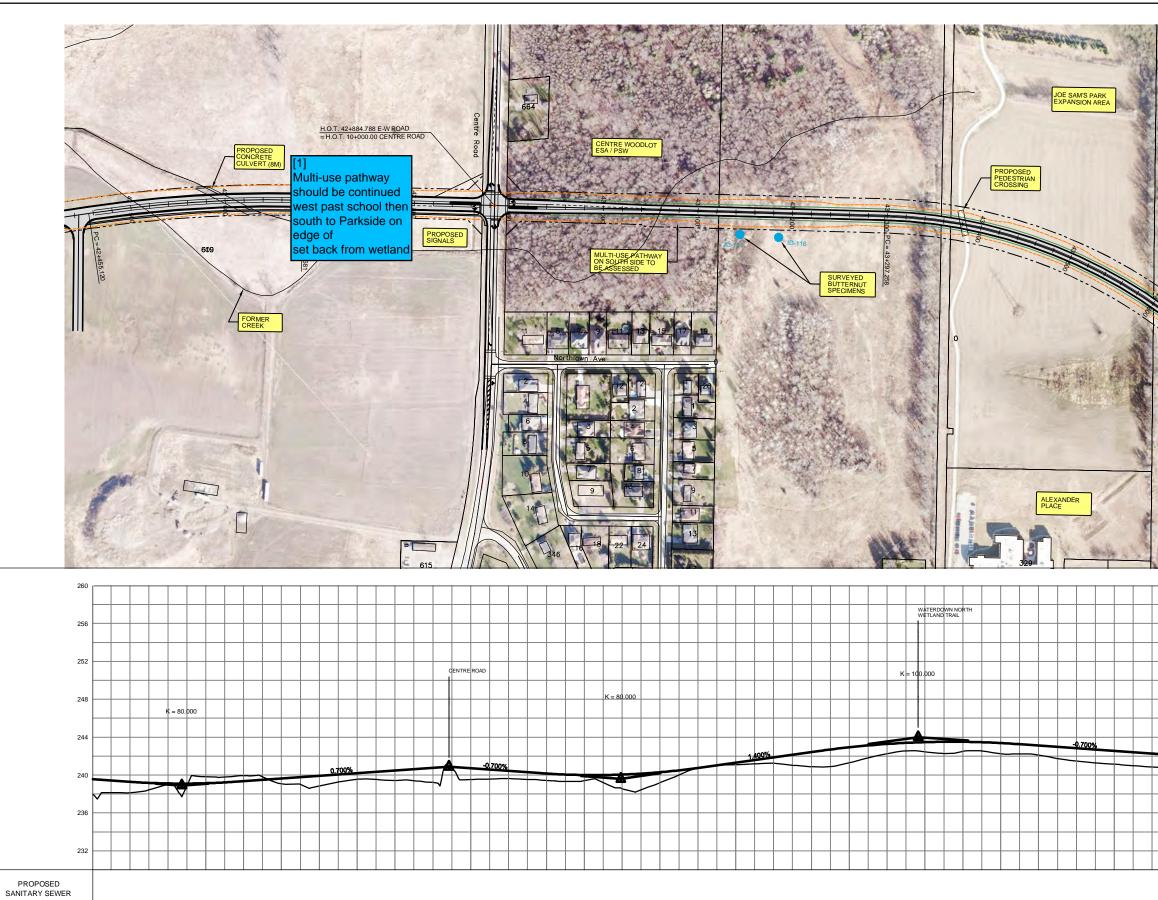
# Summary of Comments on Preliminary Design Plans: New East-West Road NAC Meeting - October 28, 2008

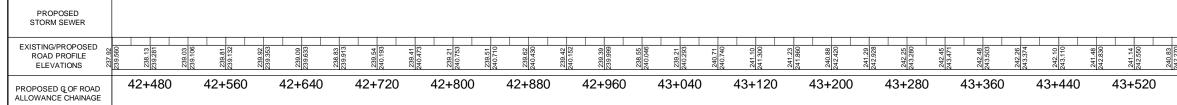


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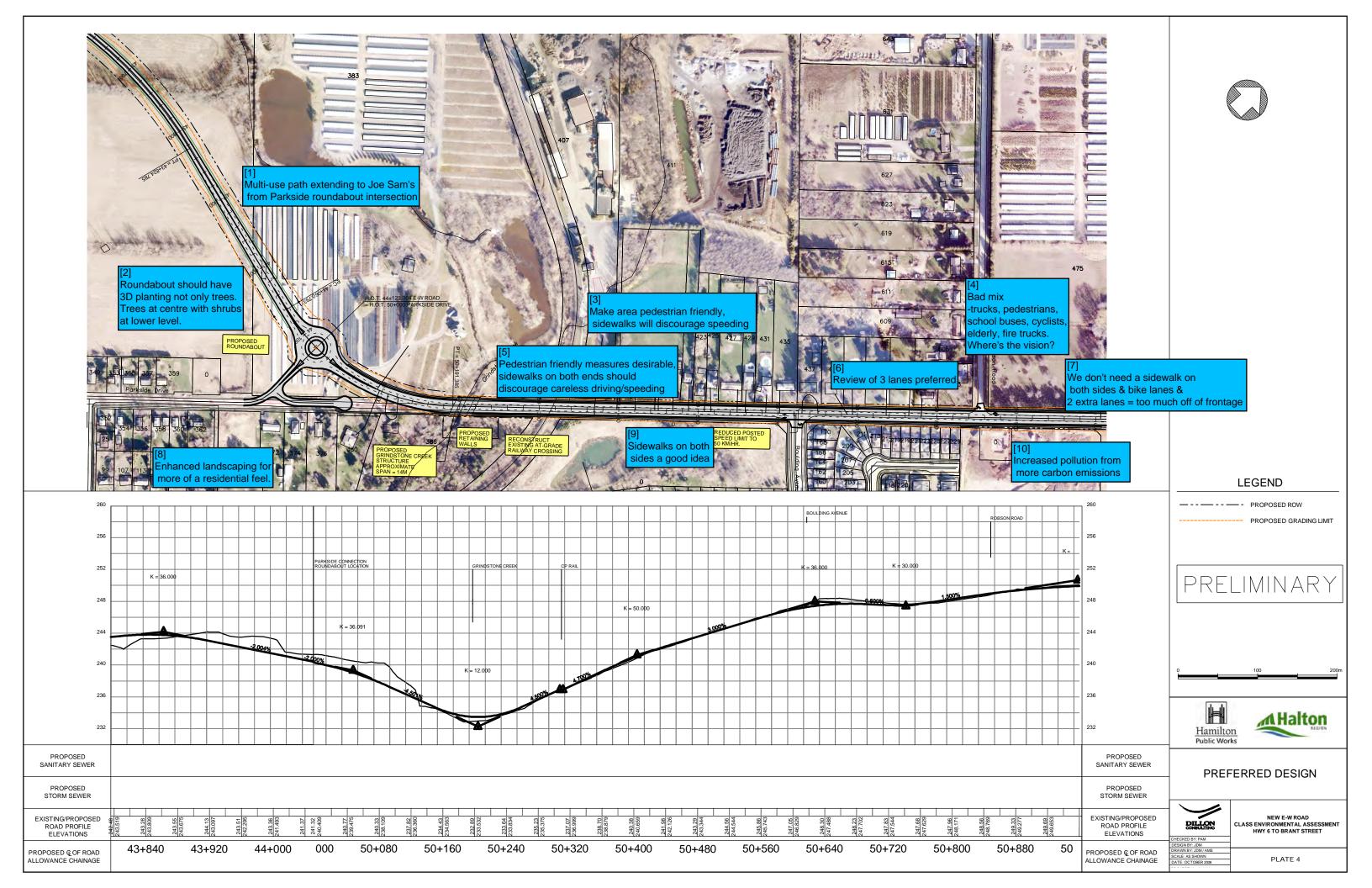


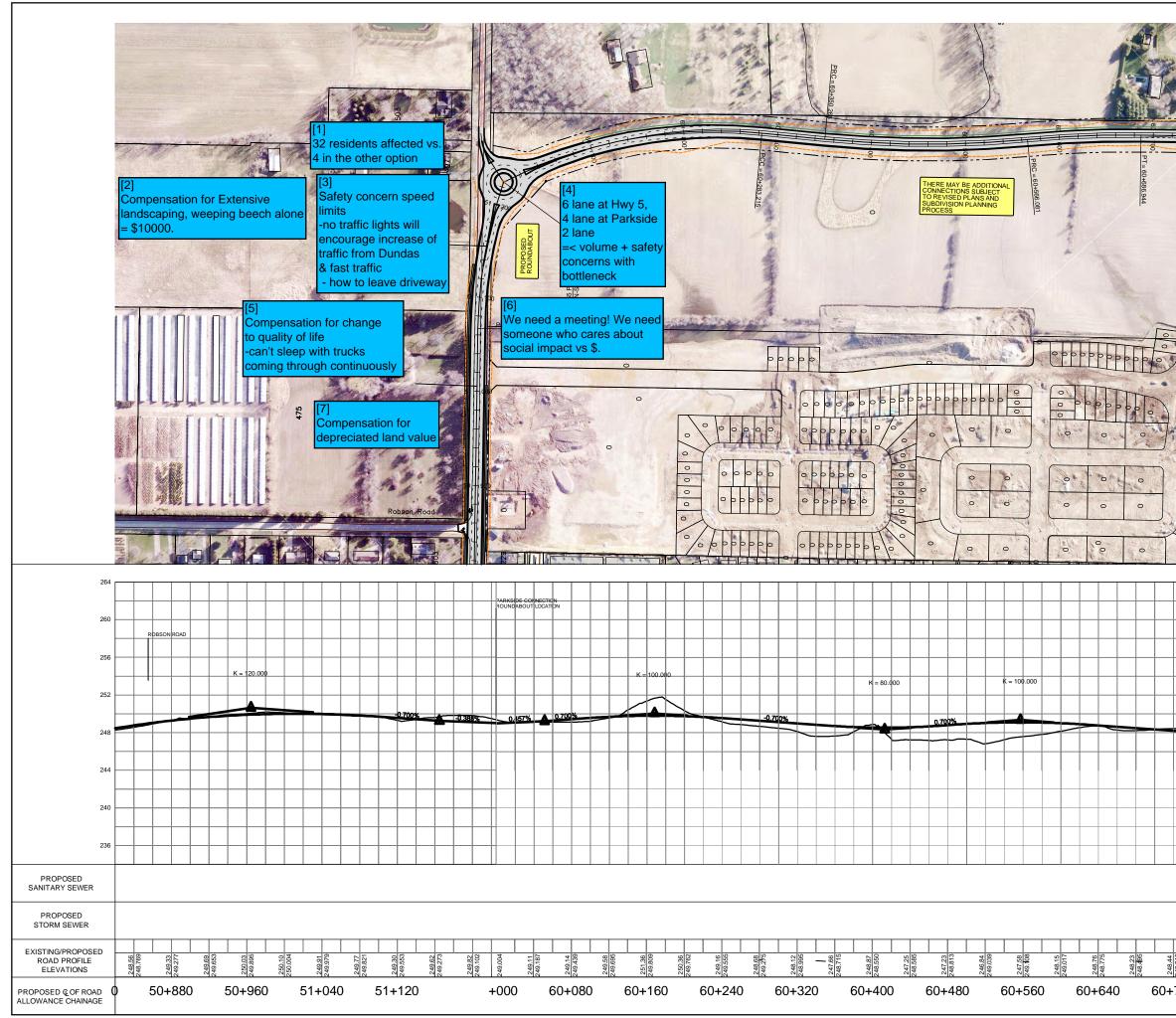
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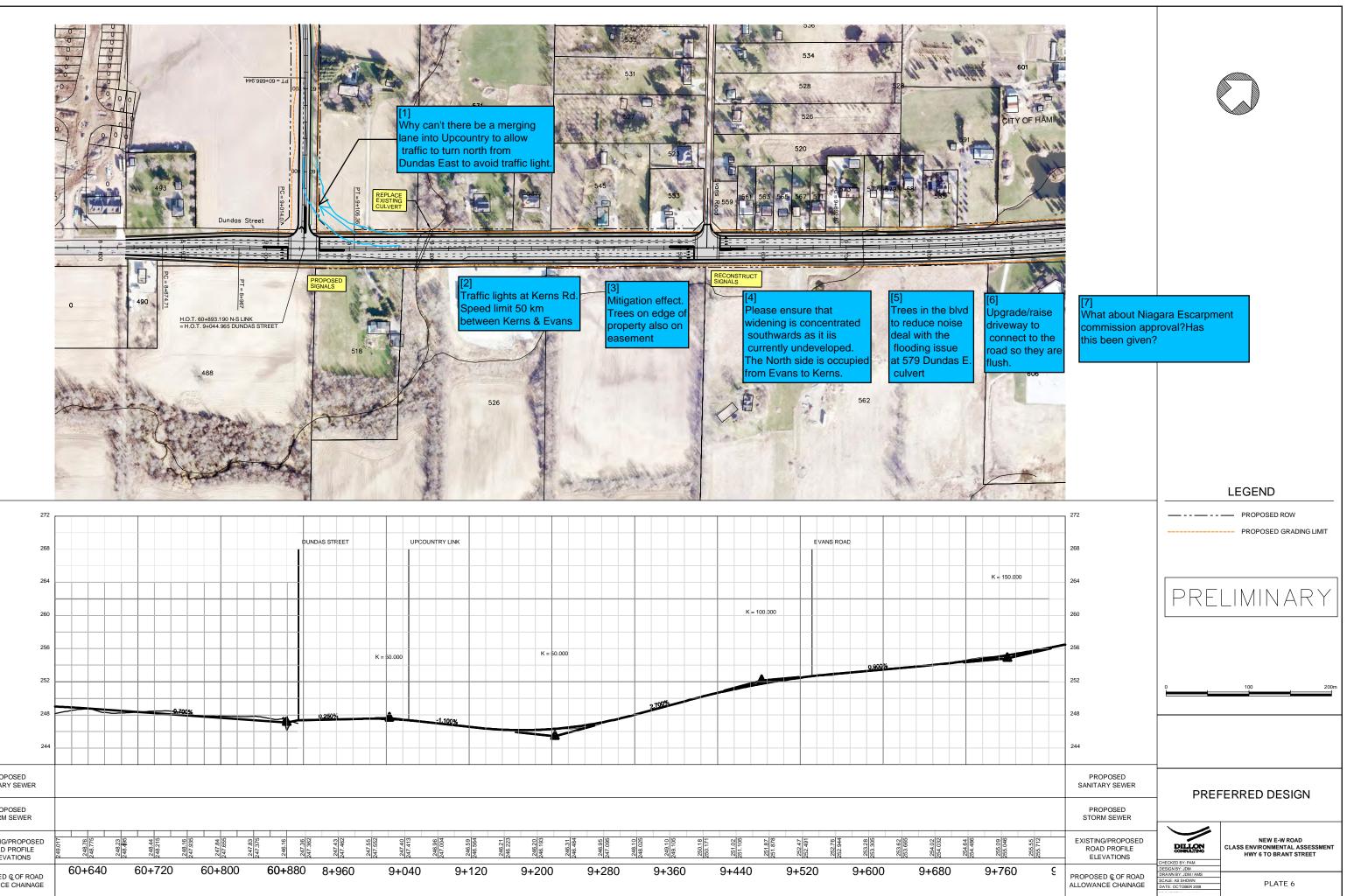


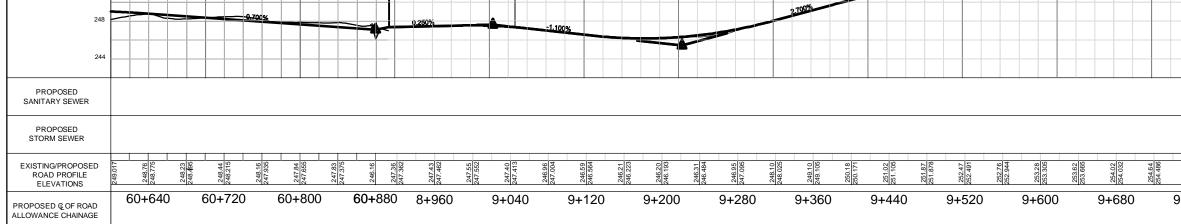
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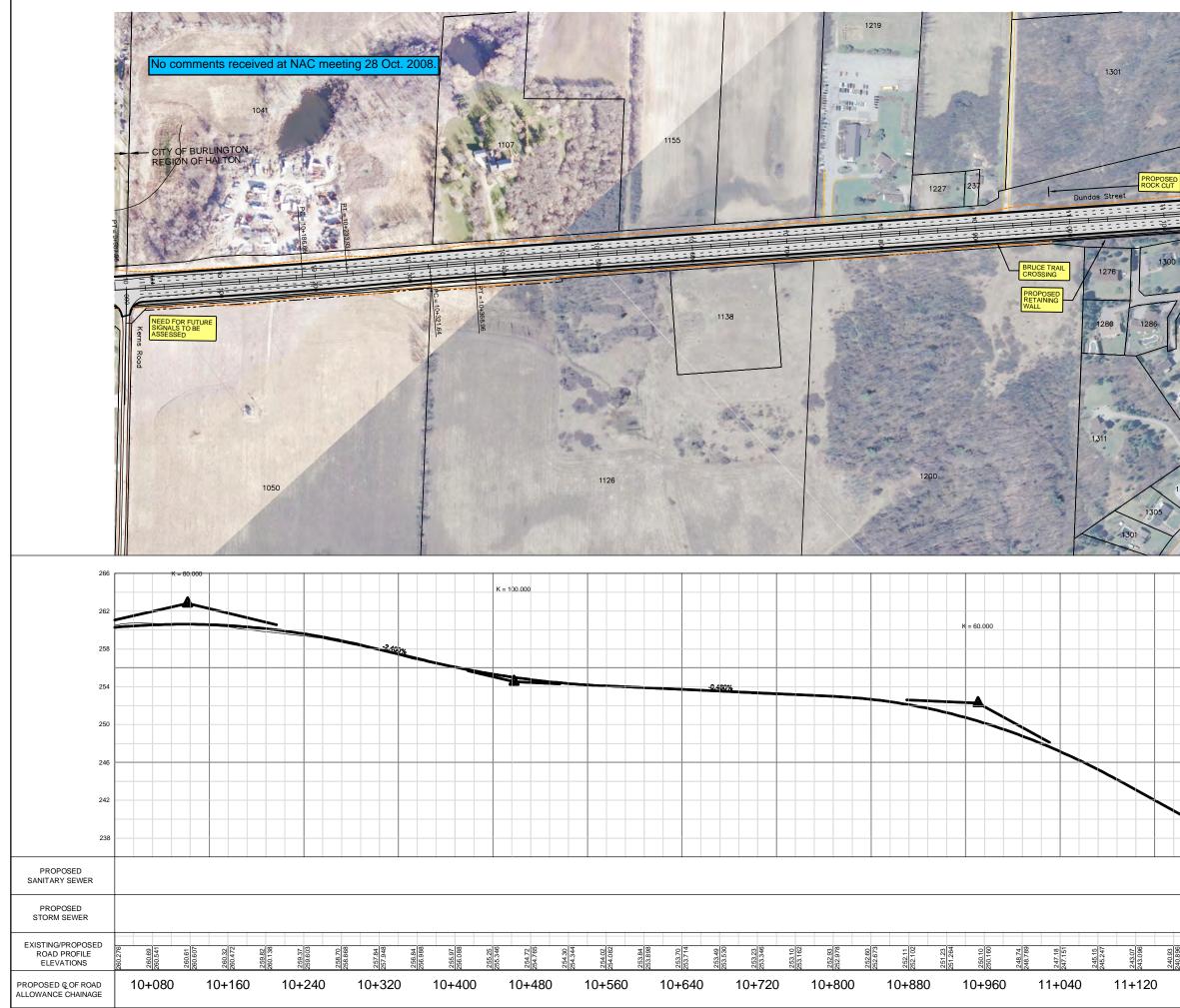




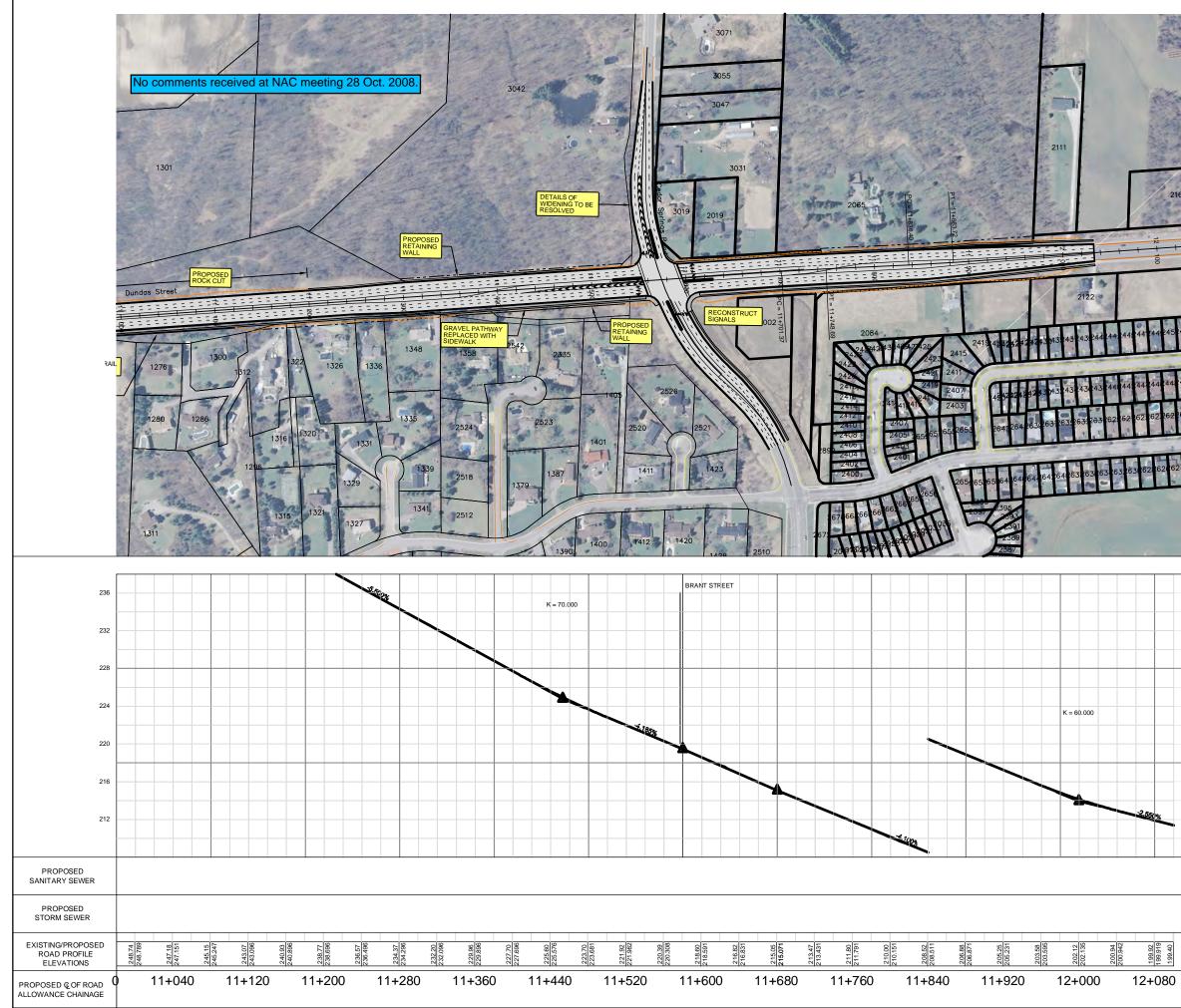
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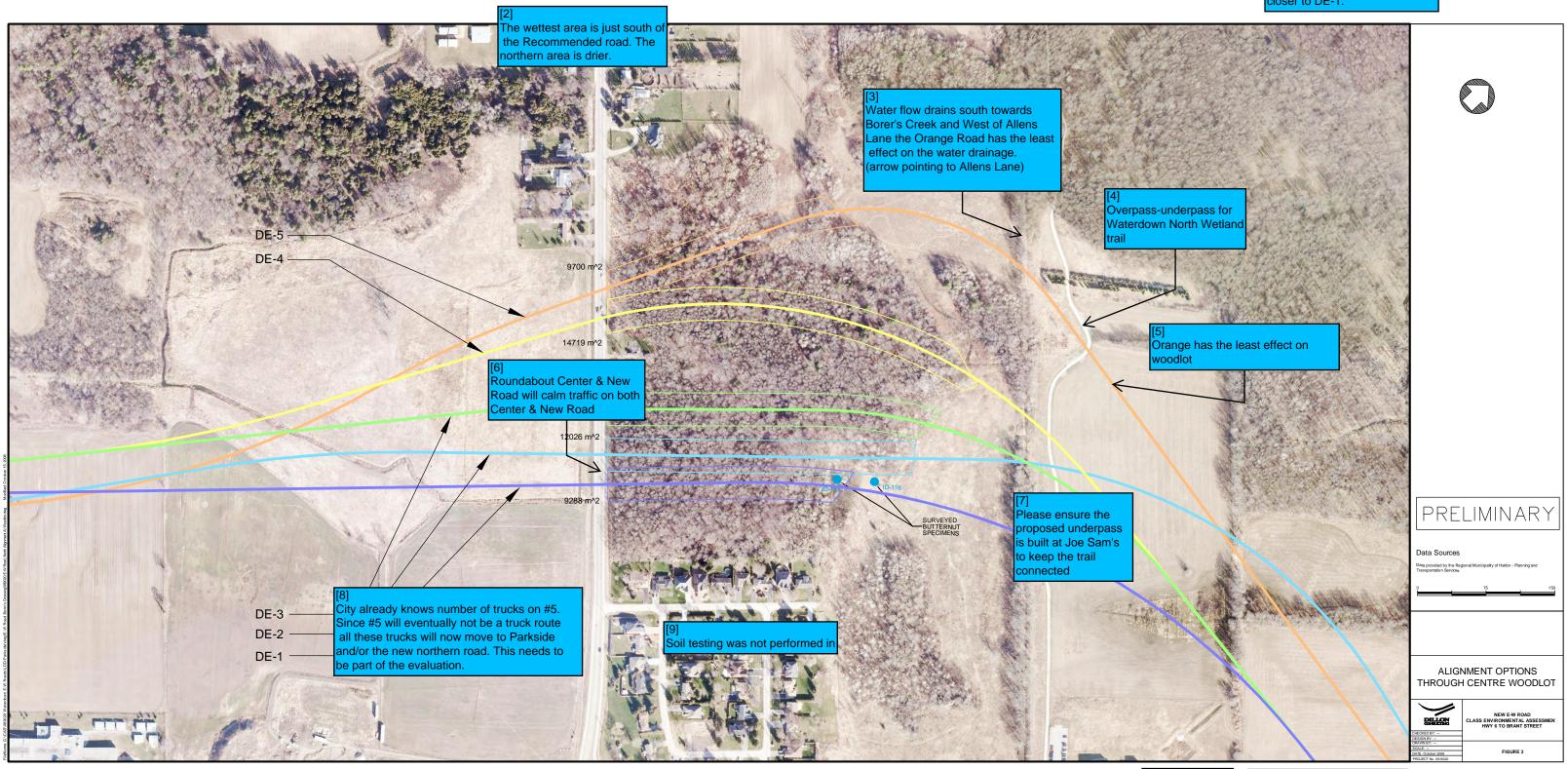


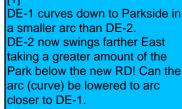


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[10] Noise Level Current & Future is all theoretical

Water dividing line is Allens Lane. Orange Line minimizes the breakup of the waterflow

# **APPENDIX F:**

# **Petition from Local Resident**

Due to the confidential information contained in the petition, a copy of the petition is on file with the Project Partners.

# **APPENDIX G:**

# **Letter from Conservation Halton**



PROTECTING THE NATURAL ENVIRONMENT FROM LAKE TO ESCARPMENT

2596 Britannia Road West RR2, Milton, Ontario L9T 2X6 905.336.1158 Fax 905.336.7014 www.conservationhalton.on.ca

September 22, 2008

Ms. Syeda Banuri Senior Project Manager Public Works Department City of Hamilton 320-77 James Street N Hamilton ON L&R 2K3

Dear Ms. Banuri:

#### Re: Waterdown/Aldershot Transportation Master Plan EA Phases 3 and 4 Draft Alternatives Evaluation Framework CH File: MPR 341

#### Road Alignment Alternatives and Issues

Staff of Conservation Halton have reviewed the preferred road alignment sections for both the new east-west road (N1-N7) and the Waterdown Road Widening (W1-W7) and offer the following comments.

#### **Overall Comments - Related to All Sections**

This section outlines our general comments that are applicable to all the road sections.

The proposed study area passes through several areas that are regulated by Conservation Halton due to the presence of riverine hazards (including flooding, erosion and/or meander belt width), unstable soils and bedrock (including areas of karst), and proximity to wetland features. We have attempted to identify the extent of the regulated lands with respect to the description of the alignment provided in a letter (May 9, 2008) and the stationing in the drawing set (date) provided by the consulting team. Staff note that a Conservation Halton Permit pursuant to Ontario Regulation 162/06 must be issued prior to the start of any works within the regulated areas.

At all existing watercourse crossings, the proposed project must demonstrate no negative impacts to the flooding and erosion hazard, and should consider opportunities to improve the flooding situation if possible. For new and upgraded watercourse crossings, we recommend that safe access and egress be provided for both pedestrian and vehicular traffic. Per MNR guidelines, safe access and egress may be defined by a depth velocity product of less than 0.4 m<sup>2</sup>/s, with a maximum flooding depth over the road of less than 0.3m, and a maximum velocity over the road of less than 1.7 m/s.

Several sections of existing and proposed roadway traverse through areas of steep slopes that are regulated by Conservation Halton. A slope stability assessment should be undertaken for all areas where the proposed road alignment encroaches within close proximity to a valley slope greater than 2m in height.

Through the South Waterdown Subwatershed Study and the City of Burlington's New Park Environmental Assessment (EA), karst have been identified in close proximity to several road



A MEMBER OF THE CONSERVATION ONTARIO NETWORK

sections, as noted below. Additional karst may be present within the study area. As per Section 2 of Ontario Regulation 162/06, Conservation Halton regulates these hazardous lands. As part of the Environmental Assessment report, please identify what screening methodologies the study has considered to identify karst areas and determine any risk associated with the proposed construction. Staff note that special protection measures, as identified below, must be undertaken at work areas that extend within close proximity of the bedrock. Such measures include but are not limited to:

- a) Additional sediment and erosion controls may be required where karst is present;
- b) Written approval from Conservation Halton for any development/site alteration within Conservation Halton's regulated areas (pursuant to Ontario Regulation 162/06) will be required. This could include development/site alteration within hazardous karst areas;
- c) Incorporation of recommendations by a geotechnical engineer and karst specialist in the design of the installation of services to avoid exacerbating karst dissolution processes that could contribute to localized subsidence and potentially future failure;
- d) That an assessment of Karst Areas be prepared to the satisfaction of Conservation Halton and the City of Hamilton, to determine the preferred engineering and construction methods for the road/servicing infrastructure crossings of GS-1. The assessment must include site-specific karst mitigation measures and recommendations into the design of load bearing structures that require footings into bedrock to minimize bedrock scouring or dissolution by flowing water and the piping of the soil mantle downwards into epikarstic channels and karst conduits and must be undertaken by a karst specialist in conjunction with a geotechnical engineer;
- e) That a Karst Contingency Plan be prepared and implemented to the satisfaction of Conservation Halton and the associated municipalities. The Plan should address not only the known areas of karst but also what to do if karst is encountered. The plan must be prepared by a geotechnical engineer and karst specialist and should define, at a minimum: (i) who will be involved in the development, (ii) who has the authority to stop construction work, (iii) agency notification protocols, (iv) what, if any, immediate testing is required to address karst conditions encountered during construction (e.g. fluorescent dye tracer test), (v) the mitigative options that are available for the specific project, (vi) the decision-making framework for the selection of a preferred mitigation strategy, (vii) who will be the project manager of any required mitigation work, (viii) who will complete the mitigation work; and, (ix) follow-up steps;
- f) That a karst specialist be provided on-site during any works that require excavation into bedrock as requiring a karst specialist on-site. At other times during site grading or construction of services, the Owner shall provide for a karst specialist to be available for consultation with the on-site inspector, as required.

Staff note that many of the above noted procedures are required of other applicants (i.e. Waterdown Bay) who are looking to develop in karst areas with the study area. It is suggested that the study team contact and work together with Waterdown Bay to ensure that these measures are achieved.

Additionally, best management practices should be incorporated into the design to meet recommended stormwater management targets of enhanced level quality control, post to predevelopment quantity control, and erosion control. Given the steep slopes and erosive nature of downstream soils, erosion control is of paramount concern. As part of the detailed design, we recommend that a fluvial geomorphology expert be consulted with respect to setting design criteria.

Although it is not a requirement, staff recommended that alternative options be investigated to look at strategies aimed at reducing the use of salt on new roads, as salt cannot be removed from stormwater via known technologies. Some possible options for reducing salt use on roads include but are not limited to:

- a) The use of porous pavement and other infrastructure that enables a reduction of road salt use. Development of local design standards that limit impervious surfaces. By using pervious pavement, like porous asphalt or concrete, the amount of salt needed for winter maintenance can be reduced drastically, maybe by as much as 70 percent. Porous pavements, which use an opengraded aggregate with high porosity, drastically reduce the amount of salt needed to stay clear of snow and ice. Porous asphalt allows snowmelt and rain to drain through the surface and filter through the layers of gravel and sand below. This type of pavement appears to need less salt and this infiltration process removes pollutants like sediment, heavy metals, and petroleum products. It also does a good job of reducing the volume of runoff. Care must be taken before using porous pavements in areas where there is potential for hazardous spills, such as near gas stations.
- b) The creation of "No Salt" areas. This requires the identification of locations where no salt should be applied during winter storm events due to their proximity to natural resources.

In addition to the above, there are several natural heritage features within the Study Area that need to be assessed and potentially have mitigation measures developed to ensure minimal impacts to the features.

We understand that Ecological Land Classification (ELC) data has been collected for 2 seasons, staff look forward to reviewing the data in the future.

In previous correspondence dating back to 2005, Conservation Halton recommended that the road expansion be completed away from the natural heritage features within the study area, staff continue to make this recommendation. We do not support any works being undertaken that will impact Sassafras-Waterdown Woods. For example, we recommend that the Mountain Brow Road expansion be shifted to the north and be incorporated into the development that is proposed in this area given the level of disturbance that will be associated with this proposal, while maintaining the Environmentally Sensitive Area (ESA)/Area of Natural and Scientific Interest (ANSI) to the south. We also recommend that the widening of Waterdown Road be shifted to the west to limit the impact to the Sassafrass-Waterdown Woods ESA/ANSI.

Staff are concerned that the discussion relating to north-south alignment within the May 9, 2008 letter to NAC members does not include impacts to Sassafras-Waterdown Woods. Further discussion of these impacts is warranted.

When developing mitigation measures staff recommend ecopassages as a method of allowing for wildlife movement under roadways. Ecopassages should be installed in areas where there is local migration between two natural areas and can be as simple as sizing crossings that will allow for movement of the large mammals or installing dry culverts in areas where reptile migration occurs.

In addition, there is the potential for species at risk within the study area, which will have to be assessed as part of this phase of the EA.

#### Species at Risk (SAR)

Phase 3 of this EA involves not only identifying alternative designs for the preferred solution but preparing a detailed inventory of the natural environment. Given that there is the potential for species at risk within the study area, staff believe that this should be further assessed as part of this phase.

Staff have been in consultation with the MNR regarding species at risk within the study area. The MNR staff have advised that they have conducted extensive research in this area on Jefferson Salamander; a threatened species. All of the area directly south of Mountain Brow Road has been documented to be the habitat of Jefferson Salamander. Therefore, it is important to ensure that road

construction along Mountain Brow Road does not adversely affect this habitat. This will include considerations around road location and storm water management. MNR is prepared to meet with project coordinators to identify any potential problems and ensure that they are addressed.

#### Greenbelt

Portions of both proposed road alignments are within the Greenbelt Plan and has been identified as being part of the Natural Heritage System. Staff defer all requirements under the Greenbelt Plan to the City of Hamilton. However, many of our comments with respect to natural features and functions are complimentary to the Greenbelt policies.

#### Alternatives and Issue Areas New East-West Road Corridor

### Section N1

This section of the proposed alignment is not within Conservation Halton's jurisdiction, please contact the Hamilton Conservation Authority for further information.

#### Section N2

This section of the proposed alignment is not within Conservation Halton's jurisdiction, please contact the Hamilton Conservation Authority for further information.

#### Section N3 (Approximate Station 13+300 to 14+200 - See related drawings PP-3 and PP-4)

- Conservation Halton's regulation limit extends between stations 13+600 and 13+810, and is
  associated with both proximity to a wetland, and the potential crossing of a regulated
  watercourse. We note that it is difficult to confirm whether a regulated watercourse crossing
  is proposed at station 13+620, due to the discontinuity of the stationing between the drawings
  PP-3 and PP-4.
- 2. There appears to be a small swale, near station 13+000, in an existing forest located just upstream of Centre Road. It is requested that the new crossing for this watercourse have an open bottom design and should be designed to encompass the meander belt width of the creek. As this watercourse is currently well vegetated with trees, it is requested that the road construction be undertaken in a way that minimizes tree removal and disturbance as much as possible. It is very important that riparian (trees next to the creek) cover be maintained as much as possible. It is requested that any trees removed through the road construction process be replaced in accordance with Conservation Halton's Landscape Guidelines.

#### Section N4 (Approximate Station 14+200 to 15+000 - See related drawings PP-4 and PP-5)

- Conservation Halton's regulation limit (associated with the existing Grindstone Creek Crossing and associated steep valley slopes) begins at station 14+175 and extends to approximately 14+300. A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.
- 2. The main Grindstone Creek is designated as a significant woodland by the City of Hamilton.
- 3. The new road section near station 14+210 is proposed to overlap with the existing Parkside Drive and will overlap with an existing culvert under the road that conveys Grindstone Creek through it. It is requested that the new culvert under the proposed road encompass the entire meander belt width of the creek.

#### Section N5 (Approximate Station 15+000 to 16+100 - See related drawing PP-5)

 While there is no regulated watercourse crossing within N5, the proposed road alignment will separate a tributary of Grindstone Creek from the regulated floodplain between stations 15+575 and 16+850. The "Environmental Implementation Report" prepared by Paragon Engineering Ltd. and Ecologisticsmited, dated May 1996 for the proposed Up Country Estates II Subdivision recommended that the watercourse's riparian zone be enhanced, and/or that the floodplain and meander patterns be re-constructed or restored. These recommendations are supported by Conservation Halton staff, and should be considered during the finalization of the new east-west road corridor.

We note that regardless of the approach selected by the design team, the proposed development must not reduce the riparian storage or floodplain conveyance under any of the design storms (from the I:2 year design storm through to the Regional Storm Event). Supporting calculations must be provided to confirm that the flood plain storage and conveyance functions are maintained.

A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.

### Section N6 (Approximate Station 16+100 to 16+200 and 8+700 to 10+700 – See drawings PP-6 and PP-7)

- Conservation Halton's regulation limit begins at station 9+075 and extends to station 9+300. This limit is associated with the flood plain and steep valley walls of a Grindstone Creek Tributary. We note that the existing culvert at station 9+180 is proposed to be extended. Please provide hydraulic calculations confirming that the culvert extension will not have an impact on the up or downstream floodplain. A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.
- Karst features have been identified throughout the southern adjacent property (within the City
  of Burlington's New Park lands) between stations 10+000 and 10+725.
- Stations 9+900 to 10+400 fall within Conservation Halton's Approximate Regulatory Limit due to their proximity to an adjacent wetland feature.
- There is a regulated wetland on the north side of Dundas Street near Kerns Road. Works within the regulated limit of this wetland will require a permit under Ontario Regulation 162/06.
- Along the south side of Dundas where N5 and N6 meet, there is a significant woodland associated with the watercourse.
- It is requested the new/wider road crossings (at both stations 9+200 and 9+700) of Grindstone Creek span the meander belt width of the creek.
- Northern Pike have been demonstrated to migrate upstream of this crossing (station 9+200), as such, it is important that spring flows under the new road crossing are of a sufficient velocity that they do not create a barrier to fish passage during the spring freshet.
- 8. It is noted that a watercourse outlets from a pond upstream (north) of Dundas Street. This watercourse (station 9+700) has been demonstrated to contain a warm water forage fish community. A portion of this watercourse was previously been put in a pipe. As part of the road construction project, would it be feasible to daylight the 550 meter section that is currently underground?

### Section N7 (Approximate Station 10+700 to 12+000 - See drawings PP-7 and PP-8)

 Stations 11+400 to 11+500 fall within Conservation Halton's Approximate Regulatory Limit due to the presence of a regulated watercourse crossing and steep slopes associated with the

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valley feature of Upper Hagar Creek. A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.

- On the north side of Dundas St between Kerns Road and Brant Street, there are significant woodlands, the Nelson Escarpment Woods Environmentally Sensitive Area (Region of Halton ESA), a regulated wetland and the Waterdown Moraine Earth Science Area of Natural and Scientific Interest (ANSI).
- On the south side of Dundas Street between Kerns Road and Brant Street, there are significant woodlands and the Waterdown Escarpment Woods Environmentally Significant Area (City of Hamilton ESA).
- More details on the proposed escarpment cut are requested, please include information relating to the proposed retaining walls and the impacts to the natural heritage features.

### Alternatives and Issue Areas Waterdown Road Widening

Section W1 (Approximate Station to 40+520 – See related drawings Waterown-1 and Waterdown-2 and road grades)

- The existing Waterdown Road is within Conservation Halton's approximate regulatory limit between stations 40+520 to 40+060 due to the presence of steep slopes. We note that a portion of the existing roadway appears to be located within an area that may be unstable under the 100 year erosion threshold. This is an area of significant concern for Conservation Halton. Additional details are required and a slope stability assessment should be undertaken.
- The Sassafrass Waterdown Woods is located on the east side of Waterdown Road, this is classified as a Region of Halton ESA, provincial Life Science ANSI and a Carolinian Canada site. Staff believe that encroachment into the ESA/ANSI would cause a considerable impact and would be a significant concern to Conservation Halton.
- A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.
- 4. Staff are in support of the function that the proposed retaining wall is meant to provide, however there is still a significant concern over the location of the structure and the long term stability of the slope in this area.

# Section W2 (Approximate Station 40+520 to 41+200 – See related drawing Waterdown-2 and road grades)

- Conservation Halton's Approximate Regulatory Limit extends from station 41+110 to approximately 41+200 and from stations 40+920 to 41+010 along the new road alignment. This land is regulated due to the presence of steep valley slopes associated with the adjacent regulated watercourse and the watercourse crossing.
- 2. Downstream of 1639 Waterdown Road, the watercourse becomes regulated, so while the watercourse crossing at station 40+995 would be unregulated, the crossing at 40+955 would be regulated. Per the grading plan, it appears that no major overland flow route crossing the road for either of these crossings is contemplated. Given the above, please carefully consider blockage potential when sizing the culverts for both of these crossings. A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.
- 5. The Sassafrass Waterdown Woods is located on the east side of Waterdown Road, this is classified as a Region of Halton ESA, provincial Life Science ANSI and a Carolinian Canada site. Staff believe that encroachment into the ESA/ANSI would cause a considerable impact and would be a significant concern to Conservation Halton.

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# Section W3 (Approximate Station 41+200 to 42+300 – See related drawing Waterdown-3 and road grades)

- Conservation Halton notes the presence of a hydrologic connection (i.e. an unregulated watercourse) at approximate station 41+620. We note that major system conveyance for this hydrologic connection does not appear to be considered.
- 2. Conservation Halton's current Approximate Regulatory Limit Mapping shows that Mill Street falls within our regulated area between stations 41+590 and 41+540, and stations 41+480 and 41+240, due to the presence of steep slopes. Conservation Halton's estimated top of stable slope encroaches within the existing roadway between stations 41+400 to 41+330. This is an area of significant concern for Conservation Halton. A geotechnical study and a Permit pursuant to Ontario Regulation 162/06 will be required in this location.
- 3. There are significant woodlands on both sides of the road in this section.

# Section W4 (Approximate Station 60+100 to 60+000 and 42+440 to 42+300 Mountain Brow-1 and Waterdown-4

 We note that Mill Street crosses Conservation Halton's regulatory limit approximately 75m north of the existing Mountain Brow Road intersection, therefore a Permit pursuant to Ontario Regulation 162/06 may be required should any upgrades be proposed beyond station 42+455.

# Section W5 (Approximate Station 60+100 to 60+700 – See related drawing Mountain Brow-1 and the road grading plan).

This section of road alignment is adjacent to the Sassafras-Waterdown Woods ANSI and City
of Hamilton Waterdown Woods ESA. Our preference is to ensure that all road construction is
kept out of these areas.

#### Section W6 (Approximate Station 70+000 to 70+160, and 60+700 to 61+070 -See related drawings Mid-Block 1, Mountain Brow-1 and Mountain Brow-2 and the road grading).

 It appears that the proposed upgrade of Mountain Brow Road, to the east of Mid Block Road will result in a modification of the existing watercourse crossing at Station 60+845. We note that this is a regulated watercourse, and a Permit pursuant to Ontario Regulation 162/06 from Conservation Halton will be required to complete any proposed works between stations 60+735 and 60+875. Per the grading plans the low point in Mountain Brow Road will be shifted to 60+819. Please confirm whether or not a minor watercourse re-alignment is proposed south of Mountain Brow Road, or whether the existing culvert location is to be maintained.

# Section W7 (Approximate Station 70+160 to 70+880 – See related drawings Mid-Block 1 and the road grading).

- We note that the "South Waterdown Subwatershed Study Stage 2 Report" has identified krst along the proposed road alignment extending from Dundas Street (south of Burke Street) to approximately 230m south of Dundas Street. The proposed design must incorporate the mitigation measures described above under the Overall Comments Section.
- 2. Mid Block 1 will cross a tributary of Grindstone Creek, identified as GS-1 at approximate station 70+810. Conservation Halton's rgultory limit associated with this feature extend from Dundas Street to station 70+780. We understand that the design of this crossing differs from the crossing identified by the landowners (Waterdown Bay) and may result in a local increase in regional storm water levels on the Waterdown Bay lands within the valley. Conservation Halton will only be able to support the potential increase in flooding upon receipt of written consent from all affected landowners.

- 3. It appears that road grading activities will occur within the extent of Conservation Halton's approximate regulation limit from station 70+000 to 70+300. While we note that the "South Waterdown Subwatershed Study" recommends the elimination of the GS-3 tributary, Conservation Halton has not approved the final study. A Permit pursuant to Ontario Regulation 162/06 will be required for work within the Approximated Regulated Limit.
- Based on information submitted in the South Waterdown Subwatershed Study staff believe that the ESA located at Dundas Street will require additional study to detail and evaluate site specific vegetation and fisheries features.

#### Evaluation Approach and Criteria

With respect to the Evaluation Criteria table and the Natural Environment components, Staff recommend using the Provincial Policy Statement (PPS) as a guide to determining criteria. For example, the PPS states that "development and site alteration shall not be permitted in significant habitat of endangered and threatened species", therefore a criterion should be "Impacts to Species At Risk". The criteria should include impacts to significant woodlands, significant wildlife habitat as defined by the PPS, as well as ANSIs. Finally connectivity/linkages should be included in the criteria as stated in the table. The order or most important criteria should be those that the PPS gives the most protection to (e.g., significant habitat of SAR) and from there, those with lesser protection. The criteria should also include impacts to regulated wetlands and ESAs. Additional evaluation criteria as recommended by staff include impacts to natural hazard features as regulated by Conservation Halton, these features include steep slops, regional storm floodplains, meanderbelt and wetlands.

We trust the above is of assistance. If you require additional information please contact the undersigned at extension 260.

Yours truly,

moharles

Margaret Charles Environmental Planning

мсф

- cc: Ms Cathy Plosz, City of Hamilton, Planning, fax Ms Kirsten McCauley, City of Hamilton, Planning, fax Mr. Tom Eichenbaum, City of Burlington, Engineering, fax
  - Ms. Nancy Mott-Allen, NEC, fax
  - Mr. John Pisapio, MNR, fax
  - Mr. Jeffery Reid, Region of Halton, Planning & Transportation, fax Paul MacLeod, Dillon Consulting, fax 416-229-4692

**Parkside Drive Residents Meeting Minutes** 



## Meeting of the Parkside Drive Residents Association November 19, 2008 8:00 – 9:00 p.m. Flamborough Municipal Services Centre Dundas Street, Waterdown Draft Meeting Report

The meeting of the Parkside Drive Residents Association and the Project Team, was convened at the request of the Residents Association. The agenda was developed between PDRA and the Project Team.

The meeting commenced at 8:00 p.m.(delayed due to snow), November 19, 2008

## Attendees:

Parkside Drive Residents Association:	Peter and Maria Rowles Rick Breznik Al Seferiades Steve Oliver Jim Duschl
Project Team:	Don McKinnon – Dillon Consulting Paul McLeod – Dillon Consulting Syeda Banuri – City of Hamilton Christine Lee Morrison – City of Hamilton
Neutral Community Facilitator's Office:	Sally Leppard – Lura Consulting

## 1.0 PRESENTATION ON PHASE 2 (TMP COMPONENT) AND PHASE 3 – Don McKinnon, Dillon Consulting

## 1.1 Phase 2:

- The evaluation process in Phase 2 was based on conceptual alignments of alternatives used a SAW (weighting method) with criteria to reflect different components of the environment.
- The Phase 2 evaluation methodology far exceeded what is normally done in a TMP process. The evaluation is normally qualitative using "yes/no" and high/medium/low rankings.
- The intent of the evaluation approach was to identify broad distinctions among alternatives within the corridor. It was conducted at a conceptual level of detail with road footprints identified. Data considered was generally from existing, published information sources (not a lot of on-the-ground field investigations). The approach always envisaged that SAW would be combined with a reasoned argument/analysis (used in Phase 3). We asked the question: "Do the results make sense"? We made trade-offs between components of the environment.

## 1.2 Phase 3:

- The intention of Phase 3 is to look at the alignment alternatives in more detail. Considering issues such as design alternatives (e.g. intersection design), and specific variations among the options that are available.
- More detail included developing conceptual designs, going from broader corridors to very specific road designs. This enabled the Project Team to get a much better understanding of the impacts of the options. Fieldwork is also conducted.
- In understanding the tradeoffs, we are not just measuring numbers of things (e.g. hectares, numbers of residences, or features); we are just trying to understand the effects that would be involved. E.g. the number of trees that will be removed; or a disturbance effect. The variation of effect could change over time.
- We also try to determine the magnitude of the effect how big is the impact, what is the overall extent of impact, e.g. aerial impact, # of features, the overall sense of the impact; and lastly is mitigation available? We develop an understanding of some of the effects we can't mitigate, and the ones we can mitigate, and what mitigation measures need to be taken to reduce the effect to a reasonable level;
- The Phase 3 more detailed evaluations update the work done in Phase 2. Decision making on those considerations are based on phase 3 level analysis.
- We have not revisited all of the decisions that were made in Phase 2. Phase 3 looks at detailed designs, and includes some further evaluations e.g. Option 4 vs. 5, that was done in Phase 2.

## **1.3** Presentation on Option 4 vs. 5.

- Residents suggested an Option 5 alignment. The Project partners developed an alignment alternative that goes through Opta Minerals. We couldn't see an alternative that avoided Opta. The Option had a lot of space, and Opta could potentially continue to use their facility. This Option 4 vs. 5 evaluation was presented in the TMP. The SAW results were very close, but those results never included the analysis of the business impact. We knew there would be costs associated with the Opta option, but none of that information was included in Phase 2. That was referenced in TMP. The rationale at the TMP stage was to select option 4 rather than option 5. Parkside Drive residents raised considerable concern, and requested that Option 5 be carried into Phase 3. We did that.
- Continuing into Phase 3, we collected more detailed information, and the alignment of option 5 was refined further in Phase 3. Dillon met with Opta to understand their operations a bit better, and get some sense about a workable solution. Input from Opta noted that they would have to relocate they could not continue to operate with a road running through their property. As a result of that input, the Option 5 analysis results that the partners developed indicated there would be huge costs associated with developing that alignment.
- Following that evaluation, residents suggested we should look at the saw tooth option. This is the option that swings around the northernmost building of the Opta facility. The project team has always had concerns with this option from a road design perspective, but we agreed to evaluate it anyway. It was our conclusion that it was not preferred over option 4.

## 1.4 Community Concerns and Input Considered by the Project Team

- We heard a lot of concerns from the community. Firstly, about the errors in Phase 2 evaluation (SAW justification tables). We looked at it again in Phase 3. We concur that the residents never recommended the Option 5 alignment that goes through the Opta property. The input from residents was another option somewhere in between Options 1 and 4. We came up with an alternative alignment, but we didn't see a workable route that could avoid Opta. That is why the Project Partners decided to evaluate the alignment that goes through the Opta Minerals property.
- Another point raised by residents is that there is concern that we are changing the rules of the evaluation process. The process that we are following now was presented in beginning of Phase 3. We went through a process of refining the criteria. There were more issues dealt with in Phase 3 than Phase 2.
- There is also some feeling that we didn't take any notice of the criteria rankings that are an important part of the evaluation process. As well as the criteria rankings, we need to consider the nature of the impact, certainty, ability to mitigate, and assessment of overall effects. So, at the end of the day, we need to consider if we can avoid them or mitigate them.
- Just because there's a feature or concern associated with the road, for it to be an issue in the decision making process, there has to be some level of certainty that

there is going to be impact, and an understanding of how big an impact will occur. If modeling work shows that the impacts are not likely (e.g. noise), we can't ignore or avoid those results. We are bound by regulation/standards on how we do these processes. If we can demonstrate we can meet provincial regulations, it's hard for us to go against that and ignore that.

- Another concern raised is that our reasons for selecting the routes were based on opinions. The answer is yes, to some extent. We made recommendations to project partners on the basis of the information that we collected, and in the end we are providing an opinion, that's how decisions are made. Some is based on professional experience and an understanding of all the issues. There's a whole team behind us biologists, archaeologists, geo-technical specialists they are all providing opinions and professional judgments as well.
- The last point we've heard is that we're ignoring the comments not recognizing the concerns raised by the community. That is far from the truth from our point of view, we have tried to make extensive effort to try to deal with those issues and concerns. In this processes, it is hard to satisfy everyone, and many interests (public, and agencies). We hear them loud and clear, they will be included as part of the documentation. Just because the Project Team does not agree with your concerns, it does not mean that we're ignoring you. We take into account the interests of your community, other communities, provincial agencies, and conservation authorities. All of those groups have a focus on their issues of concern. We need to come up with an approvable route, that the City and the community are behind, and then the Province will make the decision. It is in everyone's interest to work together and try to come up with something workable.

## 1.5 Option 4 and why it was selected:

- Project partners developed Option 4 for the following reasons: it minimizes the impact on the natural environments; it avoids the greenbelt; it has minimal business impact; substantially less cost/economic effects; noise/air quality effects minimal;
- The traffic projection is to 2021 comparing how the traffic will be redistributed in the area, volumes will still be there, but question of where it goes;
- Minimal residential property requirements there are no homes that need to be bought out. With mitigation the road can be designed to ensure public safety.

## **1.6** Sawtooth Option 5 vs. Option 4.

- Both options result in social effects, neither option has a zero social effect;
- Option 5 would result in increased disruptions, noise/air quality disruption there is limited change/disruption with either option the amount of disruption air/noise for both options is below MOE criteria;
- Sawtooth would result in one residence being displaced, but there are a lot fewer residences involved;

- Effects associated with option 4 can be mitigated. The sawtooth option would be preferred from the social point of view, but is not a 0 impact.
- With the natural environment criteria, all the effects are largely associated with sawtooth new crossings of Grindstone Creek, encroaching into ESA lands. We evaluated this sawtooth option (Stantech previous exercise), their alignment was very conceptual. The Project Team took that conceptual alignment the best we could, and tried to work with it within the different constraints of the area. We have concerns with that design from a road construction point of view. To make it meet minimum standards it would result in more impact.
- From a natural environment perspective for option 4 there is displacement of habitat, moderate to high significance from a natural environment point of view.
- Economic effects greater impacts with sawtooth but nowhere near what we had going through the middle of Opta's main facility. Even with the need to separate properties of Connon Nursery, the issues aren't as significant as Opta is with option 5. We could probably deal with those issues.
- Cost the sawtooth option is a bit more money, and expectation that those costs would increase to revise the design to meet applicable standards;
- Finally, transportation both solve the problem from a road capacity perspective both could deal with it. Road safety is one issue concerns about the configuration of the rail crossing (design concerns would have to be dealt with);

## 2.0 DISCUSSION ON NOISE MITIGATION AND THE LIKELIHOOD OF CHANGES IN NOISE LEVELS IF QUARRY TRUCKS/DOWNTOWN TRUCKS USE PARKSIDE DRIVE

## 2.1 Noise Mitigation.

(*Steve Oliver*) Regardless of the conclusions of the noise impact analysis, we want to understand how the City can they build sound attenuation fences for 15 homes at least for a 2-lane road (referred to a noise attenuation fence along a stretch of Parkside Drive at Hollybush). From a justice point of view, the City has to ask itself if this is right, why was it done in one neighbourhood, and not another? It doesn't mean the decision has to be an error or mistake.

(*Dillon*). There are 2 parts to the noise issue. The first is the MOE protocol, and the conclusion is what's in the noise report. The second is what the Project Team recommends, which could be different.

## **2.2** Traffic Volume and Type (as it relates to noise):

(*Mary*) How do you predict what the volume is going to be? If you are establishing the road as a truck route, and it is being used by the quarries, with the quarry truck traffic increasing, how valid are your results?

(*Dillon*) We don't have specifics. We assumed a split between light and heavy trucks; we utilized a certain % of trucks and cars in our analysis.

(*Rick*) What if the BIA gets trucks off Hwy 5 and uses this new road, you have your report out that states this little bit of truck traffic.

(Dillon) They will need to consider that.

(*City of Hamilton*) We review the truck route network periodically. Situation applies throughout the City

(*Rick*) The truck route study hasn't been finalized. This report says we don't need noise barriers at this certain level, but if it changes, who is going to remember to make changes to the road? Who do the residents go to? Or do we have to rely on the City of Hamilton to change the recommendations of the study?

(*Al*) During the Public Works meeting, we expressed a big concern about truck traffic; The City said it couldn't happen, but they didn't have the information we had. The impact of truck traffic was downplayed to all the residents. I received a number of emails from a previous project manager, saying these issues were going to be addressed in phase 3. How can you make recommendations for a road, if you don't know the type of traffic you're going to have? It's like saying let's build an airport, and we don't know if it's going to be commercial or small planes.

(*Dillon*) Parkside Drive today is a designated a truck route, and it has certain truck characteristics, certain percentages. We have assumed that the traffic types will be consistent with what's on Parkside today.

(Al) By building this road you're going to make it a lot more attractive for trucks to use.

(*Dillon*) The quarry truck issue is much more complicated. Conditions of Approval have designated a truck route they have to use, and it's not along Parkside. If they were to travel on it, they would have to get their Certificate of Approval/Licence changed

(Al) They could apply to use it.

(*Dillon*) We can't imagine why MNR would change it. It is unlikely that they would do that.

(Al) We need to know the likelihood and process for this.

(*Steve*) We would have to look at the memo from City of Hamilton that documents the traffic analysis. The City of Hamilton provided comments. The comments were made based on current available roads.

(*Dillon*) With a new road available, there may be some interest in haulers using it, but we can't imagine that they would do that without consulting the community and the City themselves.

(*Steve*) The truck route study had marked Concession 4 as under consideration as a truck route. Why would you not do that if the new by-pass were going in? We said to them "no" because there's another alignment being considered.

(Dillon) We will provide answers to some of these questions.

(*Dillon*) How would it change our analysis? If there are quarry trucks going along there, it could push the need for noise barriers. The only way to mitigate noise is some kind of physical feature, which is only available for people who back onto the roads.

(*Anne*) Noise can't be mitigated to anyone's satisfaction and that's why the road shouldn't go through. There are other routes where social impacts are negligible. You're suggesting that quarry trucks may or may not go through, and we don't have any evidence that they won't.

(*Dillon*) We didn't design the road to be used as a high volume truck route.

(Anne) That hasn't been ruled out.

(*Dillon*) To give you some certainty, and make you feel better about that issue, we can look at C of A, and what MNR says about changing that.

(*City of Hamilton*) The provincial ministry that approves the aggregate uses regulates haul routes.

(Al) Since you know all of this, why not change the route of the road?

(*Dillon*) It may be a non-existing concern. The Conservation Authority would say that you want to push the road into ESA lands because of a community concern about gravel trucks using the road that they don't have permission to use.

(*Rick*) You have picked some percentage of trucks as an assumption. What if that percentage went up? Can you identify at what point noise mitigation is required, and then relate that point to what those percentages related to? E.g. If it was a quarry truck route, the noise would be expected in this range; if truck traffic were to come from Dundas in the future, you would expect it to be in this range? This type of analysis would help residents understand the possibility of when mitigation should be done.

(*Dillon*) We can look at sensitivity changes, to test this as a full blown quarry truck route, but this is not consistent with a full blown truck route – if it was, we certainly wouldn't be recommending a road through a residential area.

(*Rick*) We need to run the numbers to understand the scale.

(*Dillon*) For our noise engineer to study something that is so hypothetical, much of a long shot, how many scenarios do we study?

(Anne) We're not certain that the increase in truck use is a long shot.

(*Dillon*) We could look at our current assumption, and if that's doubled, what would that mean. One important thing is to obtain information for residents about the likelihood of quarry trucks getting permission to use the road.

# <u>ACTION #1</u>: Project Team to get more information for residents about the likelihood of gravel trucks using the road.

## 3.0 DISCUSSION FOCUSED ON THE PROJECT TEAM'S MEMO TO THE EAST-WEST NEIGHBOURHOOD ADVISORY COMMITTEE – OCTOBER 27, 2008

## Page 1:

(Steve) Residents have been asking for a review of Option 5 since December 2005.

(Dillon) We don't disagree with that.

Page 2: Option 4 vs. Options 5 (Opta and Sawtooth)

(*Steve*) There is confusion here – you seemed to think residents were inconsistent. The option 5 route/map that residents attached, was very conceptual, shows a different alignment from our meeting on December 14 with the City. In December 14, the route was more like Option 1, and then we submitted a map more like the sawtooth – attached a map that you say is more northerly, but in fact the map shows the route to be more southerly.

(*Dillon*) We agree that residents were hoping for a new alternative than widening Parkside Drive as in Option 4.

(Al) In the second paragraph, you note the northern option was not evaluated – we asked that a revised option 1 be evaluated to compare apples with apples – just past Robson Road and meeting up with Dundas. That was re-evaluated. There was a numerical assessment, and you did admit there were errors in the calculation. Can we get some clarification?

(Dillon) The problematic portion is on the west side of Opta.

(Al) You used the same numbers, same criteria – we said take it beyond Robson, and take it down to Dundas. A numerical evaluation was done just as a starting point that proved to be very similar.

(*Dillon*) On the east side of Robson, there's lots of flexibility for all options. Had we selected option 1 as preferred, we would have then applied the new connection point. We would have looked for a new south connection point, and probably would have ended up with a very similar connection point as we are now; we did the corridor level analysis, and went from the corridor to more detailed. Whatever we did with Option 4 we could have done with the other options east of Robson.

The pinch-point is everything west of Robson – that's where the problems are; social issues with Parkside, associated business impacts and associated natural environment impacts.

(Al) The alignment went across all the way to Kerns. There would have been more of an environmental impact extending all the way to Kerns. We said comparisons were not equivalent. We asked them to do another evaluation comparing the two. And that's where the pinch-point is, comparing apples to apples, the two options were virtually tied.

(*Dillon*) East of Robson Road the impacts are the same regardless of the options. On the east side of Robson you're either in agriculture or ESA. We would probably have dropped the route down, and we could do that with any of the options. The issues are on the west side of Robson Road. We have three fundamental different impacts – Option 1 is not going to fly – Conservation Authority will never let that happen, Option 5 though Opta – the costs are more of an issue today, so the decision is between the sawtooth option vs. the widening of Parkside drive. Of all the options, those are the 2 most viable.

(*Steve*) Jim, didn't you work at Opta? I'm looking at the Option 5 assessment – that cuts through Opta – anything west of Robson is a problem.

(*Dillon*) East of Robson – natural environment and Opta a problem.

(*Jim*) If you put the road through Opta, you'd eliminate the trucking problem on Parkside – you eliminate that by going north. Opta minerals are winding down. They have moved a lot of their offices to Brampton. Even if you went through there, they could still operate, truck traffic could use the road. Connon wouldn't' mind because he's getting exposure. In terms of cost – Opta could be expropriated.

(*Dillon*) What you are saying is what we were hoping. We had interviews with Connon and Opta, hired economists, interviewed businesses – done last summer (May/June). We looked at a route that goes right through their processing facility. But they can't operate with a road going through.

(*Jim*) They want a buyout and then change the zoning making it residential. I would have the road go further east to Kerns Road and make the sweep across. The rest is farmland, and one house. You would alleviate a lot of problem with the residents and noise.

(*Dillon*) I don't disagree with what you're saying

(*Jim*) Is it a six-lane road?

### (Dillon) 4 lanes

(*Jim*) It doesn't make sense to go through a residential area. I've lived here, they shouldn't have built these houses. They've put the cart before the horse; now they want to develop northern part of Parkside.

(*Steve*) Why do residents believe Opta's going to shut down, but the consultants think it's a real going concern?

(*Dillon*) We've heard that. But they're still investing in it, re-fenced the entire property because of US security requirements.

(Jim) They've got a license to handle waste materials,

(*Dillon*) They've got two separate operations – northern building is processing operation, that's different from the rest of the sandblasting materials.

(Jim) They're reclaiming slag, that hasn't changed.

(*Dillon*) Now, they're moving into another area. If that was split in half, they could still operate.

(Anne) Did they give a reason?

(*Dillon*) It's through their buildings, it is very tight. It is doubtful that they could move the entrance of the new road. They need to put weigh scales, and change the operating environment. We can only take what they say at face value and go on from there. There was also an independent business/economist hired, and he came up with the same conclusion. If it goes south of the building, or through the building then they would need to sell.

(Anne) That would mean the City buying the land, and re-zoning.

(*Dillon*) Cost was just horrendous. Cost was up to \$30 million. Total cost of Option 5 - \$23 - \$32 million.

(*Al*). Our revised Option 1 (all northern Option 1) was disclosed at the Public Works meeting that it was cheaper. Can you expand on that? Why does the cost keep on changing?

(City of Hamilton) It would have been the other factors that screened that out.

(*Dillon*) We've looked at a detailed water crossing; and for the northerly option it goes through extensive areas of floodplain, would need very large structures to control the flow. Costs have increased significantly through drainage and flooding assessments.

(Rick) You had property value consultants to look at Opta Minerals and Connon – did you have anyone value the residents' properties on Parkside if you go to a 4-lane road?

(*Dillon*) There was an assumption of the value of those that would need to be taken – just the cost of property takings.

(*Rick*) You didn't include the decreases in value to owners – that's not part of this study, you consider that irrelevant.

(*Steve*) Jim is Director of the Hamilton Burlington Real Estate Board; he has quite a bit of experience in real estate. Jim, what's your opinion on what would happen to property values along there – during construction, after construction – i.e. for the one side, if there's no sound attenuation fencing that's built around there?

(*Jim*) The new route going along Parkside Drive, will affect the value of residents' land. There will be less people wanting to be near there. It will be good for business; maybe they'll change the zoning along there to commercial. There will be an impact on value if there's a highway in front of our house; particularly if there are roundabouts. There's going to be some impact on the value by putting a 4-lane road in front of your home.

(At this point, the meeting adjourned and another meeting was scheduled for December 1, 2008).



## Meeting of the Parkside Drive Residents Association Meeting Part 2 December 1, 2008

The meeting commenced at 7:00 p.m. December 1, 2008, at Waterdown Municipal Service Centre, Council Chambers.

In attendance:

Parkside Drive Residents Association:	Maria Rowles Rick Breznik Al Seferiades Steve Oliver Jim Duschl
Project Team:	Don McKinnon – Dillon Consulting Paul McLeod – Dillon Consulting Syeda Banuri – City of Hamilton Christine Lee Morrison – City of Hamilton
Neutral Community Facilitator's Office:	Liz Nield – Lura Consulting

## NOTE TO READER

These minutes document the discussion convened during the second part of a two-part meeting. Lura Consulting was asked to record the discussion as close to "verbatim" as possible. This manner of reporting may prove difficult to understand for a reader who was not at the meeting.

## 1.0 DISCUSSION ON THE PROJECT TEAM'S MEMO TO THE EAST-WEST NEIGHBOURHOOD ADVISORY COMMITTEE – OCTOBER 27, 2008

C: This comment is in regard to the first paragraph on page 2. Note that none of the project team members here (at this meeting) were around in December 2005, when Parkside Drive Residents had conversations with Mary Lou Tanner and Andrew Head about option 5. I empathize with project team; you aren't clear on what alignment we asked you to review. You have provided us with an air photo in the zone that we had drawn. We didn't have the ability to draw with Computer Automated Design –there were many zones in that package. During the conversations in 2005, we clarified the specific zones to review as part of option 5.

On Nov 25 2005 I wrote to Andrew Head. The EW5 option was modified – the Dillon Option 1 proposal is a hybrid of the original design.

EW5 is similar to what you have drawn – up through the north and link to Parkside Dr.

The option we presented may have appeared unclear. We suggest you review the letter that was submitted to Andrew Head on Nov 25, 2005.

- Q: We find the third sentence in 2<sup>nd</sup> paragraph confusing. Feb 1 2006 route differs a little from Option 1 that was evaluated. Indicated that this option was not re-evaluated however you did re-evaluate it this is what Option 5 became. Suggest that the document is incorrect.
- A: The memo is commenting on the route. Our interpretation of the alignment was very close to Option 1 that we had developed previously. It is suggesting that we had already looked at the option essentially going through ESA lands to the north. We did not see value of looking through that again.
- C: But you did.
- A: The initial Option 5 assessment was very different than Option1.
- C: New route alternative was Option 5?
- A: We did not re-evaluate the option from February 1/06.

A: We came up with Option 5. But it isn't the same as Option 1. Our interpretation of the information that was provided had a more northern option – which was close to Option 1 and then something close to a mid-block which is Option 5.

We didn't reevaluate the interpretation of the northern alignment. Feb 06 memo -that says option 5, which in our interpretation is the same as option 1.

- C: You've studied Option 1 and 4. Why don't you do a hybrid connecting to Dundas St. and play with the numbers. If our option 5 is way off, then it was inferior. Concern that nowhere in the report do you say you did a numerical assessment.
- A: Our two original alignments were option 1 and 4. Then there was a suggestion from the community to look at something else which was the midblock option 5.
- C: Our suggestion was to analyze the numbers and compare apples to apples. But you didn't include it.
- A: We did in the Phase 2 report
- Q: Why didn't you include it?
- A: We did an Option 4 vs. 5 assessment.
- Q: It is not in the original (draft) Transportation Master Plan Phase 2 Report.
- C: Only one route was proposed, using the section of Option1 with a small change. In follow-up to discussions that we had with Mary Lou Tanner where we asked why don't you do the assessment of Option 1? This result was presented at the Bohemian at the public forum, and our option now comes in 2<sup>nd</sup>. But Mary Lou didn't have the data. However, we got a chart from Lura in May (3 months after).

In our opinion this doesn't represent what happened. I agree with you what you mean. What that statement should have said was that it was the Option 1 statement in that vicinity.

- A: We handed out Option 5 (at the Bohemian). When we looked at the map we interpreted the new option as Option 1, so we didn't re-evaluate it. We modified it and came up with this it was Option 5.
- C: You have never shown us this map.
- Q: The evaluation table was done as Phase 2 Option 5 closely followed.
- C: You never told us that it was going through Opta minerals; you didn't review this option in Phase 2.
- C: It was through Option 1, how can you tell us now that you were always planning to go through Opta minerals.

- C: You wanted an option different than Option 1
- A: Phase 2 report new north south road option about half way between Option 1 (page 119) the two options came very close if you factored in the business displacement.
- C: The data does not factor in the business cost.
- A: The evaluation couldn't factor it in that is why we agreed to bring Option 5 into Phase 3 of the assessment, that's when we could put a value into the costs
- Q: Did Option 1 originally run through Opta minerals?
- A: No.
- C: We don't buy it. Nobody ever said you were going through those businesses. Now you are telling us 2 <sup>1</sup>/<sub>2</sub> years later that we didn't understand. You didn't tell us that you were running through Opta minerals; you created another route.
- A: The information is in the Phase 2 Final report not in the Phase 2 draft report.
- C: There is a big difference between Phase 2 report and the Phase 2 draft report.
- A: Why would we have re-evaluated Option 1?
- C: Why do we have to be here three years later we want to compare apples to apples. Use your exact Option 1 it never ran through Opta minerals.
- C: Draft report said that our option was cheaper.
- C: This is a very important point here. We have been through four Project Managers – the amount of frustration that this has led and cost us. The costs are virtually super-imposable.
- A: The information is in the Phase 2 report.
- C: The report that was not presented to council?
- A: EA process doesn't end at Phase 2 through the Environmental Study Report we have to document Phase 1 through 4. In order to keep the document complete we had to tie up all the loose ends because there was such a time lapse, the documentation has to continue, and will continue to update the Phase 2 report.
- A: In our first Neighbourhood Advisory Committee meeting we presented the Option 5 evaluation it is the same Option 5. In addition, we mentioned the economic assessment that would be done for Opta minerals.
- C: When we approached you with the solid option, we thought you would do a better job.

- A: It has always gone through Opta in the vacant area. We went back and met with them in Phase 3.
- C: How can you defend this when you said no additional costs?
- A: From day one Option 5 has always gone through Opta, always. The cost was documented in the Phase 2 report.
- A: It was always flagged we didn't know what the costs were it will be factored in as part of Phase 3.
- Q: Why would she (Mary Lou Tanner) even consider our option, we never even dreamed of having that road through Opta minerals. We asked Mary Lou to come up with a new route that you think could work.
- A: We agreed to carry that forward and assess the cost of business and soil contamination. This wasn't reflected in the Phase 2. That's when we refined the cost and did further evaluation of the cost.
- C: We have questioned the contamination throughout.
- Q: How many times did we say to take it around the northern edge of Opta minerals? Now you tell us you gave us a different route.
- A: The disagreement that we are having is that there is another viable Option to Option 1. Option 5 is what we came up with. If it's the same as Option 1 it is not going to come out on top.
- Q: I don't agree that the evaluation in 2006 was the same as Opta minerals. It was never stated that it could not go through Opta. We believe that this is the evaluation of Option 5 those numbers reflect the very first Option 5.
- A: That was from the very first option 5.
- C: Did you say that Option 1 always went through Opta?
- A: No, Option 5 always went through Opta.
- A: Option 1 was already evaluated why would it be reevaluated?
- C: The reason we re-focused Option 5 to Option 4 and not looked at Option 1. Suggest you massage it and make it work.
- A: I think this is how we came up with the saw tooth option. The only thing in between that is weaving the route through we've agreed to look at all these alternatives. We've agreed to look at it at a higher level of detail. With more data that is available to us now in Phase 3. That is the test for the decision as to what route is being selected.

- Q: Regarding Table 1 and Table 2 and noise criteria. There are inconsistencies between the two tables. Table 1 has more sophisticated criteria development; there are three criteria under the social category for example. In Table 2 there is catch all and no mention of noise in Table 2. Not sure why that was left out.
- A: Table 1 is a reference to 30 residences. In Table 2 for Option 4 is for potential disruption. There will be little difference. We are not saying zero effects. We can detail it out in the same way as Table 1.
- C: Concern that the tables are different.

# <u>ACTION</u> – Dillon will review the memo and revise to ensure that the tables are detailed out in the same way.

- Q: How will you predict the traffic?
- A: Future scenarios are modeled and compared with and without the proposed road. Essentially it is a two lane versus a four lane.
- C: With a four lane you are closer to residences.
- A: We aren't modeling the change from what it is today. We are modeling the future with a two lane roadway and the future with a four lane roadway.
- Q: What about the type of traffic?
- A: There are assumptions regarding the traffic mix.
- C: The City of Hamilton's Truck Route Study does not rule out trucks at all, it does not rule out that Parkside Drive could be a quarry route. You have not indicated that this will be a variable. Not only will the road be closer to the residences but will also have quarry traffic.
- A: For clarification the Truck Route Study is not looking at quarry routes, Parkside Drive is not a quarry route.
- C: How close is the City to completing the Truck Route Study?

## ACTION – City will get a status update on the City of Hamilton Truck Route Study.

- C: For the record these are all things we have discussed. We have always been told it will be done. We still don't know what type of traffic will be barreling through our front lawns.
- A: We have documented our traffic assumptions
- C: Not quarry trucks.
- A: We don't see that this route will be a quarry route.

- C: Please guarantee.
- A: Quarry trucks have a designated route, they have a route that they have to use, and it would take a major change in policy.
- A: We understand your comments
- C: The discussion is mute until we know access at Hwy 6, and there is no update on that yet.
- C: Some of the comments you made about Option 5, I feel are exaggerations. For example, in regard to development to the north of Parkside Drive, Mary Lou Tanner said that there wouldn't be any. These remarks are nice in theory but not reality. Table 1 on Page 4 extending road north would create pressure, we have already been told that there would be no development of lands.
- A: We remember this. It was brought up at meetings.
- C: Any potential that works against us is put down there. We see a level of bias here. It's almost like an agenda – and we will comment on all of these documents if we don't mitigate our concerns.
- C: It does not say anything in this document about the noise or your noise modeling studies. We wrote to you asking for it. You made a conclusion based on preliminary noise evaluation.
- A: Noise is a part of mitigation.

### <u>ACTION</u> – Add noise mitigation into the memo (page 6)

- C: Mitigation measures should address noise, sound attenuation, fencing for the properties backing onto Parkside (between Boulding and Robson road there are 10 homes). Put comments on street lighting as a mitigation measure, is that for safety? We would like more information. Not in favour of having street lighting or streetscaping. There is nothing here (in the memo) about noise. I have photos that I will show tonight of a fence that the City does own on a road that has less traffic.
- Q: There are valuable trees on Parkside. Will there be a detour around the trees?
- A: We will look at minimizing the extent of our grading impacts, if there is not much we can do about it the trees would have to come down. A lot of that will be studied in more detail. There will be tree removal.
- C: Concerned about my weeping beach, it is worth at least \$10,000.
- Q: Relocation of Opta minerals, the route cuts through only a small portion of Opta. Why would you have to relocate?

- C: I ran that business for 20 years, it wouldn't affect the business. I can't understand why you would have to relocate the company. I know that plant, land and business.
- A: I met with Opta on a couple of occasions, they always expressed that it would be a major impact and that they would need to relocate.
- Q: I question that report, everything is unloaded well south.
- A: As I recall, there was an expanding operation. They talked about the storage and a higher value of processing.
- C: Suggest that it can be relocated. It's really the truck traffic at the top there. From a layperson it doesn't make sense to do it any other way. Why doesn't it affect Connon Nurseries? I question that report.
- A: The analysis is based on the information that Opta has provided.
- C: There is nothing that goes on the maintenance shop, that can't be moved south. Question the \$12 million number.
- A: The response was that the northern part of the property was a valuable business operation.
- Q: In addition to the guaranteed, will we get a response to the other mitigation process; we are concerned that this won't stick. What substance does this have; we can't take anything at face value. What measures can you guarantee us? Can this be changed 3 or 4 years down the road?
- A: Whatever is included in the Environmental Assessment has to be implemented.
- C: In regard to Page 6 last sentence. This is the most data that we have received. Three receptacle locations were analyzed to be improved. One receptor at Grindstone Creek, one on north and one on south side.

### 2.0 NOISE MITIGATION

Mr. Oliver showed several photos including examples of fences to the members of the project team.

C: South side of Parkside Drive – can't see the fences, or homes, because of the vegetation – that's the vegetation between the roads and my house. Hawthorne tree is approximately 20 feet from the edge. Not right up to the fence.

Photo of a fence that the City owns from west side of Parkside. It's overlapping cedar boards – six feet high on the section shown. Not a cheap bottom line fence. No opening and all solid.

Photo of a fence along Hollybush. The family told us that the City had given them a deposit for a permit. Developer charged them \$1000 dollars extra even though they don't own the fence.

- A: When there is a new development occurring we would have required the developers to undertake a noise study, if there was a concern around noise. In Hamilton that fence would be owned by the future property owners.
- C: Flamborough owns the fence.
- A: We can look into who owns the fence.
- C: Road is similar to the fence line. It was anticipated that there was enough noise that the home should have a fence. However, this road will not be as busy.
- A: Doesn't look like a noise fence. Often an acoustical fence is required.
- C: Here is a picture of hawthorn tree in the spring nearly fills my backyard. In the fall we can see the traffic. Add one lane of traffic and visualize everything closer to my house.

Showed diagram – home is on left side, 18 feet further back from the lane. Back of my house is 69 feet edge from current lane – 85-90 feet back. When you do noise monitoring it won't be good enough unless it's my yard and address #215 Parkside Drive.

- A: We picked those yards for the noise study.
- C: There are a few homes east of me that don't have a fence, but the majority of these homes are close to the road.
- Q: Where that photo has been taken it looks like a wetland right now (it is all water next to the snow). Behind Northlawn in the winter time it's basically a lake. You can see the difficulties in building this road. Yet the road is going right through a provincially significant wetland. Shows it as an ESA, now we are aware is that it is a PSW. Most of the PSWs could have been avoided.
- Q: Was the major drawback for the saw tooth option because it wasn't a straight through traffic flow? Was it because it has a kink in the road? Traffic could slow down in the interest of two roundabouts.
- A: We did look at it; there is a comparison table that compares it to Option 4. At the railway the geometry doesn't work at the at grade railway. The design speed of that is that same that we have elsewhere.
- C: It is totally blind at Parkside Drive because the track is on a curve. Four lanes versus two lanes, both going at an angle, it appears to be a safety nightmare.
- A: A safety review was done at that crossing.
- Q: Table says here low speed facility Option 4, what does that mean?
- A: Mitigation said Option 5 would be 50 kilometers, Option 4 has lower speed limit.

- Q: Concerned about noise and I have shown you a fence. Why aren't you talking to us about noise mitigation? We are trying to get noise monitoring calculations. Now looks like trees, shrubs, now you are going to have a sidewalk it will look like a mess.
- A: We cannot commit to specific mitigation.
- Q: Will there be a grant available, a partnership that that City will do with us. Where residents could register and each could be addressed specifically.
- A: Reverse lots are a challenge; it would be much easier if we could put in a fence if noise study warrants it. If not, we have to look at all of the other factors. We have heard the concern. Will do the research into the other developments, we have to justify it.
- C: Those homes are 100 metres back but I am already within 69 feet, and now it will be coming down to 78 feet.
- A: Reduction in road speed, seeing 60km hours, and four-lane assumes 50km per hour. This contributes to noise reduction. This information will be in the noise report.
- Q: Would you feel comfortable knowing that road is coming closer?
- Q: Why less not more, concern that there would be more opportunity to speed with more lanes.
- A: That is compensated by speed of those vehicles.
- C: Photo of a fence on the west side of Waterdown Road. Something changed theirs was built in 1998 (my house was built in 1994). Something changed what happened?
- A: Not sure if there are different requirements or standards. When they did that modeling they would have anticipated the future.
- C: If you can imagine what it's like in 34 year old home, you are moving the traffic right in front of our bedroom. Imagine what a fence would do.
- Q: Has the water test come back yet?
- A: We will provide the water study report once it becomes available.

### **ACTION**

- Get history of the noise mitigation that is already on Parkside Dr. at Hollybush
- City to look into noise mitigation options
- City to look into Water Study report and provide to participants

- Q: Would like to see the noise study and seek clarifications around the results. In the future is it in 2021? We want to see the study. What are you using now to make recommendations?
- A: We have technical data coming in; it is very rare in an EA study to release bits and pieces of the EA study. It has to go through various channels.
- Q: Could there be a request (for noise mitigation) in the report?
- A: We will address that recommendation.
- A: Can look at it two ways, we could look at it through streetscaping or could be decorative fencing.
- C: As long as its noise attenuation fencing.
- C: If you want to talk about the mitigation options, suggest you talk to these residents about mitigation.
- A: We understand your comments.
- C: We don't know if there is going to be a plan or no plan (for noise mitigation), and we need to know up front.
- C: Have a problem in the way that these options are making positives into negatives, positive social concern. Don't confuse the issue. Where is the resident's voice it is nowhere to be found (no reference from Conservation Halton for example). One thing that really irks me you come out of the woodwork with Certificate of Approval (Air Quality effects) that is wrong. We asked for this to be presented.
- A: All these points are valid.

### ACTION

### **Option 4 vs. 5 memo will be revised based on comments**

### 3.0 HIGHWAY 6

The study team provided an update of the study at Highway 6 and their meetings with MTO

MTO is requiring that there is no net increase in intersections along Highway 6. There is one intersection at Concession 4 now. If we are to connect other than Concession 4, there would be an increase. The northern routes will have to be modified to connect to Concession 4.

We are in the midst of modifying these options and that will lead to a re-evaluation.

Q: Does that re-evaluation have to go to the public for comment?

- C: It will be in the ESR report, Notice of Completion, and we will provide a newsletter to the mailing list to provide an update on changes since the last PIC.
- Q: Are the two quarries on Concession 4?
- A: Yes.
- C: Suggest you go back to the Stantec option meet MTO requirements, and quarry trucks will be mitigated.

C: Follows existing policy, if you go back to Parkside Drive you will follow the grids.

- C: We don't want quarry trucks ever if you connect to Concession 4, quarry trucks can apply to use this route.
- A: MNR does that, not the City; the City controls standard truck routes. We don't have complete control because MTO has jurisdiction over highways. They are requiring no new intersections, not asking us to consider. They are not allowing Concession 4 traffic to go straight, only left or right, and not allowing any through traffic. We are talking to MTO. We aren't looking at Phase 2 options.
- C: You should be able to go back, you want to save money, and you are supposed to use existing roads. What's going to happen to Parkside Drive? We have always been told that you aren't looking at Phase 2, since you are in Phase 3, you aren't lying to me?
- A: If you come to a point that there is an issue that you have a significant issue then you go back.
- Q: Why aren't you going back to Parkside Drive?
- A: That was as part of a Phase 2.
- C: Concerned about the connection to Concession 4 because of Quarry routes, no councillor would vote for us. Now this will become the most economically viable route for quarry trucks. You came up with a northern road, now you say MTO wants you to reconnect to Concession 4. Now you have two accesses into the community rather than one.
- A: We weren't going to close Parkside Dr. when/if MTO extended controlled access north.
- Q: Who do you deal with at MTO?
- A: Fredrick Stananski.
- A: Fredrick will tell you that MTO has no plans for Parkside Dr.
- Q: How is MTO looking towards 2021?
- A: They won't tell you that.

- C: Concession 4 is 365 metres apart; it is too close if Hamilton builds at Concession 4. They have a drawing already.
- A: It's a temporary drawing, it's a fit back, and it's temporary.
- C: MTO's current tentative plan, they haven't done their planning yet they are going to have to do an EA.
- A: What we are saying is that if we did that, then Parkside Dr. would have to be closed.
- A: The fact is that MTO has initiated their controlled access work on Highway 6. It is logical to expect that the controlled access will continue up Highway 6. If you buy that logic, everything suggests that there will be a controlled access facility, if this route comes at Parkside Drive. You can get an interchange there and an interchange at Dundas St.
- C: We need another public forum this is a different deal. Concern that the quarry trucks are coming.
- A: To establish a designated haulage route for gravel trucks they would look at a series of options.

### **<u>ACTION:</u>** Project Team to provide information on Quarry truck route

- Q: Can the City of Hamilton guarantee that this will not become a quarry route?
- C: We think that the circumstances have changed. We do not want to be hooked up at Concession 4 period.
- A: We could connect at Concession 4, if we design to mitigate traffic

A: For example, an island on the approach to the highway could be a mitigation option.

- C: Concern that people will still use it.
- A: We weren't expecting (this) from MTO didn't get until last week.
- C: Why couldn't we have all met with MTO?
- A: They will deal with the proponent.
- Q: Will you ask MTO if they will put this road back to Parkside Dr.?
- A: MTO will say the same thing; they have no plans for Highway 6.
- A: Please send your comments.

Meeting adjourned at 9:30PM.

# Review of MTO Highway 6 / Parkside Drive Issue





## Waterdown Road Class EA Phase 3 & 4 East-West Road Class EA Phase 3 & 4

May 26, 2008

**VIA EMAIL** 

Dear Mr. Oliver, Mr. Breznik and Mr. Staresinic:

### Re: Review of MTO Highway 6/Parkside Drive Issue

Further to our discussions in February and March, please find attached the Facilitator's report on our review of this matter for your information.

Sincerely,

a

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

# WATERDOWN – ALDERSHOT TRANSPORTATION MASTER PLAN

Review of Ministry of Transportation/TMP Project Team/ Stakeholders' Perspectives on the MTO/TMP position on the potential for the east-west route connecting at Parkside Drive and Highway 6, instead of Concession 4 and Highway 6.

Report prepared by the Neutral Community Facilitator's Office (NCFO) May 26, 2008



## The Issue

Stakeholders are concerned that the beginning/end point of the new East-West route at Highway 6 will facilitate its use by quarry trucks and that these quarry trucks will pose a direct hazard to residents of Waterdown living in the vicinity of Parkside Drive. Based on this, stakeholders reviewed the draft TMP and the Project Team's rationale for selecting the location at Concession 4 as the connection at Highway 6. Stakeholders initially found that the rationale for selecting this location was that MTO had advised the Project Team that Parkside Drive would be closed (or at the very most, an overpass would be created), due to the proximity to the planned new interchange at Dundas/Highway 6, and the MTO's plans to create a fully access controlled highway to just south of Parkside Drive.

Later, the MTO advised that the current intersection of Highway 6 and Parkside Drive is not guaranteed to remain in the future as an at-grade intersection, but, they have no current plans to terminate access to Parkside Drive. MTO also indicated that they have not explicitly told the City of Hamilton that they would close Parkside Drive.

This led stakeholders to question why Parkside Drive could not be reconsidered as the access point. While MTO subsequently partially clarified its position, stakeholders are still questioning why Parkside Drive cannot be re-considered.

Due to the extensive correspondence on this issue, the facilitator undertook a review of the correspondence to identify if there are areas within the discussion where additional clarity could assist the discussants.

Our report summarizes the stakeholder's issues, the Project Team's position, and information provided by the Ministry of Transportation (MTO).



# Summary of the Issues

## 1. Stakeholders Perspectives

Stakeholders have raised a number of concerns regarding the TMP's recommendation that the East West Route begins/ends north of Parkside Drive, at the approximate location of Concession 4 at Highway 6.

- 1. They state the following:
  - a. The project team's decision to locate at Concession 4, was based solely<sup>1</sup> on MTO's direction that Parkside Drive would be closed or an overpass/underpass built due to two factors:
    - i. Distance of Parkside from newly constructed interchange at Dundas and Highway 6 (planned for the future) would not meet MTO specifications; and,
    - ii. Highway 6, north of Highway 5, is likely to become a partially, or fully restricted access highway.
- 2. Subsequently, MTO clarified that it had not directed the project team away from Parkside Drive, but stated that the location of the access point would be a road authority decision.
- 3. Since MTO has indicated that it did not direct the Project Team away from Parkside Drive, this led to suspicion that the Project Team selected the location at Concession 4 to permit the quarry trucks (from Concession 4 West) to use the new roadway. This was not declared as the rationale in the TMP. Stakeholders provided the Project Team with the traffic studies from the Quarry projects indicating the number of trucks expected. The concern is the impact on the Waterdown community if quarry trucks utilize the roadway.
- 4. Stakeholders claim that MTO has agreed that only 1 intersection North of Dundas can be located, but it is up to the City to determine which one. Thus, leaving the question of the viability of Parkside back on the table. Thus, based on the information provided to stakeholders by MTO, the Project Team still has a choice between using Parkside and Conc. 4 location.

# 2.0 Project Team Response

 A future Highway 6/Parkside Drive interchange would be too close to the future Highway 6/5 interchange, and would require that Parkside Drive either be closed or an overpass/underpass built at Highway 6 (based on MTO information/discussions). The selected access point off Highway 6

<sup>&</sup>lt;sup>1</sup> Based on a note in the Draft TMP Figure 28.



at the new east-west roadway is far enough to the north of Highway 5 that it will allow for a future interchange.

- The Project Team has also stated that regardless of MTO's position on this matter, it wouldn't affect the outcome of this issue.
- The issue of whether or not the new east-west route can be used for truck traffic (through traffic) will be studied in Phases 3 and 4, as well as reviewed in the Hamilton Truck Route Plan, commencing in mid-2008.

## 3.0 MTO Response

MTO's responses were initially unclear in light of the following:

- MTO only has firm plans in place (budget and timetable) for the controlled access Highway 6 north of the 403 up to and including the Highway 6/5 intersection. Plans for partially or fully controlled access to Highway 6 north of 5 are only in the formative stage and not expected to be realized for 15 years or so.
- MTO indicated to stakeholders that it was up to the Road Authority how they would manage intersections in the future if/when highway 6/5 interchange is constructed. If/when Highway 6 north of Highway 5 becomes partially or fully access controlled, MTO will consult with the City on how to address existing access roads based on need/purpose and each one would be looked at on an individual basis.
- MTO provided residents with a map showing the Highway 6/5 interchange plans, that include the 4-legged intersection at Parkside Drive – as part of their plans for the Highway 5/6 interchange. This has confused some regarding the separation distance issue, and the distinction between intersection distance requirements and interchange distance requirements.
- MTO's clearest response appears to be contained in November 8/06: With the implementation of the Highway 6/Dundas interchange ..."A full future moves intersection could not be accommodated and Parkside could at most become an overpass (a bridge with no ramps)."

## 4.0 Path Forward

We suggest the following:

- 1. Clarification from MTO on what, ultimately would happen to a Highway 6 intersection at Parkside Drive should Highway 6 be converted to an access controlled highway.
- 2. Clarification from MTO on what, ultimately would happen to a Highway 6 intersection at the approximate proposed location of the New East-West Road should Highway 6 be converted to an access controlled highway.
- 3. Rationale from the City's consultants as to why they have stated that the outcome of this issue wouldn't affect the decision in any event.



# **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).

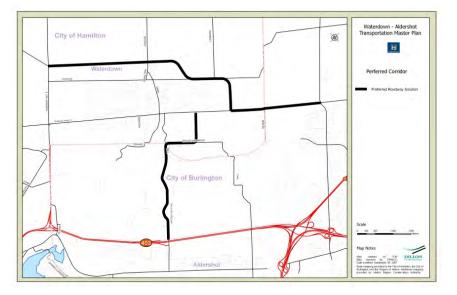


Figure 1 – Road Capacity Improvements

# 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.

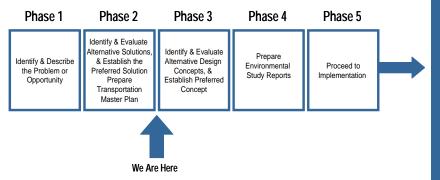
March 5, 2008, 5 - 8 pm Crossroads Centre 1295 North Service Rd, Burlington, ON

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

# Page 2

# 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.

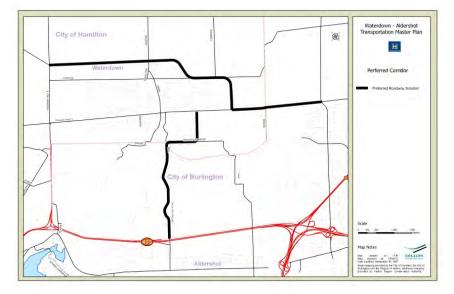
# **Project Update**

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

# Page 2

# 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.

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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.

December 2009

# Waterdown Road Corridor Class EA East-West Corridor Class EA

# **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 W e b s i t e a t www.hamilton.ca/WaterdownTMP for up-todate 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.

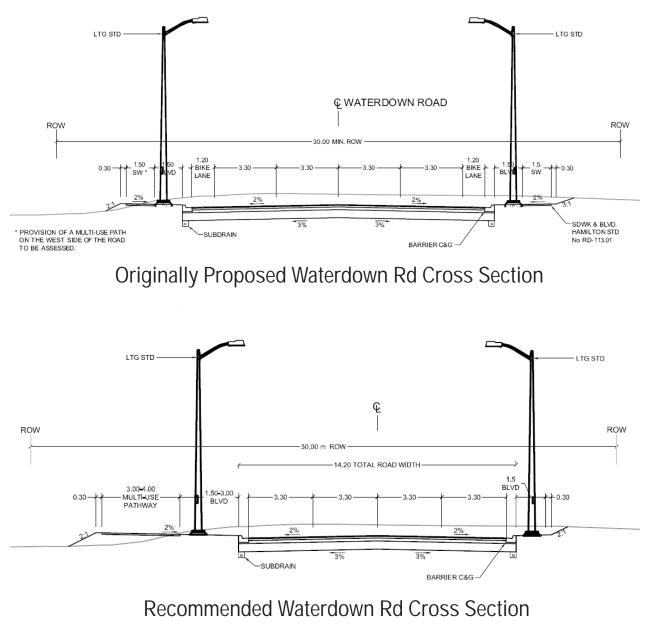


Figure 1

# **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.

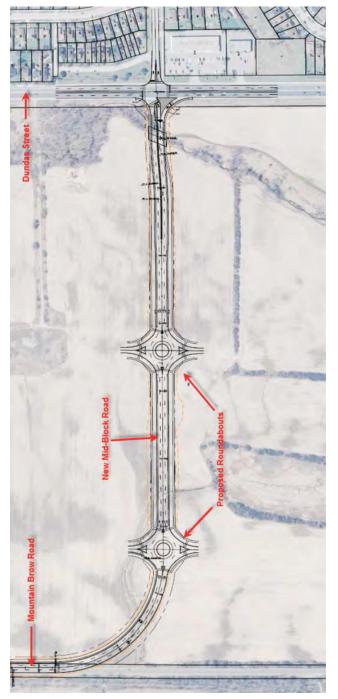
# New Road between Mountain Brow Road and Dundas Street

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





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.



# 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:

Figure 2

- 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).

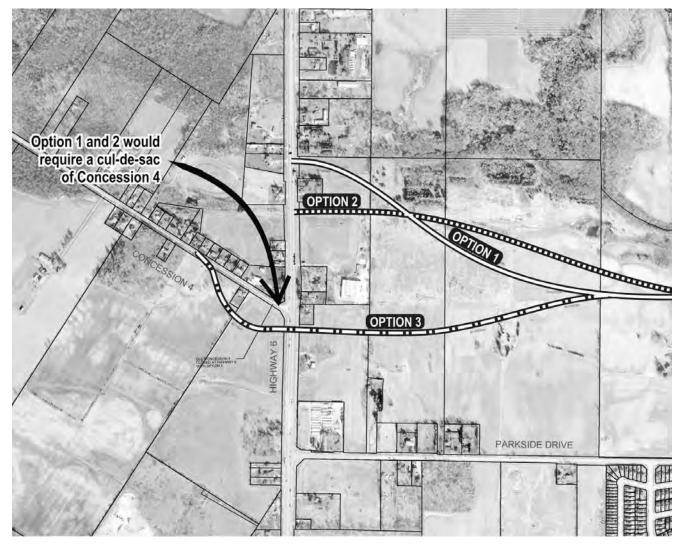


Figure 3

# 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

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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 <u>www.hamilton.ca/waterdown</u> tmp 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

### Email:

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

newsletter please contact us at:





AHalto



# 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.

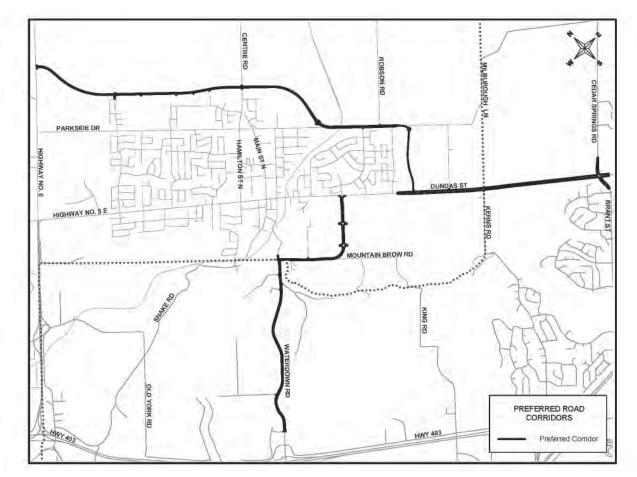






If concerns arise regarding either the Waterdown/ Aldershot Transportation Master Plan (Phase 1 & 2), Waterdown Road Corridor (Phase 3 & 4) or East-West Road Corridor (Phase 3 & 4) Municipal Class Environmental Assessments, which cannot be resolved in discussion with the Project Team, a person or party 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 upto-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 Centres (PICs): 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, <u>www.hamilton.ca/WaterdownTMP</u>).

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

### PUBLIC INFORMATION CENTRES SCHEDULE

DateTimeWednesday March 5, 20085:00 pThursday, March 6, 20085:00 p

**Time** 5:00 p.m.–8:00 p.m. 5:00 p.m.–8:00 p.m.

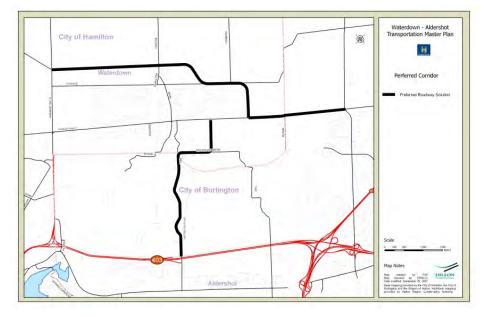
#### Location

Crossroads Centre (1295 North Service Rd, Burlington, ON) 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 21<sup>st</sup>, 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:

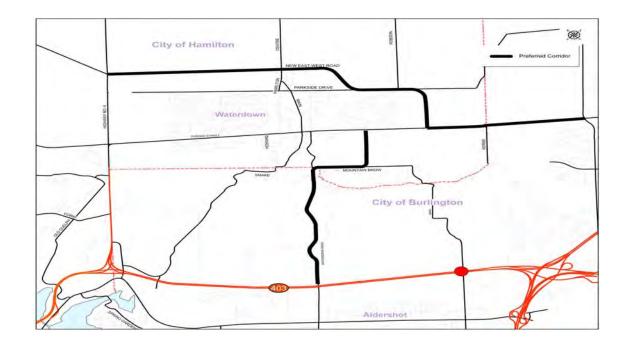
- New East-West Corridor
- North-South Corridor (expansion of Waterdown Road)

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 eastwest 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.

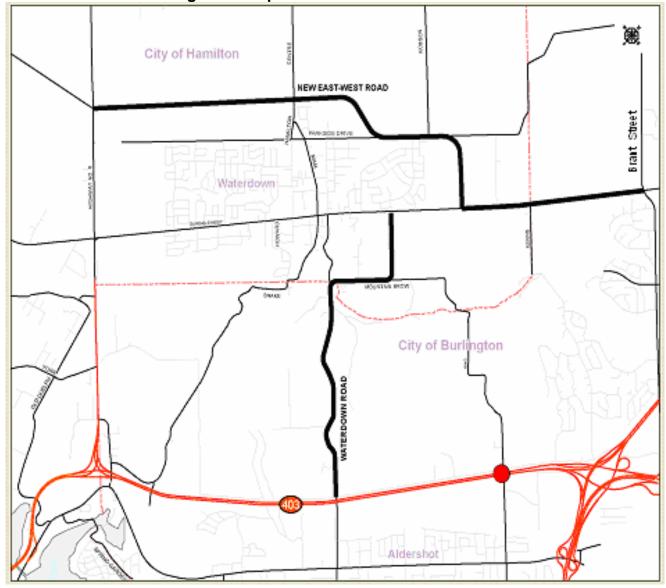
## THE PROCESS

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.





#### 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)	(Open House)				
East-West Focus	North – South Focus				
DATE: Wednesday Nov 5 <sup>th</sup> , 2008	DATE: Thursday Nov 6 <sup>th</sup> , 2008				
LOCATION: St. Thomas Apostle Parish Hall,	LOCATION: Crossroads Church, 1295 North				
715 Centre Road Waterdown, ON	Service Road, Burlington				
<b>TIME</b> : 6:00 pm to 8:30 pm	TIME: 6:00 pm to 8:30 pm				

<u>Please note</u> 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

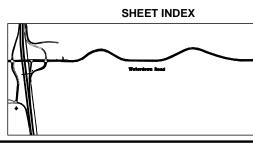
Via Office of the Neutral Community Facilitator *Lura Consulting* 36 Hunter St. East, 6th Floor Hamilton, ON L8N 3W8 Tel: (905) 818-8464 Fax: (905) 528-4179 info@waterdown-aldershot.ca www.hamilton.ca/WaterdownTMP

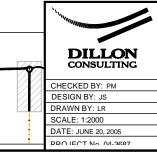
Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued on October 24 and October 31, 2008.

#### Public Information Centres (PICs): Materials March 2008





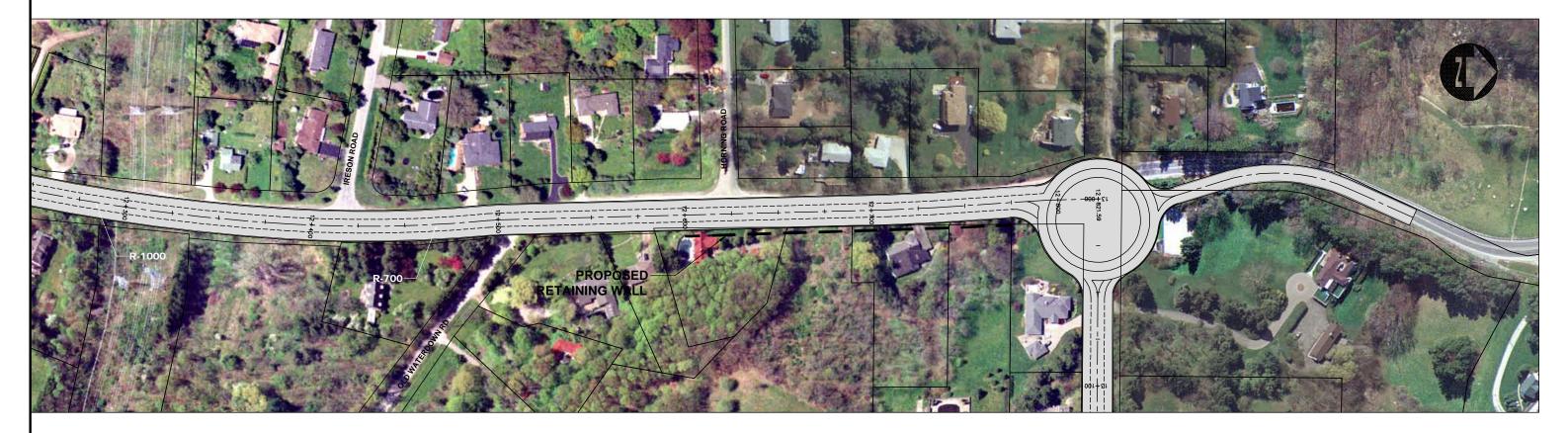


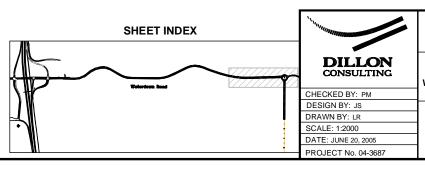
WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

FIGURE 34 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENTS

STATION 12+725 TO 13+452

#### EXAMPLE ROUNDABOUT TREATMENT FOR WATERDOWN/MOUNTAIN BROW INTERSECTION ALTERNATIVE TREATMENTS TO BE ASSESSED.

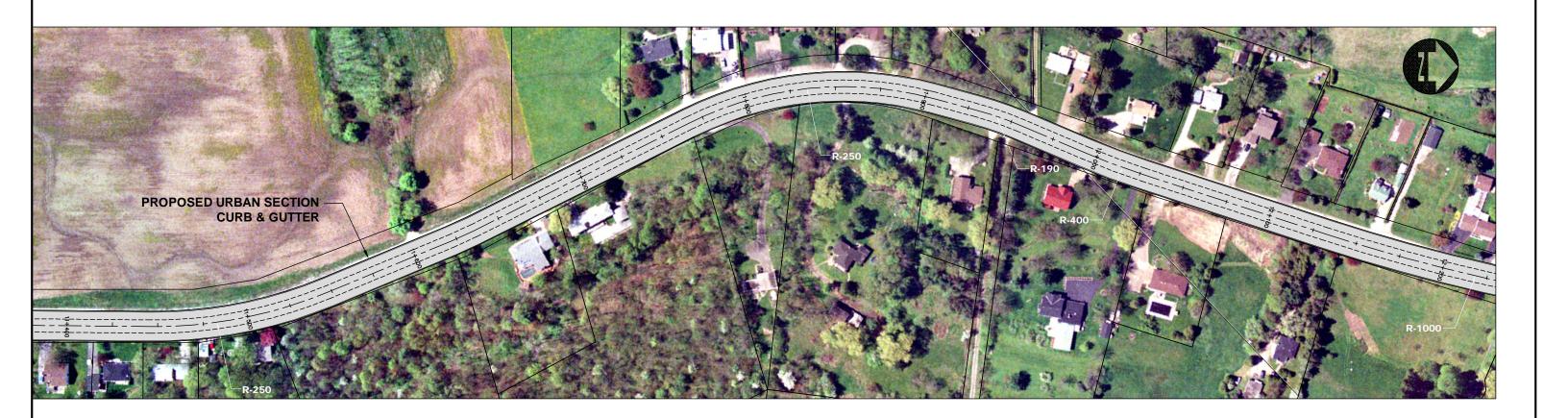


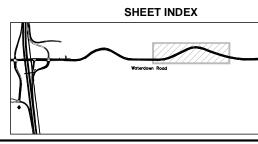


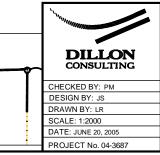
WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

FIGURE 33 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENTS

STATION 12+250 TO 13+100





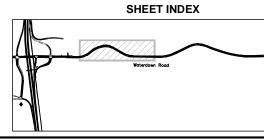


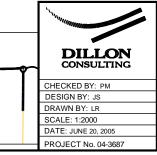
#### WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

FIGURE 32 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENT:

STATION 11+375 TO 12+225



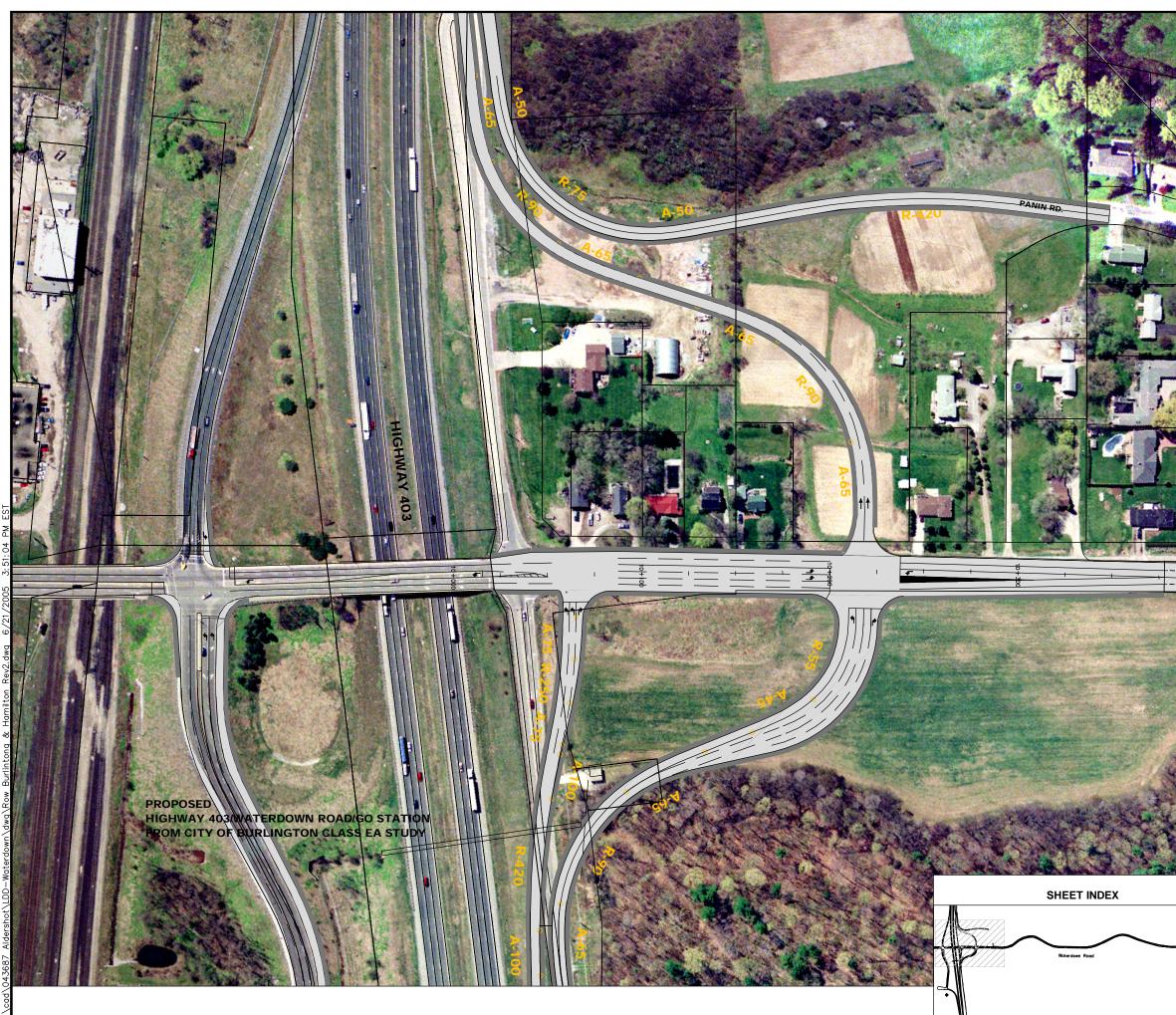




#### WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN

FIGURE 31 - CONCEPTUAL DESIGN FOR WATERDOWN ROAD CORRIDOR IMPROVEMENT:

STATION 10+525 TO 11+375



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<sup>1</sup> 110000000000000000000000000000000000	WATERDOWN/ALDERSHOT TRANSPORTATION MASTER PLAN
DILLON CONSULTING	FIGURE 30 - CONCEPTUAL DESIGN FOR
CHECKED BY: PM DESIGN BY: PM DRAWN BY: LR	WATERDOWN ROAD CORRIDOR IMPROVEMENTS STATION 10+000 TO 10+525
SCALE: 1:2000	
DATE: JUNE 20, 2005 PROJECT No. 04-3687	PLATE 1

# Waterdown-Aldershot Transportation Master Plan

Phase 2 CompletionPublic Information CentreMarch 5 & 6, 2008









#### **Project History Overview**

- Study initiated to address future transportation demands as a result of expected growth in Waterdown due to OPA 28.
- Phase 1 (Problem Identification) completed in April 04.
- o Phase 2 (Alternative Solutions) initiated in Fall 04.
- Draft Phase 2 Report released in August 05.
- Hamilton Council approval of recommendations in March 06.
- Work undertaken to respond to Burlington Council requests in 06.
- Burlington Council approval in July 07 and Halton Region Council approval in Oct 07.
- Release of Final Phase 2 Report in Feb 08.
- Start of Class EA Phase 3 work in March 08.









### **TMP Report Recommendations**

- Recommendations remain largely unchanged from Draft Report:
  - 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 Rd. to address road safety issues and phasing of a 3-Lane option for Waterdown Rd.

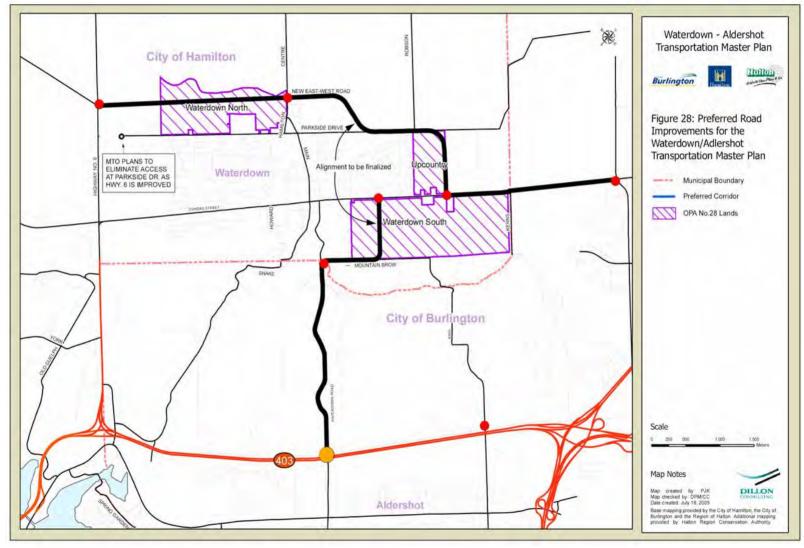








#### **Recommended Road Improvements**











# Waterdown Transit Update

- Hamilton Council approved transit enhancements to Waterdown (Nov 07).
- Includes bus service for the urban portion of Waterdown situated between Dundas Street and Parkside Drive, east of Highway #6.
- Buses would operate north-south on Waterdown Road, terminating at Plains Road, with direct service to the Aldershot GO/VIA Station.
- Be able to transfer to GO Rail & Bus services, VIA trains or Burlington Transit buses.
- Transfers from HSR to Burlington Transit are free of charge.









#### **Endorsement of Recommendations**

- TMP Report Recommendations have been endorsed by:
  - City of Hamilton;
  - City of Burlington;
  - Region of Halton;
  - Niagara Escarpment Commission; and
  - Hamilton & Halton Conservation Authorities.
- Note that the Phase 2 recommendations, as they pertain to specific road sections, will be available for review again by Councils when the road specific Environmental Study Reports are submitted.









# **Burlington Council Resolution**

- Although Burlington Council indicated support for the development of a 4-lane platform for Waterdown Rd., the following is to be considered in Phase 3:
  - That Phase 3 of the TMP evaluate options for a phased implementation of the 4-lane Waterdown Rd that would include an initial 3-Lane option;
  - The need to evaluate counter-flow traffic control option in utilizing 3-Lanes;
  - Inclusion of a multi-use pathway;
  - Evaluate alternatives and confirm a preferred design allowing King Rd to remain open; and
  - The need for additional study prior to moving from a 3-lane roadway (if implemented) to a 4-lane road.

(Note: A handout of the full Burlington Council resolution is available)









# What has changed in the final TMP Report?

- Updated references to the existing transit system.
- Updated existing conditions descriptions.
- Minor updates to data in evaluation tables.
- Evaluation of 3-Lane Waterdown Rd option as requested by Burlington Council.
- Review of alternative alignments proposed by public.
- Agreement to review feasible alternatives to widening section of Parkside Dr. as part of the preferred East-West road route.
- Updates to consultation section.









# Consultation Program – Phase 2

- Identification and consideration of issues/ideas throughout.
- Stakeholder Advisory Committee multi-sector, area-wide representation.
- Public Information Centres.
- Information program.
- Individual meeting with residents.
- Government Agency Consultation.
- o Report Release.









#### Concerns We Heard...

- Opposition to OPA 28, and proposed densities.
- The solution will not solve the problem the new roads do not connect.
- Opposition to recommended road improvements (concerns with social impacts, property values & process to select preferred routes).
- Cost estimates for road improvements are too low.
- Inflow of traffic onto Dundas St. from new Waterdown Rd extension.
- Prohibit trucks from Waterdown Rd and the new East-West route.
- Developers should pay the full costs.









#### Steps Ahead: Class EA Phase 3 & 4

- Two separate Class EA projects being initiated:
  - Waterdown Rd Class EA; and
  - New East-West Road Class EA.
- Separate Environmental Study Report (ESR) to be filed for each project.
- More detailed data being collected within each corridor (natural science field work largely completed in 2007).
- Develop road alignment and profile alternatives
- Will look in detail at property impacts.
- Will evaluate design concept alternatives and recommend mitigation measures.









#### Phase 3 Issues to Address

- Environmental protection.
- Retaining the "character" of Waterdown Rd.
- Access to local homes and properties.
- Safety of proposed road improvements.
- Visual concerns.
- o Impacts on local homeowners.
- Compensation for affected land owners
- o Detailed costing.
- o Detailed alignment to confirm impacts.
- Transit and cycling options.
- o Truck traffic and impacts.









### Waterdown Rd. - Phase 3

- As part of the design options review, will consider 3-Lane phasing, counter flow lane feasibility and bike lanes/multi-use pathway.
- Feasibility study for improvements to King Rd (to address road safety) to be undertaken:
  - Any improvements to King Rd need to give regard to impacts to natural features on the escarpment; and
  - If road safety concerns cannot be addressed, road closure would need to be considered.
- Road design for section north of Mountain Brow Rd. to be coordinated with Waterdown South Secondary Plan.









### New East-West Rd.- Phase 3

- An alternative to widening a section of Parkside Dr. was presented by residents and evaluated in Phase 2.
- Although the evaluation results were very close, it was rationalized that Option 4 is still the preferred route.
- Project Partners have agreed to review this decision in more detail. Steps to be undertaken include:
  - Discuss the alternate roadway alignments with residents and businesses;
  - Determine the cost of property acquisition/ business relocation from alternate alignments;
  - Determine the feasibility/acceptability of an alternate alignment; and
  - If justified, proceed to evaluation of the option.









# **Planned Consultation Program**

- Creation of a Neighbourhood Advisory Committees (NACs) for each road project;
  - NACs to include representation of residents, businesses, community groups, environmental concerns; and
  - NACs to meet regularly to provide ongoing input.
- Two planned PICS to present Phase 3 results.
- One-on-one meetings with local homeowners, and neighbourhood groups.
- An updated project website.
- Newsletters, media releases, and advertisements.
- "One-Window" Communication approach lead by the Neutral Community Facilitator's Office (commitment to respond to inquires within 10 business days).









### Phase 3 & 4 Study Schedule

Activity		2008-2009 Months											
		Α	Μ	J	J	Α	S	0	Ν	D	J	F	Μ
Confirm Route Alignments													
Data Collection													
Develop Alternative Road Designs													
Evaluate Road Designs													
Prepare Road Design													
Draft ESR Preparation													
PIC # 1													
PIC #2													
Draft ESR Review & Finalization													
Notice of Completion & 30 day Review													









#### Your Comments...

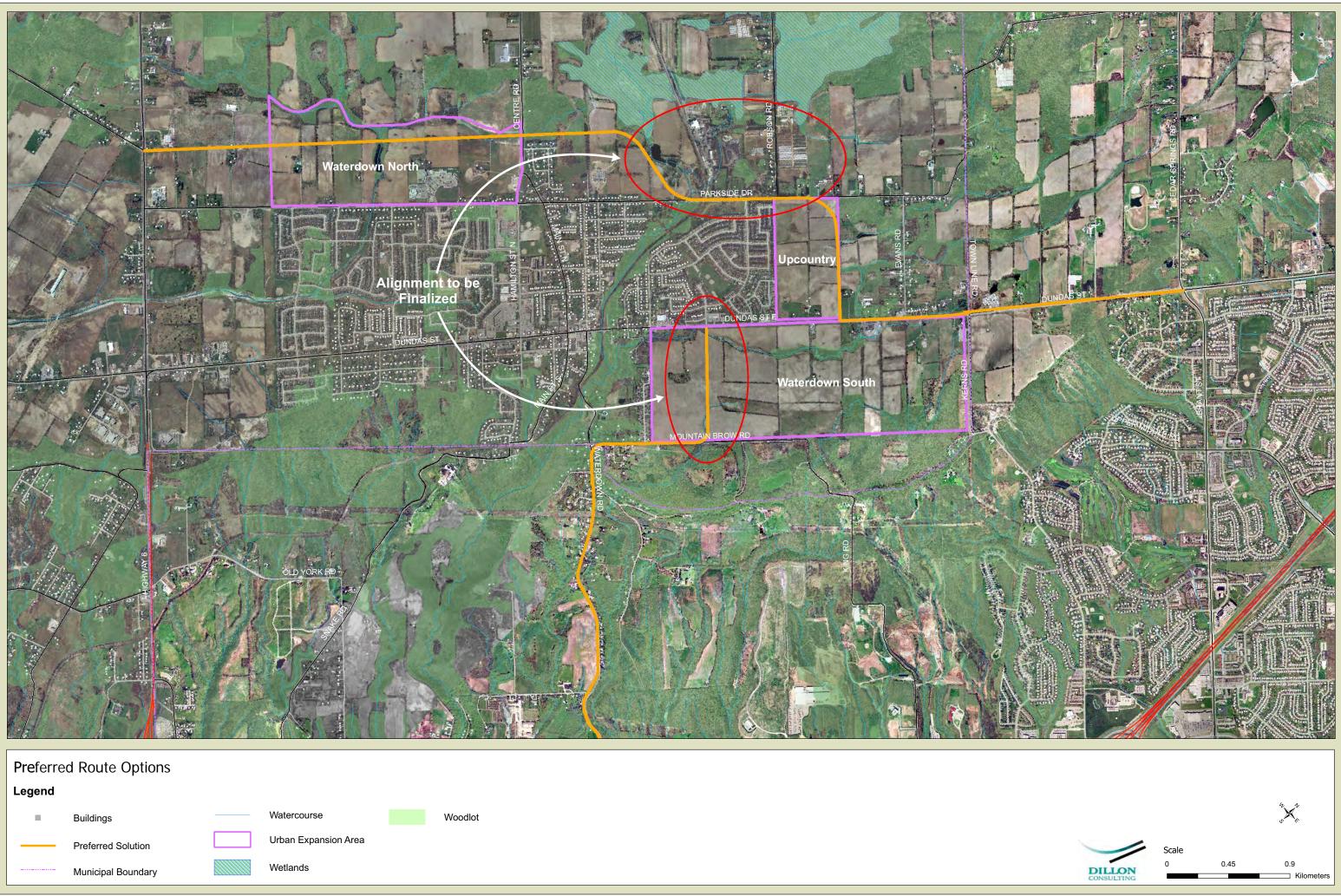
- We would like your comments on the proposed study program for Phase 3 and 4 work.
- The study program is outlined in the *Path Forward Report.*











 Municipal Boundary	

**Comment Form** 







#### 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, 6<sup>th</sup> Floor Hamilton, ON L8N 3VV8 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 Centres (PICs): Materials June 2008

# Phase 3 & 4 Municipal Class EA New East-West Corridor

#### Public Information Centre #1 June 24, 2008

# Welcome









#### Waterdown / Aldershot Transportation Master Plan (TMP) Report Recommendations

- o 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 Rd. to address road safety issues and phasing of a 3-Lane option for Waterdown Rd.

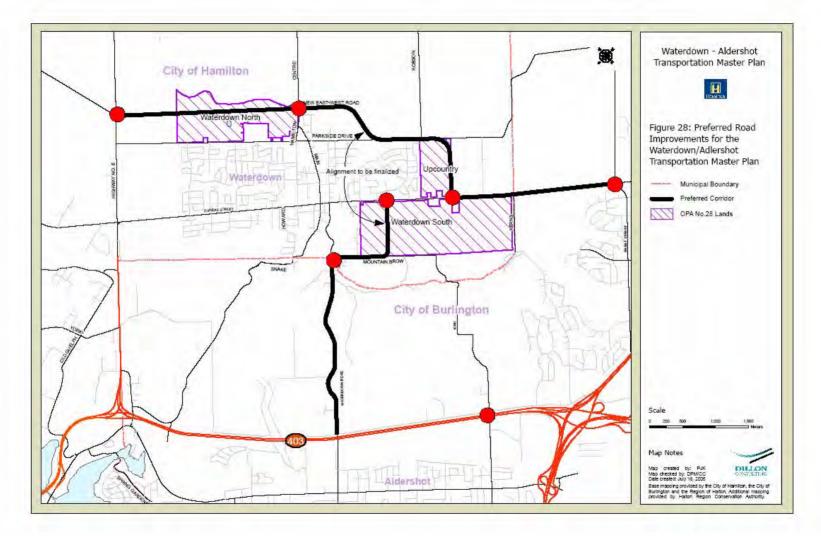








#### **Recommended Road Improvements**











# Class EA Phase 3 & 4 Process

- Data Collection in study area
  - Status: largely complete including natural science inventory
- Develop evaluation criteria
  - Status: draft criteria developed
- Identify alternatives
  - Status: draft alternatives identified/developed
- Evaluation of alternatives
  - Status: Ongoing preliminary recommendations identified
- Development of preliminary design
  - Status: Ongoing
- Consultation (Public and Agency)
  - Status: Ongoing









### Phase 3 Issues to be Addressed

- Environmental protection
- Archaeology
- Potential impacts along Parkside Drive
- Access to local homes and properties
- Safety of proposed road improvements
- Visual concerns
- Impacts on local homeowners
- Compensation for affected land owners
- Detailed costing
- Transit and cycling options
- Truck traffic and impacts









## **Consultation Program**

- Neighbourhood Advisory Committee (NAC) Meetings
- Two planned Public Information Centres to present the analysis and get public input
- Meetings with directly affected landowners has been initiated
- Updates to project website
- Ongoing Newsletters, media releases, and advertisements
- "One-Window" Communication approach lead by the Neutral Community Facilitator's Office









## NAC Role to Date

- Volunteer members of the community
- 4 meetings held to date (1-2 more planned) since April, 2008
- The NAC has provided input regarding:
  - the alternatives considered,
  - the evaluation criteria, and
  - draft evaluation results
- Future meeting(s) to consider mitigation measures/road design









## Phase 3 Evaluation Criteria

- Evaluation criteria and indicators have been developed to address the following considerations:
  - Social Environment
  - Natural Environment
  - Economic Environment
  - Cost
  - Transportation
- Copies of the criteria table are available









## **New East-West Road Alternatives**

• Alternatives being considered include:

- Western Alignments (Hwy 6 Connection)
- Centre Rd Crossing Alignments
- Power Line Alignments
- Dundas St. Widening alignments (to Brant Street)
- Also undertaken was a re-examination of the TMP recommended Option 4 which would involve the partial widening of Parkside Dr.
- Preliminary evaluations of the above alternatives have been completed









## Western Alignment Evaluation

## • Northern Alignment Preferred:

- Less impact to residences/residential property
- Avoids effects to the mushroom growing operation
- Less effect on agricultural land
- Greater separation from future Hwy 6/Dundas St interchange
- Avoids problematic intersection with Concession 4 Road that may encourage through traffic use









## Centre Rd Crossing Evaluation

- 4 alignments have been identified
- All impact the Centre Rd. Woodlot ESA
- Middle alignments fragment the ESA
- Southern alignments pass through wetter areas which may have road construction implications
- Greater potential for noise effects to residents along Northlawn Ave. with southern alignment

   a noise barrier may be required
- Input from Conservation Halton is being sought and soils investigations to be completed prior to the identification of a preferred alignment in this section









## **Power Line Alignments Evaluation**

- Alignments to the east and west of the existing power line have been identified
- The eastern alignment will have greater effects on the Connon Nurseries property but potentially less effect on the planned extension of Joe Sam's park
- Further discussion is required with property owners and with the City of Hamilton regarding the planned park expansion









## **Dundas Street Alignments Evaluation**

- Near Brant Street, 3 road widening alignments were identified.
- The northern alignment would result in the loss of vegetation associated with the ESA (to the north) and would impact properties east of Brant Street
- The southern alignment would result in extensive impacts to residential property located south of Dundas St.
- The centre line alignment (widening on both sides) was selected as preferred. Minor effects to the ESA and residences will result









## Option 4 vs. 5 Review

- The project team has reviewed in detail Option 5 (northern route) as an alternative to Option 4 (which involves the widening of a portion of Parkside Drive)
- Option 5 was not considered preferred due to:
  - Business impacts to Connon Nursery and Opta Minerals
  - Greater effects on natural habitat and floodplain (3 new creek crossings)
  - Significantly higher cost
  - Loss of agricultural land
  - Option 5 within the Green Belt
- A northern refinement to Option 5 has been suggested by the NAC. This option has considerable problems associated with it including traffic operations, safety, environmental and floodplain issues. Conservation Halton and the NEC previously identified concerns with this option. The assessment of this option will be documented.
- Option 4 has been confirmed as the preferred alternative.









## Phase 3 & 4 Study Schedule

Activity		2008-2009 Months											
		Α	Μ	J	J	Α	S	0	Ν	D	J	F	M
Confirm Route Alignments													
Data Collection													
Develop Alternative Road Designs													
Evaluate Road Designs													
Prepare Road Design													
Draft ESR Preparation													
PIC # 1													
PIC #2													
Draft ESR Review & Finalization													
Notice of Completion & 30 day Review													











Continue Landowner Meetings & Approval Agency Consultation

Additional NAC Involvement

Finalize Evaluation/Corridor Alignment Refinement

Traffic & Operations Assessments

• Detailed Grading, Drainage and Stormwater Management Assessments

Develop Detailed Streetscaping/Landscaping Recommendations

Identification of Potential Property Impacts/Property Requirements

Detailed Development of Mitigation Measures

Permitting & Approvals Reviews

Prepare Project Cost Estimates

Public Information Centre #2 in Fall 2008









## Thank-you

Your input to this project is important! All comments received will be addressed and taken into consideration in finalizing the recommendations and in the development of the preferred design.

## Please fill out the comment form provided









### Evaluation Criteria Groups, Criteria and Indicators

Criteria Group	Criteria	Criteria Importance (NAC)	Criteria Importance Project. Partners	Indicators
		High	j reveni nati oznana na na donieta krzyt dyna zakryty u zbrytele kanta krzytelenie zakrytele i zakrytele na krzytele je	Number of residences displaced
				Amount of residential property removed (ha)
				Change in access to residential property
			High	Potential for change in air quality
-	Potential for impact on residents			Potential for change in noise levels
				Potential for light pollution
Social Environment				Potential for impact to wells and septic tanks
Linwionment				Potential for traffic infiltration to existing residential areas and res
	Potential for community character impacts/	L L'arte	l li ala	Opportunity to enhance character of community
	change in views	High	High	Potential for negative change to community character and views
	Potential for impact on community/ recreation			Removal of community/recreation property
	features	Medium	Medium	Disruption to use of community/recreation property
	Potential for effects on historical features	TBD	Medium	Potential for removal of heritage/archaeological features
	Potential for impact on terrestrial features	High-Medium	High-Medium	Amount, nature and significance of natural habitat removed
				Number of significant trees along existing roadway removed
				Potential for effects to adjacent habitat
Natural Environment				Fragmentation of natural areas
				Effect on terrestrial corridor connectivity / linkages
				Opportunity to enhance degraded natural areas (terrestrial and a
	Potential for Impact on aquatic features	Medium (EW)	Medium (EW)	Amount and quality of aquatic habitat altered/disturbed/removed
· · · · · · · · · · · · · · · · · · ·	Potential for impact on business enterprises	Medium (EW)	Medium (EW)	Area of commercial properties required (ha)
				Potential for change to property values
Economic				Potential for change (disruption or enhancement) to business ope
Environment	Potential for impact on residential property value	Medium	Medium	Potential for change to property values
	Potential for impact on future land use	Medium	Medium	Compatibility with future land use plans
	Potential for impact on agricultural land	Medium (EW)	Medium (EW)	Area of designated agricultural land removed (ha)
Cost	Capital Cost (million \$)	Low	Medium	Estimated capital cost (including land acquisition)
	Operation and Maintenance Cost (million \$)	Low	Medium	Relative maintenance costs as reflected by road length and design
	Change in traffic operations, delay and capacity	Low	Low	Potential to increase level of traffic service
				Ability to accommodate local and through traffic
Transportation	Potential for change to traffic and public safety levels	High	High	Potential to improve roadway operations, geometry and sightline
	Opportunity to support transit use, pedestrians and cycling	Medium	Medium	Extent that alternative supports/promotes transit use, pedestrians

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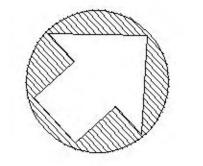












# PRELIMINARY

Data Sources						
Data provided by the Re Transportation Services	gional Municipality of Halton - Planning and					
0	75 150m					
Hamilton	rlington Halton					
	EW E-W ROAD TION N3, N4, N5					
DILLON CONSULTING	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET					
DRAWN BY:						

**Comment Form** 







#### **COMMENT FORM**

Public Information Centre 1 – East-West Focus

**Tuesday, June 24, 2008** 6.00 P.M to 8.30 P.M St. Thomas Apostle Parish Hall 715 Centre Road, Waterdown

Name:	Contact Information (Optional)		
Affiliation/Organization:			
Address:	E-mail address:		
Would you like to be ad	ded to our mailing list? (Please circle)	Yes	No

Purpose:

to provide an overview of the evaluation alternatives, mitigation options and issues identified, and obtain feedback from the public.

Office of the Neutral Community Facilitator Lura Consulting 36 Hunter St. East, 6<sup>th</sup> 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





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 N1 – East of Hwy 6	
Section N2 – Waterdown Rd North/Centre Rd Crossing	
Section N3 – Hydro Transmission Line Crossing Alternatives	
Section N4 – Parkside Dr	





Section	Issues Identified
Option 4 vs. 5 Alignment Review	
Section N5 – Up-Country Development	
Section N6 – Dundas St Widening (West)	
Section N7 – Dundas St Escarpment Cut	







2. Looking at the draft evaluation criteria. Are they appropriate? What other criteria should be considered?

3. What are your thoughts on the proposed road designs and mitigation options?





#### **Additional Comments**

Please provide any additional comments that you have below.





#### East-West Road Class EA Phase 3 & 4

#### Thank you for attending -- How did we do?

Please fill out the evaluation form below to let us know how we did. .

#### 1. Overall, were you satisfied with the Open House? (Please circle)

Very Satisfied	Satisfied	Somewhat Satisfied	Dissatisfied	Very Dissatisfied		
2. How did you find out about today's PIC? (Please circle)						
Newspaper	Website	Notice	Other:			

#### 3. What did you like or find most useful about this PIC?

4. What suggestions would you make to improve this PIC?

5. Do you have any other comments on the PIC?

#### **THANK-YOU FOR PARTICIPATING!**

PLEASE RETURN COMPLETED WORKSHEETS ON YOUR WAY OUT.

## Public Information Centres (PICs): Materials November 2008

## Phase 3 & 4 Municipal Class EA New East-West Corridor

## Public Information Centre #2 November 5, 2008

## Welcome









## Waterdown / Aldershot Transportation Master Plan (TMP) Report Recommendations

- o 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 Rd. to address road safety issues and phasing of a 3-Lane option for Waterdown Rd.

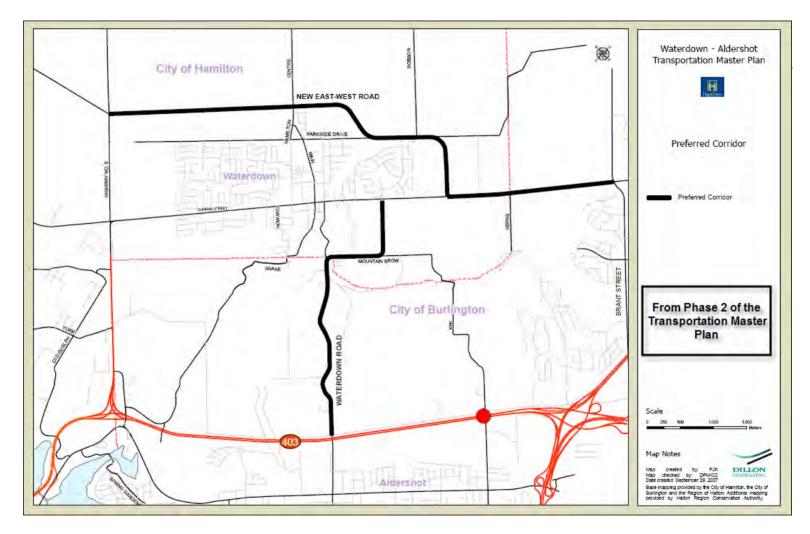








## **TMP Recommended Road Improvements**











## Class EA Phase 3 & 4 Process

- o Data Collection in study area
  - Largely completed, some environmental and soils data to be collected
- o Develop evaluation criteria
  - Complete (based on Phase 2 criteria)
- o Identify alternatives
  - West end at Highway 6
  - West of Centre Road woodlot
  - Through Centre Road woodlot
  - Parkside Drive & possible routings to the north
  - Dundas Street east end at Brant Street
- Evaluation of alternatives
  - Largely completed evaluation at Highway 6 to be finalized
- Development of preliminary design
  - Basic design concepts developed (to be finalized based on public & agency comments)
- Consultation (Public and Agency)
  - On going









## **Evaluation Criteria**

Criteria Group	Criteria	Criteria Importance (NAC)	Criteria Importance Project. Partners	Indicators
				Number of residences displaced
				Amount of residential property removed (ha)
				Change in access to residential property
	Potential for impact on residents	High	High	Potential for change in air quality
	Potential for impact on residents	rign	nign	Potential for change in noise levels
				Potential for light pollution
Social Environment				Potential for impact to wells and septic tanks
Environment				Potential for traffic infiltration to existing residential areas and resulting effects
	Potential for community character impacts/	High	High	Opportunity to enhance character of community
	change in views	nign	nign	Potential for negative change to community character and views in the area
	Potential for impact on community/ recreation	Medium	Medium	Removal of community/recreation property
	features	wedium	Iviealum	Disruption to use of community/recreation property
	Potential for effects on historical features	TBD	Medium	Potential for removal of heritage/archaeological features
		High-Me dium	High-Me dium	Amount, nature and significance of natural habitat removed
	Potential for impact on terrestrial features			Number of significant trees along existing roadway removed
				Potential for effects to adjacent habitat
Natural Environment				Fragmentation of natural areas
				Effect on terrestrial corridor connectivity / linkages
				Opportunity to enhance degraded natural areas (terrestrial and aquatic)
	Potential for Impact on aquatic features	Medium (EW)	Medium (EW)	Amount and quality of aquatic habitat altered/disturbed/removed
				Area of commercial properties required (ha)
	Potential for impact on business enterprises	Medium (EW)	Medium (EW)	Potential for change to property values
Economic				Potential for change (disruption or enhancement) to business operations
Environment	Potential for impact on residential property value	Medium	Medium	Potential for change to property values
	Potential for impact on future land use	Medium	Medium	Compatibility with future land use plans
	Potential for impact on agricultural land	Medium (EW)	Medium (EW)	Area of designated agricultural land removed (ha)
Cost	Capital Cost (million \$)	Low	Medium	Estimated capital cost (including land acquisition)
	Operation and Maintenance Cost (million \$)	Low	Medium	Relative maintenance costs as reflected by road length and design features
	Observe in terffer an exting a data and the literation		1	Potential to increase level of traffic service
Change in traffic operations, delay and capacity	Low	Low	Ability to accommodate local and through traffic	
Transportation	Potential for change to traffic and public safety levels	High	High	Potential to improve roadway operations, geometry and sightlines
	Opportunity to support transit use, pedestrians and cycling	Medium	Medium	Extent that alternative supports/promotes transit use, pedestrians and cycling









## **Public & Agency Consultation**

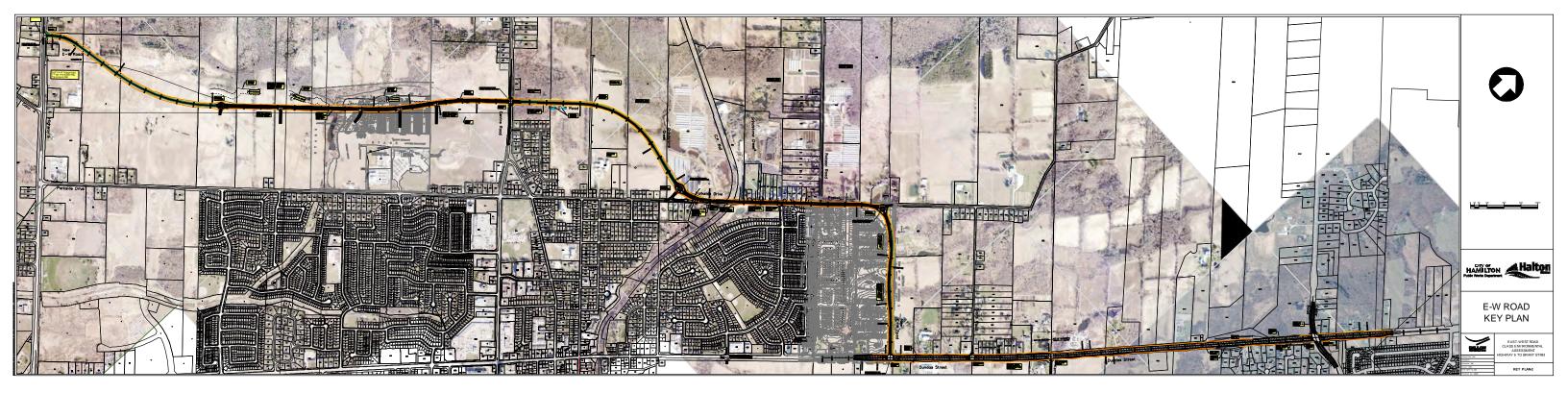
- Neighbourhood Advisory Committees were set up to provide input
- Over 60 residents and businesses participated
- One-on-one meetings with key affected property owners (ongoing)
- Agency involvement through one-on-one meetings and through a Technical Advisory Committee
- Ongoing agency consultation is required with the following:
  - Ministry of Transportation (Highway 6 issues)
  - Niagara Escarpment Commission (escarpment issues and King Road)
  - Conservation Authorities (follow up to their detailed reviews)
  - Internal municipal departments (follow up to their detailed reviews)











## Connection at Highway 6

- Three alignments identified
- Talks ongoing with MTO regarding recent concerns about traffic operations and safety aspects associated with possible, new intersection along this section of Highway 6
- Details of the three connection alignments to be finalized
- Re-evaluation to be completed

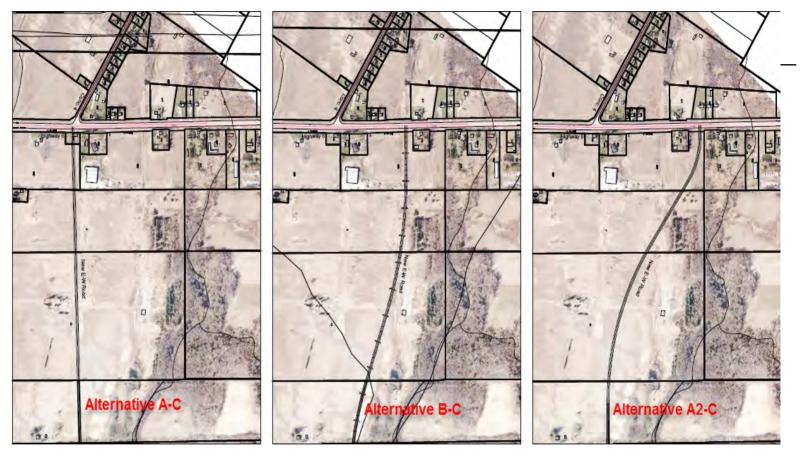








### **Connection at Highway 6 - Alternatives**



Alternatives to be finalized base on further discussions with MTO









	NEW EAST-WEST ROAD – WESTERN ALIGNMENTS TRADEOFFS SUMMARY					
Criteria Group	Criteria	Indicators	Option A2-C (Northern Route)	Option A-C (Middle Route)	Option B-C (Southern Route)	
Social	†	Number of residences displaced	None	None	1 home displaced	
Environment		removed (ha)	May require some frontage of one residential property to allow a right turn lane south of the new road intersection location. May require some changes to the property of at least one residence on the west side of Hwy 6 to move their driveway to the south of the intersection.	None	As above	
		Change in access to residential property	None affected	None affected	None affected	
		Potential for change in air quality	About five residences within 100 m of the roadway. Closest residence about 70 m away. High background emission levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase emissions in area. This option also discourages less through traffic (including trucks) from the west which could increase air emission for residential areas	One residence in proximity (about 50 m away). High background emission levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase emissions in area. This option also discourages less through traffic (including trucks) from the west which could increase air emission for residential areas adjacent to the new roadway.	If not displaced, one residence on close proximity to the roadway (< 50 m). Potential for change in air quality. High background emission levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase emissions in area. This option could encourage more through traffic (including trucks) from the west which could increase air emission for residential areas adjacent to the new roadway.	
	Potential for impact on residents		adjacent to the new roadway.			
			About five residences within 100 m of the roadway. Closest residence about 70 m away. High background noise levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase noise levels in the area. This option also discourages less through traffic	One residence in proximity (about 50 m away). High background noise levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase noise levels in area. This option also discourages less through traffic (including trucks) from the west which could increase noise levels for residential areas adjacent to the new roadway.	If not displaced, one residence on close proximity to the roadway (< 50 m). Potential for change in noise levels. High background noise levels are expected in the area due to heavy traffic volumes on Highway 6. Increased traffic in area could further increase in noise levels in area. This option could encourage more through traffic (including trucks) from the west which could increase noise levels for	
			(including trucks) from the west which could increase noise levels for residential areas adjacent to the new roadway.		residential areas adjacent to the new roadway.	
		Potential for light pollution	1-2 residences opposite the intersection point would likely experience effects from intersection and vehicle lights	One residence in proximity (about 50 m away). Potential for effects from road lights.	If not displaced, one residence on close proximity to the roadway (< 50 m). Potential for effects from road lights.	
		Potential for impact to wells and septic tanks	Minimal effects expected	Minimal effects expected	Minimal effects expected	
		Potential for traffic infiltration to existing residential areas and resulting effects	None	None	None	
	Potential for community	Opportunity to enhance character of community	Limited due to rural nature of the area.	Limited due to rural nature of the area.	Limited due to rural nature of the area.	

	NEW EAST-WEST ROAD – WESTERN ALIGNMENTS TRADEOFFS SUMMARY						
Criteria Group	Criteria	Indicators	Option A2-C (Northern Route)	Option A-C (Middle Route)			
	character impacts/ change in views	Potential for negative change to community character and views in the area	Area is primarily agricultural/rural. Existing homes are adjacent to Hwy 6. Some changes to character of area will result for all alignments.	Area is primarily agricultural/rural. Existing homes are adjacent to Hwy 6. Some changes to character of area will result for all alignments.	Area is prima adjacent to H result for all a		
	Potential for impact	Removal of community/recreation property	None	None	None		
	on community/ recreation features	Disruption to use of community/recreation property	None	None	None		
	Potential for effects on historical features	Potential for removal of heritage/archaeological features	No known features. All routes have similar potential for encountering features.	No known features. All routes have similar potential for encountering features.	No known fea encountering		
		Amount, nature and significance of natural habitat removed	None	None	None		
	Potential for impact on terrestrial features		Number of significant trees along existing roadway removed	N/A	N/A	N/A	
		Potential for effects to adjacent habitat	Potential for some disruption to the adjacent ESA lands (woodlot) to the north. (edge of RoW is about 25-30 m away)	ESA lands located to the north of the alignment (edge of RoW is about 30 m away). Some potential for minor disruption effects to wildlife from road traffic noise.	None		
Natural		Fragmentation of natural areas	None	None	None		
Environment		Effect on terrestrial corridor connectivity / linkages	None	None	None		
		Opportunity to enhance degraded natural areas (terrestrial and aquatic)	Similar potential	Similar potential	Similar poten		
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/removed	One minor drain would be crossed	The roadway is located on a minor drain that would be affected by the roadway and need to be relocated (roadway runs along the length of the drain). May be opportunity to relocate roadway to avoid relocation of the drain.	None		
Economic Environment		Area of commercial properties required (ha)	None	None	Property from required		
	Potential for impact on business	Potential for change to property values	None	None	Limited to no		
	enterprises	Potential for change (disruption or enhancement) to business operations	None	None	Some change operation is e		
	Potential for impact on residential property value	Potential for change to property values	New intersection location is in proximity to 3 residences. Potential for effects already these residences are adjacent to Hwy 6	Potential for effect one residence although residence is already in proximity to Hwy 6	Potential for already in pro		

on A-C e Route)	Option B-C (Southern Route)
ural. Existing homes are anges to character of area will	Area is primarily agricultural/rural. Existing homes are adjacent to Hwy 6. Some changes to character of area will result for all alignments.
	None
	None
s have similar potential for	No known features. All routes have similar potential for encountering features.
	None
	N/A
h of the alignment (edge of ome potential for minor om road traffic noise.	None
	None
	None
	Similar potential
ninor drain that would be need to be relocated (roadway rain). May be opportunity to ocation of the drain.	None
	Property from a mushroom growing operation is likely required
	Limited to no effects expected
	Some change to property use of the mushroom growing operation is expected
ence although residence is	Potential for effect one residence although residence is already in proximity to Hwy 6

			NEW EAST-WEST ROAD – W TRADEOFFS SI	
Criteria Group	Criteria	Indicators	Option A2-C (Northern Route)	Option A-C (Middle Route)
	Potential for impact on future land use	Compatibility with future land use plans	Land is designated for agriculture. No development plans exist for the area.	Land is designated for agriculture. No development platexist for the area.
	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	Least impact on agricultural land	Passes through and fragments a farm property on the e side of Hwy 6. Landowner has expressed concerns regarding this.
Cost	Capital Cost (million \$)	Estimated capital cost (including land acquisition)	The alignments are expected to have similar costs.	The alignments are expected to have similar costs.
	Operation and Maintenance Cost (million \$)	Relative maintenance costs as reflected by road length and design features	The alignments are expected to have similar costs	The alignments are expected to have similar costs
	Change in traffic operations, delay and capacity	Potential to increase level of traffic service	All alternatives address capacity needs. This Option is less preferred operationally as it requires 2 intersections (would be north of current Conc. 4 Road intersection). However, it provides the greatest separation distance of future interchange (to accommodate future freeway) with planned Dundas St interchange.	All alternatives address capacity needs. This Option is preferred operationally as requires 2 intersections (woul north of current Conc. 4 Road intersection). However, provides a greater separation distance of future intercha (to accommodate future freeway) with planned Dundas interchange.
Transportation		Ability to accommodate local and through traffic	No difference	No difference
	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	MTO has expressed concern over the staggered intersection configuration and the safety implications for traffic on Highway 6. They would prefer to have no new intersections along this corridor.	MTO has expressed concern over the staggered interse configuration and the safety implications for traffic on Highway 6. They would prefer to have no new intersect along this corridor.
	Opportunity to support transit use, pedestrians and cycling	Extent that alternative supports/promotes transit use, pedestrians and cycling	All alignments are supportive	All alignments are supportive
Evaluation Res	sult Summary	The Ministry of Transportation has e the new intersection. As a result, the included in the Environmental Study	e project team will continue to liaise with the Mini	a new intersection at Highway 6 and would prefer tha istry to finalize and re-evaluate the alternative design

	Option B-C (Southern Route)
olans	Land is designated for agriculture. No development plans exist for the area.
e east	Passes through northern edge of two farm fields. Although less fragmentation effects, more agricultural land would be removed than the other options.
	The alignments are expected to have similar costs
	The alignments are expected to have similar costs
is less ould be er, it change as St	All alternatives address capacity needs. Preferred operationally as requires 1 intersection (lines up with Conc. 4 Road). Less separation distance of future interchange (to accommodate future freeway) with planned Dundas St interchange.
	No difference
rsection ections	Minimal change to traffic and public safety levels
	All alignments are supportive
	ew East-West route and Concession Road 4 line up at s at this location. The results of this evaluation will be

## **Section West of Centre Road**

- Confirmed with Hamilton Conservation Authority the requirement for a 30m buffer between the Parkside Drive Wetland Complex Environmentally Sensitive Area (ESA) and the north property limit of the new road
- Completed a field survey to locate the edge of the woodlot
- Shifted the road south to provide the required buffer

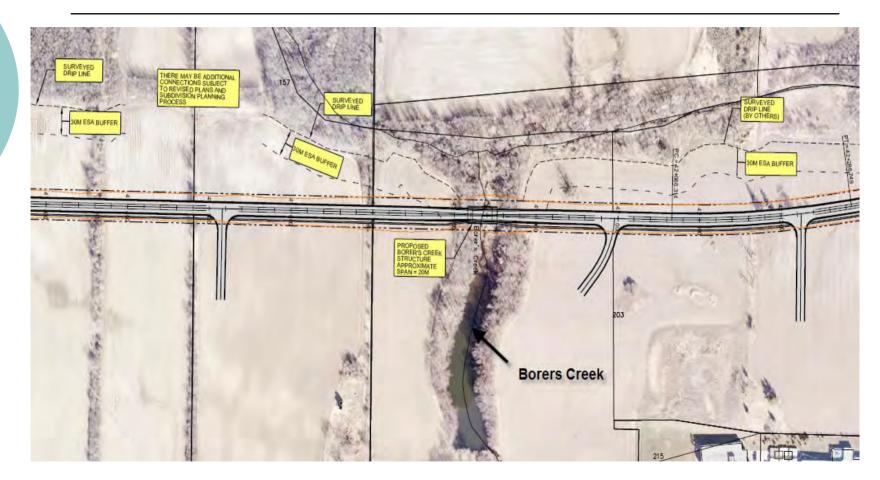








#### Road Location West of Centre Road











## **Centre Road Woodlot Crossing**

- Three previous alternatives assessed (DE-1, DE-3, DE-4) and the southern most alignment selected as preferred (presented at PIC #1 in June 2008)
- Requests received to assess an alignment at the north end of the Provincially Significant Woodlot (DE-5)
- Additional environmental and geotechnical field work completed
- Alignments were developed including adjustments to the southern alignment to avoid areas with environmental concerns (DE-2)
- Four alternatives were assessed









#### **Centre Road Woodlot Alternatives**

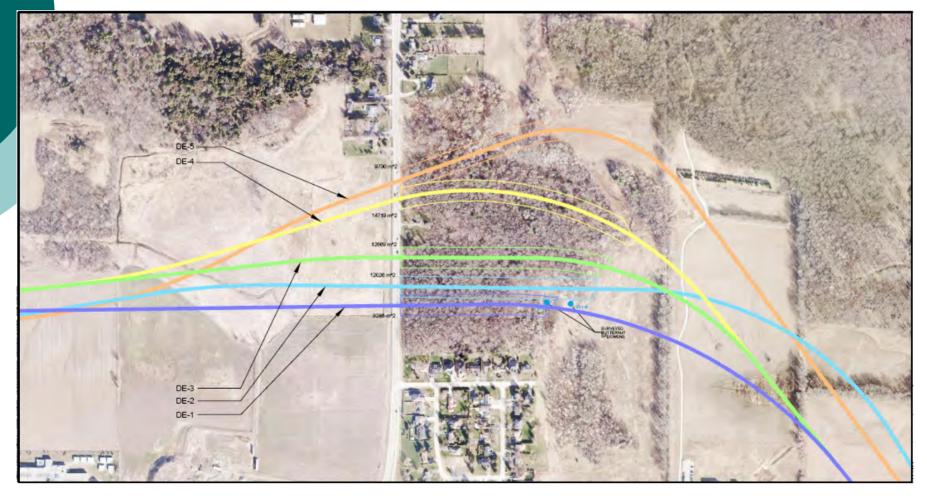










	Table 3 New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary						
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5	
Social Environment	Potential for impact on	Number of residences displaced	None	None	None	None	
	residents	Amount of residential property removed (ha)	None	None	None	None	
		Change in access to residential property	None affected	None affected	None affected	None affected	
		Potential for change in air quality	Closest residences (along north side of Northlawn Ave.) to the alignment are about 140 m away (from road centre line to building). Minimal changes to air quality expected due to presence of a large treed buffer area – about 100 m wide)	The closest residence is about 55 m from road centre line which could experience air quality effects.	Residence about 40 m (from centre line) to the south which could experience air quality effects.	Roadway is about 70 m away (from centre line) from the residence to the north and south. There exists the potential for some increase in air emissions for this receptor.	
		Potential for change in noise levels	Closest residences (along north side of Northlawn Ave.) to the alignment are about 140 m away (from road centre line to building). Minimal changes to noise expected due to presence of a large treed buffer area. – about 100 m wide)	The closest residence is about 55 m from road centre line which could experience increased noise effects.	Residence about 40 m (from centre line) to the south away which could experience increased noise effects. The closest residence to the north of the alignment is about 100 m away. Changes to noise levels are possible as there are no trees on the west side of Centre Road to attenuate the noise levels.	Roadway is about 70 m away (from centre line) from the residence to the north and south. Changes to noise levels are possible as there are no trees on the west side of Centre Road to attenuate the noise levels.	
		Potential for light pollution	Effects from intersection lighting to the Northlawn Ave residents expected to be minimal due to approximate 100 m treed buffer area.	Potential for effects from intersection lighting to one residence.	Potential for effects from intersection lighting to one residence.	Potential for effects from intersection lighting to at least one residence north of roadway on east side of Centre Road.	
		Potential for impact to wells and septic tanks	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences	None expected as the roadway is well removed from residences	
		Potential for traffic infiltration to existing residential areas and resulting effects	None	None	None	None	
	Potential for community character impacts/	Opportunity to enhance character of community	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	Land which route passes through is undeveloped and designated as either: future development area, Rural/agricultural area, open space. Minimal opportunity to enhance character of area.	

	Table 3           New East-West Road/Centre Road Woodlot Evaluation					
				iffe Koau woodiot Evaluation		
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5
	change in views	Potential for negative change to community character and views in the area	Minimal effects as the roadway will be screened from views/is well removed from existing residences due to the woodlot.	Minimal effects as the roadway will be screened from views/well removed from existing residences due to the woodlot.	Roadway will be visible by at least one residence to the north (on west side of Centre Road.). Potential for change in character of the area.	Roadway will be visible by at least one residence to the north (on west side of Centre Road.). Potential for change in character of the area.
	Potential for	Removal of community/ recreation property	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.	Lands to the east of the woodlot are a proposed area for the expansion of Joe Sams Park.
Social	impact on community/ recreation		Least amount of land removed that is proposed for the park.	A greater area of proposed parkland land would be removed than Option DE-2	A greater area of proposed parkland land would be removed than Option DE-2	Greatest area of proposed parkland removed and would be the most disruptive to the current proposed park plan.
Environment (continued)	features	Disruption to use of community/recreation property	Cuts through lands proposed for Joe Sams Park expansion.	Cuts through lands proposed for Joe Sams Park expansion.	Cuts through lands proposed for Joe Sams Park expansion.	This alignment is considered to be more disruptive to future park users due to the longer length that cut through the proposed park lands.
	Potential for effects on historical features	Potential for removal of heritage/archaeological features	Equal potential	Equal potential	Equal potential	Equal potential
Natural Environment	Potential for impact on terrestrial features	Amount, nature and significance of natural habitat removed	Lowest amount of forest removed of the three southern alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE-4. The field survey identified one butternut tree (poor condition) and one butter nut/butter nut	Slightly higher amount of forest removed than Option DE-2. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE-4. No butternut trees are near this alignment.	Largest amount of forest removed of four alignments. Habitat type is natural deciduous forested swamp. Community type is not significantly different among Alignments DE-2, DE-3 and DE- 4. No butternut trees are near this alignment.	Least amount of forest removed. However, the swamp community in this area is considered to be more ecologically sensitive than the other three alignments. Greater amount of organic soils encountered in this area. No butternut trees are near this alignment.
			hybrid (good condition) in proximity to the alignment. The trees have been avoided and would be unaffected by the roadway.	Not oppliable	Not opplicable	Not applicable
		Number of significant trees along existing roadway removed	Not applicable	Not applicable	Not applicable	Not applicable

	Table 3           New East-West Road/Centre Road Woodlot Evaluation							
	Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5		
Natural Environment (continued)		Potential for effects to adjacent habitat	Second lowest length of new edge created. A series of culverts can be installed along the road to permit the flow of water under the roadway so as to prevent the drying of soil/effects on trees.	Intermediate due to intermediate linear length of new edge created.	Highest due to longest linear length of new edge created.	Although this route has less length through the forest (280 m vs. 330 m for Route DE-2), the adjacent habitat is considered to be more ecologically sensitive/ vulnerable to disruption.		
		Fragmentation of natural areas	Lowest fragmentation as it leaves the largest undisturbed forest block (to the north of the road)	Highest fragmentation impact as the larger sized remnant forest is smaller than the larger sized remnant forest for Options DE-2 and DE-5	Highest fragmentation impact as the larger sized remnant forest is smaller than the larger sized remnant forest for Options DE-2 and DE-5.	Lowest fragmentation as it leaves the largest undisturbed forest block (to the south of the road)		
		Effect on terrestrial corridor connectivity / linkages	Creates a barrier to the smallest area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates a barrier to the intermediate sized area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates a barrier to the largest area south of the main terrestrial corridor to the north of the three southern options. A series of culverts can be installed under the roadway to provide for the crossing of the roadway by small animals and amphibians.	Creates less barrier effect impacts within woodlot but will create a significant barrier to the migration of wildlife from the woodlot/PSW to the ESA lands to the northeast. The road will isolate the woodlot from the much larger Waterdown North Wetlands ESA lands.		
	1	Opportunity to enhance degraded natural areas (terrestrial and aquatic)	Similar for all alignments.	Similar for all alignments.	Similar for all alignments.	Similar for all alignments.		
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/remove d	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)	All options require one crossing of east branch Borers Creek (west of Centre Road)		
Economic Environment	,	Area of commercial properties required (ha)	None	None	None	None		
Ellynomion	Potential for impact on	Potential for change to property values	None	None	None	None		
	business enterprises	Potential for change (disruption or enhancement) to business operations	None	None	None	None		
	Potential for impact on residential property value	Potential for change to property values	Property value effects to Northlawn Ave residents are not expected due to the 100m wide treed buffer area that would be maintained.	Potential for property value effects to one residence that would be about 55 m away.	Potential for property value effects to one residence that would be about 40 m away.	Potential for property value effects to residence to the north end of the roadway – closest is about 70m away (no treed buffer area exists on the west side of Centre Road. to screen the roadway).		

	Table 3							
	New East-West Road/Centre Road Woodlot Evaluation Tradeoffs Summary							
Criteria Group	Criteria	Indicators	Option DE-2	Option DE-3	Option DE-4	Option DE-5		
Economic Environment (continued)	Potential for impact on future land use	Compatibility with future land use plans	None of the options have effects on future development plans.	None of the options have effects on future development plans.	None of the options have effects on future development plans.	None of the options have effects on future development plans.		
	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	Alignments DE-2 and DE-3 pass through the least amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-2 and DE-3 pass through the least amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-4 and DE-5 pass through a greater amount of vacant lands (west of Centre Road) that may be used for agriculture.	Alignments DE-4 and DE-5 pass through a greater amount of vacant lands (west of Centre Road) that may be used for agriculture.		
Cost	Capital Cost (million \$)	Estimated capital cost (including land acquisition)	Alignments DE-2 and DE-3 present the most direct routes resulting in least road length and least cost.	Alignments DE-2 and DE-3 present the most direct routes resulting in least road length and least cost.	Alignments DE-3 and DE-4 are less direct and longer and would result in higher costs.	Alignments DE-3 and DE-4 are less direct and longer and would result in higher costs.		
	Operation and Maintenance Cost (million \$)	Relative maintenance costs as reflected by road length and design features	All options have similar operating costs	All options have similar operating costs	All options have similar operating costs	All options have similar operating costs		
	Change in traffic operations, delay and	Potential to increase level of traffic service	All alignments address traffic capacity needs. The more southern alignments would have a shorter distance and are more direct.	All alignments address traffic capacity needs. The more southern alignments would have a shorter distance and are more direct.	All alignments address traffic capacity needs. The more northern alignments have a longer distance and are less direct.	All alignments address traffic capacity needs. The more northern alignments have a longer distance and are less direct.		
	capacity	Ability to accommodate local and through traffic	All alignments can address local and through traffic needs.	All alignments can address local and through traffic needs.	All alignments can address local and through traffic needs.	All alignments can address local and through traffic needs.		
Transportation	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	NA	NA	NA	NA		
	Opportunity to support transit use, pedestrians and cycling	Extent that alternative supports/promotes transit use, pedestrians and cycling	All alignments are supportive of alternate modes of transportation.	All alignments are supportive of alternate modes of transportation.	All alignments are supportive of alternate modes of transportation.	All alignments are supportive of alternate modes of transportation.		

### **Centre Road Woodlot Evaluation Results**

- Preferred alignment is a modified southern alignment located approximately 165m north of Northlawn Avenue for the following reasons:
  - Less overall natural environmental impact
  - Minimal social impacts (impacts to residents)
  - Less impact to Joe Sams Park expansion plans









## **Parkside Drive Section Evaluation**

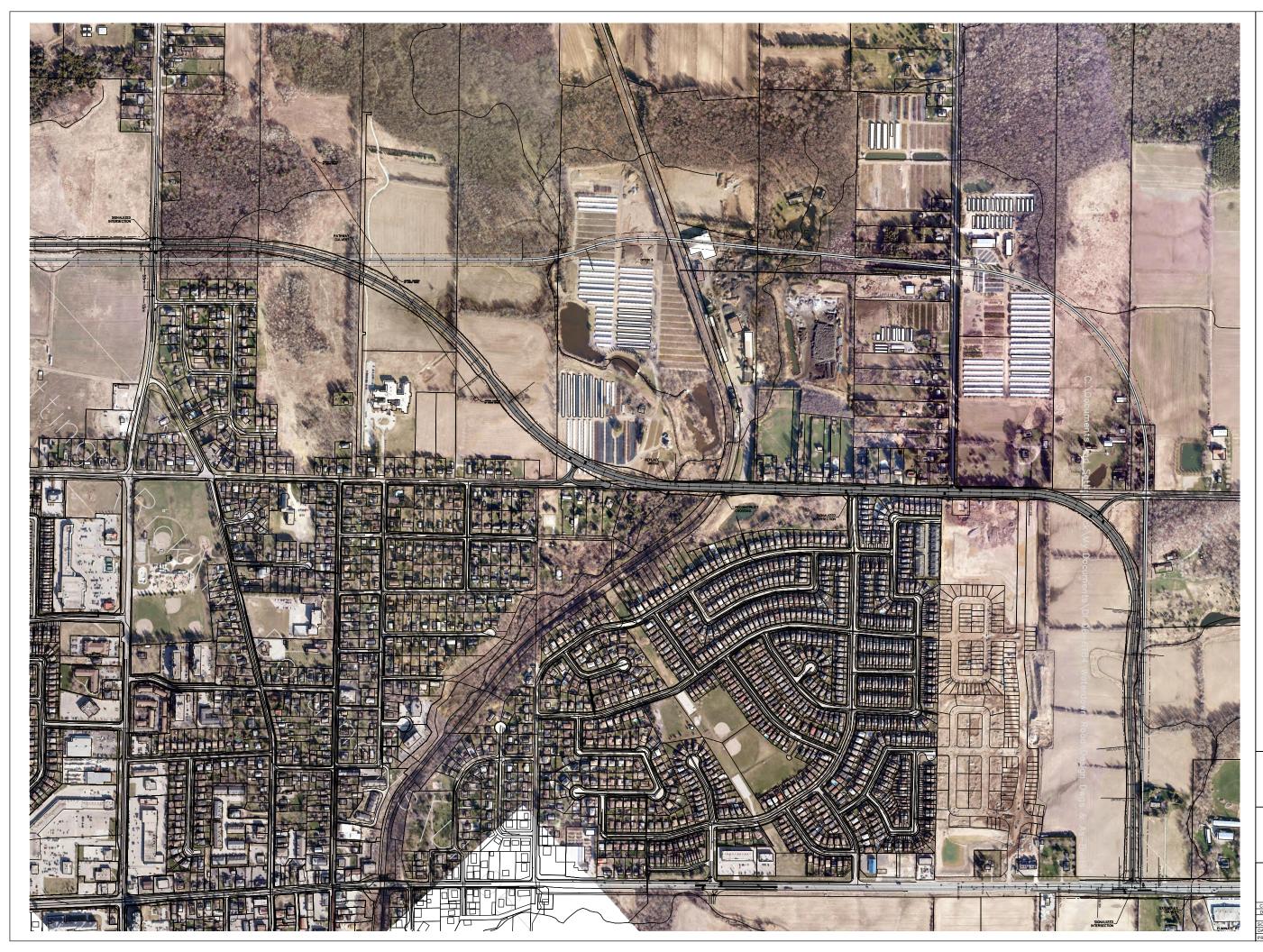
- Option 4 (widening of Parkside Drive) was selected over northern options (Option 5 and others) during Phase 2
- The evaluation was re-visited early in Phase 3 and Option 4 was confirmed as the preferred option
- Residents requested that another option ("Sawtooth") that was originally developed in the 1999 Stantec study be evaluated
- A re-evaluation has been undertaken comparing a revised Option 5 ("Sawtooth") and the originally preferred Option 4













#### PRELIMINARY

#### Data Sources

Data provided by the Regional Municipality of Halton - Planning and Transportation Services

100 200 300

Hamilton Public Works

#### Halton

**OPTION 5 ASSESSMENT** 

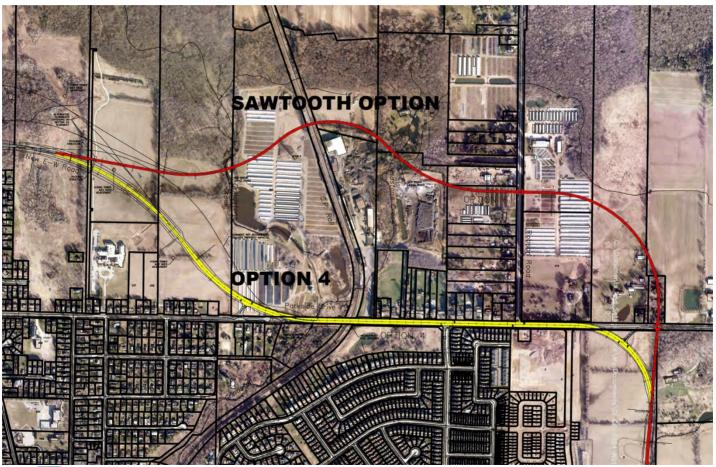


NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET

HECKED BY: --ESIGN BY: --DRAWN BY: --JALE: --ATE: April 10, 2008

FIGURE 1

## **Evaluation Alternatives**











# **Option 4 Effects Summary**

### o Option 4 (widening of Parkside Drive)

- Minimal natural environmental impacts
- Stays out of the Greenbelt consistent with intensification objectives
- Impacts to Connon Nursery/agricultural land west of Grindstone Creek
- Less cost and economic impacts
- Potential for disruption effects (including truck traffic) to residents on Parkside Drive
- Some residential property required (narrow strip)
- Limited expansion potential









## "Sawtooth" Option Effects Summary

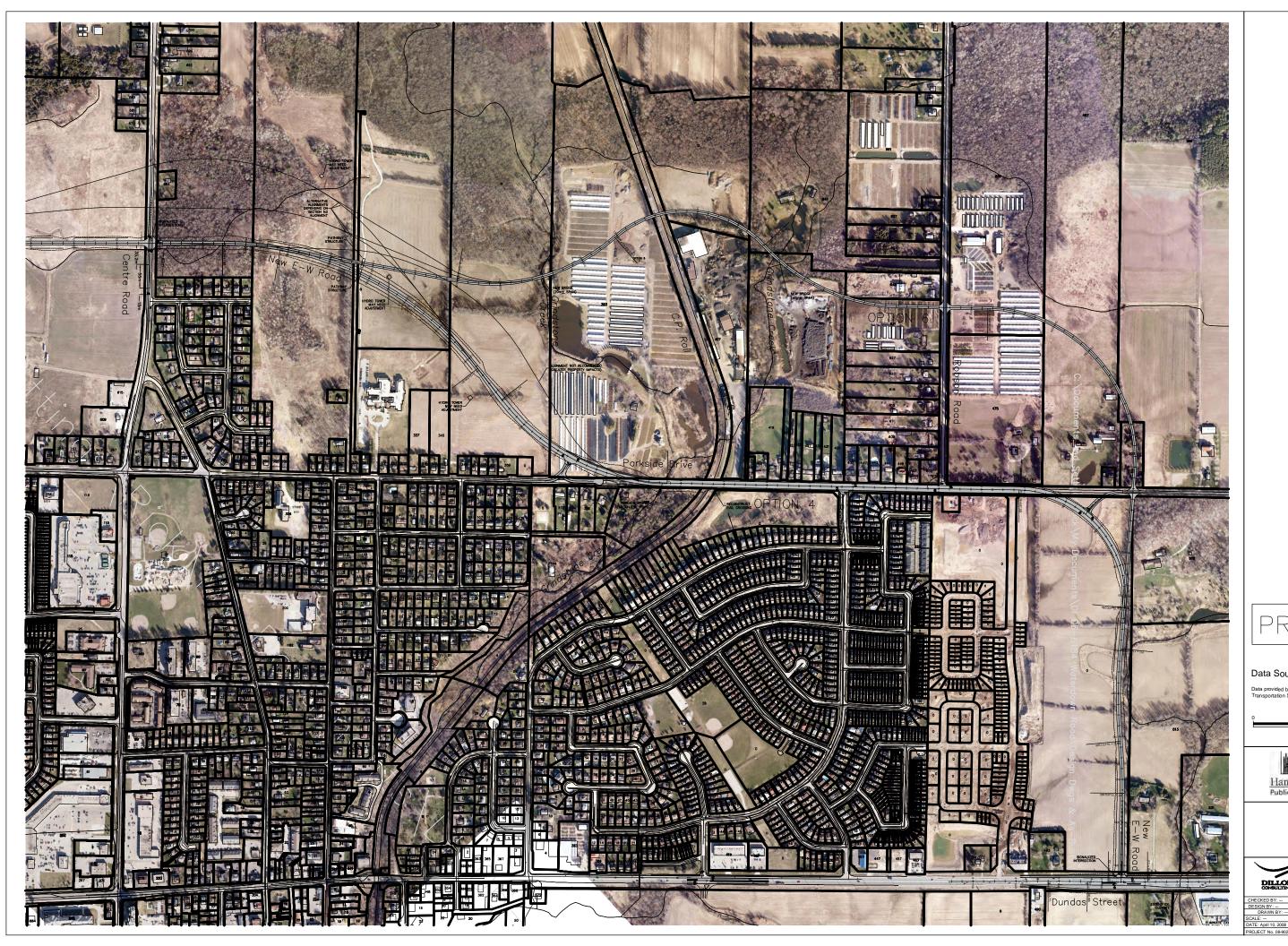
- Better traffic operations/expansion potential
- Direct impacts to 4 residential properties (buyout potential)
- Greater natural environmental impacts (clearing habitat, new creek/floodplain crossings)
- Greater impacts Connon Nursery properties
- Potential impact to Opta property
- Road safety concerns at new rail crossing
- May allow relocation of OPTA entrance
- More costly alternative













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#### Data Sources

Data provided by the Regional Municipality of Halton - Plan Transportation Services





#### **OPTION 6**

DILLON

NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET

FIGURE 2

# **Option 4 Confirmed as Preferred**

- Option 4 was re-confirmed as the preferred option
- The potential for social and traffic concerns can be addressed by:
  - Roundabouts at each end of the community
  - Narrowed lanes & reduced boulevard widths;
  - Separate on-road bicycle lanes;
  - Reduced road speeds (posted at 50 km/hr down from current 60 km/hr);
  - Sidewalks on both sides of the roadway (currently one side only);
  - Streetscaping/ plantings/ street furniture; and
  - Street lighting.









## **Preliminary Design Plans**

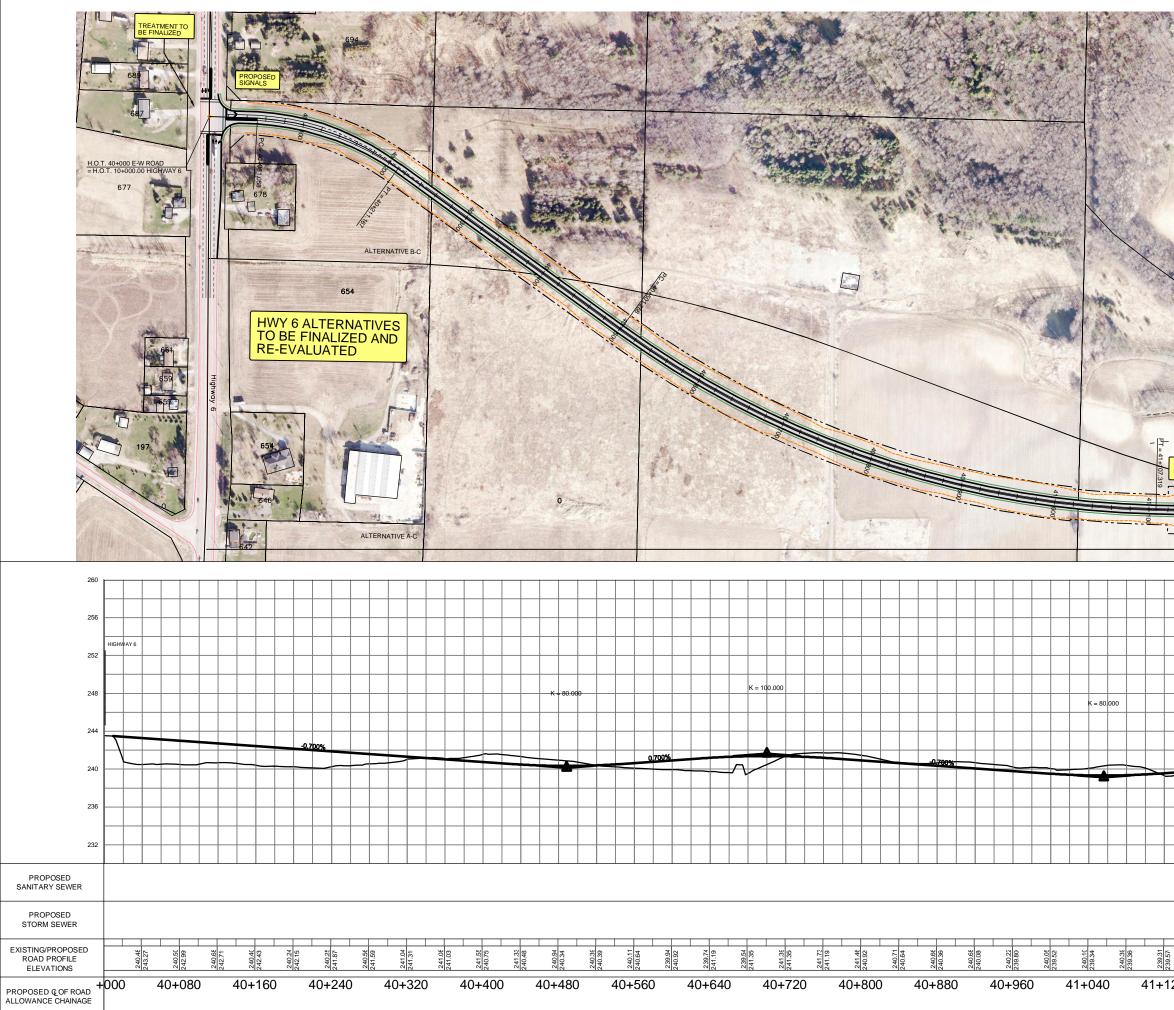
- The following plans illustrate the preliminary design that has been developed for the New East-West Road Corridor
- Please review these plans and provide us with your comments







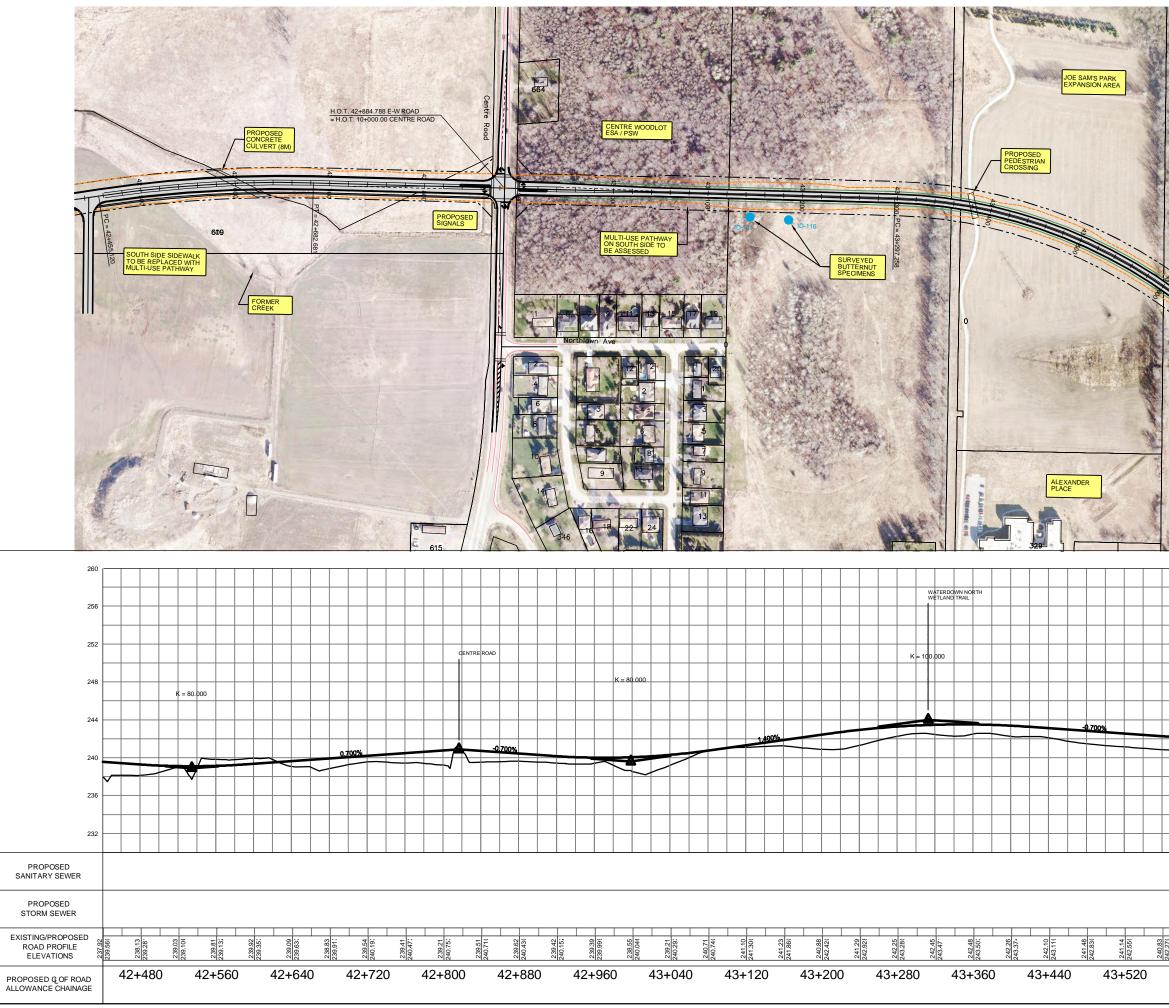




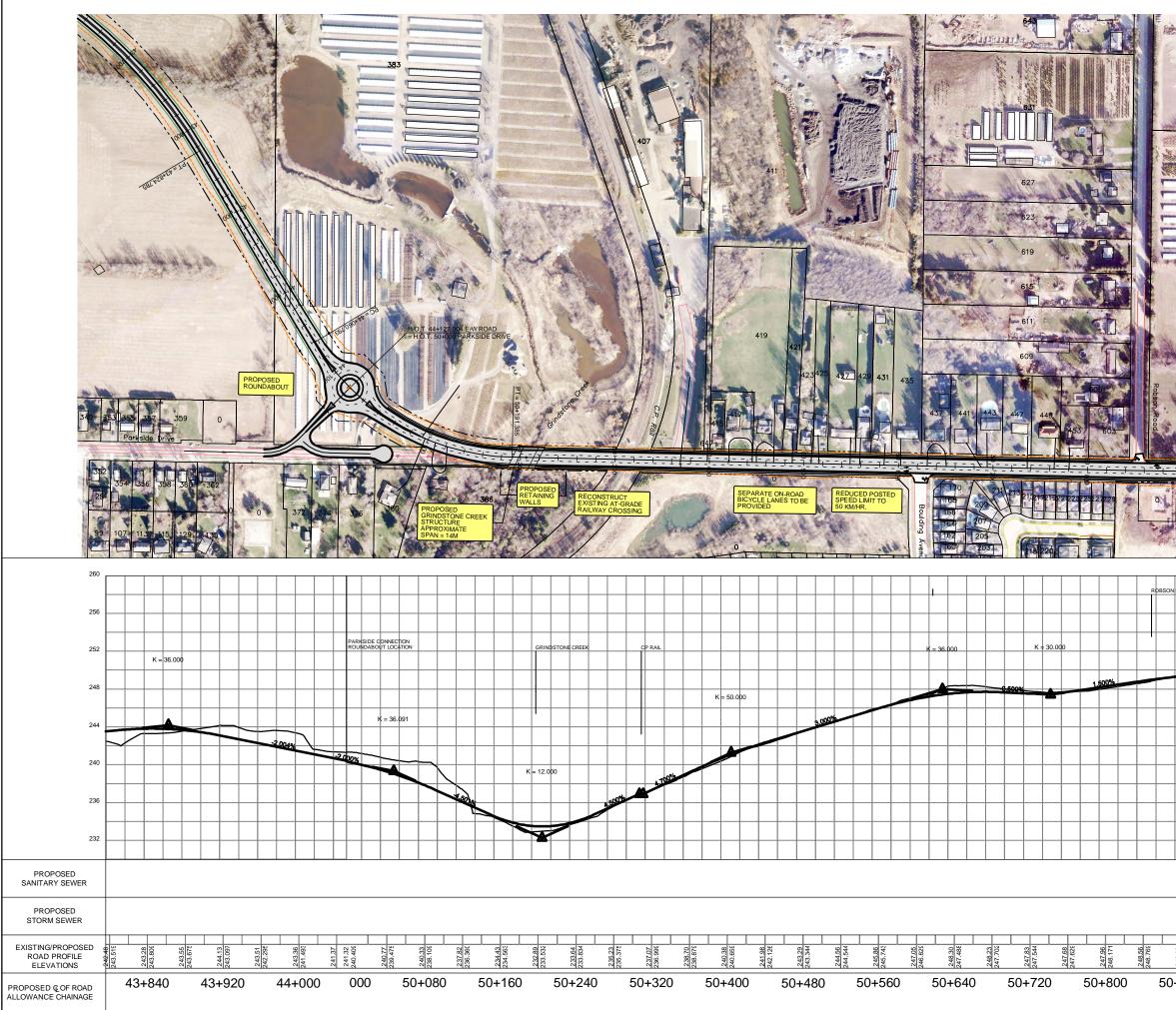
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	- 236 - 232	Hamilto	
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	PROPOSED STORM SEWER		
239.57 239.85 239.85 239.85 239.85 239.70 240.13	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSTITUTION CHECKED BY: PAM DEEKIN BY: IAM	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
120 41+2	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008	PLATE 1



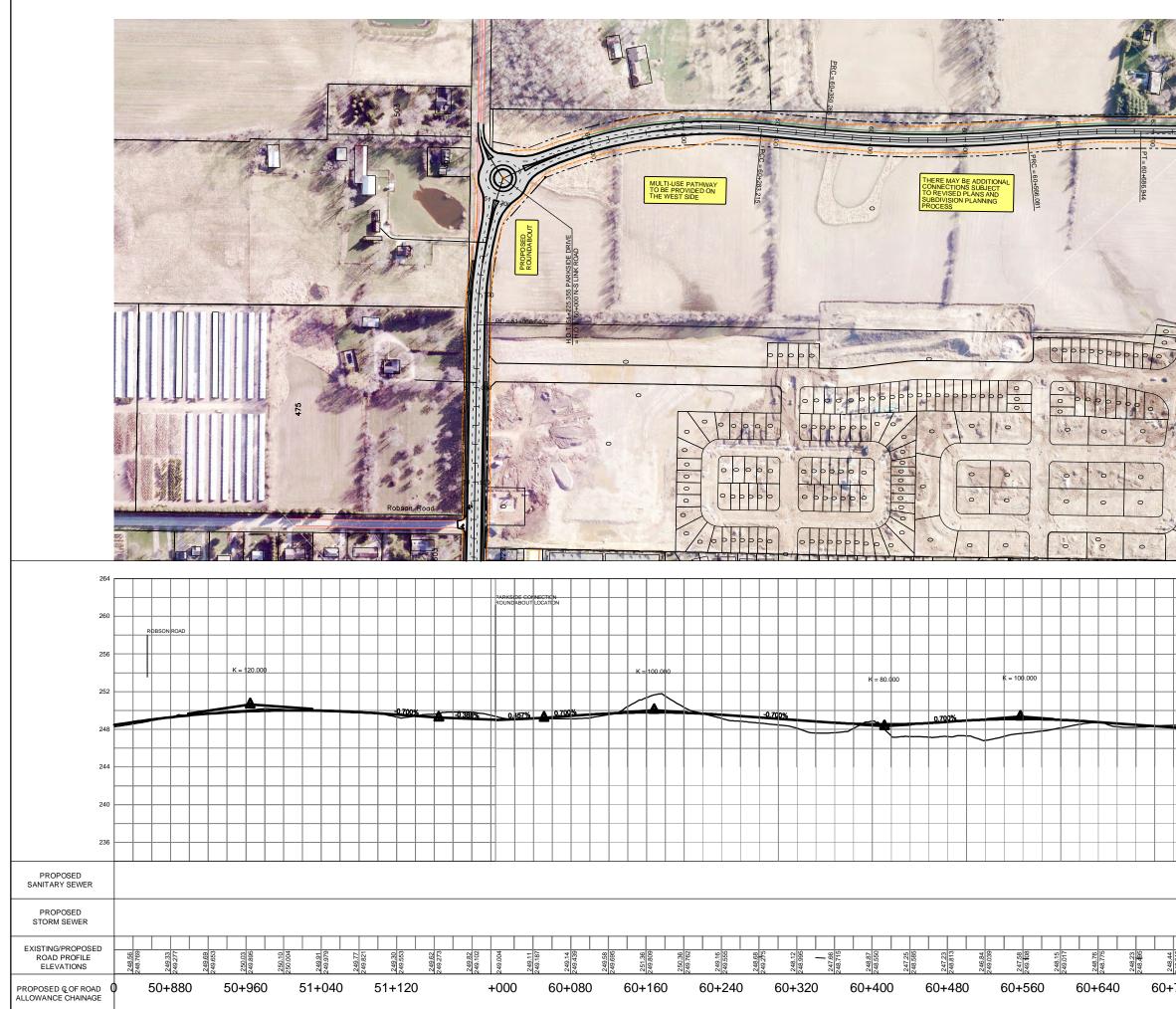
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00%	240	0 100 200m
	- 236	
	- 232	Hamilton Public Works
	PROPOSED SANITARY SEWER	
	PROPOSED STORM SEWER	
238.86 240.120 238.19 239.840	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
42+400	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	CHECKED BY: PAM DESKIN BY: JOM / AMS DRAWIN BY: JOM / AMS SCALE: AS SHOWN DATE: COTOBER 2005 PROJECT No. 68000



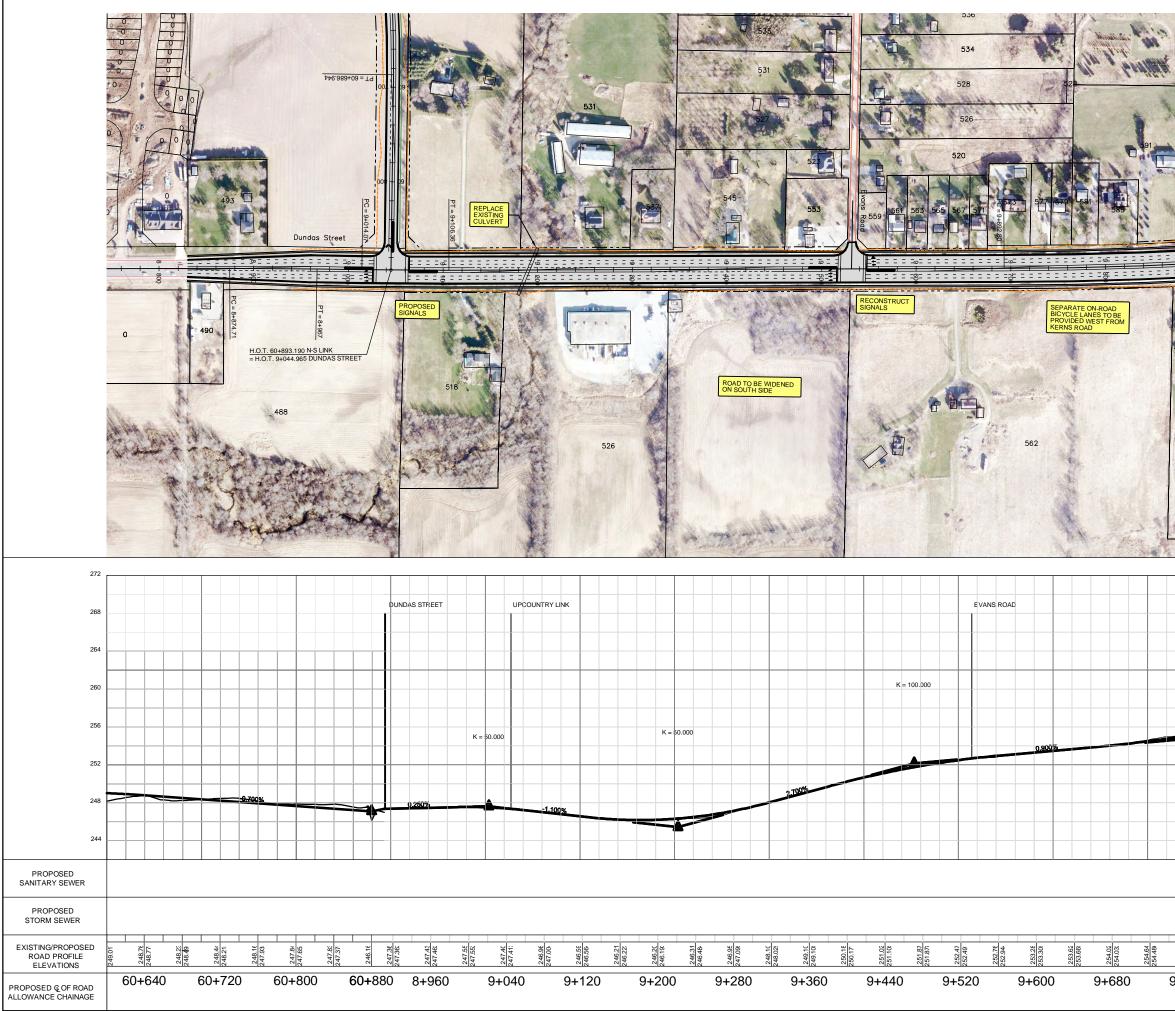
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	PROPOSED SANITARY SEWER PROPOSED	PREFERRED DESIGN
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242.27( 240.96 242.09 <sup>-</sup> 241.05 242.11; 242.11;	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
43+600	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008
		PROJECT No. 08-9020



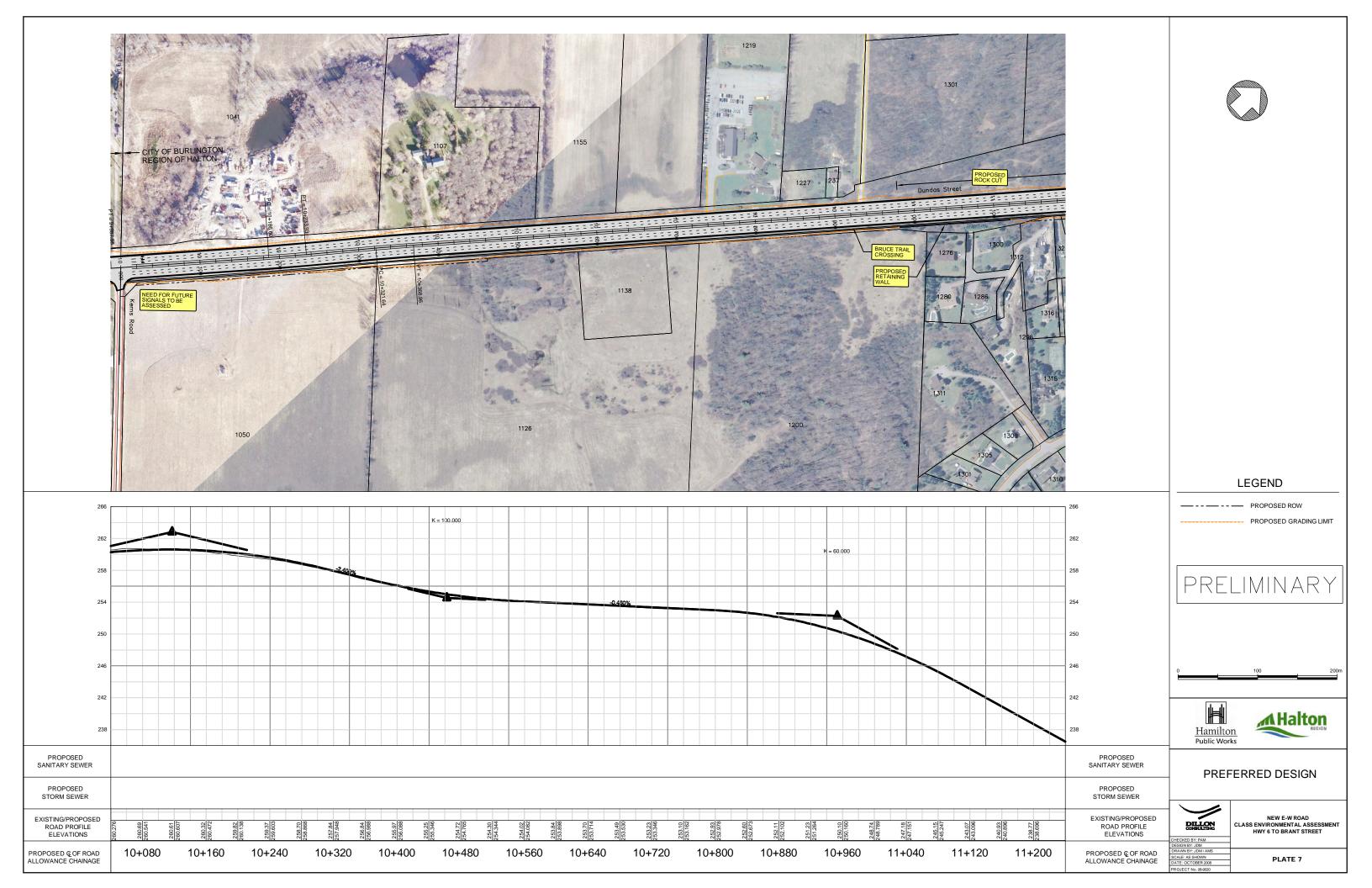
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2.49.33 2.49.277 2.49.655 2.49.655	SANITARY SEWER PROPOSED STORM SEWER EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON	ERRED DESIGN
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		PROJECT No. 08-9020	

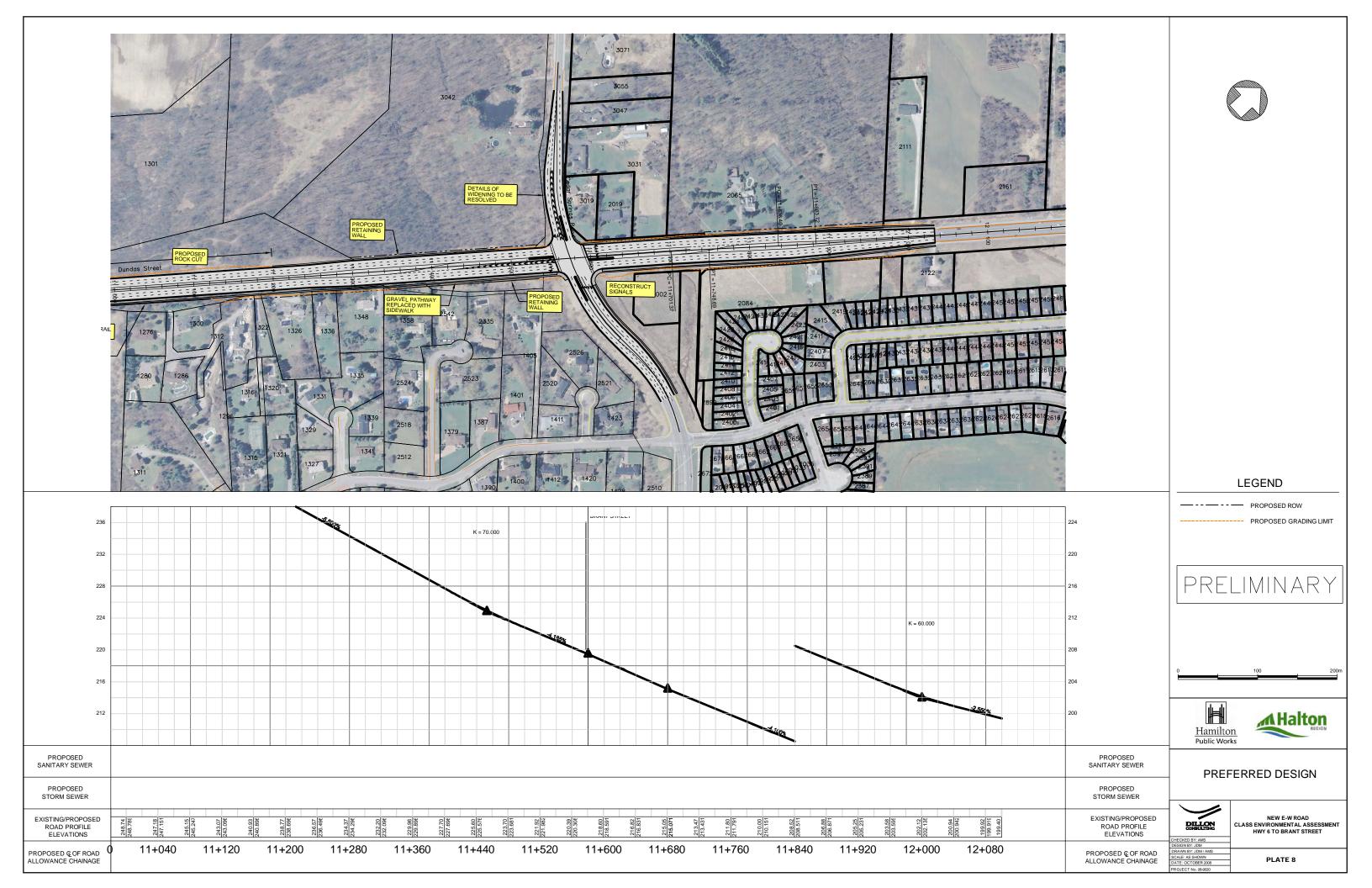


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	- 236	Hamilto Public Wor	
	PROPOSED SANITARY SEWER PROPOSED STORM SEWER	PREF	ERRED DESIGN
248.215 248.16 247.835 247.84	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSULTING	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
+720 60+{	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008 PROJECT No. 08-9020	PLATE 5



Lo print	_		LEGEND
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K = 150.000	264		LIMINARY
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	244	Hamilto Public Wor	
	PROPOSED SANITARY SEWER	PREFERRED DESIGN	
	PROPOSED STORM SEWER		
255.04 255.04 255.51: 255.71:	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSULTING	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
9+760 §	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008 PROJECT No. 08-9020	PLATE 6

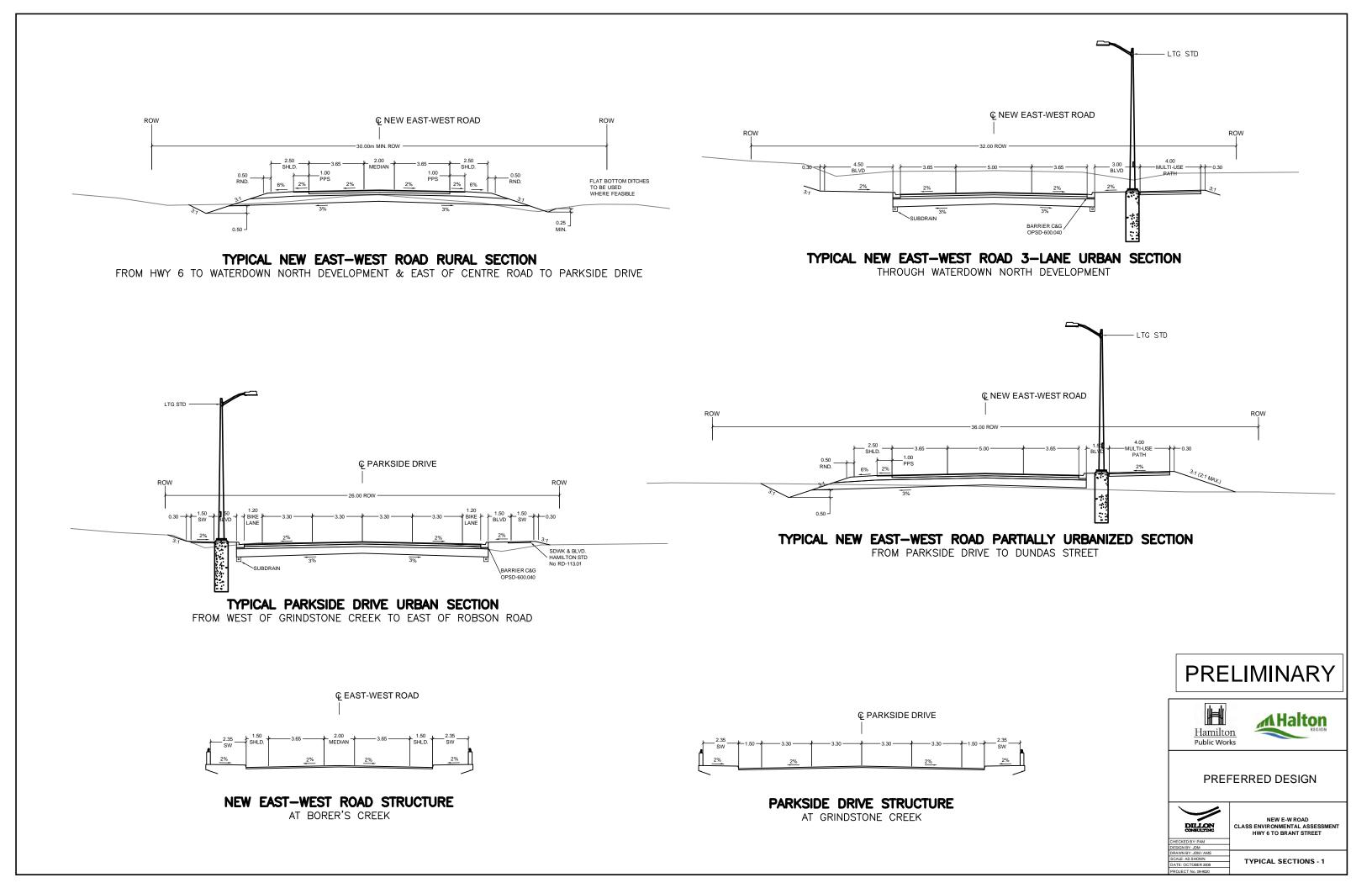


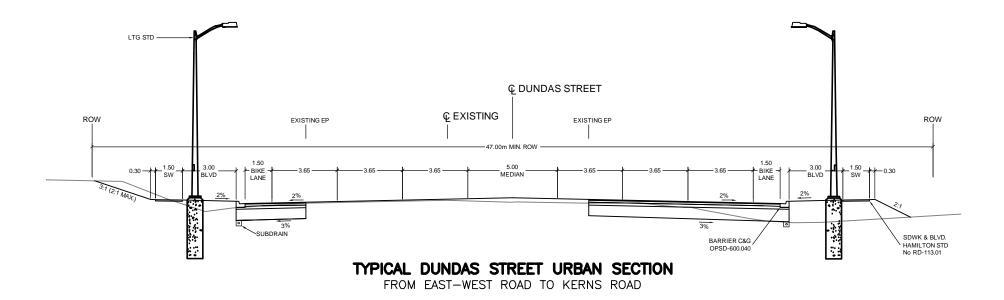


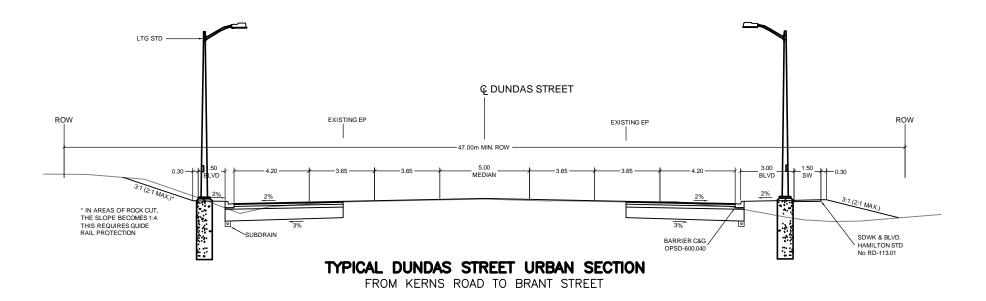
DUNDAS STREET - WIDENING OPTIONS AT EAST END, NEAR BRANT STREET TRADEOFFS SUMMARY					
Criteria Group	Criteria	Indicators	Option 1 (Widening to the North)	Option 2 (Widening to the South)	Option 3 (Widening on both sides)
		Number of residences displaced	None	None	None
		Amount of residential property removed (ha)	Requires some frontage from residential properties on the north side of Dundas Street, east of Brant Street.	Requires considerable frontage from residential properties on the south side of Dundas street, west of Brant Street.	Minor frontage impacts to residential properties on the south side of Dundas Street, west of Brant Street.
		Change in access to residential property	None affected	None affected	None affected
	Potential for impact	Potential for change in air quality	Minimal effects expected.	Minimal effects expected.	Minimal effects expected.
	on residents	Potential for change in noise levels	Minimal changes expected. No mitigation required.	Minimal changes expected. No mitigation required.	Minimal changes expected. No mitigation required.
		Potential for light pollution	None	None	None
		Potential for impact to wells and septic tanks	Minimal effects expected	Minimal effects expected	Minimal effects expected
Social Environment		Potential for traffic infiltration to existing residential areas and resulting effects	None	None	None
	Potential for community	Opportunity to enhance character of community	Good opportunity for enhancement through landscaping features.	Good opportunity for enhancement through landscaping features.	Good opportunity for enhancement through landscaping features.
	character impacts/ change in views	Potential for negative change to community character and views in the area	Area is proposed to be urbanized with sidewalk and boulevard on south side. Currently a gravel pathway exists on the south side	Area is proposed to be urbanized with sidewalk and boulevard on south side. Currently a gravel pathway exists on the south side	Area is proposed to be urbanized with sidewalk and boulevard on south side. Currently a gravel pathway exists on the south side
	Potential for impact on community/	Removal of community/recreation property	None	None	None
	recreation features	Disruption to use of community/recreation property	None	None	None
on	Potential for effects on historical features	Potential for removal of heritage/archaeological features	Similar potential to encounter features.	Similar potential to encounter features.	Similar potential to encounter features.
Natural Environment	na	Amount, nature and significance of natural habitat removed	Significant loss of terrestrial habitat associated with the ESA lands on the north side of Dundas Street, west of Brant Street. Also results in extensive impacts to the existing rock outcrop.	None	Minor impacts to the ESA lands on the north side of Dundas Street, west of Brant Street. Some impacts to the existing rock outcrop.
	Potential for impact	Number of significant trees along existing roadway removed	N/A	N/A	N/A
	on terrestrial	Potential for effects to adjacent habitat	Similar potential for disruptions.	Similar potential for disruptions.	Similar potential for disruptions.
	features	Fragmentation of natural areas	None	None	None
		Effect on terrestrial corridor connectivity / linkages	None	None	None
		Opportunity to enhance degraded natural areas (terrestrial)	Similar potential	Similar potential	Similar potential

DUNDAS STREET - WIDENING OPTIONS AT EAST END, NEAR BRANT STREET TRADEOFFS SUMMARY				
Criteria Group	Criteria	Indicators	Option 1 (Widening to the North)	Option 2 (Widening to the South)
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/removed	N/A	N/A
	Potential for impact	Area of commercial properties required (ha)	None	None
		Potential for change to property values	None	None
	enterprises	Potential for change (disruption or enhancement) to business operations	None	None
Economic Environment	Potential for impact on residential property value	Potential for change to property values	None expected	None expected
	Potential for impact on future land use	Compatibility with future land use plans	Compatible with official plan	Compatible with official plan
	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	N/A	N/A
Cost	Capital Cost (million \$)	Estimated capital cost (including land acquisition)	Expected to have similar costs.	Expected to have similar costs.
Mainte	Operation and Maintenance Cost (million \$)	Relative maintenance costs as reflected by road length and design features	The alignments are expected to have similar costs	The alignments are expected to have similar costs
	Change in traffic operations, delay and capacity	Potential to increase level of traffic service	All alternatives address capacity needs.	All alternatives address capacity needs.
		Ability to accommodate local and through traffic	No difference	No difference
Transportation	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	No difference	No difference
	Opportunity to support transit use, pedestrians and cycling	Extent that alternative supports/promotes transit use, pedestrians and cycling	All alignments are supportive	All alignments are supportive
Evaluation Res	ult Summary		rovides a reasonable balance between the environme as therefore selected as the preferred alternative for	

	Option 3 (Widening on both sides)
	N/A
	None
	None
	None
	Non expected
	Compatible with official plan
	N/A
	Expected to have similar costs
osts	The alignments are expected to have similar costs
	All alternatives address capacity needs.
	No difference
	No difference
	All alignments are supportive







#### PRELIMINARY





#### PREFERRED DESIGN



NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET

**TYPICAL SECTIONS - 2** 

# **Impact Concerns & Proposed Mitigation**

Potential Impact	Proposed Mitigation
Noise (notably to properties along Woodlawn and Parkside)	•Any noise increases will be minor, no mitigation required
Loss of Property & Vegetation (Parkside Drive)	<ul> <li>New road foot print kept to a minimum</li> <li>Landowners will be compensated at fair market value for loss of property and landscaping</li> </ul>
Road Safety	<ul> <li>Reduced speed limit recommended</li> <li>Sight lines reviewed for all turning moves</li> <li>Traffic calming measures recommended</li> </ul>
Wildlife Barrier	•Structures/culvert will be designed to accommodate wildlife movement
Loss of Aquatic Habitat	•Loss will be compensated for based on discussions with approval agencies
Impact to Joe Sams Park Expansion	<ul> <li>Pedestrian underpass recommended</li> <li>Working with City staff to minimize direct impacts to proposed park facilities</li> </ul>
Loss of Terrestrial Habitat	<ul> <li>Foot print of new road kept to a minimum</li> <li>Loss will be compensated for based on discussions with approval agencies</li> </ul>
Property Impacts (Dundas Street; Evans to Kerns)	<ul><li>Road shifted south in this area</li><li>Centre turn lanes recommended for driveway traffic</li></ul>
Truck Traffic	•Improvements will accommodate trucks but recommendations will not encourage use by trucks (reduced pavement widths and travelling speeds

# **Impact Concerns & Proposed Mitigation**

Potential Impact	Proposed Mitigation		
Noise	•Any noise increases will be minor, no mitigation required		
Loss of Property & Vegetation (Parkside Drive)	<ul> <li>New road foot print kept to a minimum</li> <li>Landowners will be compensated at fair market value for loss of property and landscaping</li> </ul>		
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Loss of Terrestrial Habitat	<ul> <li>Foot print of new road kept to a minimum</li> <li>Loss will be compensated for based on discussions with approval agencies</li> </ul>		
Property Impacts (Dundas Street; Evans to Kerns)	<ul> <li>•Road shifted south in this area</li> <li>•Centre turn lanes recommended for driveway traffic</li> </ul>		
Truck Traffic Hamilton Public Works	•Imput commodate trucks but recommendations will not commodate trucks but recommendations will not commodate trucks (reduced payement widths and travelling speeds)		

# Schedule

- Finalize preferred concept details by the end of the year
- Environmental Study Report (ESR) preparation underway
- o Draft ESR Winter 2009
- Council presentations/approval Spring 2009
- Filing of ESR late Spring 2009 (subject to council approval)
- 30-day public review and comment period after filing
- No schedule for design and construction (dependent on timing of approvals and rate of development)









# Thank-you

Your input to this project is important! All comments received will be documented, addressed and taken into consideration in finalizing the recommendations and the preferred design.

# Please fill out the comment form provided.

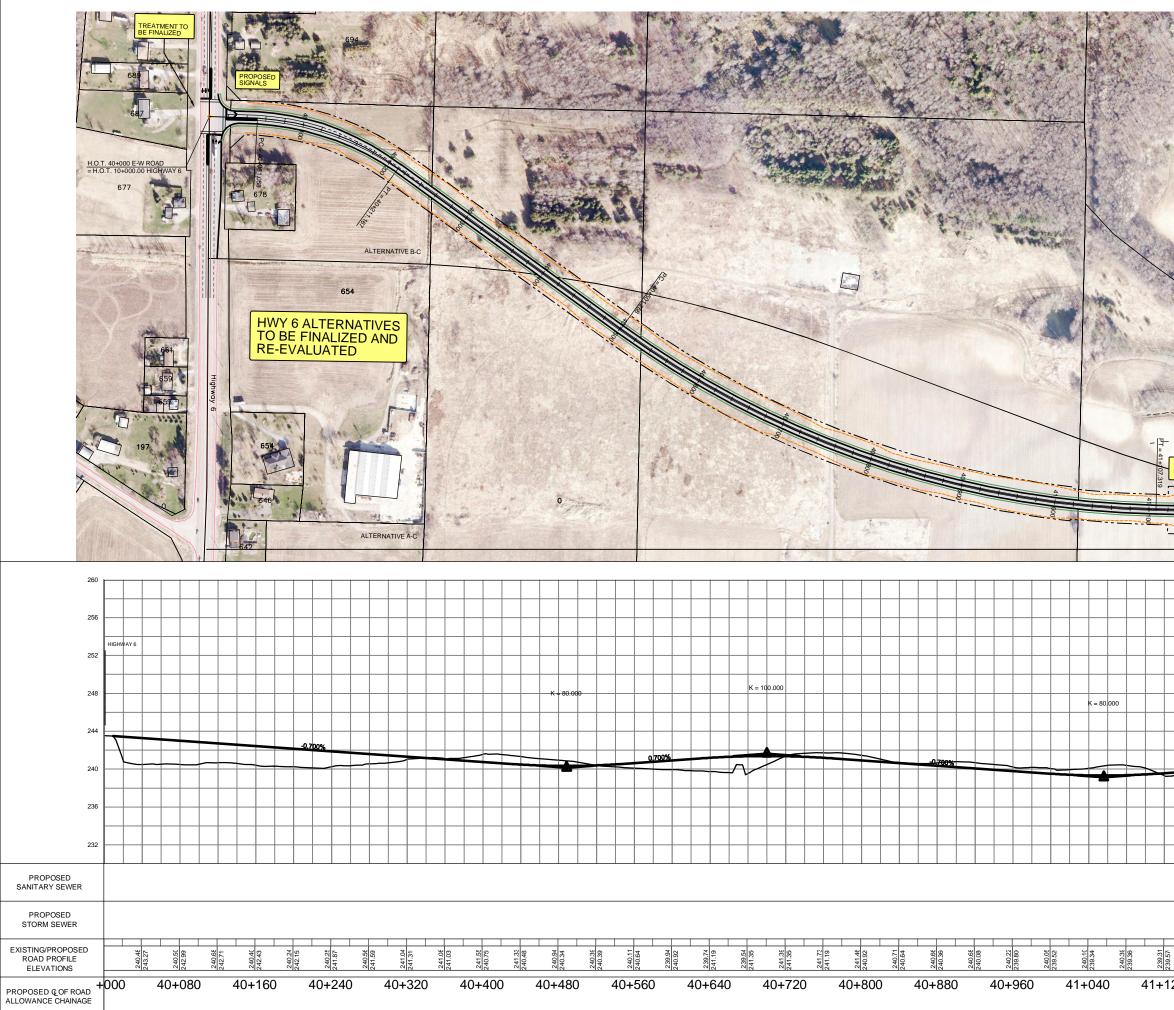
We would like to receive your comments by the end of November 2008







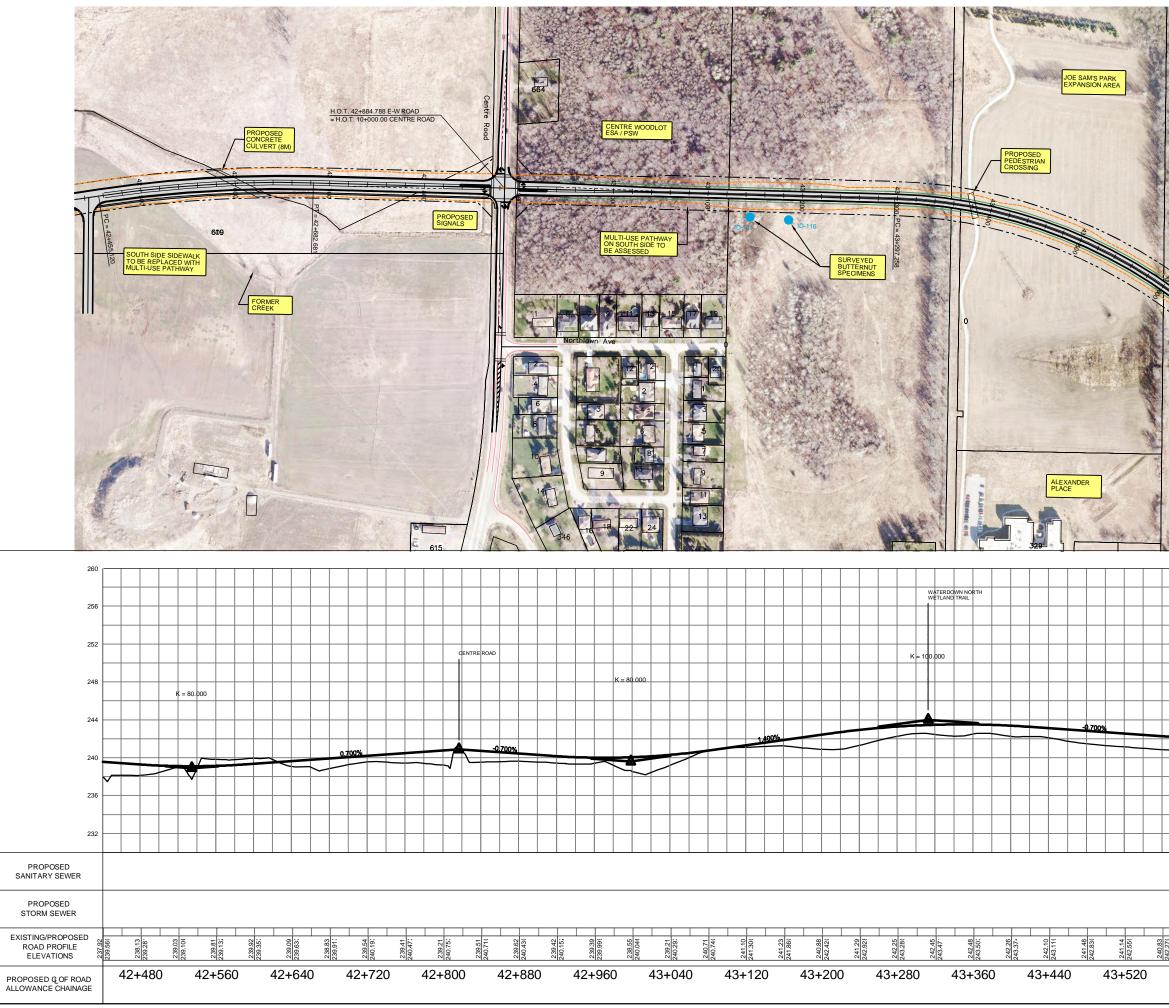




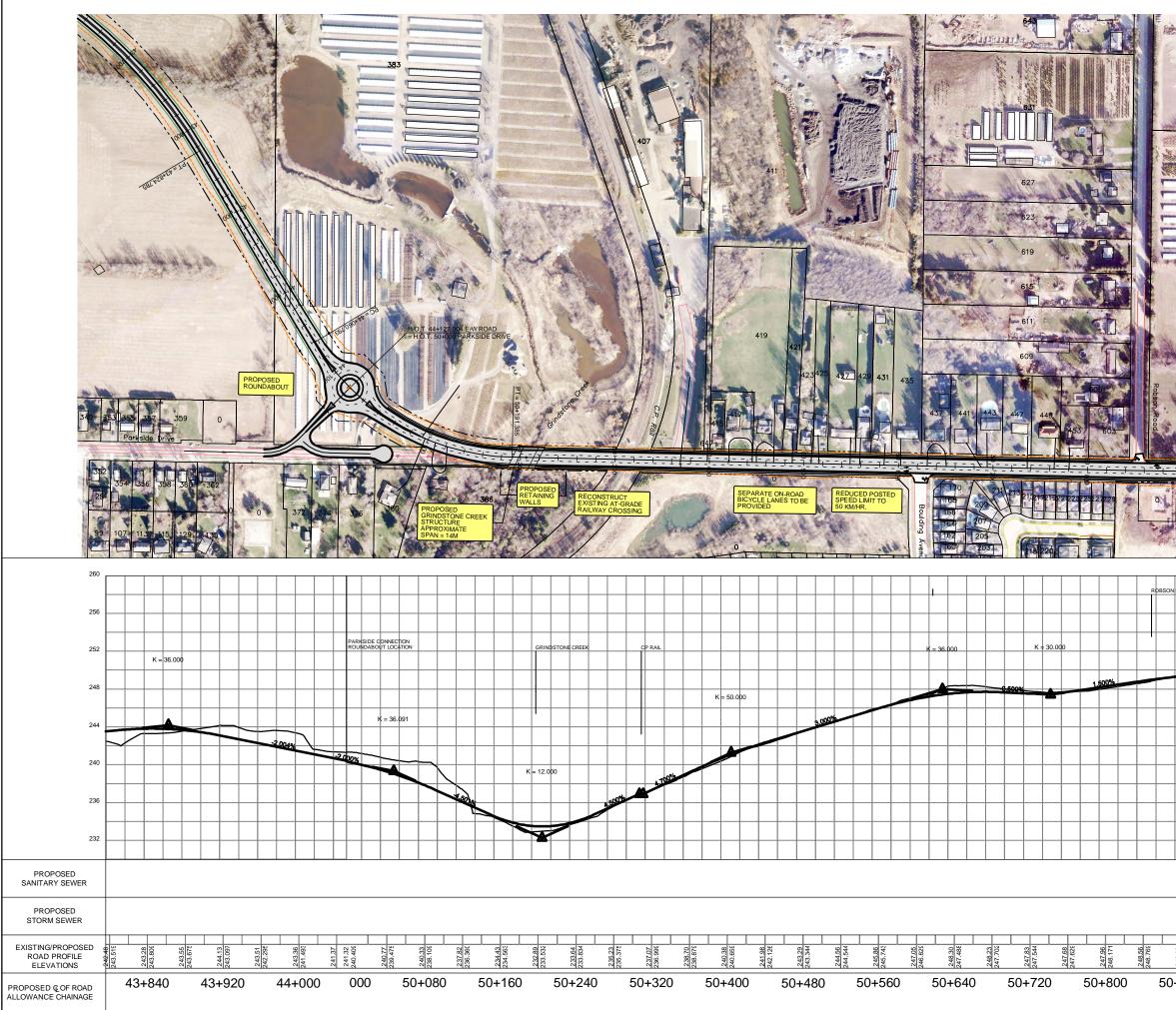
111 PROPOSED PROUNDABOUT			
	1 260	- <u> </u>	LEGEND
	- 256		PROPOSED GRADING LIMIT
	- 252	PRE	LIMINARY
	- 248 - 244		
0.700%	240	0	100 200m
	- 236 - 232	Hamilto	
	PROPOSED SANITARY SEWER	Public Wor	FERRED DESIGN
	PROPOSED STORM SEWER		
239.57 239.85 239.85 239.85 239.85 239.70 240.13	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSTITUTION	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
120 41+2	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008	PLATE 1



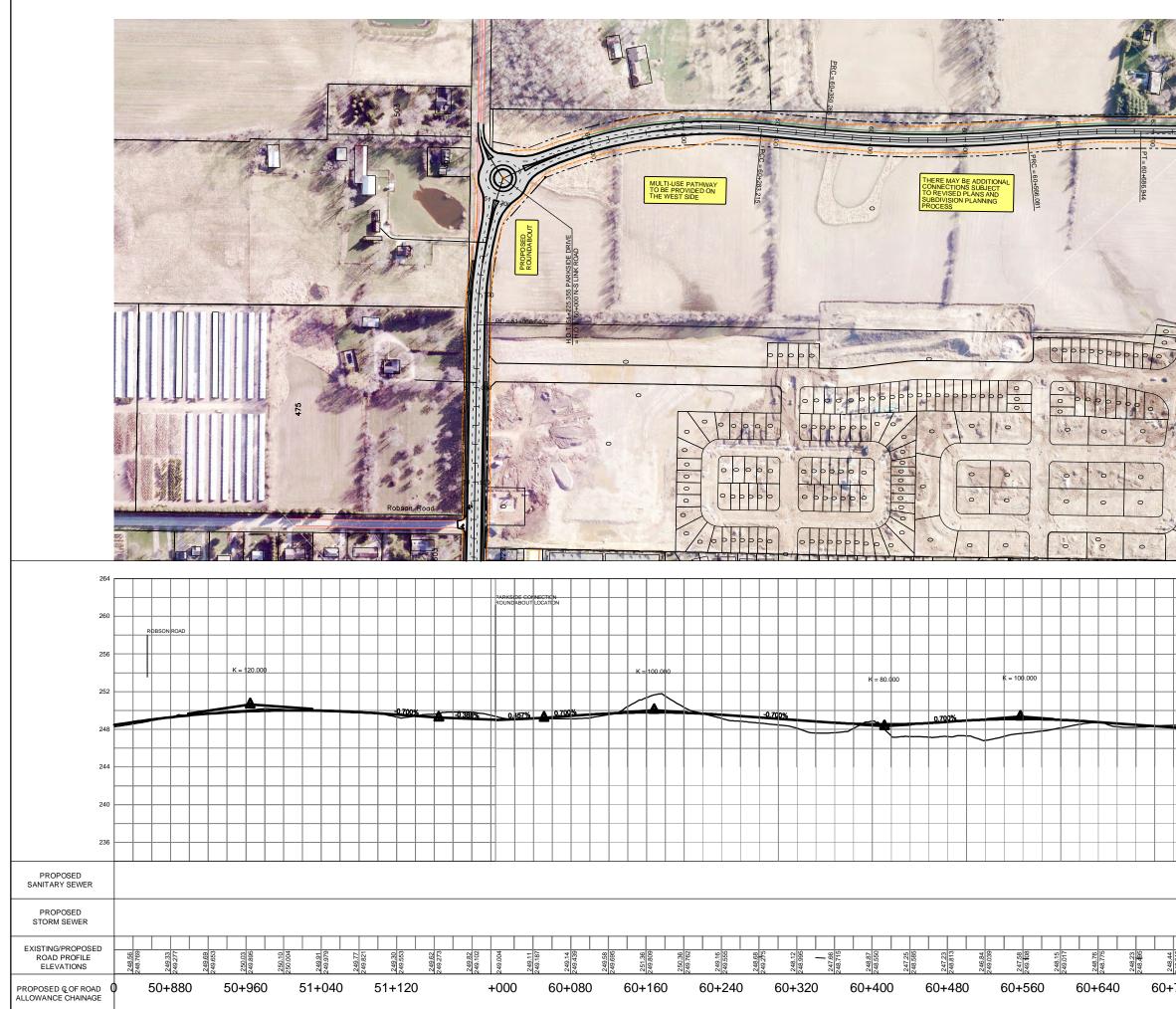
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	- 252	PRELIMINARY		
	- 248			
	244			
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	- 236			
	- 232	Hamilton Public Works		
	PROPOSED SANITARY SEWER			
	PROPOSED STORM SEWER			
238.86 240.120 238.19 239.840	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSULTING CHECKED BY. PAM		
42+400	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	CHECKED BY: PAM DESKIN BY: JOM / AMS DRAWIN BY: JOM / AMS SCALE: AS SHOWN DATE: COTOBER 2005 PROJECT No. 68000		



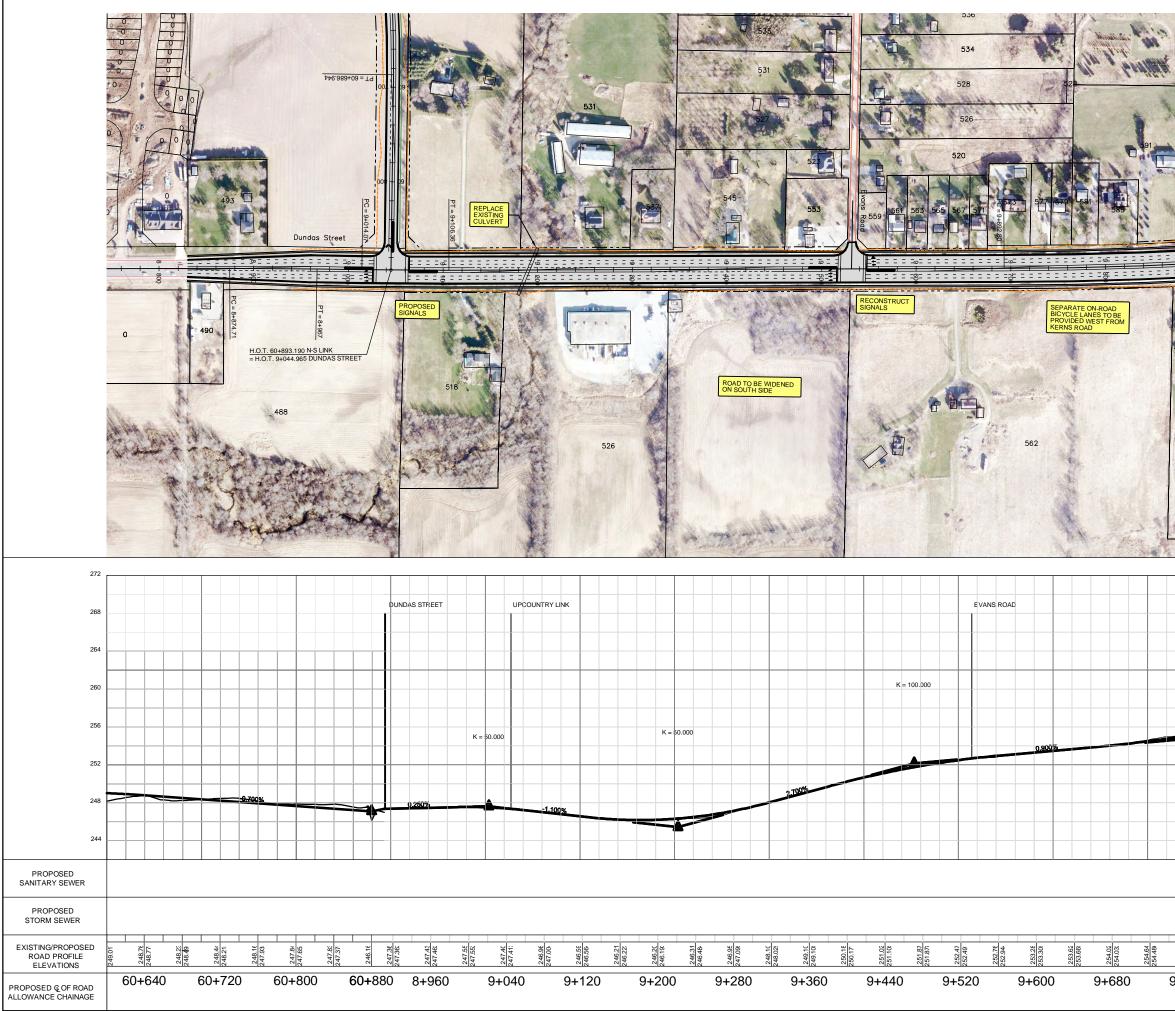
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	- 232	Hamilton Public Works		
	PROPOSED SANITARY SEWER PROPOSED	PREFERRED DESIGN		
	STORM SEWER			
242.27( 240.96 242.09 <sup>-</sup> 241.05 242.11; 242.11;	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET		
43+600	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008		
		PROJECT No. 08-9020		



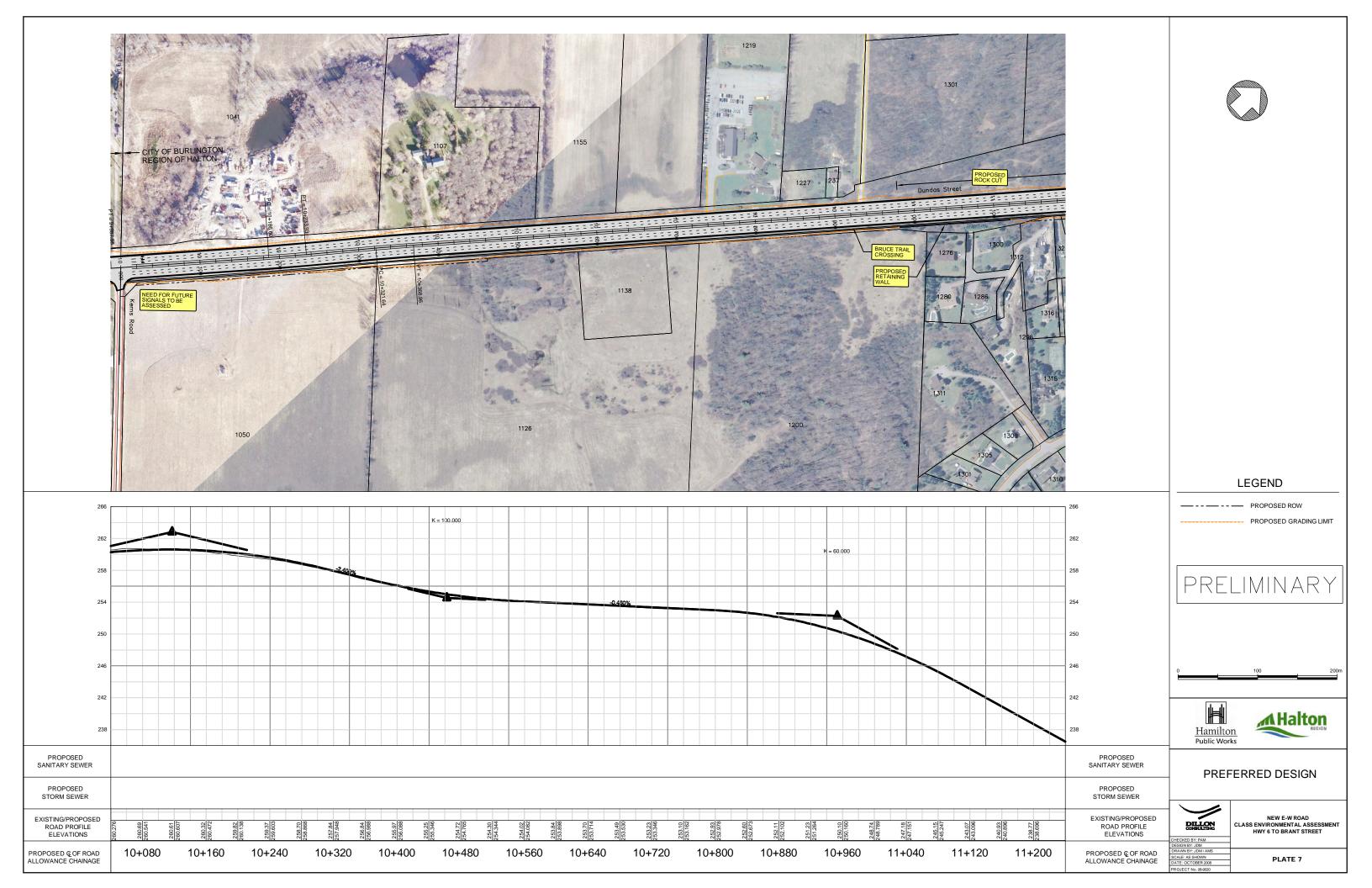
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		PROJECT No. 08-9020	

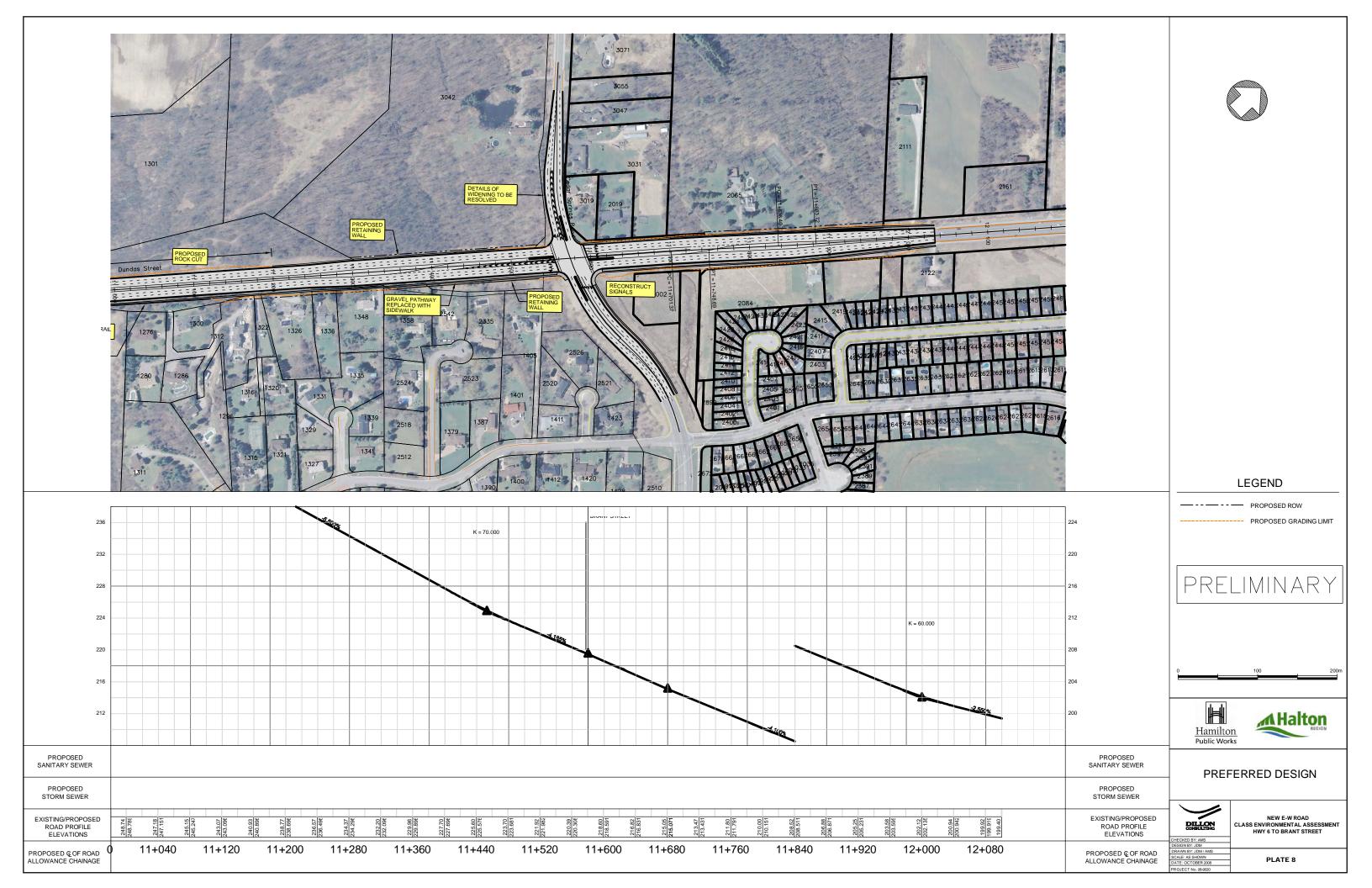


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9.700%	248	°	100 200m
	- 236	Hamilto Public Wor	
	PROPOSED SANITARY SEWER PROPOSED STORM SEWER	PREF	ERRED DESIGN
248.215 248.16 247.835 247.84	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	DILLON CONSULTING	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
+720 60+{	PROPOSED & OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008 PROJECT No. 08-9020	PLATE 5



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	244	Hamilto Public Wor	
	PROPOSED SANITARY SEWER PROPOSED	PREF	ERRED DESIGN
	STORM SEWER		NEW F W DOAD
255.04 255.04 255.04 255.71	EXISTING/PROPOSED ROAD PROFILE ELEVATIONS	CHECKED BY: PAM	NEW E-W ROAD CLASS ENVIRONMENTAL ASSESSMENT HWY 6 TO BRANT STREET
9+760 §	PROPOSED ହୁ OF ROAD ALLOWANCE CHAINAGE	DESIGN BY: JDM DRAWN BY: JDM / AMS SCALE: AS SHOWN DATE: OCTOBER 2008 PROJECT No. 08-9020	PLATE 6





**Comment Form** 

### **COMMENT FORM**

### **East-West focused Public Information Centre (PIC)**

### Wednesday November 5, 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).

applicable, please relet to plate # s in your comments).	

### Please return your comments this evening or by November 12, 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.

Highway 6 Connection Resident Meeting Materials June 2, 2009

# Phase 3 & 4 Municipal Class EA New East-West Corridor

# **Highway 6 Connection Location**

Resident's Meeting June 2, 2009

# Welcome







# Background on the Highway 6 Connection

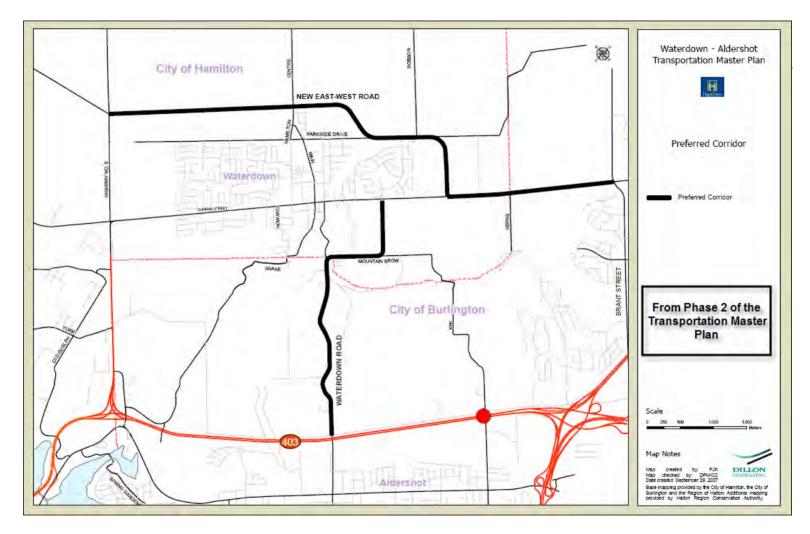
- Recommendations from the Transportation Master Plan (Phase 2):
  - showed the New East-West Road Corridor connecting with Highway 6 opposite Concession 4 Road (this required confirmation during Phase 3 work)
- More northerly connecting alternatives were developed and assessed during Phase 3
  - addressed public concerns over gravel truck traffic from the west
  - results in new intersections on Highway 6
- In reviewing the evaluation of these alternatives, the Ministry of Transportation (MTO) indicated that the number of intersections along this stretch of Highway 6 could not be increased due to traffic safety issues
  - this meant that if the New East-West Road Corridor was shifted north at Highway 6, Concession 4 Road on the west side would need to be re-located to line up at the new intersection and that old Concession 4 Road be closed at Highway 6
- With this requirement, a series of revised alternative designs were developed and assessed
  - The preliminary results of this assessment are presented at this Resident's Meeting
  - The alternative designs are still being reviewed by MTO







# **TMP Recommended Road Improvements**









# **Purpose of this Resident's Meeting**

- To show the alternative locations that were developed to connect to Highway 6.
- To present the preliminary assessment of the revised design alternatives
- To obtain feedback from directly affected residents on the material presented







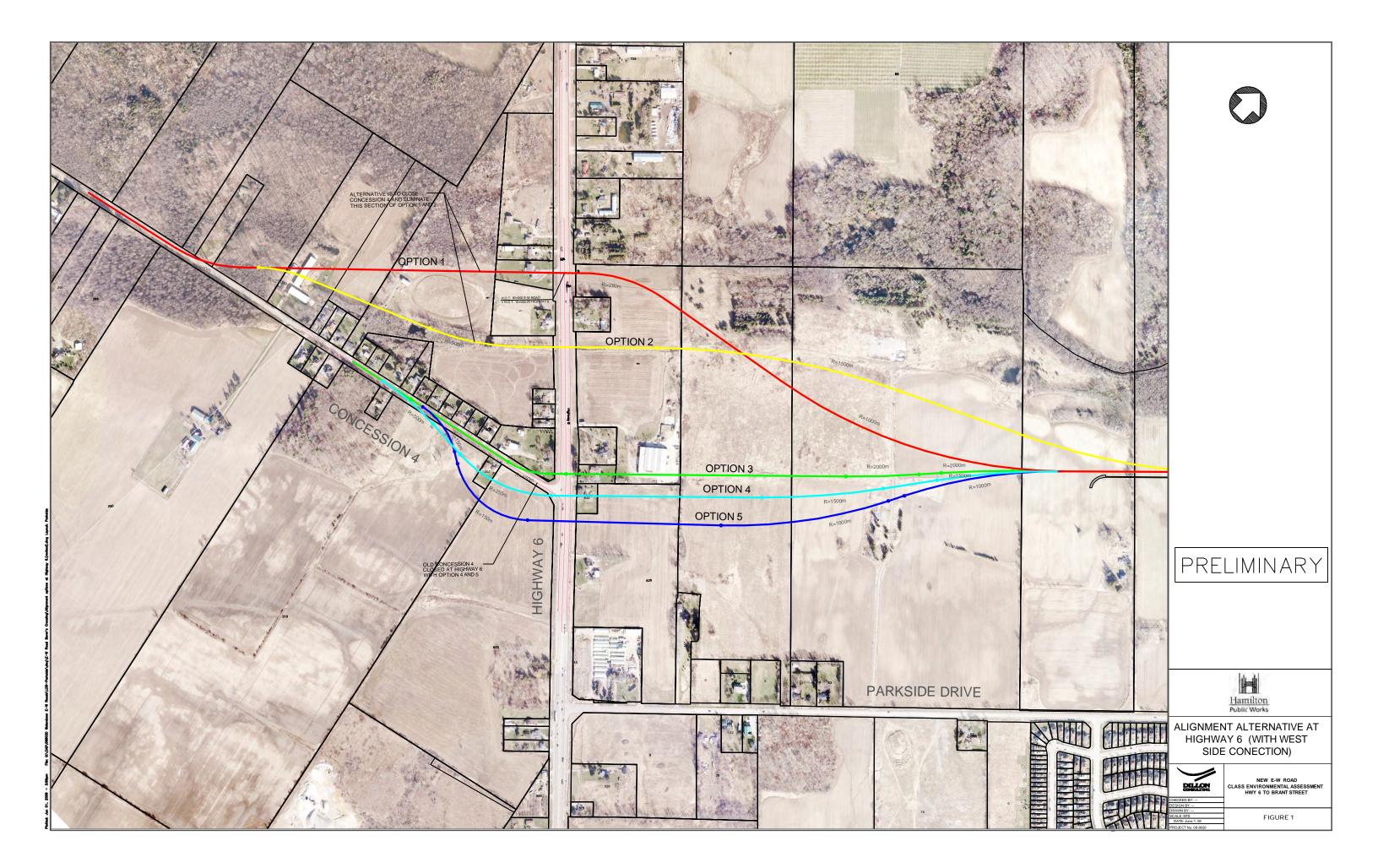
# **Evaluation Criteria**

Criteria Group	Criteria	Criteria Importance (NAC)	Criteria Importance Project. Partners	Indicators
				Number of residences displaced
				Amount of residential property removed (ha)
				Change in access to residential property
	Potential for impact on residents	High	High	Potential for change in air quality
	Potential for impact on residents	nign	riyn	Potential for change in noise levels
				Potential for light pollution
Social Environment				Potential for impact to wells and septic tanks
Environment				Potential for traffic infiltration to existing residential areas and resulting effects
	Potential for community character impacts/	1 Each	L Back	Opportunity to enhance character of community
	change in views	High	High	Potential for negative change to community character and views in the area
	Potential for impact on community/ recreation	k dia aliana	Medium	Removal of community/recreation property
	features	Medium	Iviedium	Disruption to use of community/recreation property
	Potential for effects on historical features	TBD	Medium	Potential for removal of heritage/archaeological features
				Amount, nature and significance of natural habitat removed
	Potential for impact on terrestrial features	High-Medium	High-Me dium	Number of significant trees along existing roadway removed
				Potential for effects to adjacent habitat
Natural Environment				Fragmentation of natural areas
Environment				Effect on terrestrial corridor connectivity / linkages
				Opportunity to enhance degraded natural areas (terrestrial and aquatic)
	Potential for Impact on aquatic features	Medium (EW)	Medium (EW)	Amount and quality of aquatic habitat altered/disturbed/removed
				Area of commercial properties required (ha)
	Potential for impact on business enterprises	Medium (EW)	Medium (EW)	Potential for change to property values
Economic	· · · · · · · · · · · · · · · · · · ·			Potential for change (disruption or enhancement) to business operations
Environment	Potential for impact on residential property value	Medium	Medium	Potential for change to property values
	Potential for impact on future land use	Medium	Medium	Compatibility with future land use plans
	Potential for impact on agricultural land	Medium (EW)	Medium (EW)	Area of designated agricultural land removed (ha)
Cost	Capital Cost (million \$)	Low	Medium	Estimated capital cost (including land acquisition)
	Operation and Maintenance Cost (million \$)	Low	Medium	Relative maintenance costs as reflected by road length and design features
		1	Law	Potential to increase level of traffic service
	Change in traffic operations, delay and capacity	Low	Low	Ability to accommodate local and through traffic
Transportation	Potential for change to traffic and public safety levels	High	High	Potential to improve roadway operations, geometry and sightlines
	Opportunity to support transit use, pedestrians and cycling	Medium	Medium	Extent that alternative supports/promotes transit use, pedestrians and cycling









### New East West Road Phase 3 Class EA Hwy 6 Connection Alignments Summary of Key Differences

Criteria Group	Criteria	Indicators	Option 1	Option 2	Option 3	Option 4	Option 5
		Number of residences displaced	1 home displaced	1 home potentially displaced (likely associated with removal of farm buildings)	1 home displaced	2 homes displaced	None
		Amount of residential property removed (ha)	One residential lot to be acquired	As above	One residential lot on east side to be acquired plus a portion of a second property on west side of Hwy 6	Two residential lots to be acquired	None
Social Environment	Potential for impact on residents	Change in access to residential property	Access to residential property on west side of Highway 6 (immediately north of new intersection) will be limited to right-in, right-out access only, due to the need for a raised median island for traffic lights. Old Concession 4 Road at Highway 6 to be closed affecting access to approximately 20 properties.	Access to two residential properties on either side of Highway 6, immediately north of the new intersection will be restricted to right-in, right-out access only due to the need for a raised median island for traffic lights. Old Concession 4 Road at Highway 6 to be closed affecting access to approximately 20 properties.	Access to one residential property on the east side of Highway 6, south of the new intersection, will be restricted to right-in, right-out access only due to the need for a raised median island for traffic lights.	Access to one residential property on the east side of Highway 6, north of the new intersection, will be restricted to right-in, right-out access only due to the need for a raised median island for traffic lights. Will required relocation of entrances to approximately 5 residences on Concession 4 Road.	Access to one residential property on the east side of Highway 6, north of the new intersection will be restricted to right-in, right-out access only due to the need for a raised median island for traffic lights. Will required relocation of entrances to approximately6 residences on Concession 4 Road.
		Potential for change in air quality	Approximately five residences within 100 m of the new roadway (centerline). Closest residence about 70 m away.	Two residences in proximity of the new roadway (about 50 m from centre line).	Two residences in proximity (about 50 m from centre line).	One residence in close proximity to the roadway (< 50 m from the centerline).	Two residences in close proximity to the roadway (about 50 m from the centerline).
Natural Environment	Potential for impact on terrestrial features	Amount, nature and significance of natural habitat removed	Second largest area of forested land will be required to be removed. Considered a significant impact on the forest feature.	Highest amount of significant habitat loss. Similar to option 1 as a large wooded area in the north will be removed. High levels of encroachment into adjacent wooded areas further east will also cause significant habitat loss.	As option is predominantly in agricultural land, no forested habitat will be removed. Similar effects as option 4&5	As option is predominantly in agricultural land, no forested habitat will be removed. Similar effects as option 3&5	As option is predominantly in agricultural land, no forested habitat will be removed. Similar effects as option 3&4
		Number of significant trees along existing roadway removed	High number of trees will be removed. The extension will transect a large wooded area in the north.	Highest number of trees will be removed. The extension will transect a large wooded area and encroach onto adjacent forested areas	Minimal. Similar to option 4&5	Minimal. Similar to option 3&5	Minimal. Similar to option 3&4
		Potential for effects to adjacent habitat	Higher potential due to close proximity to the Logies Creek Wetland ESA/PSW to the north as well as wooded areas located on the west side of Hwy 6.	Higher potential due to close proximity to the Logies Creek Wetland ESA/PSW to the north as well as wooded areas located on the west side of Hwy 6.	Minimal potential	Minimal potential	Minimal potential
		Fragmentation of natural areas	High potential for fragmentation as the extension transects a potentially significant terrestrial area.	High potential for fragmentation. Similar effects as option 1.	Minimal fragmentation as option doesn't transect any significant areas	Minimal fragmentation as option doesn't transect any significant areas	Minimal fragmentation as option doesn't transect any significant areas

Criteria Group	Criteria	Indicators	Option 1	Option 2	Option 3	Option 4	Option 5
		Effect on terrestrial corridor connectivity / linkages	Highest potential for effects on connectivity as the option transects a significant terrestrial area in the northern portion of the site.	High potential for effects on connectivity as the option runs along a wooded area. Connectivity to northern wooded areas will be affected.	Minimal effects. Option predominantly runs through agricultural land. Similar to Option 4&5.	Minimal effects. Option predominantly runs through agricultural land. Similar to Option 3&5.	Minimal effects. Option predominantly runs through agricultural land. Similar to Option 3&4.
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/removed	Limited	High amount of disturbance as option potentially runs parallel to a watercourse. This will alter aquatic habitat	Limited	Limited	Limited
		Area of commercial properties required (ha)	Some property from mushroom operation.	Property required from mushroom operation.	A mushroom growing operation would need to be removed/ relocated.	Property from a mushroom growing operation is potentially required. The facility could likely remain.	None
	Potential for impact on business	Potential for change to property values	No businesses in proximity to the road way.	No businesses in proximity to the road way.	No businesses in proximity to the road way. (assume that above noted mushroom growing facility would be removed)	Property value impacts to the mushroom growing facility are not expected.	No businesses in proximity to the road way.
	enterprises	Potential for change (disruption or enhancement) to business operations	Minimal disruption	Major impact on farming operation of east side (property is severed in two)	Minimal disruption	Minimal disruption	None
	Potential for impact on residential property value	Potential for change to property values	Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)	Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)	Minimal impact	Minimal impact	Minimal impact
Economic Environment	Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	<ul> <li>Approximately 6.16ha of agricultural designated land would be removed. On west side of Hwy 6, new road alignment would divide one farmland parcel.</li> <li>4-5 farm buildings (2 farms) would require removal. Assumed that this farm could not continue to operate at this location.</li> <li>Low farm parcel fragmentation on east side of Highway 6. Potential for some parcel fragmentation on west side of Hwy 6.</li> </ul>	Approximately 8.0ha of agricultural designated land would be removed. Bisects an agricultural land parcel on east side of Hwy 6 that would make farming this parcel difficult. 3 farm buildings would require removal. Assumed that this farm could not continue to operate at this location. High fragmentation of one parcel on east side of Hwy 6. less fragmentation on west side of Hwy 6 than Option 1.	Approximately 3.64ha of agricultural designated land would be removed. Low farm parcel fragmentation effect as alignment passes nears edge of parcel boundary.	Approximately 4.99ha of agricultural designated land would be removed. Low farm parcel fragmentation effect as alignment passes nears edge of parcel boundary.	Approximately 5.18ha of agricultural designated land would be removed. Higher parcel fragmentation effects than Options 3 and 4 as alignment passes further into better farmland areas.
Cost	Capital Cost (million \$)	Estimated capital cost (including land acquisition)	\$6,167,147	\$6,733,314	\$3,793,966	\$5,335,556	\$4,350,535
Transportation	Change in traffic operations,	Potential to increase level of traffic service	All alternatives address capacity needs equally. Offers the best opportunity to implement co- ordinated traffic signals with	All alternatives address capacity needs equally. Offers the poorest opportunity to implement co-ordinated traffic	All alternatives address capacity needs equally. Potential for signal co-ordination with Parkside Drive is less than Option 1, but	All alternatives address capacity needs equally. Potential for signal co-ordination with Parkside Drive is less than Option 1, but better than	All alternatives address capacity needs equally. Potential for signal co-ordination with Parkside Drive is less than Option 1, but better than

operations, delay and

Criteria Group	Criteria	Indicators	Option 1	Option 2	Option 3	Option 4	Option 5
	capacity		Parkside Drive.	signals with Parkside Drive.	better than Option 2. There will be sufficient intersection spacing to accommodate projected peak hour queues, but the shorter intersection spacing may result in some deceleration through the intersection in anticipation of downstream queues.	Option 2. There will be sufficient intersection spacing to accommodate projected peak hour queues, but the shorter intersection spacing may result in some deceleration through the intersection in anticipation of downstream queues.	Option 2. There will be sufficient intersection spacing to accommodate projected peak hour queues, but the shorter intersection spacing would likely result in some deceleration through the intersection in anticipation of downstream queues.
	Potential for change to traffic and public safety levels	Potential to improve roadway operations, geometry and sightlines	Minimum Radius of 250m is consistent with a design speed of 80km/hr. Provides better spacing (881m) to Parkside Drive.	Minimum radius of 250m is consistent with a design speed of 80km/hr. Provides better spacing (731m) to Parkside Drive.	Minimum radius of 150m is a substandard radius for a design speed of 80km/hr. Radius corresponds to a design speed of 65km/hr. Provides reduced spacing (475m) to Parkside Drive.	Minimum radius of 250m is consistent with a design speed of 80km/hr. Provides reduced spacing (430m) to Parkside Drive.	Minimum radius of 150m is a substandard radius for a design speed of 80km/hr. Radius corresponds to a design speed of 65km/hr. Provides reduced spacing (380m) to Parkside Drive. Slightly below required distance to accommodate back-to-back MTO left turn storage, parallel lane and taper requirements (total 390 to 397.5 m required).

## Assessment Summary

- Options 1 and 2 provide the best intersection spacing to Parkside Drive. With the southern options (3, 4 and 5) the two intersections are much closer together.
- With Options 1 and 2 there will be significant property and natural environmental impacts west of Highway 6. These could be addressed by eliminating the road section west of Highway 6 with these options and closing Concession 4 Road at Highway 6.
- Significant potential farming impacts with Options 1, 2 and 3.
   Minimal farming impacts with Option 4 and 5.
- Option 5 does not remove any residential properties and has minimal agricultural impact but is closest to Parkside Drive (traffic operations concerns).
- Options 3 and 5 are the least costly, 1 and 2 the most costly







# Next Steps

- o Review comments received on the alternatives
- Finalize alternatives
- Incorporate comments and MTO concerns into new evaluation
- Select preferred alternative
- Review with directly affected public (resident's meeting)
- Finalize recommendations
- Council endorsement (Hamilton and Halton)
- Final Environmental Study Report available for public review
- 30 day public review period.







# Thank-you

Your input is important! All comments received will be addressed and taken into consideration in finalizing the recommendations and the preferred design and documented in the Environmental Study Report that will be available for public review this fall.

# Please fill out the comment form provided.

We would like to receive your comments by the end of June 16, 2009







Memo: Highway 6 Connection Evaluation Update

### **MEMO**



SUBJECT:	Waterdown New East-West Road Highway 6 Connection Evaluation Update – Draft For Comment				
DATE:	July 16/09				
FROM:	Dillon Consulting Team				
CC:	Christine Lee-Morrison, Diana Morreale (City of Hamilton) Greg Roszler (MTO)				
TO:	File				

#### **OUR FILE: 08-9020**

The following presents the results of the updated comparative evaluation of alternative alignments/connection points with Highway 6 for the proposed new East-West Road through the Waterdown area. This memo has been prepared for comment by interested agencies and stakeholders.

The recommended alignment is to be confirmed after interested stakeholders have been consulted with.

#### Identification of Alternative Alignments

**Figure 1** presents the 3 alternative alignments for the western termination of the proposed new east-west that are now being considered. These options were developed based on input received from the public and MTO. All 3 options assume that existing Concession 4 road will be closed just west of Highway 6 as per MTO direction that the number of intersections along Hwy 6 cannot be increased. Some changes have been made to the alternative alignments that were previously presented to the MTO and the public in June 2009. These changes include:

- Options 1 and 2 no longer extend to the west side of Highway 6. The significance of the effects to natural features, agricultural land and residents on the west side of Hwy 6 cannot be justified at this time. Concession 4 Road will now be closed with these options with no connection to the New East-West Road.
- Three southern alignments were previously presented and considered. The two most northern alignments of these offered minimal traffic operational advantages over the most southern location (now Option 3) with significantly greater property impacts. As such, only one alignment is now being considered in this area (Option 3). It is noted that for Option 3, there is the opportunity to either terminate at Hwy 6 or extend westerly to connect with the Old Concession 4 Rd. The connection to the Old Concession 4 Rd. can be made with minimal effects. This opportunity is considered in the evaluation.

#### Evaluation Results

The alternative alignments were evaluated on the basis of the evaluation criteria that were developed for this Class EA study. The evaluation criteria are organized on the basis of 5 criteria groups (Social, Natural Environment, Economic, Cost and Transportation). The following summarizes the results by criteria group:

#### Social Environment:

None of the options will result in the removal of residences or residential property. All of the alignments have some potential for disruption effects to residents in the area. Option 2 will restrict the access to Hwy 6 (right turn only) for two residences while the other options will restrict access to one residence each (due to the centre median that would be required at the new intersection). Option 3 has the advantage of offering the opportunity to reconnect the Old Concession 4 Road to Hwy 6 which would reestablish access for residents along this roadway. However, allowing for this direct connection to the west was of concern to Waterdown residents to the east at they felt it would encourage truck traffic usage through their community. All three options have some residences in proximity to them, as such, they all could increase traffic related nuisance effects to these residences. Although given high background traffic volumes on Hwy 6, these effects are not likely to be overly noticeable to residents. For the Social Environment Criteria group, Option 3 was considered to have a slight preference over the other two alignments due to its greater separation distance from residences.

#### Natural Environment

None of the options will result in the removal of any sensitive terrestrial natural habitat. Options 1 and 2 are in proximity to ESA lands but should be well enough removed to not result in substantial disturbance effects. Option 2 parallels in close proximity a creek/swale and this would likely result in effects to aquatic habitat. For this reason, Option 2 is considered to be less preferred than the other two options. Overall, there is a slight preference for Option 3 over Option 1 as it is further removed from any natural habitat. Option 2 is considered to be less preferred than the other two options.

#### Economic Environment

There are no businesses in proximity to the alignments. The main considerations in this grouping relates to impacts to agricultural land. Options 1 and 2 will result in less agricultural land being removed than Option 3. Option 2 however, is considered to have the greatest land parcel fragmentation effects. The fragmentation effects are considered to be important as additional amounts of land could be taken out of production as it may no longer be economically viable to farm these smaller parcels that are split off. As such, Option 1 is preferred for this grouping (least amount of agricultural land being removed and least fragmentation effects). Option 2 is considered to be least preferred due to the parcel fragmentation effects associated with it.

#### Cost

The costs for the three options (up to the Hwy 6 connection point) including an allowance for property acquisition costs are the following:

- Option 1: \$3.57 million
- Option 2: \$5.88 million (including property severance costs)
- Option 3: \$3.38 million (not including any construction west of Highway 6)

#### **Transportation**

While all of the options address road capacity requirements, there is some variation among them with respect to effects on traffic operations – specifically how the new intersection locations would work with the existing Parkside Dr. intersection located to the south. In regards to coordination of traffic signals, the order of preference is Option 1, 3 and 2. While there is variation among the options with respect to the radius of curves/design speeds of the roadway in proximity to the intersections, all are considered to be acceptable. Also considered was the spacing distance between the new intersection and the Parkside Dr. intersections. Options 1 and 2 meet MTO's minimum required separation distance from existing intersections. Option 5 does not meet the minimum spacing distance and would require the closure of the Parkside Dr intersection if it were to be selected.

#### Conclusion:

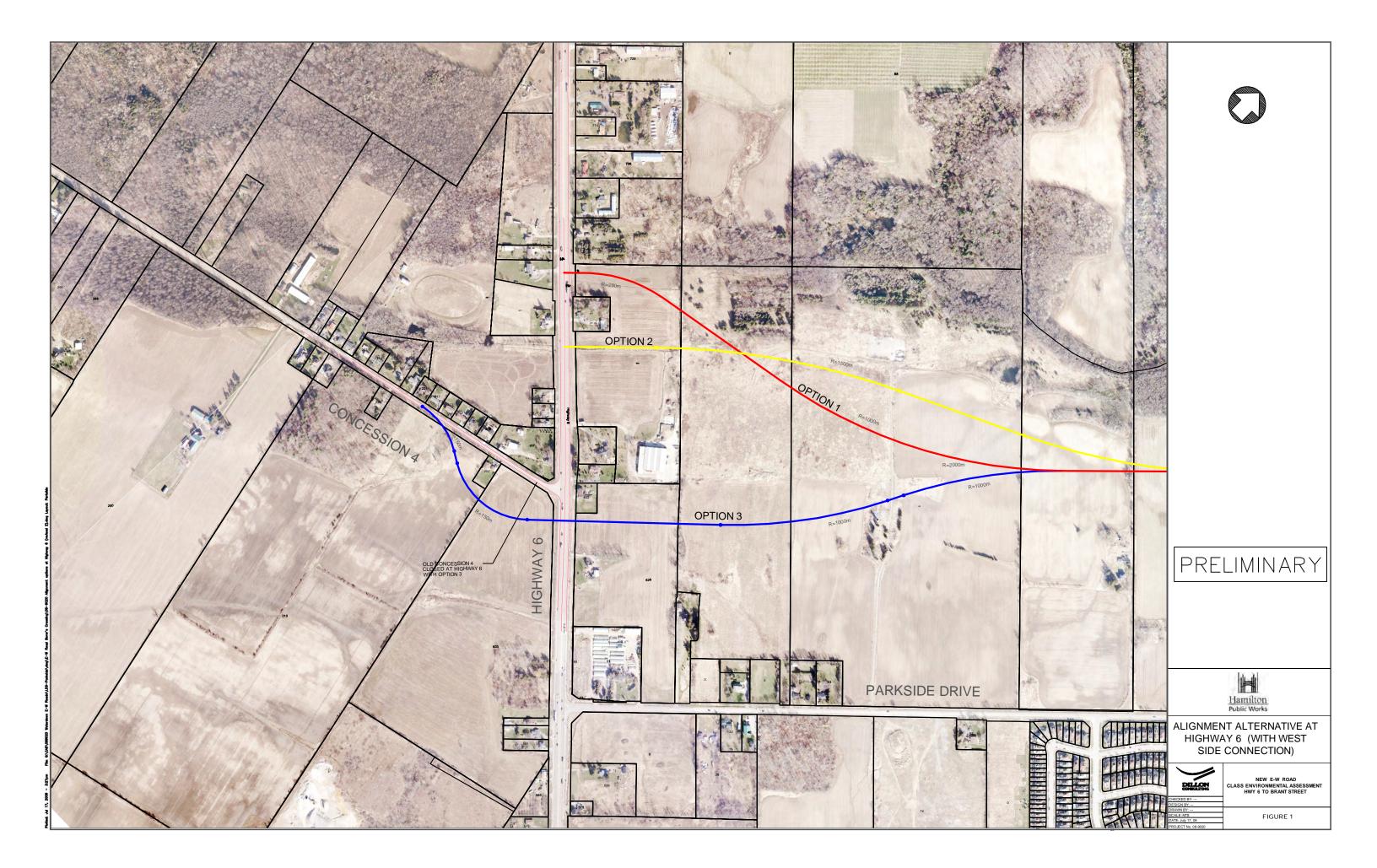
In reviewing the assessment results by criteria group, due to MTO's concerns with respect to the to the spacing of Alignment 3 from the Parkside Dr intersection, this option could not be considered any further (the closure of the Parkside Dr intersection to allow the development of Alignment 3 could not be justified by the project team at this time). The remaining 2 options were considered to be similar with respect to the Social and Transportation criteria groups. However, Option 2 was considered to have greater natural environment effects (from effects associated with the creek), greater economic effects (due to farm land parcel fragmentation effects) and is significantly more expensive. As a result, Option 1 was identified as the preferred alignment overall.

### New East West Road Phase 3 Class EA Hwy 6 Connection Alignments Evaluation Summary – July 16, 2009

Criteria Group	Criteria	Indicators	Option 1	Option 2	
Social Environment		Number of residences displaced	None	None	None
		Amount of residential property removed (ha)	None	None	None
	Potential for impact on residents	Change in access to residential property	Access to residential property on west side of Highway 6 (immediately north of new intersection) will be limited to right-in, right-out access only, due to the need for a raised median island for traffic lights. Full access may be possible for residence on west side of highway opposite the intersection. This needs to be confirmed during detailed design. Old Concession 4 Road at Highway 6 to be closed affecting access to approximately 20 properties. Some of these residents have indicated that they do not use this intersection due to safety concerns.	Access to two residential properties on either side of Highway 6, immediately north of the new intersection will be restricted to right-in, right-out access only due to the need for a raised median island for traffic lights. Old Concession 4 Road at Highway 6 to be closed affecting access to approximately 20 properties. Some of these residents have indicated that they do not use this intersection due to safety concerns.	Access to one Highway 6, ne to right-in, rig raised median Road at High approximately have indicate safety concer result in distu residences or
		Potential for change in air quality and noise	Five residences within 100 m of the new roadway. Due to high volume traffic conditions along Hwy 6, effects of the roadway are unlikely to be noticeable.	Five residences within 100 m of the new roadway. Due to high volume traffic conditions along Hwy 6, effects of the roadway are unlikely to be noticeable.	Five residenc high volume t roadway are t
Natural Environment P Ir a	Potential for impact on terrestrial features	Amount, nature and significance of natural habitat removed	As option is predominantly in agricultural land, no forested habitat will be removed.	As option is predominantly in agricultural land, no forested habitat will be removed.	As option is p habitat will be
		Number of significant trees along existing roadway removed	Minimal	Minimal	Minimal.
		Potential for effects to adjacent habitat	Higher potential due to close proximity to the Logies Creek Wetland ESA/PSW to the north of the alignment.	Higher potential due to close proximity to the Logies Creek Wetland ESA/PSW to the north of the alignment.	No sensitive h
		Fragmentation of natural areas	None	None	None
		Effect on terrestrial corridor connectivity / linkages	Minimal effects. Option predominantly runs through agricultural land.	Minimal effects. Option predominantly runs through agricultural land.	Minimal effec agricultural la
	Potential for Impact on aquatic features	Amount and quality of aquatic habitat altered/disturbed/removed	Limited	Some disturbance will result as the alignment runs adjacent to a watercourse. This may impact aquatic habitat in this stream.	Limited
Economic Environment	Potential for impact on business enterprises	Area of commercial properties required (ha)	None	None	None
		Potential for change to property values	No businesses in proximity to the road way.	No businesses in proximity to the road way.	No businesse

Option 3						
ne residential property on the east side of north of the new intersection will be restricted ight-out access only due to the need for a ian island for traffic lights. Old Concession 4 ghway 6 could be closed affecting access to ely 20 properties. Some of these residents ted that they do not use this intersection due to erns. If Concession 4 Road were closed, will turbance to entrances for approximately 6 on Concession 4 Road.						
nces within 100 m of the new roadway. Due to e traffic conditions along Hwy 6, effects of the e unlikely to be noticeable.						
predominantly in agricultural land, no forested be removed.						
e habitat in close proximity to the alignment						
ects. Option predominantly runs through land.						
ses in proximity to the road way.						

Criteria	Indicators	Option 1	Option 2	Option 3
	Potential for change (disruption or enhancement) to business operations	No disruption (see agricultural effects)	No disruption (see agricultural effects)	No disruption (see agricultural effects)
Potential for impact on residential property value	Potential for change to property values	Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)	Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)	Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties). Option to leave intersection to Concession 4 Road open preserving existing access.
Potential for impact on agricultural land	Area of designated agricultural land removed (ha)	Least amount of agricultural land being removed (4.3 hectares). Some limited amount of farm parcel fragmentation on east side of Highway 6.	Amount of agricultural land removed is approximately 9.6 hectares assuming severed parcel to the north will no longer be a viable farmed parcel of land High fragmentation of one parcel on east side of Hwy 6.	Amount of agricultural land removed is approximately 4.6 hectares. Assumes no extension west of Highway 6. Greater parcel fragmentation that Option 1 but less than Option 2.
Capital Cost (million \$)	Estimated capital cost (including land acquisition)	Construction Cost:         \$2,236,445           Property Cost:         \$1,337,500           Total:         \$3,573,945	Construction Cost:         \$2,911,235           Property Cost:         \$2,966,250           Total:         \$5,877,485	Construction Cost:         \$1,966,530           Property Cost:         \$1,412,500           Total:         \$3,379,030 (east of Hwy 6 only)
Change in traffic operations, delay and capacity	Potential to increase level of traffic service	All alternatives address capacity needs equally. Offers the best opportunity to implement co-ordinated traffic signals with Parkside Drive. The closure of Concession 4 Road will create the redistribution of traffic to other road sections and Highway 6 intersections to the north and the south. The existing volumes at this intersection are relatively low and the impact of this diverted traffic is not of concern.	All alternatives address capacity needs equally. Offers the poorest opportunity to implement co-ordinated traffic signals with Parkside Drive. The closure of Concession 4 Road will create the redistribution of traffic to other road sections and Highway 6 intersections to the north and the south. The existing volumes at this intersection are relatively low and the impact of this diverted traffic is not of concern	All alternatives address capacity needs equally. Potential for signal co-ordination with Parkside Drive is less than Option 1, but better than Option 2. There will be sufficient intersection spacing to accommodate projected peak hour queues, but the shorter intersection spacing would likely result in some deceleration through the intersection in anticipation of downstream queues. The closure of Concession 4 Road will create the redistribution of traffic to other road sections and Highway 6 intersections to the north and the south. The existing volumes at this intersection are relatively low and the impact of this diverted traffic is not of concern
	Potential to improve roadway operations, geometry and sightlines	Minimum Radius of 250m is consistent with a design speed of 80km/hr. Provides best spacing (881m) to Parkside Drive.	Minimum radius of 250m is consistent with a design speed of 80km/hr. Provides less spacing (731m) to Parkside Drive.	Minimum radius of 150m is a substandard radius for a design speed of 80km/hr. Radius corresponds to a design speed of 65km/hr.
Potential for change to traffic and public safety levels				<ul> <li>Provides reduced spacing (380m) to Parkside Drive.</li> <li>Slightly below required distance to accommodate back-to- back MTO left turn storage, parallel lane and taper requirements (total 390 to 397.5 m required).</li> <li>MTO has expressed concern with this alignment as it does not meet minimum geometric design requirements for intersection spacing (from Parkside Dr.) including back-to- back left turn lanes. Further, MTO is concerned that the alignment does not provide minimum requirements for stopping sight distance and sight triangles. MTO has</li> </ul>
	Potential for impact on residential property value Potential for impact on agricultural land Capital Cost (million \$) Change in traffic operations, delay and capacity	Image: constraint of the second sec	Potential for change (disruption or enhancement) to business operations         No disruption (see agricultural effects)           Potential for impact on agricultural land         Potential for change to property values         No disruption (see agricultural effects)           Potential for impact on agricultural land         Potential for change to property values         Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)           Potential for impact on agricultural land         Area of designated agricultural and removed (ha)         Least amount of agricultural land being removed (4.3 bectares).           Capital Cost (million \$)         Estimated capital cost (including land acquisition)         Construction Cost: \$2,236,445 Property Cost: \$1,337,500 Total: \$3,573,945           Change in traffic operations, delay and capacity         Potential to increase level of traffic service         All alternatives address capacity needs equally. Offers the best opportunity to implement co-ordinated traffic signals with Parkside Drive.           Change in traffic operations, delay and capacity         Potential to improve roadway operations, geometry and sightlines         Minimum Radius of 250m is consistent with a design speed of 80km/hr. Provides best spacing (881m) to Parkside Drive.	Potential for change (disruption or enhancement) to business operations         No disruption (see agricultural effects)         No disruption (see agricultural effects)           Potential for impact on property salues         Detential for change to property values         Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)         Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)         Limited due to proximity to Hwy 6 and high traffic volumes. Change in access may affect property values (Concession 4 properties)         Change in access may affect property values (Concession 4 properties)           Potential for impact on agricultural land         Area of designated agricultural and removed (ha)         Least amount of agricultural land being removed (4.3 bectares).         Amount of agricultural land removed is approximately 9.6 hectares assuming severed parcel to land High fragmentation of one parcel on east side of Hwy 6.           Capital Cost (million \$)         Estimated capital cost (including land acquisition)         Construction Cost: \$2,236,445 Property Cost: \$1,337,500 Total:         Construction Cost: \$2,962,250 Total:         S2,966,250 Total:         S2,966,250 Total:         Total:         S2,974,455           Change in raffic service         Potential for traffic service         All alternatives address capacity needs equally. Offers the best opportunity to implement co-ordinated traffic signals with Parkside Drive.         All alternatives address capacity needs equally. The doceare of Concession 4 Road will croates the redistribut



## Public Information Centres (PICs): Summary Reports

### 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 <u>www.hamilton.ca/WaterdownTMP</u>).

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.

APPENDIX A: 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 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	
	a. The Technical Work Plan	b. The Consultation and Outreach Plan		
5			As residents of 221 Fellowes Crescent we strongly support the citizen opt seems to be a very efficient way to reroute the traffic and cause the least discomfort to the residents of Parkside Drive. Our yards back onto Parksi are very concerned with the widening of this street to four lanes. Issues th concern to use are: 1. Our enjoyment of sitting in our back yard will be los diminished with all the increased noise and fumes 2. Our privacy will be g the road will be too close to our backyard 3. Will streetlights be installed a they be? If too bright it will be very disturbing. 4. Will trees that are growin fence, which are acting as a noise buffer presently and are providing extra be removed? 5. Will a sound barrier be installed to reduce the noise from a bike path be added to give cyclists a safe riding lane? 7. Resale value of decrease. 8. Boulding and Parkside Intersection - It will be almost imposs Parkside from Boulding during rush hour.	
6	Garbage.	Garbage.	Garbage. What happens to the town of Waterdown when traffic is diverte rush hour?	
7	<ol> <li>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.</li> <li>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.</li> </ol>			
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			
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 (Waterdown wetland trails) will be impacted by the bypass. Noise issues a considered in addition to crossing safety.	

	How did you hear about this Public Information Centre (PIC)?
n option 5 which east problems and arkside Drive and we les that are of grave be lost of greatly be greatly reduced as led and how bright will rowing behind our extra privacy, will they from the traffic? 6. Will lue of our property will possible to cross	
verted from 403 during	Flyer.
	Paper notification.
e Rd Bypass ues should also be	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.

# EAST-WEST ROAD CLASS EA PHASE 3 & 4 PUBLIC INFORMATION CENTRE

## SUMMARY REPORT

June 24, 2008 St. Thomas Apostle Parish Hall 715 Centre Road Waterdown, ON







### Introduction

The Public Information Centre (PIC) for the East-West Road Class EA Phase 3 & 4 was held on Tuesday June 24, 2008 at St. Thomas Apostle Parish Hall in Waterdown. 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, Syeda Banuri and Michael Marini), City of Burlington (Paul Allen), Halton Region (Melissa Green-Battiston and Jeffrey Reid), Dillon Consulting (Paul MacLeod, Don McKinnon, Ian Roul, and Amanda Shepley), and Lura Consulting (Sally M. Leppard, Liz Nield and Patricia Prokop) staffed the PICs.

The following elected officials attended this round of PICs:

Councillor Margaret McCarthy (Hamilton)

#### **Purpose of the PICs**

The purpose of the PICs was to:

- Provide an overview of the results of the preliminary evaluation of alternative alignments, 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;
- New East-West Road Alternatives;
- Western Alignment Evaluation;
- Centre Road Crossing Evaluation;

- Power Line Alignments Evaluation;
- Dundas Street Alignments Evaluation
- Option 5 versus Option 4 Review;
- Phase 3 & 4 Study Schedule; and
- Next Steps.

The display boards and maps are available on the project website at <u>www.hamilton.ca/WaterdownTMP</u>.

### **Attendance and Comments**

A total of 85 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. Sixteen (16) 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 N1 to N7 for the new East-West route, PIC participants had the following feedback:

Section N1 – East of Highway 6

- The northern option was preferred.
- A suggestion was made to develop a signalized/stoplight intersection.
- Concerns regarding sewer/water services along Parkside.

Section N2 – Waterdown Road North / Centre Road Crossing

- Add stop lights to the intersection to address safety concerns.
- A roundabout is not the solution.
- Sound barriers will be required south of the road to shield local homes.

• The bridge crossing the creek should be as far north as possible to minimize impacts on the pond.

#### Section N3 - Hydro Transmission Line Crossing Alternatives

- Move the alignment further north from Northlawn Avenue.
- Strong preference expressed for the northern most alignment due to the minimum impact on the wetland, and the distance from residences in the Hunter Park Survey
- Replace mature trees.
- Use narrow lanes, and reduce posted mileage.
- Add boulevards/sidewalks

#### Section N4 – Parkside Drive

- There needs to be more of an effort to mitigate social concerns along the section of Parkside Drive which will be widened.
- Request to consider Stantec option for the area.
- Need for traffic calming along Parkside Drive.
- Safety concerns when backing out of driveways onto Parkside Drive.
- This set-up is not conducive to moving traffic around Waterdown.
- The impact on the Alexander Place needs to be better defined.

#### Option 4 vs. 5 Alignment Review

- Strong preference for Option 5 (with consideration of the Stantec Adjustment). The Project Team's evaluation of the Stantec Option (sawtooth) does not properly account for the existing conditions relating to the flood plain and the berm. Study team should walk the property.
- Disruption to business is minimal with Option 5.
- Option 5 allows for expansion to four lanes.
- Option 4 creates a greater impact on residents, families etc.
- Environmental concerns are minor in this area.
- Option 4 raises concerns regarding speed on Parkside Drive, increased noise levels, safety, and streetscape design.

#### Section N5 – Up-Country Development

- Request for four lanes.
- Will water and sanitary sewers would be available?
- Will there be access to the new road between Dundas Street and Parkside Drive?

#### Section N6 – Dundas Street Widening (West)

- Suggestion to start by-pass at the traffic lights at Kerns Road and the Townline Road and go north along the road allowance to just above the second bend from Parkside Drive heading north from Parkside.
- Suggestion to build a railway over pass.

Section N7 – Dundas Street Escarpment Cut No comment were received on section N7

When asked to rank the draft evaluation criteria as either high, medium or low, PIC participants had the following feedback:

The social environment was ranked as high. The natural environment was ranked as high to medium. The economic environment was ranked as medium to low. Cost was ranked as low. Transportation was ranked as medium.

The PIC participants had the following additional comments:

- Every effort should be made to calm traffic through the residential areas. Non Waterdown destined traffic including trucks should therefore be discouraged from using the new East-West road.
- The option being proposed is not a by-pass and is not addressing the traffic concerns.
- Why doesn't the North- South route line up with the new East- West route?
- How are flood plain issues being dealt with?
- All maps should be better identified and labeled.
- Consider impacts on curb appeal and property value.
- The importance of cost needs to be clearly identified for Option 4 and Option 5.

- Questions regarding the general process and timing of the EA and timing of the infrastructure.
- Question regarding upcoming OMB hearing for Waterdown Bay.
- General support regarding the new (northerly) location of the connection with Highway 6, and the new northerly option for section N3.
- How will the new location for the Highway 6 connection meet the Greenbelt requirements?
- Numerous comments on Option 4 vs. Option 5 Alignment (new Option 6).

Councillor McCarthy would like it noted that she is not in favour of the proposed connection of the North-South roadway to Dundas Street, and is of the opinion it should connect up to Dundas Street at the same location as the East-West Dundas Street connection.

## **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.

# APPENDIX A: Detailed Participant Feedback

 Looking at the alternative road designs evaluation framework and the issues that have been identified (Sections N1 to N7 for the Waterdown Road widening). Are there any other "issue areas" that may require specific attention?

Section	Issues Identified
	Northern option preferred.
Section N1 – East of Hwy 6	Use the northern option (N1) with a signalized intersection. Parkside has to stay open to Highway 6.
	Keep road straight to connect to 4 <sup>th</sup> Concession East. Its on a rise or hill and use stop light.
	Stop lights to assist drivers entering Parkside Drive at Boulding and Evans in a safe manner.
Section N2 – Waterdown North / Centre Road Crossing	Signalized intersection NOT a roundabout – bridge type interchange would be the superior but is not justified or affordable at present.
	Bridge crossing creek should be as far north as possible to minimize impact on pond. Noise barriers south of the east-west road are required to shield homes in new development.
Section N2 Hudro Transmission Line	Move further north of Northlawn
Section N3 – Hydro Transmission Line Crossing Alternatives	Replace mature trees, narrow lanes, reduce posted mileage, and add boulevards/sidewalks.
Section N4 – Parkside Drive	Please review Stantec Option
	Option of City water & sewer should be given to the residents due to the potential impacts to wells and septic.
	There needs to be more of an effort to mitigate social concerns along the section of Parkside Drive which will be widened. The road design is constructed in such as manner which will encourage traffic at high speed. Need traffic calming. Redesign should be considered for the sections of road entering Parkside to discourage high speed.
	Very disruptive to home owners; hazardous to back out from driveways; uneven terrain with a road way crossing.
	Impact on housing existing on north side of Parkside Dr. Railway crossing will back up traffic, for at least 10 minutes if a train goes through. Followed by the gully going across the creek.
	This set-up is not conducive to moving traffic around Waterdown.

Section	Issues Identified
	I believe the plans related to the level crossing at Parkside Drive do not help achieve the goal of easing congestion and reducing noise. My assumption is that trains will continue to need to "blow their horns" every ½ hour between 4:15am and 7:00 am. With all the dollars being spent on these improvements, it concerns me that one of the biggest sources of resident & commuter grief has not been properly addressed.
	If you are using a stop light at Highway 5, connection at Parkside Drive should also be a stop light intersection.
	Prefer Option 5 – Stantec Adjustment
	Require detailed explanation as to why Option 4 is preferred. We provided data and information which shows a strong argument for Option 5. Option 5 way superior and preferred over Option 4. I don't see business disruption as a
Option 4 vs. 5 Alignment Review	valid issue.
Option 4 vs. 5 Alignment Review	Decreases distance between Alexander Place facility and highway. Increases noise level.
	Decreases curb appeal to market. Residents who live here don't want a highway at their backdoor. Option 4 creates a greater impact on residents, families etc.
	Option 5 too costly, taxpayers will not wan it.
	Should be 4 lanes
Section N5 – Up-Country Development	Would like to know if water and sanitary sewers would be available and if I can get access to the new road between Dundas Street and Parkside.
	4 lanes minimum
Section N6 – Dundas Street Widening (West)	Traffic lights at Kerns Road and the Townline Road allowance. Start by-pass here going north along the road allowance to just above the 2 <sup>nd</sup> bend from Parkside heading north from Parkside. This will get you above the planted orchards. You will have to cross Robson Road a little further North of alt. Route 5 to avoid existing buildings. Build a railway over pass, and join into the east end of N2. This would make the most efficient route for moving traffic through Waterdown. Only 5 traffic lights from Kerns' Road to Highway 6 and 4 lanes all the way.

Section	Issues Identified
Section N7 – Dundas Street Escarpment Cut	(no comments received)

# 2. Looking at the draft evaluation criteria in the table below, Please rank them as high, medium or low. What other criteria should be considered?

Criteria Group	Ranking (high, medium, or low)
Social Environment	High = 3, Medium = 1, Low = $0$
Natural Environment	High = 2, Medium = 2, Low = $1$
Economic Environment	High = 0, Medium = 2, Low = 2
Cost	High = 1, Medium = 0, Low = $3$
Transportation	High = 1, Medium = 2, Low = 2

#### **Additional Comments**

- Please send me a detailed review of floodplain on Stantec Study with real-time data i.e. berm/dike on North of Opta property. How to mitigate flood plain?
- Throughout this study we have been advised that this is not a bypass. As such every effort should be made to calm traffic through a residential area. Non Waterdown destined traffic including trucks should therefore be discouraged from using the road. The road design can help mitigate non Waterdown destined traffic. Commuters will have options to use other concessions such as Concession 5 or Robson Road, instead of making this an attractive road for non Waterdown destined traffic.
- In spite of all that will be done, with roads in the area, the real issue is being addressed i.e. a bypass around Waterdown to take care of traffic that comes from GTA and goes to Ancaster, Capetown, Brantford etc.
- A highway by-pass was suggested over 30 years ago, when Waterdown's population was only 2,000 or less. What is being proposed is not a by-pass. The traffic trying to get through Waterdown now is probably 10-20 more than 30 years ago.
- Not enough of a bypass.
- Why does the north/south not line up with the east/west at Highway 5 (Dundas Street)? The present map does not make good sense. All maps should be better identified.

- Link Upcountry to Waterdown South (Councillor McCarthy's official position).
- My understanding is that Option 4 now is preferred to Option 5. Alexander Place has 128 people who reside there and they
  chose that location due to quietness, beauty and small town feel. I as well as the owners of Alexander Place understand that
  putting the bypass behind Parkside Drive is the least of the evils, however going with Option 4 brings the highway closer once
  again. I get the fact that wetlands and nurseries need to be protected but what about the people who have to live there, they
  deserve equal treatment.
- Downfalls to Option 4:
  - The sound barrier will not minimize noise further if the highway is closer.
  - Walking trail. I brought up at either end of Phase 1 and early Phase 2, the walking trail adjacent to Alexander Place and saving it as it was a well used community project. Advisors said an over pass would have to go in, no mention of that anywhere now! Also, a sound barrier can't deflect overpass noise.
  - Future development whatever gets put in will most likely have to be increased in size causing further loss of land! What are future plans?
  - What is the sound impact going to be? Probably more than we are told or understood.
  - Curb appeal we are all going to lose a lot of our curb appeal and even more if option 4 goes in. We house 128 residents and pay almost ½ million dollars in taxes. If we cannot fill the facility because it has zero appeal, it not only affects those who live there but the 130 employed and the City of Hamilton. RETHINK OPTION 5 WE DESERVE IT!
- NAC Opinion and the Nortlawn section alternatives should have been made clearer. The importance of cost on "Option 6" being preferred to "Option 5" was not highlighted, it has clearly been he major facto in NAC meetings.
- It makes no sense to me not to continue across Mountain Brow Road East to make a direct connection to Dundas Street / Evans Avenue.
- Evans Avenue Instead of turning west at Parkside Drive continue north before turning west. Shown in green "proposed east/west route", it is supposed to be a bypass route.
- We believe by making Barton Street and Griffin Street one way east to Mill Street from Hamilton Street. Making it no left turn from Mill street onto Griffin, and increasing the stop light time to favour East/West and West/East flow forcing people to use the new alternative route at Mountain Brow (delaying the time North).

#### **Questions/Comments expressed directly to the Project Team**

- Concerned that the Project Team has designated a portion of my property as a 'Cultural Thicket' on the ELC map and I am concerned about the potential implications.
- Interest in a trail along the Borer's Creek.
- A northern alignment is preferred.
- Concern regarding the need to cross the trail, north of Parkside Drive.
- Questions regarding the general process and timing of the EA and timing of the infrastructure.
- Question regarding upcoming OMB hearing for Waterdown Bay.
- General support regarding the new (northerly) location of the connection with Highway 6.

- Question about the use of a roundabout at Waterdown Road and Mountain Brow.
- Request to show where the access points are going to be through Waterdown North (local/collector road intersections).
- Barton/Griffin Street are local streets west of Mill Street, north of Mountain Brow and south of Dundas Street. There is
  currently a problem with cut-through traffic because drivers use this as a short cut to avoid the traffic signal back ups at Mill
  and Dundas. A resident was concerned, that even with the new North-South route, people would still use this short cut and
  asked if a no left turn prohibition could be installed, or conversion to one way, eastbound only.
- Questions regarding the location of the arterial road connection to Dundas Street through Waterdown South.
- Concern regarding the reconfirmation of Option 4 over Option 5. Some discussion regarding design options for Parkside Drive (e.g. would there be an acoustical barrier)
- Comment that the East-West corridor should be connected to the North-South corridor through South Waterdown Secondary Plan area.
- A request to use roundabouts as much as possible.
- Question regarding the provision of a sewer (sanitary) connection to people living on Parkside Drive on the west of the Waterdown North proposed development at the time of new development.
- East-West Corridor running through farmlands west of North Waterdown Development. When and who will do the discussions with the landowners? What if a parcel is owned by more than one person? Would the lands be severed?
- Trail should be provided along the full East-West corridor running through the Borer's creek crossing.
- How will the new location for the Highway 6 connection meet the Greenbelt requirements?
- Many comments on Option 4 vs. 5 Alignment (new Option 6):
  - Project Team needs to walk the Option 6 area.
  - The flood plain issue is one of the past. Land is destroyed. Berms exist.
  - The Project Team could determine how to cross the railroad line (even though the project team has said it is technically not feasible because would have to cross at an angle).
  - Environmental concerns are minor in this area.
  - Significant social concerns with Option 4, as pointed out in the MOE's Certificate of Approval for the Opta Minerals property.
  - Project Team committed to do an evaluation of the location with the berms.
  - Mitigate flood plain.
  - The evaluation process for Phase 3 should be technical (similar to Phase 2), the Phase 3 evaluation is currently subjective, which is a flaw in the process.
  - Option 4 location: two houses are very close to the location of expanded Parkside Drive. What impact mitigation will be considered? The road will be going 12 feet closer to one of the two homes.
  - Concerns regarding the selection process.
  - East of Bolding on Parkside Drive there are cedars and big tree of great concern.
  - Option 4 concerns regarding speed, number of lanes, noise, and streetscape design.
- Section N3: Strong preference expressed for the northern most alignment for section N3 due to the minimum impact on the wetland, and the distance from residences in the Hunter Park Survey.

- Concern expressed about the language used in the NAC display panel the concern was expressed that the language inferred that NAC was agreeing with the Project Team's work.
- It was unclear that there were four alternatives being considered for section N3. The display panels (large scaled maps) showed actual scaled and coloured roadway of D-F south. Two other possible alternatives were drawn as single thin black lines. There was concern that input from the public was not being actively sought on all four alternatives and that the two coloured scaled alignments were implicitly preferred.

# EAST-WEST ROAD CLASS EA PHASE 3 & 4 PUBLIC INFORMATION CENTRE

## SUMMARY REPORT

November 5th St. Thomas Apostle Parish Hall 715 Centre Road Waterdown, ON







### Introduction

The Public Information Centre (PIC) for the East-West Road Class EA Phase 3 & 4 was held on Wednesday November 5th at St. Thomas Apostle Parish Hall in Waterdown. The format of the PIC 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, Syeda Banuri and Danny Stone, and Danielle Gilby), City of Burlington (Paul Allen and Greg Simon), Halton Region (Jeffrey Reid and Melissa Green-Battiston), Dillon Consulting (Paul MacLeod, Don McKinnon, Ian Roul, Jackson Marin and Amanda Shepley), and Lura Consulting (Sally M. Leppard, Liz Nield and Deborah Lightman) staffed the PIC.

#### **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.

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;
- TMP Recommended Road Improvements;
- Class EA Phase 3 & 4 Process;
- Evaluation Criteria;
- Public & Agency Consultation;
- Connection at Highway 6 (& alternatives);
- Section West of Centre Road;
- Centre Road Woodlot Crossing, alternatives & Evaluation results;
- Parkside Drive Evaluation (Option 4 & Sawtooth Option Effects);
- Option 4 confirmed as preferred;
- Preliminary Designs;

- Dundas Street options;
- Impact Concerns and proposed mitigation; and,
- Schedule

The display boards and maps are available on the project website at www.hamilton.ca/WaterdownTMP.

### **Attendance and Comments**

A total of 81 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. Twenty-Nine (29) comment forms were received at the PIC and by mail following the PIC.

## **Summary of Comments**

The following summarizes the comments received verbally and in writing by PIC participants regarding the materials presented by topic or geographical area. The number in the brackets refers to the frequency which the comment was mentioned. Detailed participant feedback from the comment forms is attached in Appendix A.

General

- Opportunity for landscaped boulevards and lighting that adds to the character of the town;
- Importance of calming traffic measures in the design;
- City sewer and water options must be discussed prior to appeal period;
- Safety concerns regarding curbs in the roadway;
- Concerns about duration of construction once it is started;
- Concerns that the proposed road will not remediate the current traffic in Waterdown (2); and
- Suggestions for a direct link from the new East-West proposed route and the North-South route.

#### Compensation and Mitigation

- Questions about mitigation measures and financial assistance from the City of Hamilton for residents to improve the increased noise and pollution levels that will adversely affect local property (2); and
- Requests from local residents for landscaping, decorative lampposts, paved sidewalks, bike paths, and pedestrian crosswalks (5).

#### Truck Traffic – Noise Traffic

- Concern that roundabout intersection could increase truck traffic;
- Concern that truck traffic will not be reduced and the proposed route will not be a true By-pass;
- Question if signs will be posted to prohibit trucks from using engine brakes in residential areas;
- Comment that all efforts to stop truck traffic are important;
- · Health concerns due to proximity of truck traffic;
- Disagreement with findings of the noise analysis; and
- Request reconsideration to implement noise barriers.

#### EA Process – Public Consultation

- Question regarding timing of EA process (2);
- Question about residential input into the process;
- Question regarding what residents can do to object to parts of the proposed route;
- Concerns regarding public input, opposing the City's view, being ignored and/or deliberately misunderstood (2); and
- It is important to keep the process moving forward with minimal delay as the Waterdown bypass is strongly needed.

#### Plate # 1

- Questioned if there will be increased police presence on Hwy 6 interchange to enforce and control the traffic
- Concern that maintaining an offset at the intersection of Highway 4 and Concession 4 is dangerous and short-sighted

#### Plate #2

• Concerned about suggested environmental buffer setback in this section of the proposed route

#### Plate # 5-6

• Suggestion that the section between Dundas and Parkside of the new proposed road should be realigned to be completely contained in the development west of 515 Dundas Street East. (2)

#### Highway 5 – Dundas Street

- Concerns that traffic will not be reduced through Waterdown on Highway 5
- Safety concerns for residents getting in and out of driveways
- Safety concerns that intersection lights are not expected at the intersection of Kerns Road and Dundas Street
- Suggestion that a four-lane highway all the way through Waterdown could fix the traffic issues currently experienced
- Suggestion that widening of the road should be done mainly to the South as less disruptions to residents

#### Parkside Drive

- Suggestion for tree line between the new road and Alexander Place for view enhancement and traffic noise reduction.
- Concern about increase in traffic if no bridge is constructed over or under the railway at Parkside Drive

#### Centre Road Woodlot Crossing and Wetland Crossing

- Concerns of noise effects on the recreational use of the area
- Concerns that some areas may not be assessed and/or mitigated
- Drainage concerns should be considered

#### Sawtooth Option

• Strong preference for this option as less disruption to residents on Parkside Drive (2)

#### Proposed route between Brant and Kerns

 Suggestion to stagger light posts and for light to shine straight down to the street along this section of the road to minimized light pollution

#### West of Parkside Drive

• Question about the estimated peak/hour traffic volumes this section (before and after the diversion)

#### **Property Specific**

- Concern for traffic in both sides of the resident's property with the new proposed road
- Proximity of road to property fence line
- Loss of vegetation and trees from the resident's property (3)
- Added street lighting will be destructive to the resident's enjoyment of current night-time routines (3)
- Question if residents will be able to opt whether to have additional lights or not (2)
- Concern regarding decreasing house values and/or changing property tax changes

### 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.

# APPENDIX A: Detailed Participant Feedback

#### **Detailed Public Comments**

1 I am a resident backing into Parkside Dr. from Fellowes Cres. My largest concerns include the increased traffic noise, proximity to my fence line, and added street lighting.

As an engineer, I disagree with the suggested findings that noise will not be increased, and would like to review the results and calculation of this analysis. Please email this information to me! Also, as my direct neighbour has already requested. I would like you to reconsider noise barriers such as walls and/or berms.

The proximity to my property line, as proposed, appears to extend up to less than a few inches to my existing fence, thus destroying all of the vegetation and trees currently blocking the view of the roadway. Extra lighting on the road will be disruptive to my family's enjoyment of our current night-time routines.

2 I have concern with the addition of "roundabouts" being added to the East-West proposed road. This could increase truck traffic going through downtown Waterdown.

Currently there is a significant volume of truck traffic and grand truck transport during the day and they speed through town at night. I can't see the addition of the East-West road will assist in taking some of the truck traffic away from the Town Centre because they have to slow down and manoeuvre "roundabouts".

Please consider a solution for this.

- 3 I would really like to know how long this procedure will take, as I am in limbo until decisions have been made. We have had previous offers on the purchase of our land, but needless to say since these turn of events, purchaser has backed out. Please contact me for further discussion.
- 4 Perhaps someone from Development should be here.

One person tells me Parkside will not go to #6 Hwy, a second says it's Status Quo. Which is which? There is current work going on the North West corner of Parkside and Centre, no one knows why or what. Does Hamilton control this or have the Developers control the town!!! Please let me know this is guite frustrating.

Lastly, I see people here with streets and residence plans – are we kept in the dark?

5 After examining provided information and charts, it would appear the proposed roadway is intended to accommodate new and fairly new residents to Waterdown.

Living on Dundas Street, it was our hope that the proposed road would reduce the number of trucks on our street (Dundas). What we were really hoping for (and have been for years, 40+ years,) was a true By-pass. I guess this is not going to happen in my lifetime.

- 6 I would like to see some way to avoid increasing traffic on Concession 5E between Centre Rd. and Hwy 6.
- 7 At tonight's meeting we were disturbed to see that a portion of the proposed east/west road allowance (Dundas St. to Parkside Dr.) is to be taken from our property. Your large plate (#5-6) shows that the section immediately to the North of Dundas St. is not completely within the boundary of Upcountry Estates, the development to the immediate west of us. The section further to the North is entirely within the

development's boundary, as we have insisted it should be. This fact was acknowledged by your representative at the meeting, who strongly recommended that we write and have this corrected.

We specifically addressed this concern to the City of Hamilton a few years ago when input from neighbouring properties was solicited. We also suggested that any land required to facilitate a turning lane should be expropriated from the developer, Upcountry Estates.

8 Request for preferred alternative map to be mailed

- 9 I drive from Waterdown to Walker's Line Burlington every day. It is a bottleneck every night coming into Waterdown on #5 from Burlington. We need a four-lane highway all the way through Waterdown, no fancy turn lanes and parking areas. We seem to be imposing the problem of Highway 5's onto outlying areas.
- 10 Thank you for arranging these public information sessions. It is very important to keep this process moving forward with minimal delay. We need to construct the bypass of Waterdown with all the growth putting strain on the existing highway routes now.

11 I use the trail through Joe Sam's Park and often push my mom in a wheelchair when I take her on an outing from Alexander Place. It is often commented by friends and family about the beautiful view from Alexander Place. We all enjoyed seeing the leaves change throughout the seasons. I would suggest a tree line between the new road and Alexander Place. It would enhance the view and also provide a noise buffer zone for residences along Parkside and for the nursing home. We have so much traffic in front of my home (X) and are not looking forward to traffic sounds behind us. Trees also provide oxygen to offset traffic pollution. Trees would also stop lights from traffic interfering with 2<sup>nd</sup> story sleepers.

12 Please advise of the programs that will be available to us to ameliorate the increased noise and pollution levels that will adversely affect our property.

Will the City of Hamilton provide funding for us to improve the air quality in our home, or new windows to decrease the noise level from the increased traffic on Highway 6?

Will there be increased police presence on Hwy 6 to enforce and control the traffic, and reduce the amount of accidents that will occur as a result of another interchange on Hwy 6?

Will the MTO post signs on advising trucks <u>not</u> to use engine brakes when they approach the stoplights as this is <u>our</u> residential area? Is the City of Hamilton considering purchasing our property, because as a result of this new route, our property value will decrease and there will be fewer people willing to buy it?

What recourse do we have to objecting to the new interchange on Hwy 6?

We would prefer no new road connecting to Hwy 6 as there is already enough traffic and pollution at our house. The City should be focusing on creating more high-density housing closer to urban areas where there are already sufficient roads in place.

Will our property taxes decrease if and then the new interchange is created? When is construction expected to be completed?

How long after completion do we have to report adverse effects to our well, etc.?

E-W at Centre Road Woodlot Crossing and wetlands trail crossing.
 -Noise effects on recreational use of the area do not appear to have been assessed and mitigation to address them is required.
 -Other local trails crossing the proposed road may not be assessed/mitigated

-Drainage of the proposed underpass for pedestrians needs to be considered fully to ensure full access.

- 14 My concerns are with the road expansion directly behind my house.
  - 1) With approx 50 of 30 ft cedar hedges behind my fence & shrubbery—will this be protected or removed? This provides natural sound deadening.
  - 2) Will the road be elevated? Another concern for noise/unsightly view/safety.
  - 3) Will traffic lights be directly behind my house? Can we say no to lights?

	4) How far will road/sidewalk come to the current fence line?
	5) You will be altering a fairly quiet road w/ a lot of natural trees/bushes/shrubs. How can this be maintained? You will change the
	natural beauty of Parkside. **My preferred option is Option 5 'Sawtooth'.
	If Option 4 goes ahead, I would like to see:
	1) An elevated berm with noise deadening/safety fence backing the houses that back onto Parkside between Boulding & Robson.
	2) A road that will not rise above our fence line.
	3) I will request sound deadening windows (i.e. triple pane/insulated frame). I will recommend the other houses do as well.
	4) If lights must be included that they be low and dim.
	5) Natural bush/hedge along the requested fence (1) would beautify the sight along the roadway and help deaden some noise.
	6) Can sidewalks be placed on North side to accommodate (5).
	How can I have say/input in the final design making sure my concerns (and those of the other Fellowes Cres. neighbours) are addressed?
	You will be altering my life & home (hopefully not my property value).
15	Serious consideration should be given to a Northern route as it will save three issues:
15	#1 accommodates Waterdown destined traffic including new development
	#2 accommodates through traffic (this is still a major concern) as the type of traffic and volume of traffic has not been disclosed to the public
	(I am referring to truck traffic)
	#3 allows for the possibility of future expansion
	Initially the route was chosen based on a very technical basis. Now it seems that preference is given based on selective reasoning—none of
	which is coming from the public.
	-In terms of some of the decisions made on the preferred route (if our efforts to stop it are not successful) I am in favour of a design that
	maintains the character of the neighbourhood as many people use it for recreational use and as a way to walk into town.
	-Boulevards which are landscaped (brick design trees planted) with sidewalks on both sides is preferred.
	-Street lights which add more character to the neighbourhood
	-I like all efforts to calm traffic including 50 km posted speed limit, narrow lanes, bike lane, and the two turnabouts entering & exiting the
	neighbourhood.
	-Also the road must be put North of Concession 4 so that it does not align with 4 <sup>th</sup> Concession.
	-All efforts to STOP truck traffic are critical.
	-City sewer and water options (city expense) must be communicated before the appeal period.
	-Compensation for windows and air purifying filter systems must be considered as originally was discussed with us prior to appeal period.
	-Compensation for additional landscaping to help mitigate the increased traffic must be conveyed prior to appeal period.
16	1. Proposed road will not reduce traffic through Waterdown on #5!
	2. E-W route will provide an option for residents BUT they will take residential roads
	3. Lack of a grade separation at the creek and tracks will ensure that traffic will go through town to avoid trains! Why no grade separation?
	4. Waterdown needs a by-pass route for trucks + people who do not want to drive through Waterdown! This is not it!
17	I believe that it is a sad reflection on the entire process that public input, unless it supported the city's views, was largely ignored or
	deliberately misunderstood.
	That said, it is my conviction that this road needs to be as family friendly and as complimentary as possible to the residents adversely
	affected.

	What does this mean? Attractive landscaping, upgraded decorative lampposts, paved sidewalks, bicycle paths throughout, posted and monitored lower speed
	limits, pedestrian crosswalks so people on the North side of Parkside can cross the street near the Boulding subdivision as there are NO STOPS! Limit truck traffic—truck traffic within 70 ft. of a residence is carcinogenic!—where's the protection of compensation plans for mitigating this???
	Remember. People bought and built on Parkside when the city planned a PROPER northern route (the same that was deliberately misunderstood + misconstrued)—we don't want to live on a truck route 4 lane highway.
18	Please provide mitigation to the home on Fellowes Crescent that back onto the proposed 4-lane bypass (East-West), for the increased noise that will occur.
	Please note that 2 homes, X and X, are approximately 20 ft. closer to Parkside Drive than the other 8 homes. Our current distance to roadway is 60ft, and this will be reduced to approx. 48 feet from new lanes. We seek:
	1. Noise-attenuation fencing (as per Hollybush Ave. subdivision on Parkside Dr.)
	<ol> <li>Noise attenuating windows – on rear and sides of houses (especially # X, #X)</li> </ol>
	3. Light standards moved to the north side of Parkside Dr. opposite to the homes on Fellowes Cres. If this is not possible,
	avoid placing light standards behind X & X as these homes are much closer than others.
	4. Preference: no light standards on south side as they will all be lighting our rear yards.
19	5. Concern about losing mature "Hawthorne" tree behind X Fellowes. I see that the recommendation for the East/West corridor is to avoid the traffic on the new road. It doesn't surprise as I expect a "bypass"
19	would accommodate heavy trucks and a "corridor" with roundabouts would not. This was quite an important concern of mine—the need to get the hundreds of heavy trucks out of the Village of Waterdown with a "bypass" road. It is no longer a concern for two reasons:
	1. I don't think your "recommendation" will change.
	<ol> <li>I close my retail store in the heart of Waterdown at the end of November due to a total lack of pedestrians (known as customers).</li> <li>I'll look forward in my old age to reading how you spend hundreds of millions of dollars to return downtown cores to people places after</li> </ol>
	spending hundreds of millions to gut those same areas. I'm most impressed at how thorough you are being in getting new residents out of Waterdown as fast as possible. I think there might be a planner trying to return people to the Village, but he/she is certainly having no effect.
20	A great concern of lights only being considered not expected at the intersection of Kerns Rd. + Dundas St. My question would be how many
	fatalities will be needed to make this a priority.
	-with the proposed expansion of a sports park at the corner (SE) of Kerr + Dundas and the high # of young children nearby – a recipe for disaster.
	-doing curbs along the roadway -doesn't allow for safe turns for any homeowner turning off the highway
	-if Halton isn't prepared to start to line up with the construction from Hamilton, how many years will homeowner from the new EW turn to Brant have to travel in a construction zone.
21	If the goal is to provide flow for residential traffic to new build areas then the proposal is OK.
21	However – I don't see how this will address the serious volume issues through town.
	-There are no new net lanes east of Grindstone Creek.
	-Introduction of two roundabouts will discourage use by through traffic.
	-Maintaining level RR crossing will cause significant delays.
	-Plan to maintain an offset at Hwy 6 & Concession 4 is dangerous and short-sighted.

	-Where is the planning for future capacity along Parkside Drive?
	-The proposal is not conducive to what might be considered a "bypass" and will do little to alleviate current and future congestion on Dundas
	St.
	Overall—very disappointed.
22	Still no bridge over or under railway at Parkside!!! I see trains from my house regularly over 100 boxcars –moving slowly up to Parkside from the escarpment—often 10-12 minutes or more. Back-up at the crossing will deter users—who will use the same old routes.
23	We strongly urge the Sawtooth option be taken into consideration. This route would be less trouble for Parkside residence and will not disrupt our enjoyment of our yard. As our yard backs onto Parkside we are very concerned about the increased noise (35%) + pollution tha will occur and disturb our enjoyment of our backyard.
	We would like to know what will be done regarding noise barriers—will a new fence be erected and what will happen to our trees in the back of our existing fence?
	As the Sawtooth Option makes more sense – why can't it be used?? This should also be a safer route as the new subdivision will produce so much more traffic. Thanks.
24	Dundas St. E.
	Between the top of the rock cut and the end of the widening towards Waterdown, the north side of Dundas has most residences. The
	widening should be mainly to the south side.
	Personal concern is for safety of North Side residents getting in and out of driveways.
25	On the proposed stretch of highway from Brant to Kerns Rd to be six lanes opposite the proposed Burlington Park area + 1107 Hwy 5 (aka Dundas Street), the illustrated street lights and roadway SEEM disproportionate to the <u>actual</u> intention of the area, which is <u>rural</u> parkland, plus sports fields (x7 according to Paul Allen) without lights.
	Request that the lighting consideration be directed straight down the roadway and not halo effect and if possible, staggered so the light pollution is minimal. Please confirm this is possible.
00	(long winded, but hope you get what I mean)
26	If the north-south portion of the road as I illustrated (see map, reference to joining with Dundas east of Mountain Brow) would speed up traffic flow and would be cheaper to build: In my opinion the developer has more clout than we the taxpayer.
27	Theses comments are in reference to Plate 2, specifically MC2 Homes lands.
	The approved secondary plan indicates that "Environmental buffers shall be determined through the preparation of an E.I.S. for
	development on adjacent lands" (A.R. 7. 14)
	uevelopment on aujacent lanus (A.N. 1. 14)
	M Homes hired SAVANTA to prepare the E.I.S. their recommendation is for setback ranging from 5 to 10 meters.
	Buffers shown on plate 2 are 30 m plus!
	We want to be sure that the land North of the corridor is kept to the minimum.
28	In general, we are in agreement with the plan - the alignment of the N-S section between Dundas and Parkside appears to jog easterly on
	to the X Property in the South half. It would seem reasonable to realign this section to be completely contained in the development land

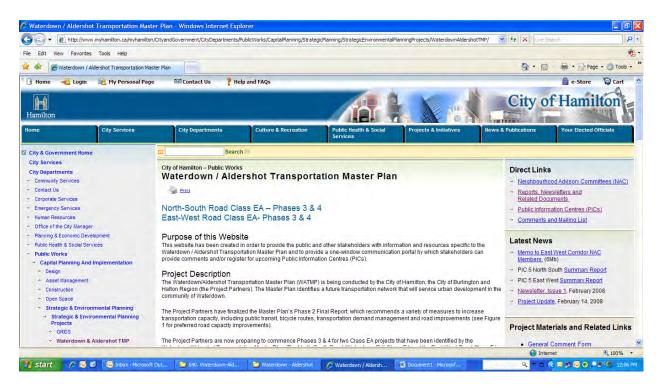
west of this property.

- Could you provide estimated peak/hour traffic volumes for the section of Parkside Drive West of the diversion (e.g. Main to Churchill) before and after the diversion.
- The use of roundabouts in my opinion is questionable. However the one proposed at the east end of the Parkside diversion, will encourage the use of Parkside (existing) more then a T-intersection
- Is there no opportunity to improve the western alignment over Grindstone Creek, by raising the grade. I know floodplain issues are of concern but surely there are practical ways to mitigate in this location
- 29 I understand that the main reason for shifting the west end of the E-W bypass to a more northerly connection to Hwy 6, was to avoid a linear connection to 4<sup>th</sup> Concession W. Thus deterring truck traffic on the bypass to appease these on the East end of Parkside Dr. Unfortunately, the trucks will now use all of Parkside drive rather than just the east-end of it, which they will still continue to use. When the western portion of the new road is too far north, it becomes inconvenient to those who may otherwise use it as it was intended for, to divert traffic around highly populated residential areas. Align it with the 4<sup>th</sup> Concession Drive, placing the new lights at the new alignment.
- 30 Questions regarding the timing of the new EW Road. When will it be finished, when will construction begin
- 31 Requested information on how Option 5 was evaluated

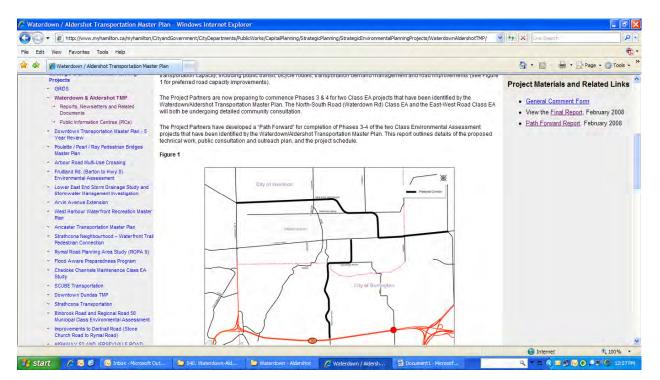
**Project Website** 

#### Project Website: www.hamilton.ca/WaterdownTMP

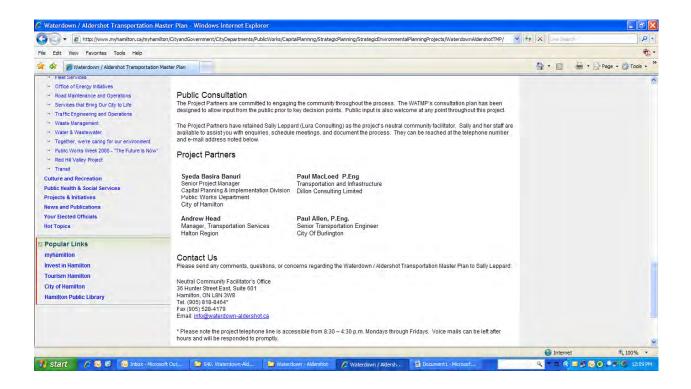
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Search For A Capital Project     Design And Construction Surgery	Prepare	Proceed to				



#### Neighbourhood Advisory Committees (NAC) Link



#### **Reports, Newsletters and Related Documents Link**

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#### **Public Information Centres (PICs) Link**



#### **Comments/Mailing List Link**

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# **Public Comments**

Waterdown-Aldershot Transportation Master Plan: Phase 3 *Master Summary of Comments* January 2008 to May 29, 2009



This document summarizes the issues that have been received from public stakeholders during the East-West Road Class EA – Phase 3 & 4 and the responses from the Project Team.

Lura Consulting was retained by the Project Partners (City of Hamilton, City of Burlington and Halton Region) to act as the neutral facilitator for the East-West Road Class Environmental Assessment (EA).

This document is divided into three sections:

Section	Pages	
Section 1: Comments regarding East-West Road	East-West	1-11
Section 2: General Comments	General	1-27

### Section 1 - Comments regarding proposed East-West Road:

This Section presents all input received throughout the public consultation process for Phase 3 and 4 organized by roads or section of road, namely;

- N1- East of Highway 6
- N2- Waterdown Road North / Centre Road Crossing
- N3- Hydro Transmission Line Crossing Alternatives
- N4- Parkside Drive
- N5- Up-Country Development
- N6- Dundas Street Widening (West)
- N7- Dundas Street Escarpment Cut

## Section 2 - General Comments:

This Section presents all input received throughout the public consultation process for Phase 3 and 4 that cannot be attributed directly to a specific area but rather reflect topic of concerns on the general aspects and impacts of the study.

For quick reference the following table summarizes the main points of input received at the PICs and throughout the public consultation process

# Summary of Issues and Concerns raised by the public during Phase 3 and 4

Торіс	Comments / Suggestions
General	<ul> <li>There were suggestions from members of the public that the East-West route should move further north of the Northlawn Avenue subdivision.</li> </ul>
	It was also suggested to consider the inclusion of bike paths, pedestrian crossings and sidewalks.
	Input on the evaluation criteria indicate that members of the public ranked project issues as follows:
	The social environment was ranked as high.
Evaluation Criteria Ranking	<ul> <li>The natural environment was ranked as high to medium.</li> </ul>
Evaluation Chiena Ranking	Transportation was ranked as medium.
	The economic environment was ranked as medium to low.
	Cost was ranked as low.
Option 4 versus Option 5-Opta and Sawtooth	<ul> <li>Members of the public expressed strong support for Option 5-sawtooth (the option put forward by local residents) over Option 4 (the option put forward by the Project Team).</li> </ul>
	<ul> <li>Overall impression from the public that attended the public information meetings is that they were well planned and well laid out, that meetings were informative and that staff at the PICs was courteous and helpful.</li> </ul>
Consultation and Outreach Plan for Phase 3 and 4	<ul> <li>Some members of the public expressed their dissatisfaction with delays of the Project Team in getting back to the public with timely information requests. Some peoplestated that more information sessions were needed.</li> </ul>
	• PIC participants felt that it would be helpful to have PICs with formal presentations and opportunities for questions.
	<ul> <li>Members of the public suggested that mature trees that may be lost during construction be replaced following construction completion.</li> </ul>
Natural Environment	<ul> <li>There were also concerns about the possible negative effects on the Waterdown North Wetland Trail.</li> </ul>
	• Residents expressed concern about the effect of road salt on the water, fish and natural habitat around Borer's Creek.
	<ul> <li>Concerns that the proposed road would have negative effects on the nature trail at Joe Sam's Park.</li> </ul>
	Main concerns of local residents were related to noise, soil quality, air pollution and light pollution.
Social Concerns	• There were also concerns about trucks using the new East-West Road, and about negative effects on real estate values.
	• It was suggested that residents should be given the option of City water & sewer due to the potential impacts to wells and

	<ul> <li>septic systems.</li> <li>Members of the public asked for enhanced efforts to mitigate social concerns along the section of Parkside Drive which will be widened.</li> </ul>
	<ul> <li>Traffic calming measures were suggested along Parkside Drive.</li> </ul>
	<ul> <li>Residents expressed safety concerns when backing out of driveways onto Parkside Drive.</li> </ul>
	<ul> <li>There were concerns about possible impacts on Alexander Place nursing home.</li> </ul>
Connection to Highway 6	<ul> <li>It was suggested to connect the East-West Road to Highway 6 just north of 4<sup>th</sup> Concession.</li> </ul>

For more information, please contact:

SALLY LEPPARD Lura Consulting 36 Hunter Street East, Suite 601 Hamilton ON L8N 3W8 Tel: (905) 527-0754 E-mail: sleppard@lura.ca

# **SECTION 1: EAST-WEST ROAD**

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
EAST-WEST	TROUTE		
N1- East of H	Highway 6		
	Concerned about safety at the existing Highway 6 and 4th Concession intersection.	A safety assessment of this intersection will be carried out as part of the Class EA Phase 3 work.	NAC East-West Issue Table – June 2, 2008
	Concerned about impacts on a low ground watercourse located in the field north of the New East-West Road adjacent to Highway 6.	Potential impacts to the watercourse in this area will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion to move the current (proposed) Intersection of Highway 6 and proposed N1 to be moved slightly north to avoid wet ground area.	Comment noted. This will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion for Highway 6 to crest just north of 4th Concession and slope downward toward 4th Concession.	This will be considered in the positioning of the future intersection.	NAC East-West Issue Table – June 2, 2008
	Suggestion to limit access to Highway 6 through an interchange.	An at grade intersection at Highway 6 is proposed at this time. A future grade separated interchange may be provided as part of MTO Highway 6 corridor upgrading.	NAC East-West Issue Table – June 2, 2008
	Suggestion that the northern option is preferred.	Comment was recorded.	Comment from June 24 workbook
	Suggestion to use the northern option with a signalized intersection. (Parkside Drive has to stay open to Highway 6)	Comment was recorded.	Comment from June 24 workbook
	Suggestion that if the MTO objects to the Project Teams current Highway 6 alignment, the East-West road be re-aligned with Parkside Drive just east of Highway 6 (roundabout similar intersection) and Parkside Drive end at Centre Rd (Widen Center and Parkside)	The realignment of the east-west road to the existing Parkside Dr. intersection could be problematic due to limited interchanges allowed on Highway 6. The widening of Parkside Dr. east of Centre Rd would not be a viable option due to significant social impacts.	ID# 280, 282, 348
	The placement of the New East-West Road will affect MTO's decision to accept design.	Acknowledged. The new intersection at Highway 6 will be subject to MTO approval.	NAC East-West Issue Table – June 2, 2008
	Support expressed for Option 1, as it will improve road safety at the Junction of Highway 6.	Comment was recorded.	ID# 171

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Support N1 as it will prevent direct link to Dufferin Quarry and eliminate the threat of the East-West route becoming a quarry truck route.	Route N1 has been identified as the draft preferred route by the Project Team.	ID# 134
	Support for a signalized intersection or bridge type interchange but NOT a roundabout.	Comment was recorded.	Comment from June 24 workbook
	With new information regarding MTO thoughts about intersections on Highway 6 it is requested The Project Team consider the re-alignment of the East-West road back to Parkside Drive to use the existing Parkside Highway 6 intersection	The Project Team will meet with MTO to further examine the issues that have been raised. Road safety is of paramount importance. The development of a new intersection at Concession 4 would <u>not</u> mean that the current Parkside Dr/Highway 6 <u>intersection</u> would need to be closed.	ID# 280, 282, 348
	Questioned the location of the East-West route link to Highway 6	Location of connection is currently being assessed/finalized. Phase 2 recommended Highway 6 and Concession 4 and an alternative connection north of Concession 4 is under study. The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 93, 213, 229
N2-Waterdow	rn Road North / Centre Road Crossing		
	Concerned that East-West road will cross a pond at the northern end.	Phase 3 will include assessing the existing natural features in Waterdown North.	ID# 89
	Concerned about impacts on Waterdown North Wetland Trail.	Issues were discussed in a meeting with Dillon Consulting.	ID# 109
	Concerned about wildlife crossing impacts.	The need for a wildlife crossing at the Borer's Creek crossing will be considered.	NAC East-West Issue Table – June 2, 2008
	Safety is a key concern.	Comment noted.	NAC East-West Issue Table – June 2, 2008
	Concerned about school bus traffic along Centre Road approaching new East-West Road.	The effect of the new intersection on school bus operations will be assessed.	NAC East-West Issue Table – June 2, 2008
	Concerned about traffic at Centre Road and new East-West and questioned the type of intersection.	The current plans for the East-West roadway as it crosses Centre Road does provide for a stoplight. The Project Team's proposal would include an at-grade signalized intersection at Highway 6. When the plans become finalized, the Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 250
	Concerned about soil quality in Centre Road Woodlot.	Contacted by Project Team and Draft Geotechnical Report was sent.	ID# 270

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned that air pollution and road salts from the new East-West road will affect the water, fish and natural habitat around Borer's creek.	Concern was recorded.	ID# 128
	Suggestion for path along one side of the road from Parkside Drive to Center Road to potentially continue across to the Borer's Creek.	The provision of pathways/trails will be reviewed further in discussion with the City's Recreation staff and the Hamilton Conservation Authority.	ID# 170
	Suggestion that the new East-West route be moved north to reduce light pollution on residents, reduce vibration in soil which affects property foundations since soil around Borer's Creek is unstable, and reduce impact on water table.	Suggestion was recorded (ID# 128) Comments regarding soil conditions in the area will be taken into account in the design of the roadway (NAC East-West Issue Table – June 2, 2008) Water table impacts will be considered. However, movement of the roadway north to avoid the creek channel will need to be balanced with increases in road distance as well as further fragmentation of the ESA. (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008
	Suggestion that the new East-West route be moved north to minimize effects on Borer's Creek, Northlawn,/Centre Road intersection, Centre Road woodlot and Northlawn residents.	Suggestion was recorded.	ID# 128
	Suggestion to create a boundary/barrier between the East-West road and Borer's creek to follow the minimum Greenbelt requirements.	Suggestion was recorded (ID# 128). The alignment of the roadway in relation to Borer's Creek is being reviewed (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008
	Suggestion that route should equally divide the woodlot to allow the woodlot to remain and prosper.	Suggestion was recorded (ID# 128). It is preferred to have the road run through the southernmost portion of the ESA as opposed to through the centre of the woodlot. This will minimize edge effect and maintain a larger, more intact woodlot to the north of the new road able to support a greater diversity of species (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008
	Suggestion for bridge crossing the creek to be as far north as possible to minimize impact on pond.	Comment was recorded.	Comment from June 24 workbook
	Suggestion for pedestrian walkway under the Borer's Creek bridge for connectivity	The need to provide pedestrian access under this bridge will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion to increase the vegetation zone width to build additional natural trails and create a gateway for Waterdown residents along Borer's creek.	Suggestion was recorded.	ID# 128

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion to use vegetation buffers to create a gateway/bike path along Borer's Creek.	The potential for a recreation pathway/bikeway to extend along the road way to connect the North Wetland Trail to Borers Creek will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion for stop lights to assist drivers entering Parkside Drive at Boulding and Evans.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that noise barriers south of the East-West Road are required to shield homes in the new development.	Comment was recorded.	Comment from June 24 workbook
	Suggestion to create a curve in the road to minimize speeding if road is moved further north.	To meet applicable road design criteria, any road curves would need to be at a radius to maintain the road design speed. Curving the road further north as a traffic calming measure would result in greater effects to the ESA. Other measures could be introduced to reduce road speed.	NAC East-West Issue Table – June 2, 2008
	Suggestion to change street design to slow down traffic.	It is envisioned that the roadway would be designed to accommodate a posted limit of 60 km. The need to further reduce the speed limit in select locations will be reviewed as part of the Phase 3 work.	NAC East-West Issue Table – June 2, 2008
	Preference for a roundabout rather than a conventional intersection at Centre Road and the new East-West Road.	The feasibility of a roundabout at this location will be addressed. Traffic volume and direction of volumes need to be considered. The viability of a roundabout at the Centre Road crossing has been reviewed by the Project Team. Concerns include its impact on the woodlot/wetland and shifting would then require the realignment of Centre Road.	NAC East-West Issue Table – June 2, 2008, ID# 279, 297
	A gas line exists on the north side of the new East-West Road alignment.	Existing utilities are currently being mapped and impacts to these facilities will be addressed.	NAC East-West Issue Table – June 2, 2008
	Question about traffic light vs. overpass at intersection. (Concerned about traffic if stoplights are used).	The current plans for the East-West roadway as it crosses Centre Road does provide for a stoplight. The Project Team's proposal would include an at-grade signalized intersection at Highway 6 (intersection under discussion with MTO). The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 250
	Questioned if resident's property would be impacted.	Resident was advised that there would be no direct impact to his property (ID# 185). There are no current plans to widen Evans Road and thus the property will not be affected (ID# 215).	ID# 185, 215

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned how Dundas (Highway 5) would intersect with Highway 6.	According to Ayvun Jeganathan, Senior Project Engineer, Ministry of Transportation, the preliminary design was done for the Highway 6 and Highway 5 interchange, and a preferred option has been identified. Ayvun Jeganathan contact was provided for further information	ID# 382
	Questioned the distance between the Northlawn Avenue and the new East-West Route.	Four road alignment options have been identified for the Mid-Block alignments that run through the woodlot/PSW on the east side of Centre Distances are 140,190, 290 and 320 metres, depending on the option.	ID# 139, 198, 224, 225, 368
	Questioned if intersection of Northlawn Avenue and Centre Road would be closed.	There have been no proposals to close the intersection of Northlawn Avenue and Centre Road. We do note that there is a possibility for the closure of the Main Street North/Centre Road intersection (Stage 2 Report page 131).	ID# 49
	Questioned where the new East-West Road will intersect Centre Road and where it will come out.	The new road will cross Centre Road and continue east to connect with Parkside Drive.	ID# 237
N3-Hydro Ti	ansmission Line Crossing Alternatives		
	Concerned about the road spoiling nature trail at Joe Sam's Park.	Routing option through the Centre Road woodlot is under review and minimization of noise is a key consideration in the project.	ID# 180
	Suggestion for pedestrian-friendly crossing at Joe Sam's Park Trail.	The need for a grade separated crossing of the new roadway/wetlands trail is being considered. Input is being sought from City staff involved with the trail/park as well as trail users.	NAC East-West Issue Table – June 2, 2008
	Suggestion to split Parkside to go on and so does the new road.	Project Team requested that a clarification of the suggestion was needed.	NAC East-West Issue Table – June 2, 2008
	Suggestion to replace mature trees, narrow lanes, reduce posted mileage, and add boulevards/sidewalks.	Comment was recorded.	Comment from June 24 workbook
	Suggestion for lanes reductions and changes lead to traffic.	Project Team requested a clarification of the suggestion.	NAC East-West Issue Table – June 2, 2008
	Emphasis on the need to have pedestrian-friendly streetscaping.	Comment noted.	NAC East-West Issue Table – June 2, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned about the work going on the north-west corner of Parkside Drive and Centre Road.	This work is not directly related to the East-West Corridor Environmental Assessment. The work going on the North West corner of Parkside Drive and Centre Road may be the pre-grading for the subdivision in this corner called Parkside Hills.	ID# 339
	Questioned the kind of access there will be to the trails just east of the Hunter survey.	Access to existing trails will be examined in the future Phase 3 work.	ID# 49
	Request for noise evaluation for trail and wetlands.	A noise impact assessment will be undertaken in this study.	NAC East-West Issue Table – June 2, 2008
	Support for Option 3 DE South as it would attribute to the lowest disruption of the interior forest habitat.	Comment was recorded.	ID# 171
Hunter Park Survey Residents	Hunter Park Neighbourhood's (particularly the homes along Northlawn Avenue) petition request is that the design of the road maximizes the distance of the proposed roadway from the Hunter Park Neighbourhood.	The specifics will be confirmed in Phase 3 which will consider impacts to both the natural environment and social environment, as well as mitigation measures that will need to be implemented.	ID# 56
	Hunter Neighbourhood is concerned of social effects of the new East-West route and suggests it goes as far north as possible.	The distance of the roadway from the Hunter Subdivision is to be a function of: noise levels (and mitigation efforts required to meet criteria), air quality effects, impacts on the ESA and separation distance between the new roadway intersection and the existing intersection at Northlawn Avenue.	NAC East-West Issue Table – June 2, 2008
	Request that the Project Team create and develop and present the successful "Option 4 Realigned north" solution suggested by NAC members.	The Project Team reviewed the feasibility/suitability of a fourth route. The results were reported in a memo from Dillon Consulting dated October 27, 2008. The memo was presented to the East-West NAC on October 28, 2008 and discussed at the East-West PIC on November 5, 2008. Currently, the Project Team's recommendations relating to DE2 are being reviewed by the Hamilton Conservation Authority.	ID# 146
	Suggestion that East-West route should move further north of the Northlawn subdivision.	The preferred alignment east of Centre Road, which was presented to the East- West NAC on October 28, 2008 and to the public at the November 5, 2008 PIC, is currently being reviewed by the Hamilton Conservation Authority. Discussions with the residents of the Hunter Park Survey on the rationale for the preferred alignment need also to be held prior to submission of the Environmental Study Report (ESR).	ID# 152, Comment from June 24 workbook
	Concerned about increased traffic noise to Northlawn Avenue residents and local nursing home.	Minimization of noise is a key consideration in the project, depending on location of roadway, it may be necessary to install noise barriers along.	ID# 180

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	The residents of the Hunter Park Survey support the most northern option while the Project Team support the most southern option which the residents believe was evaluated based on false statements.	The analysis has led the Project Team to recommend the southern alignment and have taken resident concerns into account. Efforts will be made to increase the level of detail in the data considered in the evaluation. This will be completed and included in the ESR.	ID# 283, 284
	Requested a copy of each of the detailed evaluations / studies that were performed and used by the Project Team in their evaluation of the crossing of the East-West road at Centre Road.	The Geotechnical Report, the Natural Environment Inventory Report and Noise Report were provided in March 2009. Effects related to the other disciplines (i.e. air quality, real Estate) will be documented in the Environmental Study Report (ESR) and the rationale for the rankings related to these issues have already been provided to the NAC and the public.	ID# 281, 283
	Request for City of Hamilton's Real Estate Staff findings and professional evidence regarding ground vibrations.	A letter has not been prepared containing this advice. The property values have been confirmed by the City's Real Estate staff, who has deemed the statements to be valid and it is within the Project Team's professional ability to interpret and justify the findings. The concern for vibrations from the road, distanced where it is and with the strength of the road bed construction, is in the professional opinion of the Project Team, negligible. The Project Team does not have a letter to this effect."	ID# 373, 379, 389 (ongoing)
N4-Parkside	Drive		
	Concerned about impact on home and would like more information on Option 5.	Person was directed to the website, the project schedule, Path Forward Report and EA process was explained.	ID# 88
	Concerned about disruption to home owners; hazardous to back out from driveways and uneven terrain with a road way crossing.	Comment was recorded.	Comment from June 24 workbook
	Concerned about impact on housing existing on north side of Parkside Drive.	Comment was recorded.	Comment from June 24 workbook
	Concerned that plans related to the level crossing at Parkside Drive do not help achieve the goal of easing congestion and reducing noise.	Comment was recorded.	Comment from June 24 workbook
	Concerned about trains blowing horns.	Comment was recorded.	Comment from June 24 workbook

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned about congestion on the east side of Waterdown, question about when an arterial road to link Parkside Drive and Dundas Street will be built, intersecting Parkside Drive at Robson Road.	The street connecting Parkside Drive and Dundas Street has already been built with Upcountry Phase 1. It connects at Parkside Drive east of Robson Road. Part of it is temporary until the alignment at Parkside Drive of the Arterial Road is finalized. Website link and meeting dates were also provided.	ID# 203
	Concerned about safety at Robson Road.	As with Robson Road, the need for signals at the Boulding Street intersection is also being reviewed. Turning movements onto Boulding Street may also be restricted during parts of the day to minimize traffic infiltration into the community.	ID# 206
	Concerned about specific property impacts.	Contacted by Project Team to discuss concern raised.	ID# 353, 368
	Concerned about impacts on public school and YMCA located along Parkside Drive.	Comment noted. We do not expect any effects to these facilities from the new roadway.	NAC East-West Issue Table – June 2, 2008
	Concerned about the possibility of future property expropriation.	Dillon Consulting to provide a response.	ID# 386
	Suggestion for an all-way stop sign control at the T-Intersection of Parkside Drive and Boulding Avenue.	Due to the type of traffic and roadway conditions, an all-way stop control would not be recommended or supported (ID# 184).	ID# 184 , 289
	Suggestion that residents should be given the option of City water & sewer due to the potential impacts to wells and septic systems.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that redesign should be considered for the sections of road entering Parkside Drive to discourage high speeds.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that East-West route follow northern boundary of the town to keep the sound and air pollution away from residential areas and the pond.	Phases 3&4 will develop the preferred design alternatives for the East-West corridor and will attempt to mitigate as many impacts to the existing social, cultural and environment conditions in the Waterdown Area including noise attenuation.	ID# 89
	Suggestion for a trail to run adjacent to the Grindstone Creek to Waterdown North Trail.	The need for a grade separated crossing of the new roadway/wetlands trail is being considered. Input is being sought from City staff involved with the trail/park as well as trail users.	NAC East-West Issue Table – June 2, 2008
	Suggestion for Griffin Street and Barton Street to become one way east from Hamilton Street.	Suggestion was recorded.	ID# 166
	Suggestion to increase the length of lights on both Main Street and Mill Street North so people use the by-pass.	Suggestion was recorded.	ID# 166

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion for calming measures to discourage traffic from using Main and Mill Streets.	As part of this project, no measures are being proposed to discourage the use of Mill Street. The use of this roadway will be monitored once the new connection to Dundas Street is completed. Signs could be erected to restrict the use of Mill Street if needed.	ID# 278
	Suggestion for modifications to Parkside to include stop signs and to remain open.	No proposal has been made as a result of the TMP master plan work to close the Parkside Drive intersection.	NAC East-West Issue Table – June 2, 2008
	Suggestion to split Parkside to go on and so does the new road.	Project Team requested a clarification of the suggestion	NAC East-West Issue Table – June 2, 2008
	Lanes reductions and changes lead to traffic.	Project Team requested a clarification of the suggestion	NAC East-West Issue Table – June 2, 2008
	There is a need to have pedestrian-friendly ways.	Comment noted.	NAC East-West Issue Table – June 2, 2008
	Ensure that sidewalks are continuous along Parkside Drive.	The current design proposals are for sidewalks on both sides of Parkside Drive.	NAC East-West Issue Table – June 2, 2008
	There is a future laneway planned adjacent to Parkside drive where two Big Box developments are also planned.	Comment noted. This will not affect the planning for the new East-West roadway.	NAC East-West Issue Table – June 2, 2008
	Questions why in the Alternative Evaluation framework it states "there is to be no property loss from the widening of Parkside Drive (East of Grindstone Creek)" when there are properties which will be impacted.	After review it is clear that there may be a need for property in this area and as such, project documentation will be corrected to reflect this fact.	ID# 122
	Questioned how cyclists will be accommodated from Boulding Avenue to Robson Road with Parkside Drive widening.	We are recommending a wider road to provide additional pavement width to accommodate cyclists along the section of Parkside Drive that is to be improved.	ID# 191
	Questioned how westbound traffic will enter Parkside if traffic circle intersection is used as eastbound traffic has the right-of-way.	In fact, all entering traffic will have to yield. West bound traffic wishing to access Parkside Drive will have to yield to any traffic in the roundabout before entering, but once in the roundabout can exit basically in a free flow condition to get out and continue west bound.	ID# 380

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned how this new corridor will be intersecting with Parkside Drive heading south/west.	Parkside Dr. will intersect the new roadway as it curves north from the existing Parkside Dr. just west of the Grindstone Creek crossing. Traffic signals are not proposed at this time.	ID# 202
	Request for Project Team to review Stantec proposal regarding Opta Minerals.	Comment was recorded.	Comment from June 24 workbook
	Request to investigate a three-lane Parkside Drive rather than a four-lane.	Providing three lanes on Parkside Drive would not address the traffic demands after full build-out of the proposed area developments.	NAC East-West Issue Table – June 2, 2008
Fellowes Crescent/Parksid e residents'	Residents of Fellowes Crescent seek mitigation (i.e. fence) for noise, pollution and other traffic disturbances for the rear of our homes and backyards as well as a summary and analysis of noise-modeling studies.	Meeting with NCFO/ Dillon Nov 19, 2008 and Dec 1, 2008. The City of Hamilton abides by provincial protocols when assessing the requirement for noise mitigation measures. A noise report prepared by Dillon and sent out in March 2009 provides necessary data to answer the raised concerns.	ID#32, 271, 274, 286, 318, 322, 323, 337, 341, 342, 349, 350, 351, 353, 359, 365, 370, 381
	Residents of Fellowes are concerned and seek mitigation about light pollution.	The light standard designs and light scatter issues can be mitigated in the design phase of the project.	ID# 286, 337, 341
	Continued questions and concerns about noise attenuation fencing and how it is that the City and Project Team can deny the residents' requests for a noise attenuation fence when it has provided this type of barrier in other parts of Waterdown.	The City of Hamilton has found no evidence that the fencing between Hollybush Drive and Duncan Avenue or between Boulding Avenue and Robson Road along Parkside Drive was installed for the purpose of noise attenuation mitigation.	ID# 286, 323, 337, 349, 350, 351, 359, 365
	Concerned about the accuracy of the City's reply regarding the fence at Hollybush and Parkside Drive, and light mitigation measures.	City of Hamilton to provide a response.	ID# 391
	Comments about the unfair treatment of Parkside Drive residents with respect to noise attenuation fencing.	City of Hamilton to provide a response.	ID# 392
	Questioned if the Project Team has reviewed the City's policy on Noise Abatement and applied it to the concerns raised by the residents.	The Project Team has considered the Halton Policy on Noise Abatement and has applied it to the understanding of your concerns. The City of Hamilton does not currently have a policy on noise abatement.	ID# 286, 337, 349, 351,359, 365
	Concern that the Project Team is using outdated and non-applicable guidelines in their assessment of whether mitigation is required for the dramatic increase in Noise levels expected from the proposed new East-West Road.	Dillon Consulting to provide a response.	ID# 395

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
N5-Up-Coun	try Development		
	Questioned if Waterdown Road's alignment at the section of Upcountry Estates and Dundas Street intersection had been confirmed.	Resident was advised that the alignment at that section will not undergo any major changes. The areas where more work are needed are at Highway 6 connection and Center Rd Wood lot with the Agencies like MTO and Conservation Authority	ID# 362
	Suggestion that the northern option is preferred.	Comment was recorded	Comment from June 24 workbook
	Suggestion to use the northern option with a signalized intersection.	Comment was recorded	Comment from June 24 workbook
N6-Dundas S	Street Widening (West)		
	Suggestion for traffic lights at Kerns Road and the Townline Road allowance.	Suggestion was recorded	Comment from June 24 workbook
	Suggestion for an alternate route that avoided orchards, existing buildings and ended at N2	Suggestion was recorded	Comment from June 24 workbook
	Suggestion to put widening on South side (fewer houses) and add a street light at intersection.	The road will be shifted to minimize impacts to residences wherever possible. It is anticipated that the entire length of Dundas Street will be illuminated with new lighting.	NAC East-West Issue Table – June 2, 2008
	Suggestion to consider a light rail transit along Dundas Street	Dundas Street has not been identified as a corridor where the introduction of a light rail transit service is supportable. This may be a consideration in the future, beyond the current planning period for this project.	NAC East-West Issue Table – June 2, 2008
	Concerned about light pollution in the area on Highway 5 (Dundas Street)	Lighting details, such as lamp standards and spacing will be addressed during detailed design. The potential for spill over of lighting into residential areas will be addressed in detailed design.	ID# 343
	Questioned the necessity of six lanes on Dundas Street	Two additional east-west lanes will be required on Dundas Street as a result of the anticipated traffic growth. This will necessitate six lanes.	NAC East-West Issue Table – June 2, 2008
N7-Dundas S	Street Escarpment Cut		
	Suggestion to put widening on South side (fewer houses) and add a street light at intersection.	The road will be shifted to minimize impacts to residences wherever possible. It is anticipated that the entire length of Dundas Street will be illuminated with new lighting.	NAC East-West Issue Table – June 2, 2008

# **SECTION 2: GENERAL**

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
ENVIRONME	ENTAL ASSESSMENT		
Approach used	Questioned which approach the proponent is following on the Waterdown Aldershot Master Transportation Plan.	Approach #2 best describes the approach taken by the partners. The Ministry of the Environment is aware of the City's approach to this Class EA process and has been kept informed throughout the process.	ID# 54, 56
	Questioned who is in control of the project, the City of Hamilton or the developers.	The Waterdown/Aldershot Transportation Master Plan and Environmental Assessment study is being undertaken by the City of Hamilton, the City of Burlington and Halton Region (the Project Partners).	ID# 339
Bump up request	Questioned the official Project Team response to a bump-up request of this project to an individual EA.	None provided.	ID# 57
	Informed that a bump up request was sent to the Minister of the Environment.	Thank you for sending the Neutral Community Facilitator's Office a copy of the request to the Minister of the Environment and keeping the Project Team informed.	ID# 65
	Requested that the Project Team bump up from a Schedule C project to an Individual Environmental Assessment as a Part II order.	The Project Partners are following the Schedule C Class EA process, and do not intend to elevate the work to an individual EA. When the Project Partners file a Notice of Completion there will be a 30 day comment period at which point you may make a written submission to the Minister of Environment asking that an individual Environmental Assessment be prepared for the proposed projects.	ID# 204
Phase schedule	Requested Phases 3&4 schedule and Gantt Chart.	Please find attached the Phases 3&4 Study schedule and the Gantt Chart.	ID# 66
Environmental Study Report and mitigation	Requested details about environmental study reports and environmental mitigation measures at the sub-watershed level.	The Environmental Study Report (ESR) will document the natural environment data/information that has been collected through reviews of background information, discussions with agencies and field survey results. Mitigation measures will be proposed to address the issues raised including ways to protect the stream, ESAs and wildlife from road encroachment.	ID# 256
Environmental Study Report (ESR)	Questioned if the ESR will contain all the alternative routes presented throughout the process or only the final preferred/proposed route.	It will contain a summary of the alternatives considered in Phase 2, a full description of the alternatives considered in Phase 3, and the full Phase 2 Final Report contained in the appendix.	ID# 318
	Questioned when the ESR report will be issued.	The City of Hamilton is planning to release the ESR in early summer.	ID# 373

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Expressed frustration against the Project and/or Project Team.	No response Required.	ID# 396
Progress	Questioned the proposed north Waterdown East-West route and the volume of traffic.	Explained the EA process. Informed about PICs to conclude for Phase 2 and more details on route alignment will be available during Phases 3&4.	ID# 1
Evaluation Criteria (Barnes Env. CoA)	Asked Project Team to place significant weight into the EA Evaluation criteria and weighting of the Barnes Environmental Certificate of Approval (CoA) requirement.	Condition imposed upon Barnes, City had no obligation or responsibility associated with the condition. It was never intended that the Certificate of Approval (CoA) be rationale for the selection of a new northern road.	ID# 9,13, 33, 99, 133, 134, 205
NATURAL E	NVIRONMENT		
Flying squirrel	Requested information on pictures of flying squirrels sent to the Project Team.	Southern flying squirrel is listed as Special Concern by the Committee on Status of Species at Risk in Ontario. Advised about impacts and mitigations measures.	ID# 150
Drainage	Concerned that the Project Team is not dealing with the Study Area drainage issue appropriately and possible fungus development may result.	Concern was recorded and to be considered by the Project Team.	ID# 195
	Concerned about hilltop route location regarding drainage and safety concern about using an open drainage system (ditch).	Soil conditions are being confirmed through geotechnical analysis. We are consulting with the Hamilton Conservation Authority regarding storm water/drainage issues as they relate to the proposed road.	ID# 238
Pests	Concerned of pest attacking ash trees.	Concern was recorded.	ID# 195
Greenbelt	Concerned that the North side of Parkside Drive is now within the designated Greenbelt area and any sort of high density development within the Greenbelt is discouraged.	While not obviously encouraged, the development of utility corridors and roads are permitted uses within the Greenbelt.	ID# 83
	Concerned that 1/3 of a resident property has been designated as an important and sensitive wetland area per the local Conservation Authority.	While the Project Team has attempted to minimize impacts to the natural environment as much as possible in the routing of the road alternatives, it has not been possible to avoid all features.	ID# 83
Air quality	Concerned about air quality beside major roads and link to health effects.	Concern was recorded. (ID# 128) Agreed, however these effects need to be balanced with other issues. (NAC East-West Issue Table – June 2, 2008)	ID# 128 , NAC East-West Issue Table – June 2, 2008
Environmental Impacts	Concerned about area disruption and extreme environmental impact from the project.	During the Class EA Phases 3&4 work, we will better define the roadway alignment and identify mitigation measures to avoid/minimize effects to natural features.	ID# 83

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Buffer zone	Questioned how far north of Northlawn Avenue the new road will be located and/or if any of the present wooded area would be left to act as a buffer zone.	<ul><li>The proposed new East-West roadway is to be located immediately north of Northlawn Avenue within the wooded area. Precise distance will be established in Phase 3.</li><li>The possibility of leaving a vegetated buffer strip will be considered in Phase 3. Input from residents on this issue will be sought.</li></ul>	ID# 49
	Concerned about impacts on trees that act as buffer zones to the properties.	Existing vegetation will be preserved wherever possible. The general levels of required removals will be determined as the design is advanced.	ID# 113
	Comments with respect to the buffer between the proposed East-West road and the provincially significant wetland to the north.	Meeting was held to discuss these issues.	ID# 321
	There should be no barrier to extend Option 5 near the edge of ESAs north of Opta Minerals and Halton Conservation Authority should compromise.	The route through the ESA north of Northlawn Avenue has yet to be confirmed. A meeting with Hamilton Conservation is scheduled to review the options and to seek their input.	ID# 134
SOCIAL CON	NCERNS		
Truck traffic	Concerned about "Barnes" truck traffic issue not being resolved, and leading to a substantial increase in traffic, including more trucks.	Numerous meetings and correspondence have taken place with the Parkside Drive residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns. Social impacts were considered in this process along with natural environment impacts, economic impacts, costs and technical considerations.	ID# 33
	Concerned that the new East-West road will be designed as a truck route and as such, mitigations must be applied for the whole East-West route as being a truck route.	The decision as to whether the new East-West Roadway will be designated as a truck route is being addressed under the City wide truck routing study. Arterial roads are typically designed to accommodate truck traffic. This road will be no different.	NAC East-West Issue Table – June 2 2008
	Concerns about increase in truck traffic going through downtown Waterdown.	Dillon discussed issues via phone.	ID# 338
Life disruption	Concerned that north east section of the study area will suffer from increased traffic (noise, speeding, pollution, expected large truck volume from the quarry expansion) and thus living conditions disrupted and altered.	A detailed noise assessment will be undertaken in the upcoming Phase 3 work. There are numerous ways of addressing traffic noise. Once we have determined if there are any areas that may require noise mitigation, we can address how best to reduce the impact. This will be different for each affected site.	ID# 59, 143 , 168
Impacts on residence	Concerns that privacy will be reduced as road will be too close to the property.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerns that enjoyment of sitting in backyard will be lost or greatly diminished.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113
	Suggestion that moving the East-West road further north could reduce the negative social, noise and air quality effects of truck traffic.	N/A - comments were added to comment table and discussed at NAC Meeting #3.	ID# 128, NAC East- West Issue Table – June 2, 2008
	Questioned if consideration was given to the eastern portion of Parkside Drive, provided that these residents will have to bear two busy roads.	Numerous meetings and correspondence have taken place with the Parkside Drive residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns.	ID# 33
	Request that the evaluation criteria assess the additional social impacts for Option 5 and 4 such as the Opta CofA, truck traffic and through traffic.	It was never intended that the Certificate of Approval (CoA) be rationale for the selection of a new northern road. We have recognized the potential for social impacts along Parkside Drive, the potential for truck related effects, and as such the road will be road will be designed and mitigation proposed to address those potential issues.	ID# 133
<b>PUBLIC CO</b>	NSULTATION		
Stakeholder Advisory Committee (SAC)	Concerned the SAC does not reflect the views of the local residents due to a low representation of residents in the committee.	The Project Team solicited input from the SAC member and other public participants on the Evaluation criteria. Selection process for the Neighbourhood Advisory Committee (NAC) was explained.	ID# 9
SAC Meeting	Questioned date of last SAC meeting.	The date of February 28, 2008 was confirmed.	ID# 8, 29
	Questioned if an email was sent to SAC members regarding the last SAC meeting on February 28, 2008.	An email has been sent and follow-up phone calls are taking place this week.	ID# 8
	Requested a copy of all SAC members including who they represent.	Sent from the Project Team.	ID# 52
	Requested a copy of Dillon's presentation for the February 28, 2008 SAC meeting.	PowerPoint presentation was emailed out to SAC member and interested participants on March 4, 2008.	ID# 52
Member delegation	Members of Parkside Drive were given the opportunity to appear as a delegation at the last SAC meeting.	Offer was accepted by the Parkside Drive Residents. A quick summary of the Parkside Drive East Citizens Group will be provided.	ID# 18, 37
Bike lanes	Bike lane response to be shared with original SAC members.	The response relating to bike lanes to be circulated and distributed and discussed at SAC meeting.	ID# 5, 8
	Request that accommodations be made for the implementation of bicycle lanes in the overall plan.	The final recommended preferred option will be provided in the Environmental Study Report released in the summer of 2009.	ID# 333, 347

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion for wider lanes to help cars become accustomed to sharing the road safely with bicycle riders.	Accommodating future capacity of vehicular and alternate forms of transportation along these proposed corridors is a key variable that requires careful study and The Project Team has been consulting with several parties. Detailed breakdown of pedestrian and cycling facilities for both corridors of the draft Preferred option was provided.	ID# 333, 335
One-on-One Session	Concerned that the City will not answer "key" directly affected landowners in a timely fashion.	There will be opportunities to discuss specific concerns through the Public Consultation sessions. If needed, one-on-one sessions can be scheduled.	ID# 22
	Requested to have a one-on-one session with the Project Team.	Meetings that have/need to happen with residents and Dillon Consulting.	ID# 88, 109, 111, 127, 160, 172, 181, 264, 292, 303, 319, 325
	Requested to see further details with respect to road widening to be taken from the resident property.	Dillon Consulting will be making adjustments to the proposed East-West road alignment based on public and agency comments. We will provide an updated plan to interested residents in late February or early March 2009 Detailed plans for Parkside Drive will be made available as part of the Environmental Study Report (ESR) in summer 2009 (ID#388)	ID# 295, 296, 298, 310, 388
	Questioned when homeowner will be notified about one-to one meetings.	Contacted by Dillon Consulting.	ID# 127
Public Information Centre (PIC) - Format	Questioned about the PIC format.	Not provided. No questions at the PIC.	ID# 192
	Questioned why the PICs were changed from presentation to drop-in format.	These discretionary PICs were considered necessary and the open house format would allow people to seek information at own pace and speak with project partners one-on-one.	ID# 44
PIC – Process	Questioned the PIC/public consultation process.	PICs or Public Information Centres are held to provide the public with project information and updates and to provide an opportunity for community feedback.	ID# 273
PIC - Notice	Questioned why the format of PICs was not announced sooner.	The notice was placed in the Hamilton Spectator, Burlington Post, and Flamborough Review for two consecutive weeks. The notice was also mailed out to stakeholders, public, and agencies.	ID# 44

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned that the information presented to the June 24 PIC meeting was bias and misleading.	Once the required data is collected, the Project Team and the NAC participants/members of the public will be in a position to contribute to the evaluation of all four options. The team is not yet in a position to provide information on the alternatives including the fourth option.	ID# 156
	Criticism that residents do not have meaningful input in the process and that the Project Team is trying to convince the public of their already made decision as the best option.	Comment was recorded.	ID# 309
	Suggestion that someone from the Development department should be present at the PICs.	The Project Team will request that for future Public Information Sessions (PICs) staff from the Development department be present. As there no more scheduled PICs, the suggestion will be incorporated into the Environmental Study Report.	ID# 339
	Requested a copy of PIC maps, presentation/display materials.	Materials were sent and the project website address was provided.	ID# 61, 70, 84, 86, 95, 151, 153, 160, 161, 162, 163, 164, 169, 174, 175, 176, 177, 178, 183, 201, 260, 277, 302, 304. 305, 306, 307, 308. 310, 312, 313, 314, 315, 316, 317, 319. 326, 328 345
	Requested larger version of the maps found in Public Notices.	Sent by NCFO.	ID# 24, 26, 27, 28, 31, 38, 91, 187, 190, 194, 237, 245
	Requested the materials from PICs to be posted on the website.	Materials were posted on the website.	ID# 173
	Criticism of maps which have no scale/distances and are therefore useless.	Distances were clarified (ID# 224). ID# 225: Response is missing.	ID# 224, 225

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Criticism of map on PIC notice is inaccurate/old/false.	<ul><li>The "Notice Map" provides general information about the location of the project and can be considered as a project logo until the Preferred Option is confirmed.</li><li>We provide the detailed map boards at NACs and PICs where project options are discussed.</li></ul>	ID# 265
	Questioned if the gas lines in the PIC maps are existing lines or proposed.	The utility lines shown on the base plan came from various sources and some locations (such as the gas line on this property) appear to be incorrect and are currently under review.	ID# 324
	Suggested better signage directing traffic from street into meeting place.	Thank you for your advice relation directional signage and communications materials.	ID# 77
Consultation Material	Requested the location of the Path Forward Report on the website.	Referred to the Path forward report.	ID# 51
Consulting Role	Questioned why the City needed an outside agency such as Lura Consulting to control the communications between the public and the Project Team of Waterdown Aldershot Master Transportation Plan.	The Neutral Community Facilitator's role is to assist both members of the public and the Project Team in clarifying and responding to inquiries and input on a timely basis. Lura Consulting is providing this service in response to concerns raised in Phase 2 that responses were not being received in a timely manner.	ID# 53,253
Meeting with Neutral Community Facilitator's Office (NCFO)	Requested to communicate with NCFO concerning WAMPT.	Time was set to meet/discuss with someone from the NCFO.	ID# 90,94,115, 117,145,147,191
~ ~ /	Requested to communicate with NCFO concerning communication issue.	Time was set to meet/discuss with someone from the NCFO.	ID# 55
Meeting with Dillon	Requested another setting to discuss matters with Dillon besides the PIC.	Time was set to discuss with someone for the NCFO.	ID# 138
	Requested follow-up discussion with Dillon once road plan is complete.	The plans have been circulated to all City departments and comments have been received. The plans are in the process of being finalized and a copy of the revised plan will be provided to you when completed, likely in late February or March.	ID# 227
Meeting with Parkside Drive Residents	Request of the minutes for meetings held Nov 19, 2008 and Dec 1, 2008 for approval by residents.	Will be provided as part of the East-West Road Class EA ESR Report.	ID# 354, 360

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested if there would be a meeting with Parkside Residents once the plans are released.	There will be no further meetings with the Parkside Drive residents at this time. However, a newsletter update will be sent out to local residents before the release of the ESR.	ID# 388
Public Information Centre (PIC)/NAC meeting request	Request to be updated and/or for another PIC (and NAC) meeting to present the revised alignment suggestion at Highway 6 for public input, in light of the new information that the Project Team has learned from the MTO.	We will keep the community informed on the issue (ID# 280) No further public meetings are planned at this time. The Protect Team intends to issues a newsletter update to members of the public, and complete the Environmental Study Report (ID# 348)	ID# 280, 348
	Request that NCFO provide a list of outstanding issues with their submission dates.	The NCFO compiles a report on both a weekly and monthly basis for the Project's Team's review. A copy of the June/July NCFO Report was attached in the response.	ID# 200
	Agency requested if a memo would be necessary for the PIC.	Time was set to discuss with NCFO.	ID# 148
Hunter Park Survey Petition	Requested that the Project Team re-review the petition the Hunter Park Survey of Waterdown submitted to the Project Team back in February 2005 as part of the initial public input.	The petition would have been appropriately reviewed by the Project Team members at the time it was submitted and is part of the project file. The Project Team will continue to consider comments submitted earlier that are relevant to Phase 3, therefore it is not necessary to resubmit comments.	ID# 56
	We note that the petition request is that the design of the road maximizes the distance of the proposed roadway from the Hunter Park Neighbourhood (particularly the homes along Northlawn Avenue).	This will be considered in Phase 3. The specific centre line of the proposed roadway and the roadway footprint will be confirmed in Phase 3 which will consider impacts to both the natural environment and social environment, as well as mitigation measures that will need to be implemented. We will welcome your input on this.	ID# 56
	Hunter Park Survey residents seek mitigation measures for noise, technical data regarding noise and a meeting with the Project Team to discuss.	Technical reports were provided to residents and a meeting was scheduled with the Project Team in June 2009.	ID# 290, 291, 293, 294, 332
	Concerned that emails and questions are not fully answered through NCFO and/or responses are not made within 10 days as promised.	The information requested is taking longer than the anticipated 10 days times due gathering and compiling of information from different City staffs and Consultants.	ID# 80, 81, 102, 199, 200, 221, & 225, 336, 357, 364, 367
	Expressed frustration in response delay.	Response is sent. In some cases, the material that has been requested has not been completed in written format, and as such there is time required to prepare this material.	ID# 399

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned that Project Team does not consider information, errors and suggestions presented by NAC members and the public. Criticism of/lack of faith in public consultation process.	See PDF "Letter to NAC – Oct 08" sent Oct 27, 2008. All resident concerns will be clearly documented in the Environmental Study Report (ESR).	ID# 156, 239, 241, 242, 243, 246, 248, 253, 284
	Concerned that he has not received any written acknowledgement of his correspondence from LURA nor the Project Team for a while.	Acknowledgment/Response was sent by NCFO.	ID# 288, 336
Fransparency	Commented about lack of transparency in the process.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26.	ID#114, 129, 291
	Concerned that the communications from the Project Team fail to be consistent from the start of this process such as issue with City sewers connections where City had two opposite answers.	NCFO promised to contact the City relating to the connection of City sewers to residences with septic systems to obtain clarification.	ID# 200
	Complaint regarding mistreatment of those showing interest in public forums. Criticism of the City of Hamilton and those hired to "push" the road through at any cost.	See PDF "Letter to NAC – Oct 08" sent Oct 27, 2008.	ID# 217
	Concerned about miscommunications and confusion regarding the 4 Options on the East-West road crossing Centre Road.	At both the NAC and PIC meetings held on October 28 and November 5, 2008, five Centre Road crossing alignments were identified: DE-1 through DE-5.	ID# 287
	Concerns that the Project Team is making statements before reports are complete and thus misleading the public and NAC members.	Typically, these reports are not released to the public prior to the ESR, due to the technical difficulty of understanding the documents In accordance with the current practice for similar projects, the reports are based on empirically gathered information, have been drafted and are therefore provisionally justifiable.	ID# 358
	Complaint of the Project Team's statement that some reports are not released to the public prior to the ESR, due to the technical difficulty of understanding the documents.	The comment was forwarded to the Project Team for their information.	ID# 378
	Questioned the unclear alternatives presented at the PIC concerning section N2.	The Project Team is preparing a memo for the NAC that will explain the data collection and the process that will be undertaken to evaluate the outstanding alignment issues on this and other sections of the proposed roadway.	ID# 156
	Discrepancy between information given to the public and the NAC; Why is Option 4 of section N3 not mentioned to the public?	Based on input from the EW-NAC on June 12, 2008, the Project Team agreed to explore a more northerly alignment of the roadway. The potential for a more northerly alignment was noted at the PIC on June 24, 2008.	ID# 218

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Discrepancy between info provided by Dillon and map mailed out, regarding connection of new East-West Road to Highway 6.	The location of the connection of the proposed new east-west roadway to Highway 6 is currently being finalized. The Phase 2 recommended connection was at Highway 6 at the intersection of Concession 4. An alternative connection north of Concession 4 is currently under evaluation. The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 229
Calculation discrepancies	Questions about the discrepancies in cost calculations between the Waterdown Aldershot Master Transportation Plan and the Hamilton Master Transportation Plan. It appears that not all of the pre-estimated costs in the Hamilton Master Transportation Plan were included.	The costs used in the <i>Waterdown / Aldershot Transportation Master Plan, Phase 2</i> <i>Final Report</i> (February 2008) are estimates based on conceptual alignments, primarily for the purpose of comparing alternative solutions. These estimates were appropriately reflected in the <i>Hamilton Transportation Master Plan, Class</i> <i>Environmental Assessment Report</i> (May 2000) based on the best information available at the time of completion. Further cost comparisons will be undertaken as alternative designs are developed in Phases 3&4.	ID# 82
	Request that NCFO update the NAC and the public of the Truck Route designation. Importance of keeping the public updated on all issues.	An update was provided at the NAC meetings in Oct 2008.	ID# 232, 235, 236
Neighbourhood Advisory Committee (NAC) Selection	Questioned how the Neighbourhood Advisory Committee (NAC) is being selected.	The Draft NAC Recruitment Strategy was sent as a response.	ID# 10
\	Requested that at least one member of Parkside Drive East Citizens Group be part of the East-West NAC.	The Draft NAC Recruitment Strategy is being finalized and will be posted on the Web.	ID# 14, 32
	Suggestion that 2-3 members of the East Parkside Drive area be on the East-West NAC.	Suggestion was considered by the Project Team.	ID# 17
NAC Application	Questioned how to move forward with applying to be on the Neighbourhood Advisory Committee (NAC), either as an individual resident and/or as a representative from a group.	Advised that Draft NAC Recruitment Strategy and the NAC Application Form are available online on the Waterdown/Aldershot Transportation Master Plan website.	ID# 22
	Questioned when the applications are due for being chosen for the NAC, and when will the decisions be made about who is on the NAC.	Application forms for the two NACs are due March 14, 2008. All successful and unsuccessful candidates will be contacted by April 4, 2008.	ID# 23
	Questioned the qualifications required to be a committee member.	The Draft NAC Recruitment Strategy and an application form were sent for a response.	ID# 47, 50
	Questioned if it was possible to apply to become a NAC member if living outside the study area.	Please send your application and we will let you know if you are eligible.	ID# 69

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned if the Neutral Community Facilitator's Office (NCFO) had received his application.	Person was advised that the application was received via fax.	ID# 67, 73
	Requested a deadline extension to submit a NAC application.	Petition was granted by NCFO.	ID# 72
NAC Meeting	Questioned if NAC meetings are open to the public.	Resident advised that he/she would be welcome to observe the Neighbourhood Advisory scheduled for Sept 9.	ID# 92
	Notified NCFO of a date/day error for the East-West NAC meeting.	He was given the accurate date and day of the meeting.	ID# 96, 134
	Attendance/Absence confirmation.	No response required.	ID# 110, 136, 137
	Requested the location and date for the NAC meeting.	Location/Date was given.	ID# 116 , 135 , 196 , 233, 254, 255
	Questioned why he/she had not received the NAC meeting notification.	The contact information was updated.	ID# 120, 121, 126
	Questioned why there was a new criteria added to the original evaluation criteria methodology named "Technical".	The technical criteria group was removed from the evaluation table. However, the potential for site contamination is an important consideration and could affect the overall cost to develop Option 5. The potential for additional costs as a result of soil contamination has been referenced under the "Cost" criteria group.	ID# 123
	Questioned why Project Team is using a simplistic rating scale to weight the new evaluation criteria.	Criteria rankings using a scale of "high, medium and low" importance (and not weightings) will be sufficient for the purposes of the evaluation to differentiate among the alternatives. We will review this approach as the Phase 3 work progresses and continue to welcome your comments on this.	ID# 123
	Commented that process feels rushed and that more time is needed for the City to present findings.	While we appreciate the view that Phase 3 work is progressing at too fast of a pace, there are many potentially affected landowners who are requesting a timely conclusion to the project so that they can make future plans regarding their property, particularly since this study has been ongoing since 2004.	ID# 123
	Concerned that not enough time was provided at a NAC meeting to provide proper input into road design criteria and alternatives evaluation methodology.	Unfortunately as there are many items that need to be covered at each NAC meeting it is not possible to devote an entire evening on a single task. The Project Team has been open to receiving comments on the criteria groups ranks through submissions by members of the NAC and the public.	ID# 124,134

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	NAC members ranked both social and natural environment criteria as high.	The criteria rankings as presented to the NAC in June 08 based on the input received from NAC identified the Social criteria to range in importance from high to medium and the Natural Environment criteria to range in importance from high-medium to medium. As such, the social criteria were considered to be only slightly more important than the natural environment criteria.	ID# 157
	Detailed comments on criteria evaluation and alternatives routes and alignments.	Detailed responses to each comment mentioned.	ID# 283, 284
	Requested a copy of NAC materials (presentations, minutes, workbook, and/or Evaluation tables).	Materials sent by NCFO.	ID# 95, 112, 131, 131, 200, 257, 259, 261, 267
	Concerned that the minutes of the June 24th meeting regarding NS2 /NS3 do not reflect the discussions raised at the meeting.	We have amended the draft summary report for the East-West Road Class EA Phases 3&4 Public Information Centre dated June 24, 2008. However, please be advised that we cannot amend the summary report to reflect discussions that were not held at the time of the meeting.	ID# 212
	Requested that the June 12 Meeting minutes incorporate that the Project Team stated that residence who had septic systems and live on the new proposed roads would be connected to City sewers.	Discussion may have been "off-the-record" rather than brought up in the formal session. Further review of the meeting record indicates that no such comment was made at the meeting. The possibility for a connection to city sewers is outside the Terms of Reference (ToR) for the Waterdown Road Class EA and the East-West Road Class EA. You may wish to contact the City of Burlington directly about this matter.	ID# 209
	Requested that attached petition be added to the agenda for the Oct. 28 meeting. Petition regarding concerns and suggestions regarding Highway 5/Dundas Street road widening between Evans Road and Kerns.	Request granted, confirmation sent by NCFO.	ID# 220, 251
	Request for confirmation that the final version of minutes for meeting #4 was sent out by email.	Advised that the NCFO sends out draft versions of meeting minutes, seeking comments from NAC members, and following member acceptance of the minutes they are finalized.	ID# 219
NAC Membership	Request to be removed from the NAC.	Removed by NCFO.	ID# 155
	Requested an update on the preferred alignment at Flanders Drive and that the plans be reviewed by the road safety and traffic engineering department of the City of Hamilton.	The plans have been circulated to all City departments and comments have been received. The plans are in the process of being finalized and a copy of the revised plan will be provided likely in late February or March.	ID# 346

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Request for related materials from Dillon and others (e.g. truck route study material, the Natural Environment Inventory Report and the Geotechnical Report, the Waterdown Area Traffic Monitoring Update and Waterdown Aldershot Master Transportation Plan Phase 1 report.	Materials sent by NCFO.	ID#238, 256, 258, 266, 268, 270, 329, 332, 373, 374, 375, 376, 377, 383
	Request for 90 days to review report before NOC is submitted to MOE.	Relating to your request for a 90-day review period of the draft ESR (we assume that you are referring to the draft ESR that goes before Council for their approval), we have requested a response from the Project Partners.	ID# 381
	Request for 60 days to review the Final Noise Report.	City of Hamilton to provide a response.	ID# 390
	Request for the technical information that the Project Team has used to make their recommendations for their road alignment.	Technical reports were sent in March 2009.	ID# 329
	Request for MOE meetings minutes.	There were no minutes taken at the discussions with the MOE.	ID# 87, 114
	Requested a legible map which shows the properties affected by the project.	Map was sent by the City of Hamilton.	ID# 186
	Requested information on the project for the East-West road, north of Waterdown.	Materials were sent by NCFO.	ID# 193
TECHNICA			
Water Tower	Questioned progress of the water tower.	To be constructed in conjunction with subdivision. Estimated timeframe is February to September 2009. Since the plan was appealed the water tower is unable to be built until the appeal is resolved. No building permits can be issued until the water tower has been constructed and is operational. The OMB has now issued a decision, and the entire Waterdown North Secondary Plan is now in effect. No building permits can be issued until the water tower has been constructed and is operational. Please visit the project website <u>www.hamilton.ca/waterdownnorth</u> for details.	ID# 1, 92, 299
Water Table	Concerned about impacts on the water table.	Detailed drainage studies have been completed during the study that assessed the impacts on surface drainage. The new road will not block any surface water flows as culverts will be placed under the new road to allow for water movement.	ID# 300

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Transportation Master Plan (TMP) schedule	Questioned the schedule for the Transportation Master Plan (TMP) and phases timing.	The Transportation Master Plan (TMP) is now complete. As Phase 2 of the Waterdown/Aldershot Transportation Master Plan is now complete, the Study will proceed to Phases 3&4 to examine two distinct roadway projects. The North-South Road (Waterdown Road) Class Environmental Assessment project and the East-West Road Class Environmental Assessment project. This work is commencing in March and will continue for about 1 year.	ID# 42
	Questioned the completion of the Transportation Master Plan.	A draft schedule was sent.	ID# 42
	Concerned that TMP process and outcome are seriously flawed as the Project Team did not have regard for fundamental materials that should have been considered.	Meeting with Dillon was held December 18, 2008 to discuss these issues.	ID# 325
	Questioned when construction will begin.	The timing of construction is dependent on: EA process completion, Receipt of endorsement and approval from the Hamilton, Burlington and Halton Region Councils and MOE receipt of a bump up request on the Environmental Study Reports We do not foresee construction starting any earlier than 2011	ID# 42
	Questioned the status of the overall Study Work Program and where the Project Team is in the process.	The Pathforward report was sent via email which outlines the current status of the process. He was also given the website.	ID# 103
	Questioned the approximate timing of implementation.	The Project Team plans to complete Phases 3&4 of the Municipal Class Environmental Assessment for New East-West Corridor and Waterdown Road Corridor in the summer of 2009.	ID# 330
	Questioned if the City of Hamilton has prepared a draft development phasing plan for the new roads.	No. The City of Hamilton has not yet prepared the draft Development Phasing Plan for the new roads. Guidelines for the Implementation and Phasing Plan will be part of the Environmental Study Reports to be prepared for the project.	ID# 330
	Question how much/if any new development will be allowed to proceed ahead of or concurrent to construction of the North-South and East-West corridors.	There is no answer for this at the moment. The Implementation and Phasing Plan will determine this. Also, the City of Hamilton is preparing a Traffic Allocation Study which will further address this issue.	ID# 330
	Suggestion for a link between the North-South road and new East-West road.	We have received many comments regarding the connection (or lack of) between the new east-west road and the new/improved Waterdown Road. Although many people have suggested the need for a full by-pass route, the traffic modeling shows that this is not in fact required. The two roads systems are essentially independent of each other and serve different users.	ID# 240, 278

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Contact Information	Requested a contact name from Dillon Consulting.	The contact information for Dillon Consulting was sent via email.	ID# 61 , 111
	Requested NCFO contact information.	The contact information was provided by NCFO	ID# 275, 276
Housing development	Questioned the timing of the build-out for the 6500 residential units referred in the staging plan for the TMP.	The timing of the build-out is subject to the developers' plans along with the completion of the additional municipal projects such as secondary and servicing plans and approval and construction of the road improvements.	ID# 78
Truck Traffic/Dufferin Quarry	Concerned about a substantial increase in truck traffic due to the quarry expansion.	Numerous meetings and correspondence have taken place with the Parkside residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns. In regards to the Dufferin quarry, the City is not aware of any planned expansions at this site. The Lafarge quarry is proposing an extension. (ID# 280) The City will review the Haul Route Study prepared by the proponent and consider any proposed haul route as part of any quarry's planning applications. (ID# 280, 388)	ID# 33, 205, 280, 388
	Questioned why the Project Team does not acknowledge the Dufferin Aggregates plans to expand, and its effect on noise along Parkside Drive.	City of Hamilton to provide a response.	ID# 393
	Questioned truck traffic infiltration through Waterdown and Dufferin Quarry.	Model uses peak times. The City of Hamilton's undertaking of the truck study will evaluate the appropriateness of Waterdown area roads as truck routes.	ID# 9, 20
	Questioned how the increased dump truck traffic to and from the quarry will be addressed.	We have committed to addressing the issue of truck traffic in the next phase of the work. There are options to limit/prohibit trucks from using specific roadways.	ID# 59
Traffic	Questioned who will be the main users of the East-West route and expected traffic volume.	It will meet the future transportation demands as a result of the new planned developments in Waterdown (primarily Waterdown North). The decision regarding the designation of the new East-West roadway as a truck route will be made by the City once the road is built.	ID# 180
Route design	Questioned if the proposed East-West route for the Waterdown/Aldershot Transportation study is being built on a four-lane platform.	Currently, it is not envisioned to build this roadway on a four-lane platform West of the Parkside Drive connection. Any new future road widening not identified in this study would be subject to the appropriate environmental assessment.	ID# 33
	Questioned how new East-West road connects to Parkside Drive.	Maps and website information were sent by NCFO.	ID# 202

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Route capacity	Questioned how the proposed four-lane road on Parkside Drive will handle the future increased traffic demands and if expanding the eastern portion of Parkside to a six-lane road has been considered.	The current projected demand for the east-west route is the equivalent of one additional lane of traffic in each direction. The need for any additional lanes of traffic along Parkside Drive (i.e. four to six lanes) is beyond the planning period of this study and would be subject to new environmental assessments.	ID# 33
Data Calculation	Concerns regarding data calculation errors.	Errors are being reviewed by Dillon Consulting.	ID#9,20
Proposed new Alternative Reevaluation	Request that further consideration be given to public suggested route as an alternative to widening a portion of Parkside Drive	Project Team will reevaluate the proposed alternative route as part of the Phase 3 Class EA work.	ID# 9
By-Pass	Questioned what is being done to alleviate traffic on Highway 5 with regard to the by-pass.	Treatment options will be determined during Phase 3 of the Class EA work.	ID# 25
	Questioned the plan for the by-pass.	A new East-West roadway will pass to the North of the existing Waterdown community and proposed Waterdown North development area. This roadway is not a by-pass.	ID# 25
	Questioned the implementation timeline of the by-pass.	OPA 28 lands will be built out by 2018 therefore the infrastructure must be in place before that time. Within 6-10 years.	ID# 25, 93, 103
	Questioned what is going to happen at the North end of Boulding Avenue, whether it will be a dead-end or continue as a 3-way intersection onto the future Dundas East-West bypass.	Transportation Master Plan (TMP) did not recommend any changes to the intersection of Boulding Avenue and Parkside Drive. It will continue to meet Parkside Drive as a "T" intersection.	ID# 80
	Questioned if there are any plans to eventually use Boulding Avenue (via Burke Street) as a thoroughfare to connect the North-South corridor to the new East- West corridor (presently Parkside Drive.)	No.	ID# 38, 80
Property Impacts	Question about specific property impacts.	The proposed new East-West road will have no (direct) impact on the property mentioned Resident was advised to look at the website and road alignment. If there are no Part II order request, the resident can start the property buying process (ID# 394)	ID# 141, 237, 273, 310, 341, 394

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned how close the road will be to the resident's property and what impact it will have on local trees.	This kind of effect is not known at this stage in the study. Phase 3 work will determine the precise location of the road and the areas that will be disturbed (ID# 59). Existing vegetation will be preserved wherever possible. The general levels of required removals will be determined as the design is advanced (ID # 113) Vegetation along the south side of Parkside Drive could be unaffected if the south side sidewalk was eliminated. (ID# 271) We are currently finalizing the designs in this area and have not determined the impact to the fence and shrubbery (ID# 341)	ID# 59, 113, 271, 341
	Concerned about impacts on Alexander Place nursing home and questioned opportunity for access from the new East-West corridor.	The potential expansion of Alexander Place Nursing Home and access onto the proposed East-West road is a planning issue and we are presently too early in the planning process to determine potential access points at this site.	ID# 214
	Suggestion to decreases the distance between Alexander Place facility and the Highway.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that any land required to facilitate a turning lane should be expropriated from the developer, Upcountry Estates.	The Project Team agrees. The proposal will be adjusted to eliminate property taking along the west property line. A small triangle of property will be required at Dundas Street.	ID# 340
Parkside Drive/Highway 6 Intersection	Requested that the MTO information, in regards to the statements to Parkside residents that they have no plans to close Parkside Drive at Highway 6, should be included in the Public Appendices.	We will include the MTO submission in the Consultation Report prepared for Phases 3&4. The Project Team has interpreted the response from the MTO differently from the Parkside Residents' Association. NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008.	ID# 46, 106
	Questioned about MTO correspondence relating to Highway 6 and Parkside Drive.	It is currently being reviewed and a completed correspondence log for this will be sent to you with all the relevant information	ID# 68 , 74, 75
	Request proof that MTO intends to close Parkside Drive.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008	ID# 107
	City's use of MOE statements and MTO statements are misleading.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008 The facilitator was asked to review and clarify events leading up to the confusion around the MTO/Project Team's perspectives on Parkside Drive. It did not in any way intend to document the chronology or content of the correspondence (ID# 204)	ID# 85, 106, 107, 204, 205

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned about potential closing of Parkside Drive and Highway 6 intersection.	MTO has no current plans for the Parkside Drive and Highway 6 intersection. It is possible that the future interchange at Highway 5/6 will eliminate its possibility. There is however, a further need for clarification from the MTO on this issue. NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008 This study is not proposing to close the existing <u>intersection</u> of Parkside Drive/Highway 6. The development of a new intersection at the Concession 4 Road (or near the Concession 4 Road) would <u>not</u> mean that the current Parkside Drive/Highway 6 <u>intersection</u> would need to be closed (ID# 339)	ID# 9, 13, 20, 71, 75, 76, 104, 105, 339
Noise impacts	Suggested that the further north the new East-West road is placed, the lower the sound/noise reduction mitigation costs.	Suggestion was recorded.	ID# 59
	Questioned how increased noise will be minimized, what sort of sound barriers will be installed and if there will be compensation for homeowner installing new windows.	There are numerous ways of addressing traffic noise. (Methods were listed) Once we have determined if there are any areas that may require noise mitigation, we can address how best to reduce the impact. This will be different for each affected site.	ID# 59
	Questioned if there is a sound level from speeding traffic that is considered acceptable, how it will be tested, proven, enforced and protected.	Ontario Ministry of the Environment's (MOE) standard methodology will be used to assess noise levels adjacent to the road improvements/widening. Review and monitoring the actual noise levels after construction will be considered as part of the monitoring program developed for this project.	ID# 59
	Questioned MOE's criteria for noise and noise levels at various receptors (with and without the road).	The draft Noise Report was sent Mar 12, 2009.	ID# 356, 371
Road safety	Questioned how the project will ensure the safety of children from large volume of speeding traffic.	The safety of users of the road and adjacent properties is of paramount importance in the planning and design of road improvements such as this. During the next phase of the study we will be reviewing road safety and operations and, if we identify any concerns, we will investigate design and road operating changes to address those concerns.	ID# 59
Light pollution	Concerned about light pollution and questioned if street lights be installed with this new roadway.	Street lighting will be installed along the new road where required for safety reasons and, if they are required; they cannot be declined by the adjacent property owner. Street lights will be designed to minimize light spill over into residential areas Comment was recorded (ID# 128, NAC East-West Issue Table – June 2, 2008)	ID# 59, 113, 128 , NAC East- West Issue Table – June 2, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Speed limit	Questioned the expected posted speed limit for the new East-West Road.	The work completed to date uses a speed of 60 km/h. This will be confirmed or adjusted during Phase 3 work (ID# 59) It is proposed that section of Parkside Drive to be widened will be posted at 50 km/hr and the rest at 60 km/h (ID # 180)	ID# 59, 180
Speed enforcement	Questioned how speed limit will be enforced.	The enforcement of the speed limit will be the responsibility of local police.	ID# 59
Pre-Screening Method	Questioned how the "pre-screening" of the idea of "Widening of Dundas Street to 4 lanes between Highway 6 and Brant Street" was done that made the Project Team come to the conclusion that it would not solve the East-West Transportation Problem.	A very detailed response for the Dundas Street has been previously sent in 2005. Due to a number of safety concerns that would arise due to the substandard lane widths, the roads' close proximity to buildings and lack of separation between the sidewalk and downtown area, and because it does not solve the problem, it was recommended that this option not be pursued further.	ID# 63, 119, 205
Road widening	Questioned if there is a possibility that Boulding Avenue would be widened to continue the four-lane North-South corridor.	No, the TMP did not recommend any changes to Boulding Avenue.	ID# 80
Route alignment	Questioned why it was decided to bring the North-South corridor up to Dundas Street at Burke Street.	The final location of the corridor linking Mountain Brow Road to Dundas Street will be decided as part of the Phase 3 Study. A link farther east is possible as a secondary link but the major corridor must be to the west to service the demand from the South Waterdown Secondary Plan area and part of existing Waterdown.	ID# 80
Inaccurate Statements	Requested a retraction of inaccurate statement from the City of Hamilton regarding MOE's Certificate of Approval (CofA) for Barnes Environmental.	Regarding the Opta Minerals Certificate of Approval (CofA) point, the City of Hamilton, as well as the MOE have already commented on this issue and its relevance to the evaluation.	ID# 99
Bike lanes	Questioned if a bike path is being considered.	We are recommending a wider road to provide additional pavement width to accommodate cyclists along the section of Parkside Drive that is to be improved.	ID# 113, 180 , 191, 206
Bike route accessibility and safety	Questioned the accessibility of cycling routes from the new East-West corridor as well as the safety of crossings.	No changes are being made as part of this project to the existing North- South routes that the new East-West roadway will cross. An "on road" cycling lane will be provided along the entire length of the new East-West road.	ID# 249
Sidewalks	Suggestion that sidewalks on both sides of the road are not needed and to only have sidewalks on one side of the road.	Having sidewalks on both sides of the road will provide a higher level of safety.	ID# 206

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Collision/Accide nt report	Questioned if the collision/accident reports were considered in the project.	A road safety review is being completed as part of the current work program and results made available to the public for review. The assessment of motor vehicle collision statistics for the last five years will be part of this review.	ID# 125
ECONOMIC			
Cost	Taxpayers will have the burden to pay for road upgrade as not all will be paid by development fees.	The costs included in the final Environmental Study Reports will be used to develop the capital budget (including development charges component) for the recommended improvements, which will also be brought forward to Council for approval as part of the capital budget process.	ID# 45, 48
	Cost was ranked last by the public, yet in the evaluation Dillon focused on significant cost impact through Opta Mineral and Connon Nurseries instead of the benefits from Option 5.	Comment was recorded and considered by the Project Team	ID# 100
Property values	Concerned about resale property value impacts.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113
PHASE 2 REP	PORT		
Cost Breakdown	Requested copies of the detailed costs breakdowns for each of the Projects referred to in Appendix D of Phase 2 Report.	The cost breakdown will be approved in the provided on the project website as an "amended Appendix D" by March 28.	ID# 12, 20, 43, 46
	Requested a breakdown of where or how the "data" numbers in the Justification Tables were obtained or calculated due to concerns of changing data.	"Geographic Information System" (GIS) software program was used to obtain results from data obtained by a variety of sources (Municipal and Provincial agencies). Some minor adjustments were made to the data tables but overall results have not changed since published.	ID# 12, 43
Agency Communication	Requested the letters and documents of communication from the various agencies that were contacted by either Dillon or the Project Team for their input in this project.	All correspondence is not typically included during the course of an EA, however the Project Team will assemble key correspondence to be posted on the website by March. An updated Agency Correspondences were posted at: www.hamilton.ca/WaterdownTMP	ID# 12, 43, 46, 142
	Requested copy of a recent document from the MTO which indicates a problem in the report.	The MTO has never indicated to us a "problem with the report". Project Team would appreciate being forwarded the document referenced.	ID# 12
Black-lined version	Requested a copy of the black-lined version of the Final Phase 2 Report prepared by Dillon Consulting. (Draft Phase 2 Report with sections indicating additions to and deletions from the draft Phase 2 Report.)	A black-lined version of the Final Phase 2 Report is currently being reviewed, and will be available shortly. A copy was sent Sep 22, 2008 by the NCFO. (ID# 108)	ID# 52,108

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Incorrect Statement	Questioned an incorrect statement in the Phase 2 report that the Project Team met with Parkside Drive Residents in the summer of 2007 regarding the Option 5 alignment.	It is correct that the Project Team did not meet with the Parkside Group until December 2007 which at that time alternatives to the Option 4 route were presented. This will be corrected in future documentation including the ESR.	ID# 132
	Questioned if the information, text and maps, presented in the phase 2 report are a 'done deal'.	The recommendations of the Phase 2 report have been accepted by Hamilton Council. There is still the need to undertake the Class EA Phase 3 work and prepare the Environmental Study Report (ESR), both to be approved by Hamilton Council and the Ministry of the Environment. As such, the road recommendations are not yet finalized.	ID# 49
<b>OPTION 4</b> W	Versus OPTION 5		
	Concern that the Project Team is not addressing the social concerns that have been brought to their attention by the local residents in the evaluation of Option 4 versus Option 5.	Social concerns are one of the principal considerations in this study. However, the routing concerns needed to be balanced with other environmental and economic considerations.	ID# 87
	Questioned why the Project Team has abandoned Option 5 and not compared it with the Original Option 5.	The Project Team has described its Review of Option 4 vs. 5 Alignments (both the "Opta Minerals" alignment and the "sawtooth" alignment, in a memo to East-West Corridor NAC members, dated October 27, 2008.	ID# 123
	Questioned if the Project Team has considered that Option 5 has the opportunity to expand in the future while Option 4 cannot.	The expandability of the alternative route was not a criterion in the selection or evaluation of the alternatives as additional capacity is not required to support the future traffic levels for all of the currently planned developments (NAC East-West Issue Table – June 2, 2008) The expandability of Option 5 (sawtooth) was considered and is noted in our Memo, dated October 27, 2008 (ID# 123)	ID# 123, NAC East- West Issue Table – June 2, 2008
	Concerned that the Project Team is attempting to move the Preferred Option 4 closer to Alexander Place nursing home.	The route that we are recommending in this area is the more eastern alignment which is the furthest distance from the Alexander Place Nursing home.	ID# 152
	Concern that Option 4 creates a greater impact on residents, families etc.	Comment was recorded.	Comment from June 24 workbook
	Concerned about decreases in market curb appeal.	Comment was recorded.	Comment from June 24 workbook
	Questioned if Option 4 changed to intersect with Parkside a little further south/west, so as to not disturb the Nursery.	Option 4 as proposed cannot avoid the Connon Nursery property. The alignment has been moved as far south/west as possible to minimize impacts to this property.	ID# 202

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested the maps of Option 4 and Option 5.	Materials were sent.	ID# 130
	Requested that Option 5 versus Option 4 memo prepared by Dillon be posted on the project website	Memo was posted on the website.	ID# 311
	Requested a data analysis to be completed of Option 5 (a hybrid of Option 1 and Option 4) vs. Option 4.	Lura Consulting is conducting an assessment based on the documentation on file.	ID# 361, 369
ption 5 Review	Questioned if Option 5 is still be reviewed at the Phase 2 level and if input can be provided on the current Option 4 route for Phases 3&4.	Options 4/5 for the East-West corridor will be evaluated early in Phase 3 in consultation with stakeholders. (Process in the Path Forward Report.) Public input on Phases 3&4 will be sought at the upcoming PICs.	ID# 37
	Questioned information on how Option 5 was evaluated.	Technical memo from Dillon (dated October 27th) was sent.	ID# 355
	Questioned if the Project Team decided to review Option 5 about 6 months ago.	The Project Team began considering the need to further assess Option 5 as part of the Phases 3&4 Class EA process about 6 months ago. It is not untypical to review and undertake more detailed assessments as the EA process proceeds.	ID# 56
	Requested that the Project Team formally review Option 5-Stantec alignment	A subsequent review of the Stantec work was undertaken by SNC Lavalin (April 2004) and it concluded that the Municipal Class EA Phase 2 work undertaken by Stantec needed to be re-done. Our study team has undertaken a review of this option (ID# 138) The Project Team has provided comments on this option in the October 27, 2008 memo, at the NAC meeting held on October 28, 2008, and in two meetings held with the Parkside Drive Residents Association held on November 19, 2008 and December 1, 2008 (ID# 152)	ID# 138, 152
	Requested detailed analysis of why the original Stantec alignment is not preferred over Option 4 and why Option 5 is not viable.	An oral assessment was presented at the PIC meeting on June 24 <sup>th</sup> (ID# 200) The Project Team is in the process of completing the documentation of the evaluation of this option and a memorandum should be completed by September 2008 (ID# 200) Please see the Project Team's Memo to East-West Corridor NAC Members, dated October 27, 2008 for the rationale for selecting Option 4. In addition, these issues were discussed in detail at the Project Team's meeting with the Parkside Drive Residents Association on November 19, 2008, and December 1, 2008. (ID# 208)	ID# 200, 208

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Request for meeting with NCFO and Dillon to discuss all aspects of the Stantec Option 5 (Review)	Meetings held November 19 and December 1, 2008.	ID# 216, 285
	Commented that the Project Team failed to adequately and correctly review Option 5.	As is presented in Section 7.6.4 of the Transportation Master Plan report, the Option 5 that was evaluated then, and again most recently under Phase 3, involved an alignment passing through Opta Minerals and Connon Nursery properties. The expected high costs of these business displacements are referenced in the above noted report section.	ID# 246, 252
Justification Tables	Questioned why there are errors in the numbers in the Justification Tables that were used to justify the Project Team's recommendations?	Inconsistencies identified appear to be a result of rounding data values. During Phase 3, we have considered two alternative Options (within the Option 5 opportunity – one the Opta Minerals option – provided by the Project Partners, and the second, the "Saw Tooth" option, provided by the residents).	ID# 57, 85
	Questioned why does the City continues to deny that Option 4 is least preferred, based on the mathematical model it subscribed to, vs. Option 5.	Difference between the Project Team calculation results and the resident calculation results is with respect to data rounding. The Project Team did not rely entirely on the results of the SAW method but also implemented a "reasoned argument" approach that involved a review of the major advantages/disadvantages of each option.	ID# 106
	Questioned why the Justification table information actually show Option 5 as a better preferred route when compared to all three northern route options.	The Project Team has concluded that neither the "saw tooth option" or the Opta Minerals option are preferred over Option 4. The rationale for this conclusion is contained in the Update to NAC for the Proposed New East-West Corridor – Alternatives Review <i>memo</i> , dated October 27, 2008. We have previously provided comments on this issue, and most recently in our ID# 246 response and discusses in meetings. We have no further comments to make (ID# 252)	ID# 57, 85, 252
	Request for detailed explanation as to why Option 4 is preferred when the public provided data and information which shows a strong argument for Option 5.	Comment was recorded.	Comment from June 24 workbook
	Questioned if the validity test on the various options which suggest that Option 5 is better than Option 4 could be included in an appendix.	It will be included in the Public Consultation report.	ID# 46
	Requested that the data errors and validity test that residents presented and provided on Option 5 vs. Option 4 be included in the appendix of the phase 2 final report.	Reference to comments regarding data errors and validity test will be included in the Environmental Study Report which is expected to be released early 2009.	ID# 106
Option 4 Support	Support for Option 4 due to less cost than Option 5.	Comment was recorded.	ID# 171

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Support for "Sawtooth" option and request that it be considered.	The Project Team has considered Option 5 (the Saw Tooth option), as an alternative to Option 4 - the Project Partners' preferred option. For reasons stated in the attached memo (Memo to East-West Corridor NAC Members dated October 27, 2008) (ID# 301)	ID# 301, 342
Option 5 Support	Suggestion that Option 5 is a well laid plan that will be north of the existing community and will have less impact.	As referenced in the Path Forward Report, the approach to evaluating Option 5 includes: - discussing and proposing an alignment with residents and businesses in the area for consideration; - collecting data and costing the land acquisition/business displacement costs of the alternative; - assessment of community and business impact; - determination of feasibility; and - if feasible, evaluating the alternative against the current recommendation.	ID# 59
	Strong support for Citizen Option 5 as it is a very efficient way to reroute the traffic and cause the least problems and discomfort to Parkside Drive residents.	None required.	ID# 113
	Suggestion that proposed Option 5 which curves around Opta Minerals is less costly than Option 4.	Suggestion was recorded.	ID# 138
	Shown Preference for Option 5 – Stantec Adjustment.	Comment was recorded.	Comment from June 24 workbook, ID# 252
	Project Team has not considered that the "affected" businesses may benefit from the improvement of transportation services and linkages by Option 5.	Comment to be considered by the Project Team.	ID# 100
	Suggestion to add to the evaluation criteria the potential for future expansion as option 5 does have the capacity.	The Project Team's response to this issue is included in the issue response table presented at the June 2008 NAC meeting which you attended (ID# 129) The expandability of Option 5 (sawtooth) was considered and is noted in our Memo, dated October 27, 2008 (ID# 123)	ID# 123, 129
	Suggestion to add to the evaluation criteria the potential for bypass, as Option 5 is better suited to divert traffic.	The TMP Study did not identify the need for a "by-pass" road. As has been stated in the past, the new East-West road capacity is needed to serve the increased traffic demand as a result of the North Waterdown development area (OPA 28).	ID# 129

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion to add to the evaluation criteria, the potential impact of truck traffic, as Option 5 is better suited to divert truck traffic.	The Project Team is aware of truck traffic issues. As stated at the June 2, 2008 NAC, all arterial roads need to be designed to accommodate truck traffic. Whether the new East-West road will be a designated truck route will be determined through the City of Hamilton's Truck Route Sub-committee.	ID# 129
	Suggestion to add to the evaluation criteria, the social impact relating to Opta's Certificate of Approval (CofA), as Option 5 avoids costly land acquisitions.	The Project Partners, as well as the MOE, have previously responded on the applicability of Opta Minerals Certificate of Approval (CoA) in new road route selection.	ID# 129
	Suggestion to add to the evaluation criteria, the potential restoration of the Natural Environment.	Road projects are not typically the means to rehabilitate degraded natural habitats (beyond the immediate area of influence of the road). If the resources exist to improve this habitat, then this could be accomplished through either Option 4 or 5.	ID# 129
	Suggestion to add potential impacts to the quantity and quality of water for the residents who are currently on wells.	The potential for effects on well water and septic systems will be considered in the EA work.	ID# 133
	Suggestion to add the potential impacts to septic systems for residents not hooked on to the City sewers.	The potential for effects on well water and septic systems will be considered in the EA work.	ID# 133
	Suggestion that business disruption is not a valid issue.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that the Project Team presented a "new" Option 5 alignment without public input.	The Option 5 route has not changed as compared to what was evaluated as part of the Phase 2 process. The route has always passed through the Opta property.	ID# 138
	Suggestion that Option 5 provides an opportunity for a unique bridge design and to improve habitat along the east branch of the Grindstone Creek.	Comment was noted.	NAC East-West Issue Table – June 2, 2008
MISCELLAN			
Mailing list	Additions, updates and removals to the project mailing list.	Added, corrected, and/or removed from mailing list.	ID# 11, 16, 36, 39, 101, 144, 154, 158, 165, 188, 207, 222, 223, 234, 272, 320
Technology	Questioned delivery status notification messages and/or email recall.	Informed that blackberry device was out of range and unable to receive emails but the office still received all messages (ID# 19) Explanation in person for email recall ( ID# 263)	ID# 19, 263
Website	Questioned project website location to obtain information.	Website link sent by NCFO.	ID# 31, 159, 165

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested the resident contact information be removed from the project website.	Contact information was removed January 30, 2009.	ID# 366
Communications	Request for City of Hamilton contact information.	Contact information provided.	ID# 226, 352
Accessibility	Questioned if the Crossroads Centre is accessible by public transit.	He was sent the Burlington Transit map and given the bus route numbers.	ID# 40
Terms of Reference (ToR)	Requested the location of the Phase 1 Terms of Reference for the WAMTP.	A Terms of Reference document was not prepared for the Phase 1 "EA Transportation Network Study", as it is not required under current legislation. The Municipal Engineers Association Class Environmental Assessment Class EA for municipal projects is equivalent to a Terms of Reference, since it provides the scope and level of detail for Class EA studies.	ID# 64, 102
Letter from Niagara Escarpment Commission (NEC)	Requested a copy of the letter from the NEC sent to the City of Burlington, regarding "refusing to use King Road as the expressway to go from Burlington to Waterdown".	It was indicated that we would locate the letter and fax it to him within 10 business days.	ID# 79
/	Resident expressed his frustration in dealing with City of Hamilton staff on this project to Mayor Eisenberger.	The e-mail to Mayor Fred Eisenberger will be documented for the record.	ID# 384, 385, 387
	Requested Parkside Road and Railway track larger map.	Sent by NCFO	ID# 24, 34, 41
	Requested location of railroad track on map.	The railway crossing at Parkside Drive is East of the bend where the new East/West corridor connects with Parkside Drive. Map was sent.	ID# 30, 34, 35, 41
	Requested location of wetland near Parkside Drive between Center Road and Robson on the map.	Please see attached Figure 5.1 of the Final Phase 2 Report (identified as "Centre Rd Woodlot Candidate ESA/PSW").	ID# 30
	Requested the name of street that goes North from Mountain Brow.	A formal name for this link is not currently available as this will form part of the secondary area approval process.	ID# 30, 35
	Requested the name of the street that drops down to Dundas Street from Parkside Drive.	It is the proposed new route. A map was sent for details.	ID# 58
	Requested information on the project for the East-West road, north of Waterdown.	Materials were sent by the Neutral Community Facilitator's Office (NCFO).	ID# 193

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
Construction of East-West Road	Questioned when the construction of the East-West Road would begin and how long it would take to complete.	The construction schedule is dependent upon obtaining approvals from the Ministry of the Environment for the Environmental Study Report (ESR), obtaining permits from other agencies, and then tendering the project. Construction would not likely start until 2013, at the earliest. It is anticipated that the Preferred design will be finalized and endorsed by the three Partnering Municipal Councils (Region of Halton and Cities of Hamilton and Burlington ), after which the ESRs will be put on public record for a minimum of 30 day review period in the summer of 2009. More information can be found on the project website, at: <a href="https://www.hamilton.ca/waterdowntmp">www.hamilton.ca/waterdowntmp</a> . The update for New East-West Corridor is that we hope to take our report to Council in June and if approved will file the Environmental Study Report on public record in summer for at-least 30 days. If there is no Part II order request, the project will go to design and construction.	ID# 198, 327, 363, 368, 382,394
	The new roadway will not solve the community's problem and it should definitely not go through the town.	Regarding the improvements to Waterdown Rd, connection to the Waterdown South development area and Dundas St is needed to service the road demands of this new development. (ID# 143) The new East-West roadway is not intended to be a "By-pass" roadway. As such, the roadway needs to be in proximity to these development areas (ID# 168)	ID# 143, 168
	Concerned that the new East-West route will replace the existing Parkside Drive, with many additional slow-downs instead of aiding the East-West traffic flow.	The new East-West roadway will serve the needs of new approved development, particularly the Waterdown North Development, located west of Centre Road and North of Parkside Drive.	ID# 206
Character Loss	Concerned that the project will lead to the loss of the community's character (Victorian village).	The comment was noted by the Project Team.	ID# 143, 168
Parkside Drive and Holly Bush	Requested details on potential expansion of the Parkside Drive and Hollybush Drive intersections.	No changes are being proposed for Hollybush Drive as part of the Class Environmental Assessment being undertaken for the new East-West Roadway in Waterdown.	ID# 149
	Suggestion that East-West route follow the northern boundary of the town to keep the sound and air pollution away from residential areas and the pond.	Phases 3&4 will develop the preferred design alternatives for the East-West corridor and will attempt to mitigate as many impacts to the existing social, cultural and environment conditions in the Waterdown Area including noise attenuation	ID# 89