

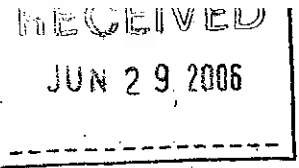


Canadian Environmental
Assessment Agency

55 St-Clair Avenue East
9th Floor, Room 907
Toronto, Ontario
M4T 1M2

Agence canadienne
d'évaluation environnementale

55 Avenue St-Clair Est
9ième étage, pièce 907
Toronto, Ontario
M4T 1M2



June 28, 2006

Christine Lee-Morrison, MCIP, RPP,
Senior Project Manager
City of Hamilton
320 – 77 James Street North
Hamilton, ON L8R 2K3

Dear Ms. Lee-Morrison:

**Re: Rymal Road Planning Area ("ROPA 9" Lands) Master Plan –
Class Environmental Assessment**

Thank you for your letter of June 15, related to the above.

As you may be aware, the *Canadian Environmental Assessment Act* (the Act) normally applies to federal authorities when they contemplate some action in relation to a project, as defined in the Act, which would enable it to proceed in whole or in part. Under subsection 5(1) of the Act, a federal environmental assessment (EA) may be required when, in respect of a project, a federal authority:

- (a) is the proponent of a project;
- (b) provides financial assistance to the proponent;
- (c) makes federal lands available for the project; or
- (d) issues a permit or licence, or other form of approval pursuant to a statutory or regulatory provision referred to in the *Law List Regulations*.

In the case of projects that are subject to the *Ontario Environmental Assessment Act*, if there is uncertainty as to whether the *Canadian Environmental Assessment Act* may also apply, the Agency can help proponents answer this question. For projects that are subject to the *Canadian Environmental Assessment Act*, the Agency will act as the federal environmental assessment coordinator and facilitate the involvement of the federal authorities in a co-ordinated assessment aimed at meeting all agencies' needs simultaneously.

.../2

Canada

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In order for the Agency to undertake either of these roles, it must have a project description that can be distributed to various federal authorities to determine their interest in the project. It is recognized that at the early stages of the planning process, there may not be much detailed information to provide. However, proponents should try to provide some information on:

- the nature of the project and its location;
- federal issues relevant to the project, such as fisheries habitat, navigable waters, migratory birds, etc.
- whether federal funding is being contemplated or federal lands are required.

To better assist proponents, the Agency has developed an Operational Policy Statement, which provides guidance in preparing project descriptions. This is available on the Agency's website at:
http://www.ceaa-acee.gc.ca/013/0002/ops_ppd_e.htm

If your purpose in sending us notification of your project is to identify any federal interests, please be aware that simple notification will not be sufficient. A project description will be required. If you have any questions regarding this matter, please contact the undersigned at 416-952-0832.

Sincerely,



Darla Cameron
Senior Program Officer
Canadian Environmental Assessment
Agency, Ontario Region

DC/mct

c.c: Liza Sheppard, iTRANS Consulting Inc.
Cyndi Rottenberg-Walker, Urban Strategies

Nathalie Baudais

From: Lee-Morrison, Christine [cleemorr@hamilton.ca]
Sent: Friday, June 30, 2006 3:33 PM
To: Stone, Mike (MNR)
Cc: Nathalie Baudais
Subject: RE: Trinity Church Corridor Class EA Study

Thanks Mike, We will continue to circulate you on the project and information becomes available

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

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

From: Stone, Mike (MNR) [mailto:mike.stone@mnr.gov.on.ca]
Sent: Friday, June 30, 2006 2:47 PM
To: Lee-Morrison, Christine
Cc: nbaudais@itransconsulting.com
Subject: Trinity Church Corridor Class EA Study

Dear Ms. Lee-Morrison,

Thank you for notifying this office regarding the commencement of the above noted. The Ministry does not have any comments or significant concerns at this time but would appreciate the opportunity to review new information as it becomes available. Thank you.

Kind Regards,

Mike Stone

—
Mike Stone
District Planner
Ministry of Natural Resources
Guelph District



Ontario Realty Corporation
Société Immobilière de l'Ontario

11th Floor
Ferguson Block
Queen's Park
Toronto, Ontario
M7A 1N3
Tel: 416-327-2755

11^e étage
Edifice Ferguson
Queen's Park
Toronto, Ontario
M7A 1N3
Fax: 416-212-1131

Christine Lee-Morrison
Senior Project Manager
Capital Planning & Implementation, Public Works Dept.
City of Hamilton, 320-77 James St. N.
Hamilton, ON L8R 2K3
Tel. 905-546-2424 x6390
Fax. 905-546-4435
E-mail. cleemorr@hamilton.ca

July 17, 2006

Re: ORC Comments on the ROPA 9 Master Plan Class EA Phases 1 and 2

Dear Ms. Lee-Morrison,

We are writing with regard to the City's ROPA 9 Master Plan Class EA (Phases 1 and 2).

As you are aware, the Ministry of Public Infrastructure Renewal (PIR) is the owner of provincial lands in your study area. ORC is agent to PIR and is the strategic manager of the provincial government's real property, with a mandate of maintaining and optimizing value of the portfolio, while ensuring real estate decisions reflect public policy objectives. ORC has been involved in the study process since commencement and previously provided comments through a letter dated August 29, 2005 (attached). We appreciate the efforts of City staff and consultants to meet with us to discuss this project.

ORC's specific interests in the ROPA 9 Master Plan relate to the provincial land holdings that are impacted by: a). the proposed Trinity-Church road corridor; b). the proposed Trinity Neighbourhood collector road. ORC requests that the City respond with written confirmation that they will incorporate the following comments, as documented EA commitments in the EA project file (and subsequent ESRs), when moving forward to Phase 3 and 4 work.

Comments - Proposed Trinity-Church Road Corridor

1. As per the material provided at the June 26, 2006 PIC, it is our understanding that Options 4, 5, and 6 will be carried forward for further investigation. It is crucial that the road design incorporate the following principles:
 - a. Will not create parcel configurations that limit the marketability, desirability, and value of these lands (rectangular configurations are preferred and attention to width of land between the future road and hydro/pipeline corridor needs to be considered);
 - b. Consider appropriate design speeds that would permit lots to front and have direct access to the ROW;
 - c. Provide for a mid-block intersection (between Highland Rd. W. and Rymal Rd., e.g. 300m south of Highland Rd. W.), to permit connection to an east-west road between Pritchard Road and Upper Mount Albion Road.

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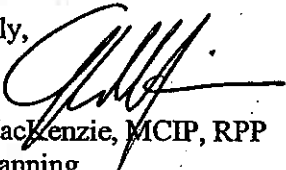
2. ORC should be fully compensated for the land taking required for this road as it will serve as a City-wide benefit. This compensation may not necessarily be restricted to the land required for the right-of-way, but may also include compensation for the loss of land value due to the creation of irregular/unusable land parcel shapes between the road and hydro/pipeline corridor.

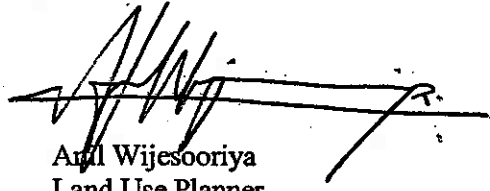
Comments - Proposed Trinity Neighbourhood Collector Road

1. As per discussions we have had with yourself and staff from iTRANS, it is our understanding that Options 1, 1A, 3 and 4 (shown on iTRANS mapping entitled "Collector Road Potential Alignments," Feb. 22, 2006) will be carried forward for further investigation. It is crucial that the road design incorporate the following principles:
 - a. Focus on providing a double-loaded ROW with a maximum width of approximately 26m (ideally the width of the proposed ROW would be narrower than 26 metres);
 - b. Make every effort to minimize the loss of potentially developable lands. It should be noted that based on our preliminary calculations, on the north end of the property (i.e. north of the Bell easement), there would be a loss of approximately 62m of saleable frontage when using a 26m ROW (collector) as opposed to a 20m ROW (local road); also, the net developable loss over the northern part of the property would amount to 0.55 Ha when using a 26m ROW (collector) as opposed to a 20m ROW (local road).
2. ORC should not bear the full burden of any 'oversizing' of the proposed road. Thus, all additional costs resulting from 'oversizing' of the proposed road, to accommodate growth in the surrounding area and for the benefit of other property owners and the public, should result in a fair distribution of burdens and be covered under future development charges.
3. Through our discussions with City staff, we feel that the detailed design of the proposed collector would ideally be done concurrently with a formal plan of subdivision application, rather than solely through an EA study. ORC is considering submitting a subdivision application. In the event that ORC is able to submit an application, we would request the following:
 - a. Commitment for a timely review of the application, with the goal of granting draft plan approval within 1 year (assuming no OMB appeals, EA Part II requests, etc.).

Thank you in advance for considering the above comments and we look forward to your written response. ORC has survey, environmental, and archaeological work that has been completed, or is underway, on the subject lands and that can be made available to the City to help inform the Phase 3 and 4 study components. Finally, we look forward to a continued positive working relationship as you move forward with this work.

Sincerely,


John MacKenzie, MCIP, RPP
GM, Planning
Tel. 416-212-6456
E-mail. john.mackenzie@orc.gov.on.ca


Anil Wijesooriya
Land Use Planner
Tel. 416-212-6183
E-mail. anil.wijesooriya@orc.gov.on.ca

Nathalie Baudais

From: Lee-Morrison, Christine [cleemorr@hamilton.ca]
Sent: Tuesday, July 25, 2006 11:09 AM
To: Nathalie Baudais
Subject: FW: Trinity Church Corridor Environmental Assessment

FYI

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

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

From: Elizabeth.Duval@mci.gov.on.ca [mailto:Elizabeth.Duval@mci.gov.on.ca]
Sent: Wednesday, July 12, 2006 12:12 PM
To: Lee-Morrison, Christine
Cc: Cheryl.Findlay@mci.gov.on.ca
Subject: Trinity Church Corridor Environmental Assessment

July 12, 2006

Ms. Christine Lee-Morrison, MCIP, RPP
Senior Project Manager
Strategic and Environmental Planning
City of Hamilton
320-77 James Street North
Hamilton, ON L8R 2K3

Dear Ms. Lee-Morrison:

Re: Trinity Church Corridor
"Schedule C" Class Environmental Assessment

Thank you for your letter of June 13, 2006, regarding the above noted project. On behalf of my Manager, Tom Chrzan, I have reviewed the information and noted the details. I have no comments to make at this time.

However, the ministry may wish to provide comments on the impact of the Study/Assessment on heritage resources. For this review and comment, please contact:

1/24/2007

Mr. Michael Johnson, Manager

Heritage and Libraries Branch

Ministry of Culture

4th Floor, 400 University Avenue

Toronto ON M7A 2R9

Thank you again for informing us of this project.

Sincerely,

Liz Duval
Consultant
Ministry of Citizenship and Immigration
Ministry of Culture
Ministry of Tourism
Sport and Recreation Branch
119 King Street West, 14th Floor
Hamilton, ON L8P 4Y7

Phone: 905-521-7346

Toll Free: 1-877-998-9926

Fax: 905-521-7398

E-Mail: elizabeth.duval@mci.gov.on.ca



Ontario Realty Corporation
Société immobilière de l'Ontario

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

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

August 29, 2005

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

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

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

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

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

Potential Negative Impacts to ORC Tenants and Lands

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

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

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

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

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

Reference Map – Provincial Landholdings in Study Area



Nathalie Baudais

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

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

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

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

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

Christine Lee-Morrison

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

Thank you
[REDACTED]
[REDACTED]

Ministry of
Natural Resources

Ministère des
Richesses naturelles



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

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

October 27, 2006

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

Dear Ms. Morrison:

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

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

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

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

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

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

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

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

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

Sincerely,

Original signed by

Mike Stone
District Planner

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

Nathalie Baudais

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

Fyl.....

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

Dear [REDACTED]

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

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

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

Sincerely,

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

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

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

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

10/31/2006

Lee-Morrison, Christine

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

Ms. Lee-Morrison,

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

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

Regards,

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

Horizon Utilities Corporation

RECEIVED NOV 22 2006

November 10, 2006

City of Hamilton
Planning and Economic Development Department
71 Main St W
Hamilton, Ontario
L8P 4Y5

File# ROPA 9 Lands - Rymal Road Planning Area

Attention: Christine Lee-Morrison, MCIP, RPP, Senior Project Manager

In response to your correspondence(s) dated September 28, 2006, please be advised that our Engineering Design Department have reviewed the information concerning the above noted Consent Application and our comments are as follows:

- Relocation, modification, or removal of any existing hydro facilities shall be at the owner's expense. Please contact Horizon Utilities to facilitate this.
- Since it is the city of Hamilton who are implementing the Master Plan they are the owners in this instance.

We would also like to stipulate the following:

- Do not excavate within two metres of hydro poles and anchors.
- Excavation within one metre of underground hydro plant is not permitted unless approval is granted by a Horizon Utilities representative and is present to provide direct supervision. Cost associated with this task shall be at the owner's expense.
- Horizon Utilities must be contacted if the removal, isolation or relocation of existing plant is required, all cost associated with this work will be at the owners expense.
- CALL BEFORE YOU DIG, arrange for underground hydro cable locate(s) before beginning construction by contacting Ontario One Call @ 1-800-400-2255.

HAMILTON HYDRO

55 John Street N.
Hamilton, ON
Tel: (905) 522-8811

St. Catharines Hydro

340 Vansickle Road
St. Catharines, ON
Tel: (905) 684-8111

Horizon Utilities Corporation

- Clearances from Overhead and Underground existing electrical distribution system must be maintained in according to:
 - Ontario Building Code (1997) Section 3.1 (3.1.18.1)
 - Electrical Safety Code Rule 75-312
 - Occupational Health and Safety Act (OH&SA) - Construction Projects (Electrical Hazards)
 - CAN/CSA-C22.3 No. 1-01, Overhead System
 - C22.3 No. 7- 94 Underground Systems

We trust that you will find this information satisfactory and that the information contained within will be provided to the owner of this project. Should you have any questions regarding this response, please contact Michael Miller at 905-522-6611 ext 2319 in our Engineering Design Department.

Sincerely,



Nick DeStefano
Engineering Design Supervisor

HAMILTON HYDRO

55 John Street N.
Hamilton, ON
Tel: (905) 522-6611

St. Catharines Hydro

340 Versickie Road
St. Catharines, ON
Tel: (905) 684-9111

NOTICE OF PUBLIC INFORMATION CENTRE

Trinity Church Corridor Class Environmental Assessment

THE STUDY

The City of Hamilton has initiated the Trinity Church Corridor Class Environmental Assessment (EA) process to identify and evaluate alternative road alignments and design concepts for a new road link from the Stone Church Road / Red Hill Valley Parkway ramps to south of Rymal Road. The Study Area is shown below.



THE PROCESS

This project is being carried out as a Schedule C project under the guidelines of the Municipal Engineers Association Municipal Class Environmental Assessment (June 2000). The Phase 1 and 2 requirements for the project were fulfilled under the Rymal Road Planning Area Master Plan (ROPA 9) Class Environmental Assessment and the North Glanbrook Industrial Business Park Transportation Master Plan. The Phase 1 and 2 requirements identify the needs and opportunities; identify preliminary alternative solutions to address the servicing issues; conduct an inventory of the natural, social, and economic environments; evaluate the alternatives; and identify a preferred alternative. Public Information Centres were held for both the ROPA9 Master Plan Class Environmental Assessment and the North Glanbrook Industrial Business Park Transportation Master Plan to receive public input on Phases 1 and 2. The Trinity Church Corridor from the Stone Church Road / Red Hill Valley Parkway ramps to south of Rymal Road was identified in these studies as part of the preferred alternative.

This study will fulfil the Phase 3 and 4 requirements for the Trinity Church Corridor project. The Phase 3 and 4 EA will identify alternative design concepts; inventory the natural, social, and economic environments; identify the impacts of the alternative design concepts; evaluate the alternative designs; select a preferred design; and prepare an Environmental Study Report. Upon completion of the study, the

Environmental Study Report will be available for public review and comment. Another advertisement will be published at that time, indicating where and how the public can have access to the report.

PUBLIC INFORMATION CENTRE

Public consultation is vital to this study. We want to ensure that anyone with an interest in this study has an opportunity to get involved and provide input before any decisions are made on the preferred design concept for the Trinity Church Corridor.

The purpose of the Public Information Centre is to present the inventory of the natural, social, and economic environments; alternative design concepts; the evaluation of the alternative design concepts; and the identification of the preliminary preferred alternative. It will be an open house format with an opportunity to speak with project team members on an individual basis.

Date:	Monday, June 26, 2006
Open House:	6:30 to 8:30 p.m.
Location:	Salvation Army Church, Gymnasium 300 Winterberry Drive (at Paramount Drive)

PUBLIC COMMENTS INVITED

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

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

Nathalie Baudais, P.Eng.
Consultant Project Coordinator,
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Phone: 905-882-4100, ext. 5282
Fax: 905-882-1557
Email: nbaudais@itransconsulting.com

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.



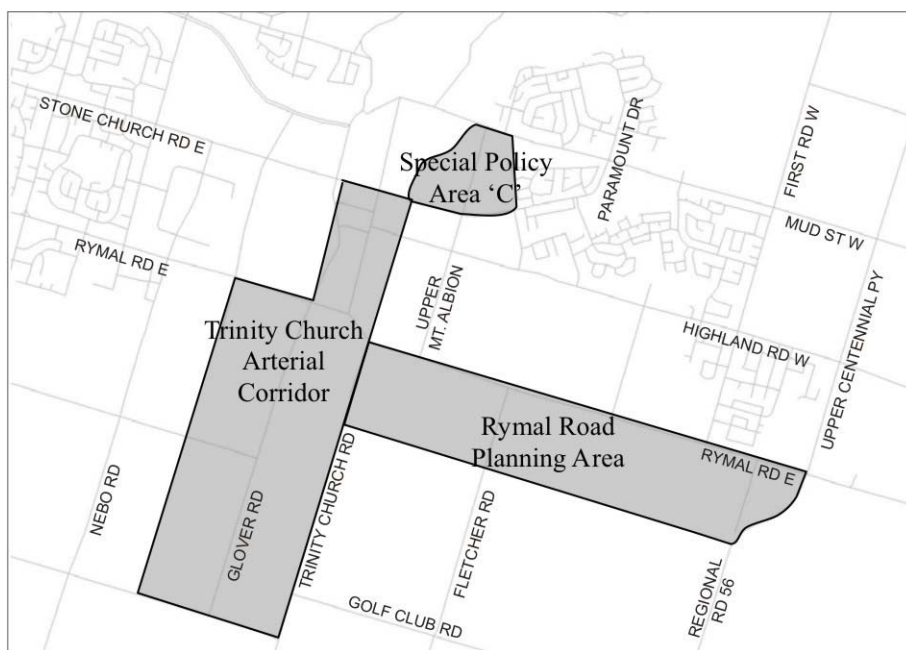
NOTICE OF PUBLIC INFORMATION CENTRE Rymal Road Planning Area ("ROPA 9") Lands Master Plan Phase 3 and 4 Class Environmental Assessment

THE STUDY

The City of Hamilton is undertaking an Environmental Assessment for:

- The widening of Rymal Road from Trinity Church Road to Regional Road 56;
- The widening of Regional Road 56 from Rymal Road to approximately 900 m to the south;
- The widening of Stone Church Road from the Red Hill Valley Parkway (RHVP) ramps to Upper Mount Albion Road; and,
- A new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. the Trinity Church Corridor).

The above noted Phase 3 and 4 study processes will include all localized intersection improvements associated with the specific road projects.



THE PROCESS

These projects are being carried out as Schedule 'C' projects under the guidelines of the Municipal Engineers Association, ***Municipal Class Environmental Assessment*** (June 2000). The Phase 1 and 2 requirements for the projects were fulfilled under the Rymal Road Planning Area Master Plan (ROPA 9) Class Environmental Assessment, and the North Glanbrook Industrial Business Park Transportation Master Plan. The Phase 1 and 2 requirements identified the needs and opportunities for the corridors, and preliminary alternative solutions to address the servicing issues; included an inventory of the natural, social, and economic environments; evaluated the planning alternatives, and identified a preferred planning alternative.

Public Information Centres were held for both the ROPA 9 Master Plan Class Environmental Assessment, and the North Glanbrook Industrial Business Park Transportation Master Plan to receive public input on Phases 1 and 2 of the studies. A Public Information Centre was also held for the Trinity Church Corridor Class Environmental Assessment to present the inventory of the natural, social, and economic environments; preliminary alternative design concepts; and evaluation of these design concepts.

The Phase 3 and 4 EAs for the Rymal Road Planning Area, and for the Trinity Church Corridor will identify preliminary alternative design concepts and impacts of the alternative designs; provide an evaluation of these design concepts; select a preferred design; and prepare an Environmental Study Report for each project. Upon completion of the studies, the Environmental Study Reports will be available for public review and comment. Another advertisement will be published at that time, indicating where and how the public can have access to the reports.

PUBLIC CONSULTATION

Public consultation is vital to this study. We want to ensure that anyone with an interest in this study has an opportunity to get involved and provide input before any decisions are made on the preferred design concept for the above noted studies.

The purpose of the Public Information Centre is to present the preliminary alternative design concepts; evaluation of these design concepts; and a preliminary preferred alternative for the widening of Rymal Road, Regional Road 56 and Stone Church Road, as noted above.

The preliminary preferred alternative for the new road link from Stone Church Road / Red Hill Valley Parkway (RHVP) ramps to Rymal Road (i.e. the Trinity Church Corridor) has been refined since the June 26, 2006 PIC and will also be on display for further input.

The meeting will be an Open House format with an opportunity to speak with project team members on an individual basis. You are invited to attend and participate in the meeting. City staff and their consultants will be available at the meeting to provide details. Details of the date, time, and location of the meeting are as follows:

Date:	Thursday, October 12, 2006
Open House:	6:00 to 8:00 p.m.
Location:	Salvation Army Church, Gymnasium 300 Winterberry Drive (at Paramount Drive), Stoney Creek

PUBLIC COMMENTS INVITED

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

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

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

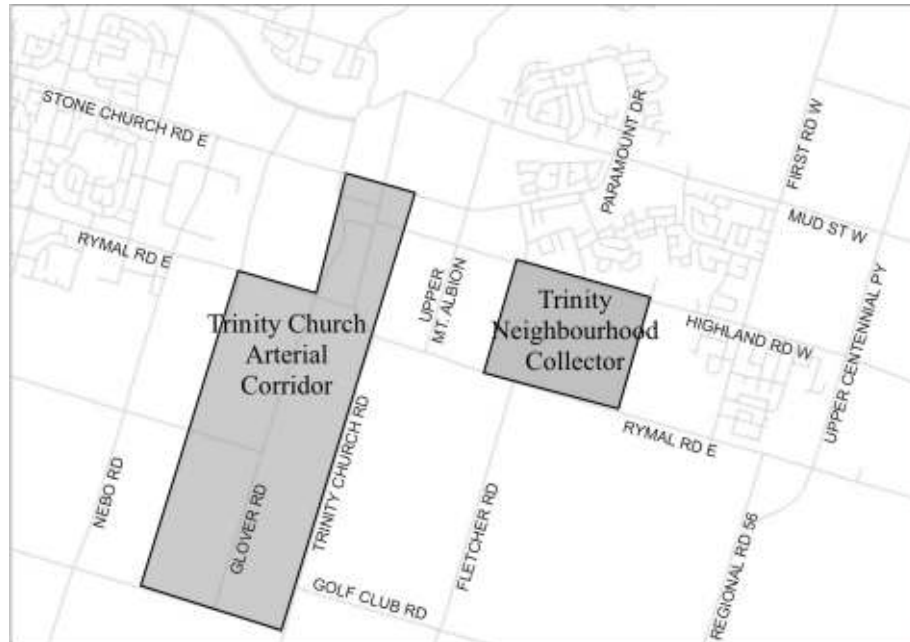
Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

This Notice issued September 29 and October 6, 2006

NOTICE OF PUBLIC INFORMATION CENTRE

THE STUDY

The City of Hamilton is undertaking the Trinity Neighbourhood Collector Class EA process to identify and evaluate alternative road alignments and design concepts for a new collector road within the Trinity Neighbourhood. A Class EA is also underway for a new road link from Stone Church Road / RHVP ramps to Rymal Road (i.e. the Trinity Church Corridor). The Study Areas are shown below.



THE PROCESS

This project is being carried out as a Schedule 'C' project under the guidelines of the Municipal Engineers Association, ***Municipal Class Environmental Assessment*** (June 2000). The Phase 1 and 2 requirements for the project were fulfilled under the ***Rymal Road Planning Area Master Plan (ROPA 9) Class Environmental Assessment***. The Phase 1 and 2 requirements identified the needs and opportunities for the corridor, and preliminary alternative solutions to address the servicing issues; included an inventory of the natural, social, and economic environments; evaluated the planning alternatives, and identified a preferred planning alternative. Public Information Centres were held for the ***ROPA 9 Master Plan Class Environmental Assessment*** to receive public input on Phases 1 and 2 of the study. The Trinity Neighbourhood Collector road was identified as one of the preferred planning alternatives.

This study will fulfil the Phase 3 and 4 requirements for the Trinity Neighbourhood Collector project. The Phase 3 and 4 EA will identify preliminary alternative design concepts, and impacts of the alternative designs; provide an evaluation of these design concepts; select a preferred design; and prepare an Environmental Study Report. Upon completion of the study, the Environmental Study Report will be available for public review and comment. Another advertisement will be published at that time, indicating where and how the public can have access to the report.

PUBLIC CONSULTATION

Public consultation is vital to this study. We want to ensure that anyone with an interest in this study has an opportunity to get involved and provide input before any decisions are made on the preferred design concept for the Trinity Neighbourhood Collector. The purpose of the Public Information Centre is to present the preliminary alternative design concepts; and a preliminary preferred design for the Trinity Neighbourhood Collector. The meeting will be an Open House format with an opportunity to speak with project team members on an individual basis. The preliminary preferred alternative for the new road link from Stone Church Road / Red Hill Valley Parkway (RHVP) ramps to Rymal Road (i.e. the Trinity Church Corridor) has been refined and will also be on display for further input.

PUBLIC COMMENTS INVITED

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

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

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

PUBLIC INFORMATION CENTRE DETAILS

Date:	Wednesday, October 18, 2006
Open House:	6:00 to 8:00 p.m.
Location:	Salvation Army Church, Gymnasium 300 Winterberry Drive (at Paramount Drive), Stoney Creek

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 October 6 and 13, 2006.

NOTICE OF COMPLETION

Trinity Church Arterial Corridor

Class Environmental Assessment

THE STUDY

The City of Hamilton has completed the Class Environmental Assessment (EA) process to identify and evaluate alternative road alignments and design concepts for a new road link from the Stone Church Road / Red Hill Valley Parkway ramps to south of Rymal Road. The Study Area is shown below.



THE PROCESS

This study has been undertaken in accordance with the Municipal Engineers Association, ***Municipal Class Environmental Assessment*** document (June 2000) and will satisfy Phase 3 and 4 of the planning and design process. The study was presented at public information centres held on June 26, 2006, October 12, 2006 and October 18, 2006. No comments were received that cannot be addressed.

The Phase 1 and 2 requirements of the planning and design process for the ROPA 9 study area were fulfilled by the Rymal Road Planning Area Class EA Master Plan Report which was endorsed by Hamilton City Council on June 14, 2006 and was available to the public for review between June 16 and July 18, 2006.

The Phase 1 and 2 requirements of the planning and design process for the North Glanbrook study area were fulfilled by the North Glanbrook Transportation Master Plan

Report which was endorsed by Hamilton City Council on July 12, 2006 and was available to the public for review for a period of 45 days from December 1, 2006.

This notice of completion is issued for the Trinity Church Arterial Corridor addressed in this Environmental Study Report, which includes:

- A new 4 lane (2 through lanes in each direction) arterial corridor from the Red Hill Valley Parkway-Stone Church Road intersection to south of Rymal Road.
- Provision of traffic signals at the intersection with Stone Church Road.
- Provision of a roundabout at the intersections with Highland Road, Midblock Collector, Rymal Road and Twenty Road. The roundabout intersections are subject to further assessment during detailed design. Should the roundabouts be determined unfeasible during detailed design, signalization will be implemented, where warranted.
- Provision of an urban cross-section for the Trinity Church Arterial Corridor north of Rymal Road and a rural cross-section south of Rymal Road.

PUBLIC COMMENT INVITED

A Class EA Environmental Study Report documenting the planning process undertaken and conclusions reached will be on public record for a period of 45 calendar days in accordance with the municipal Class EA. **The “Review Period” will begin on June 15, 2007 and end on July 30, 2007.** The Class EA Environmental Study Report is available for public review at the following locations:

<u>Hamilton Public Library,</u> <u>Valley Park Branch</u> 970 Paramount Drive Hamilton, Ontario L8J 1Y2 (905) 573-3141	<u>Office of the City Clerk</u> 71 Main Street West City Hall, 2nd Floor Hamilton, Ontario L8P 4Y5 (905) 546-CITY	<u>City Centre</u> Public Works Department 77 James Street North Suite 320 Hamilton, Ontario L8R 2K3 (905) 546-CITY
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Subject to comments received as a result of this notice, the City of Hamilton intends to proceed with the implementation (i.e Phase 5 of the Municipal Class EA process) of the recommended projects. If after reading the Class EA Environmental Study Report, you have questions or concerns, please follow the following procedure:

1. Contact the following City staff to discuss your questions or concerns:

Mohan Philip M. Eng.
Project Manager, Strategic Planning
Capital Planning & Implementation,
Public Works Department, City of Hamilton
320-77 James St. N.
Hamilton, ON L8R 2K3
Phone: 905-546-2424 ext. 3438
Fax: 905-546-4435
Email: eplanning@hamilton.ca

2. Arrange a meeting with the above if you have significant concerns that may require more detailed explanation.
3. If you raise major concerns, the City will attempt to negotiate a resolution of the issues. A mutually acceptable time period for this negotiation will be set. If the issues remain unresolved, you may request the Minister of the Environment, by order, to require the City to comply with Part II of the Environmental Assessment Act before proceeding with the Schedule C projects. This is called a Part II Order (“bump up”). The Minister may make one of the following decisions:
 - Deny the request
 - Refer the matter to mediation
 - Require the City to comply with Part II of the Environmental Assessment Act by undertaking one of the following:
 - Submitting the Class EA Environmental Study Report for government review and approval; or,
 - Completing an Individual Environmental Assessment for government review and approval; or,
 - Preparing Terms of Reference governing the preparation of an Individual Environmental Assessment.

Requests for a Part II Order must be submitted in writing to the Minister of the Environment within the 30 day review period:

Minister of Environment
Environmental Assessment and Approvals Branch
135 St. Clair Avenue West, 12th Floor
Toronto, ON M4V 1P5

A copy of the Part II Order must also be sent to the City of Hamilton, to the attention of the Project Manager (address above).

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 June 15 and June 22, 2007.

WELCOME

PUBLIC INFORMATION CENTRE

Trinity Church Corridor Class Environmental Assessment Study

Monday, June 26, 2006

City of Hamilton

STUDY AREA

The City of Hamilton has initiated the Trinity Church Corridor Class Environmental Assessment (EA) process to identify and evaluate alternative road alignments and design concepts for a new road link from the Stone Church Road / Red Hill Valley Parkway ramps to Rymal Road and south to serve the North Glanbrook Industrial Business Park.

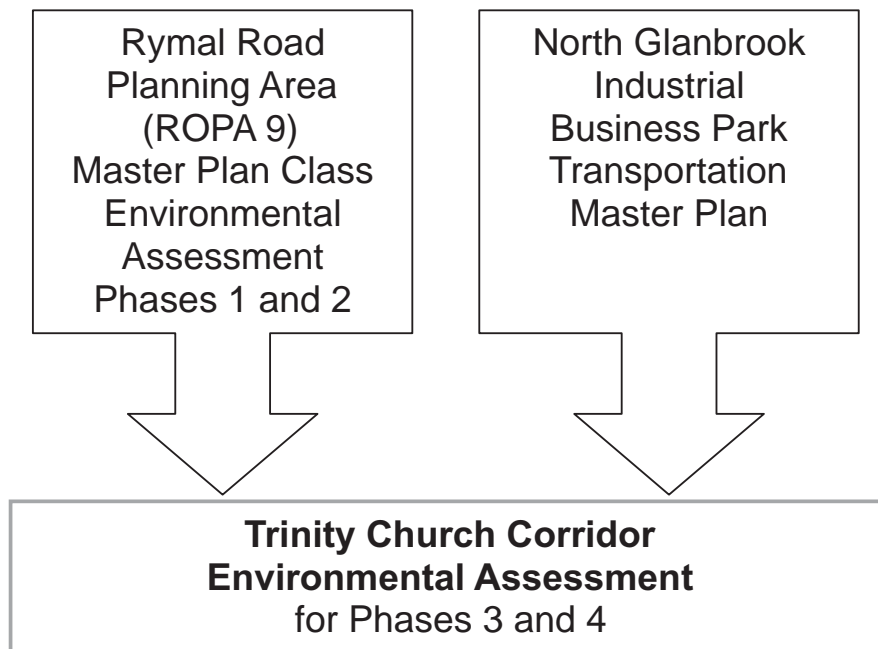
The Study Area is shown below.



STUDY BACKGROUND

- The City of Hamilton Council approved the recommendation to initiate a Master Plan Class Environmental Assessment for the Rymal Road Planning Area. The Rymal Road Planning Area Master Plan Environmental Assessment has been approved by Council (June 14, 2006) and filed on public record. The document is available for public review and comment.
- The North Glanbrook Industrial Business Park (NGIBP) Transportation Master Plan was prepared to identify a road network that will support the redevelopment of the lands in accordance with the current approved land uses for the area. The NGIBP Master Plan will be presented to Council for endorsement and direction to file on public record in the Summer 2006.

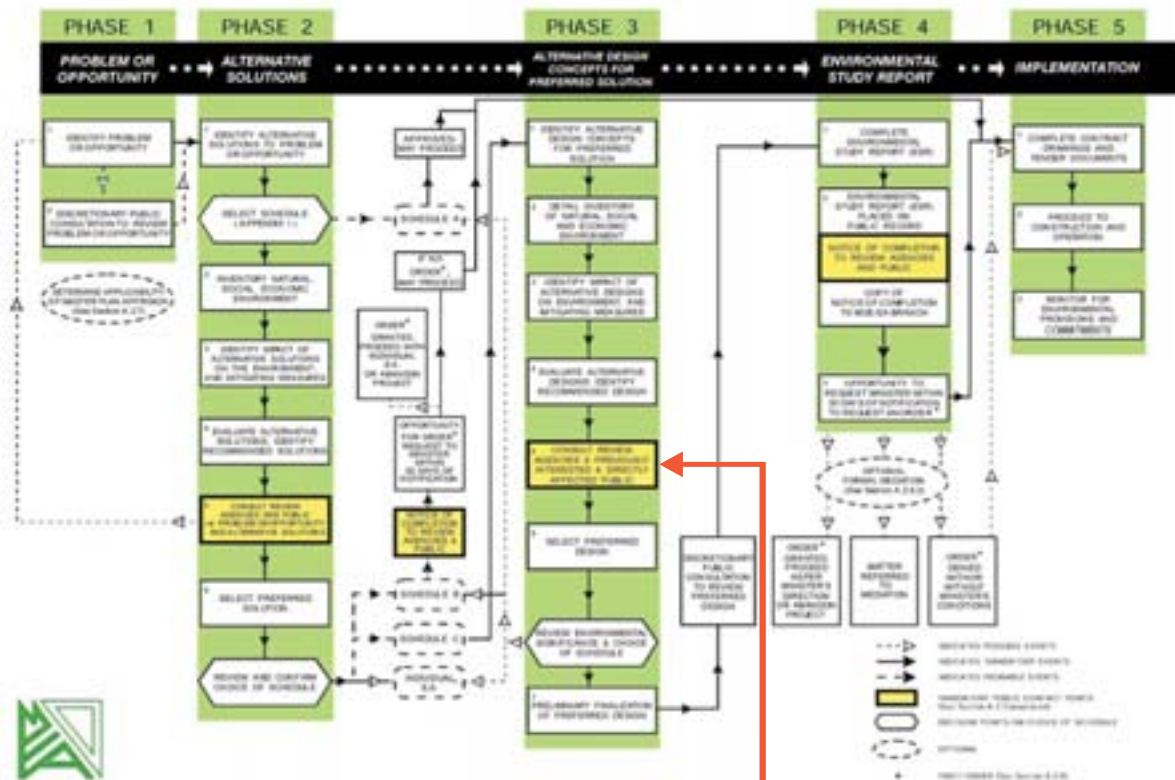
Both of these studies provided input to the Trinity Church Corridor Environmental Assessment.



CLASS ENVIRONMENTAL ASSESSMENT PROCESS

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: This flow chart is to be read in conjunction with Part A of the Municipal Class EA



STUDY PUBLIC CONSULTATION PLAN

- Opportunities for public input are provided throughout the process. Public input is gathered through public meetings, telephone inquiries, letters, email and faxes.
- Comments are always welcome. Formal public consultation points, which are also shown on the EA Process panel, are as follows:
 - Phase 2 - Public Information Centre #1 for ROPA9 Master Plan
– October 3, 2005
Public Information Centre #1 for NGIBP Master Plan
– June 29, 2005
Public Information Centre #2 for NGIBP Master Plan
– May 16, 2006
 - Phase 3 - Public Information Centre #1 for Trinity Church Corridor EA – June 26, 2006 (Tonight)
Supplementary Public Consultation for Trinity Church Corridor EA – Fall 2006
 - Phase 4 - Environmental Study Report (ESR) to Council - Fall 2006; File ESR on public record - Fall 2006
- Upon filing of the ESR, a public notice of the study completion will be published in the “Glanbrook Gazette”, “Mountain News”, “Stoney Creek News”, and the Hamilton Spectator “At Your Service”.
- The ESR will be available for public review and comment for a required minimum 30-day review period.
- During the 30-day review period, you may request that the project be ‘bumped-up’ to a Part II Order (formerly known as the “bump-up” request); if you feel, after consulting with the City, that serious environmental concerns remain unresolved. The decision to ‘bump-up’ the project to a Part II Order rests with the Minister of the Environment.

NEEDS AND OPPORTUNITY

Transportation assessments were conducted for servicing the ROPA 9 lands, and the North Glanbrook Industrial Business Park. Key findings of these studies to the needs and opportunity for the Trinity Church Corridor are as follows:

- Additional north-south capacity (equivalent to 2 lanes per direction) by 2011 between Rymal Road and Red Hill Valley Expressway ramps to service the increasing north-south traffic demands.
- Accommodation of high southbound left turn demand at Rymal Road from the freeway network by 2021.
- Maintaining the existing north-south capacity between Rymal Road to south of Twenty Road, and protecting for additional capacity in the long term.
- Improving services for transit usage, and facilities for pedestrian and cyclist usage to serve the community, as development of the Rymal Road Planning Area and the North Glanbrook Industrial Business Park proceeds.

PROBLEM AND OPPORTUNITY STATEMENT

Transportation solutions are necessary:

1. To provide additional north-south capacity to facilitate development in the surrounding areas of ROPA 9, Special Policy Area 'C' and the North Glanbrook Industrial Business Park;
2. To resolve transportation network discontinuities;
3. To improve service for autos, commercial vehicles, transit vehicles, pedestrians, and cyclists; and
4. To manage traffic impact on local roads adjacent to the study area.
5. Allow for flexibility in the proposed network to accommodate long-term growth planned for the Airport Lands as they will require accessibility to / from the Red Hill Valley Parkway.

EXISTING OFFICIAL PLAN POLICIES

Road	Current Designation	Designated Right-of-Way
Stone Church Road	Arterial	36 m
Rymal Road (Highway 53)	Arterial	36 m
Twenty Road	Collector	30 m
Dickenson Road	Arterial	36 m
Upper Mount Albion Road	Local	20 m
Trinity Church Road	Arterial	36 m
Pritchard	Local	20 m
Glover	Collector	26 m
Dartnall	Arterial	36 m



- Local Road:** provide direct access to abutting properties and carry traffic predominantly of local nature
- Collector Road:** function as connecting road links between arterial and local roads; generally carry lower traffic volumes than arterial roads
- Arterial Road:** strategic links in the road network, the main functions of which are to carry relatively high volumes of long distance traffic

EXISTING CONDITIONS

Roadway

- Trinity Church Road is a north-south arterial with a basic 2-lane rural cross-section.

Existing deficiencies include:

- Given the local designation of Upper Mount Albion Road, existing volumes are approaching the typical capacity of a local road (approximately 1,000 vehicles per day).
- The road network is discontinuous within the vicinity of Trinity Church Road between Rymal Road and the Lincoln Alexander Parkway.

Environmental

Socio-Economic

- Land use in the Study Area is predominantly agricultural and residential, with some commercial uses.
- Active development is occurring in the vicinity of the Study Area.
- Several residential dwellings are also located along the Trinity Church Road corridor.
- The Trinity United Church and Cemetery is located along this corridor at 10 Trinity Church Road.
- Buried utilities and above ground utility lines are present throughout the Study Area.

LAND USE MAP



EXISTING CONDITIONS (Cont'd)

Natural Environment – Aquatic and Terrestrial

- No Environmentally Significant Areas (ESAs) or Evaluated Wetlands are located within the study area. Redhill Valley ESA is located along the main branch of Redhill Creek downstream of the study area.
- The Eramosa Karst Area of Natural and Scientific Interest (ANSI) is located east of the study area.
- The vegetation communities identified within the Study Area are considered common and widespread throughout Ontario.
- No provincially significant plant species were identified during the field reconnaissance. Six locally rare plant species and one locally uncommon plant species were identified in the Hannon Creek subwatershed field reconnaissance.
- The wildlife habitat in the study area comprises roadside ditches, agricultural fields, hedgerows, cultural meadows, cultural thickets and Hannon Creek.
- A total of 54 wildlife species were recorded field investigations. The habitat types found within the area and secondary source information suggests that a total of 65 wildlife species (four herpetofauna, 48 birds and 13 mammals) are potential residents of the area.
- The *Fish and Wildlife Conservation Act* regulates ten of the 13 mammal species recorded plus one herpetofauna and three bird species. The *Migratory Birds Convention Act* regulates 38 of the 48 bird species. Fourteen of the bird species that could potentially nest in the study area are recommended by Bird Studies Canada as priority species for conservation in Hamilton-Wentworth.

EXISTING CONDITIONS (Cont'd)

Natural Environment – Aquatic and Terrestrial Continued

- A total of five tributaries of Red Hill Creek pass through the Study Area. A total of two tributaries of Sinkhole Creek pass through the Study Area.
- Red Hill Creek and Sinkhole Creek tributaries typically support warmwater baitfish communities, with species such as brook stickleback, goldfish, fathead minnow, and largemouth bass.
- Historical fish collection records indicate the presence of a warmwater fish community in the Red Hill Creek watershed upstream from Albion Falls, though more recent records suggest all but brook stickleback have been extirpated from this portion of the watershed.

Archaeology and Cultural Heritage

- At least 55 archaeological sites are within 2 km of the Study Area.
- One cemetery is noted within the Study Area.
- A number of residences are identified as built heritage features and a farm complex of 40 years or older is located along Rymal Road East within the Study Area. The intersection of Trinity Church Road and Rymal Road is also identified as sensitive to change.
- All identified built heritage features and cultural heritage landscapes have a local interest designation.
- Two buildings identified within the Study Area are listed in the Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest.

CULTURAL HERITAGE FEATURES

LEGEND

★ Heritage or Cultural Feature

* Heritage Feature listed in Hamilton's Heritage Volume 2: Inventory of Buildings of Architectural and/or Historical Interest

Note:

BHF = Built Heritage Feature

CHL = Cultural Heritage Landscapes



OTHER APPLICABLE POLICIES

The GRIDS (Growth Related Integrated Development Strategy) Transportation Master Plan Policy Papers outlines the following transportation objectives:

- Offer safe and convenient access for individuals to meet their daily needs.
- Offer a choice of integrated travel modes, emphasizing active transportation, public transit and carpooling.
- Enhance the liveability of neighbourhoods and rural areas.
- Encourage a more compact urban form, land use intensification and transit-supportive node and corridor development.
- Protect the environment by minimizing impacts on air, water, land and natural resources.
- Support local businesses and the community's economic development.
- Operate efficiently and be affordable to the City and its citizens.

ROPA 9 ALTERNATIVE SOLUTIONS

At the October 2005 Public Information Centre, an assessment and evaluation of alternative solutions to address the problem statement (capacity and operational deficiencies in the ROPA 9 Study Area), was presented. The alternatives included:

1. Do Nothing
2. Travel Demand Management (modify travel demand to reduce the growth of single-occupant vehicular travel during the peak travel periods, such as designated HOV lanes, carpooling, increase in transit usage)
3. Upgrade Other Routes / Build Other Routes
4. Operational Improvements (increase the capacity of the existing road network, such as changes to traffic signal timings and phasings, intersection geometric improvements, adding or changing exclusive turn lanes at intersections)
5. Widen Rymal Road to provide additional through lanes throughout the corridor
6. Extend Trinity Church Road north of Rymal Road to provide additional north-south capacity
7. Widen Regional Road 56 to provide additional through lanes throughout the study section

The alternatives were evaluated based on their ability to address the problem statement, including impacts to infrastructure, and environmental and cost impacts.

Through the assessment and evaluation, it was concluded that a new road link from the Red Hill Valley Parkway to south of Rymal Road was part of the preferred alternative.

ROPA 9 ALTERNATIVE SOLUTIONS

At the January 26, 2006 Public Information Centre, an assessment and evaluation of alternative solutions to address the traffic operations issues in the Trinity Neighbourhood was presented. The assessment and evaluation concluded that as part of the preferred alternative, the closure of Upper Mount Albion Road should be coordinated with the implementation of the new road link from the Red Hill Valley Parkway to south of Rymal Road, therefore this study will address the closure details for Upper Mount Albion Road.

The ROPA 9 Master Plan also recommended that:

- Transit service be considered along the Trinity Church Corridor;
- Potential new transit stops at intersections with Stone Church Road, Highland Road, proposed trail head for the Red Hill Valley Open Space Replacement Strategy be considered;
- Sidewalks and bicycle routes be considered for the Trinity Church Corridor extension; and
- A carpool lot be considered along the Trinity Church Road Corridor, due to its proximity to the Lincoln Alexander Parkway and the Red Hill Valley Parkway.

This study will address these recommendations.

NGIBP ALTERNATIVE SOLUTIONS

At the May 2006 Public Information Centre, an assessment and evaluation of alternative networks to support the planned future development was presented. The alternatives included:

1. Do Nothing
2. Simple Grid;
3. Modified Grid;
4. Secondary Plan; and
5. Modified Secondary Plan.

The alternatives were evaluated based on their ability to address the problem statement, including environmental and cost impacts.

Through the assessment and evaluation, it was concluded that a 2-lane arterial in the Trinity Church Road Corridor from south of Twenty Road to Rymal Road (protect for 4 lanes) was part of the preferred alternative.

Improvements required outside of the Secondary Plan Area were also presented at the May 2006 PIC. They included a 4-lane arterial from Rymal Road to Stone Church Road.

PREFERRED NGIBP ROAD NETWORK

- The primary study area is the Secondary Plan area shown in the former Township of Glanbrook Official Plan.
- In order to examine network options a broader area was considered. This included corridor connections to the future Red Hill Valley Parkway (RHVP) / Lincoln Alexander Parkway to the north and John C. Munro Airport to the west.
- The following summarize some observations about the existing network:
 - Roadways within the Secondary Plan area currently carry traffic volumes well below the available road capacity.
 - Major roadways adjacent to the Secondary Plan area such as Rymal Road and Lincoln Alexander Parkway are heavily travelled, experiencing congestion during peak travel periods.
 - Although not within the scope of the study, new or upgraded transportation corridors from the Secondary Plan area to the Lincoln Alexander Parkway and the future RHVP will be required to support development and ensure maximum accessibility to the Secondary Plan area and to reduce impacts on adjacent arterial roadways.

Note: Additional local roads will be required to connect to the municipal collector and arterial network. These roads will be determined as part of the subdivision planning process.

All arterial and collector roads will be designed to accommodate future transit as determined by HSR.

**Note: This map has been take from previous Public Information Centre
(North Glanbrook Industrial Business Park Transportation Master Plan)**



COMMENTS FROM PUBLIC INFORMATION CENTRES

A number of concerns have been brought to the project team's attention through consultation with the public for the Rymal Road Planning Area Master Plan Environmental Assessment and the North Glanbrook Industrial Business Park Transportation Master Plan. The comments received as part of the studies which are relevant to the Trinity Church Corridor EA are summarized below.

ROPA 9 Master Plan PIC Comments:

- Comments on the need for a new north south link between Rymal Road and the Red Hill Valley Parkway/Stone Church Road ramps;
- Concerns regarding the delays to implementing the link;
- Concerns regarding the alignment alternatives;
- Concerns regarding the potential impacts of a new north-south roadway on adjacent properties,
- Suggestions for consideration of other routes
- Comments on operational issues (increased traffic volumes, speeding, safety, truck traffic) on Upper Mount Albion Road, with suggestions to close the road.
- Suggestions for improvements to transit service in the study area.

NGIBP Transportation Master Plan PIC Comments:

- Former Township of Glanbrook Council's commitment for berms to protect homes on Trinity Church Road from noise and pollution and limiting access from Trinity Church Road to the park; and
- Requests to have roads routed behind the houses on Trinity Church Road and all service roads kept within the Industrial Business Park.

DESIGN CRITERIA

The new arterial road link is recommended to:

- provide a connection to the ROPA 9 and Heritage Green community traffic from the Parkway system.
- serve as an extension and transition of the Red Hill Valley Parkway to an arterial road.
- provide a connection further south as a component of the road network to serve the North Glanbrook Industrial Business Park and to service lands to the south.

Each of these needs reflects a major arterial road role.

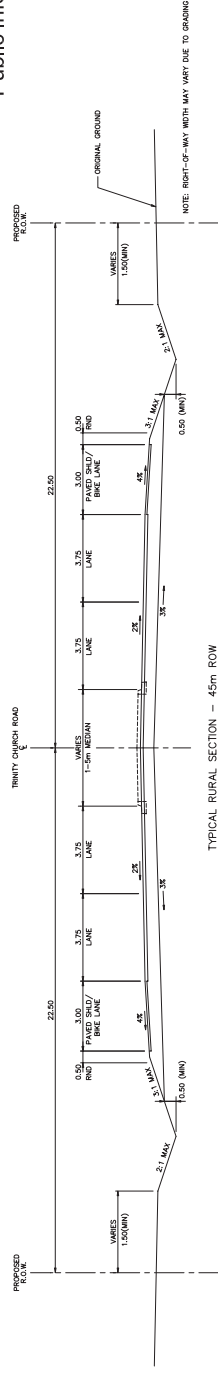
Typical cross-sections were developed to anticipate right of way needs for the corridor. The cross-sections shown illustrate standard lane widths, streetscape features, rural drainage and/or accommodation of urban boulevard features including sidewalk.

Right-of-way Requirements:

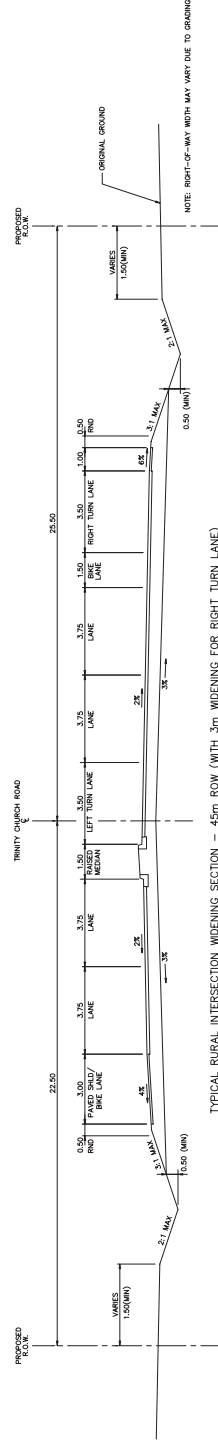
- 4-lanes
- Shoulders
- Exclusive turning lanes
- Sidewalks
- Bike paths
- Streetscaping
- Utilities
- Ditches or Curb and Gutter
- Median

TYPICAL CROSS SECTIONS

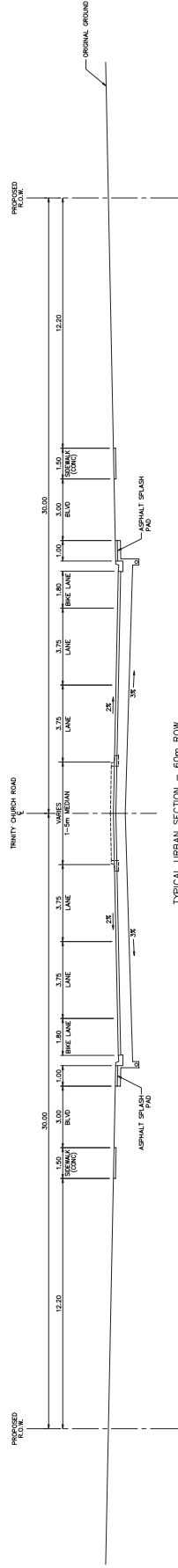
Trinity Church Corridor Class Environmental Assessment Study Public Information centre No. #1 June 26, 2006



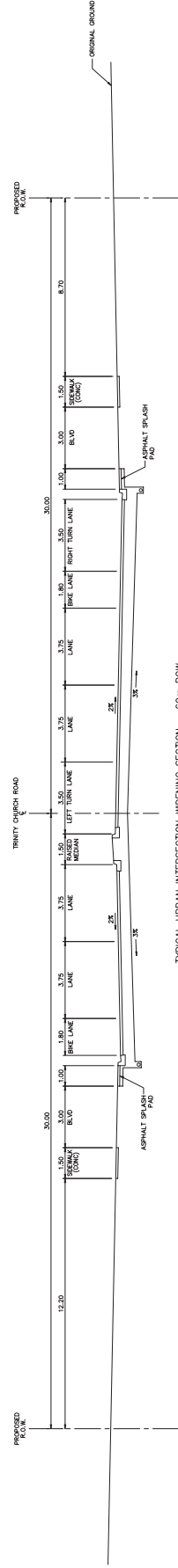
TYPICAL RURAL SECTION - 45m ROW



TYPICAL RURAL INTERSECTION WIDENING SECTION - 45m ROW (WITH 3m WIDENING FOR RIGHT TURN LANE)



TYPICAL URBAN SECTION - 60m ROW



TYPICAL URBAN INTERSECTION WIDENING SECTION - 60m ROW

NOTE: CROSS SECTIONS ARE SUBJECT TO DETAIL DESIGN

ALTERNATIVE DESIGNS

The technically preferred planning solution is to provide a new 4-lane arterial road link between the Red Hill Valley Parkway Ramps to south of Rymal Road. As such, initial Alternative Design Concepts for the alignment of the 4-lane arterial road connection for the Trinity Church Corridor include:

- Alignment east of the existing Trinity Church Road
- Extension of the existing Trinity Church Road from Red Hill Valley Parkway ramps at Stone Church Road to Rymal Road and widening of the existing Trinity Church Road south of Rymal Road
- Alignment between Pritchard Road and existing Trinity Church Road
- Alignment near Pritchard Road
- Alignment on Pritchard Road

Additional roadway enhancements / improvements could include:

- Enhanced pedestrian environment
- Wider curb lanes that could accommodate cyclists
- Improved access to side streets and driveways
- Enhanced streetscaping

ALTERNATIVE DESIGN CONCEPTS

**Trinity Church Corridor
Class Environmental Assessment Study**
Public information centre No. #1
June 26, 2006



DESIGN ALTERNATIVES ASSESSMENT CRITERIA

The assessment criteria for evaluating the design alternatives include impacts on the transportation network, impacts to the natural, social and economic environments, and costs, as follows:

Transportation Services

- Corridor Capacity and Level of Service
- Access for Emergency Vehicles
- Network Connectivity
- Compliance with the North Glanbrook Industrial Business Park Master Plan
- Flexibility for Future Network Connections (e.g. Airport)
- Accommodation for Pedestrians and Cyclists
- Traffic Safety
- Access to Adjacent Lands
- Geometric Standards
- Transit Operations
- Travel Demand Management
- Construction Staging – Implications on Transportation

Natural Environment

- Vegetation
- Wildlife
- Aquatic Habitat
- Eramosa Karst
- Stormwater

DESIGN ALTERNATIVES ASSESSMENT CRITERIA CONTINUED

Socio-Economic Impacts

- Property Requirements for Right-of-Way
- Residents
- Businesses
- Noise
- Archaeological / Cultural Heritage Resources
- Air Quality
- Agriculture
- Recreation
- Institutions
- Allows for Servicing to Adjacent Lands
- Construction Staging – Implications on Residents / Institutions
- Impacts on residents in adjacent areas

Costs

- Utility relocation
- Capital cost
- Maintenance and Operation Costs
- Potential for Contamination
- Property Acquisition
- User Costs

EVALUATION OF DESIGN ALTERNATIVES CHART



ANALYSIS AND EVALUATION OF DESIGN ALTERNATIVES FOR TRINITY CHURCH ROAD EXTENSION

CRITERIA	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
Option 1 DO NOTHING: Provides no connection of the Red Hill Valley Parkway ramps at Stone Church Road.		Option 2 NORTH-SOUTH ROAD EAST OF EXISTING TRINITY CHURCH ROAD: Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which runs parallel to existing Trinity Church Rd.	Option 3 EXTENSION OF EXISTING TRINITY CHURCH ROAD: Represents extension of Trinity Church Road from Rydal Road to Red Hill Valley Parkway Ramp at Stone Church Road and widening of existing Trinity Church Road South of Rydal Road.	Option 4 NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD: Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which runs parallel to existing Trinity Church Rd between Pritchard Road and existing Trinity Church Road.	Option 5 NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD: Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which connects to Rydal Road in the vicinity of Pritchard Road and runs parallel to existing Trinity Church Rd south of Pritchard Road.	Option 6 NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD (AT PRITCHARD): Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which connects to Rydal Road at Pritchard Road and runs parallel to existing Trinity Church Rd south of Pritchard Road.
TRANSPORTATION SERVICE:						
Consider Capacity and Level of Service	○	●	●	●	●	●
Access for Emergency Vehicles	○	●	●	●	●	●
Network Connectivity	○	●	●	●	●	●
Compliance with the Metrolinx Master Plan	○	●	●	●	●	●
Flexibility for Future Network Connections (e.g. Airport)	○	●	●	●	●	●
Accommodation for Pedestrians and Cyclists	○	●	●	●	●	●
Traffic Safety	○	●	●	●	●	●
Access to Adjacent Lands	○	●	●	●	●	●
Geometric Standards	○	●	●	●	●	●
Transit Operations	○	●	●	●	●	●
Travel Demand Management	○	●	●	●	●	●
Construction Impact (north of Rydal Road) - Implications on Transportation	●	●	●	○	●	●

ANALYSIS AND EVALUATION OF DESIGN ALTERNATIVES FOR TRINITY CHURCH ROAD EXTENSION

CRITERIA	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
SOCIO-ECONOMIC IMPACTS:						
Property Requirements for Right-of-Way	●	●	●	●	●	●
Residents: § Disturbance and disruption § Privacy - use and enjoyment of property	●	○	○	●	●	●
Businesses: § Property requirements § Disturbance and disruption	●	●	●	●	●	●
Noise: § Sensitive receptors experiencing change in sound level (≥ dBA and more) over ambient conditions	●	●	●	●	●	●
Archaeological / Cultural Heritage Resources	●	●	●	●	●	●
Air Quality	○	●	●	●	●	●
Agriculture	●	●	●	●	●	●
Recreation	●	●	●	●	●	●
Institutions	●	●	●	●	●	●
Ability to Provide Servicing to Adjacent Lands	○	●	●	●	●	●
Construction Impact (north of Rydal Road) - Implications on Residents / Institutions	●	●	●	●	●	●
Traffic impacts on local roads adjacent to the study area	○	●	●	●	●	●

EVALUATION OF DESIGN ALTERNATIVES CHART

LEGEND
 most preferred

 least preferred

ANALYSIS AND EVALUATION OF DESIGN ALTERNATIVES FOR TRINITY CHURCH ROAD EXTENSION

CRITERIA	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
NATURAL ENVIRONMENT IMPACTS						
Vegetation						
Wildlife						
Aquatic Habitat						
Traverse Route § North Route § South Route						
Drainage						
§ Water quantity and quality						
CMES						
Utility Relocation						
Capital Cost						
Maintenance and Operation Costs						
Potential for Contamination						
Property Acquisition						
Cost-Effect						

ALTERNATIVES CARRIED FORWARD

LEGEND
 most preferred

 least preferred

Summary of analysis and evaluation

CRITERIA	Option 1	Option 2	Option 3	Option 4	Option 5	Option 6
	DO NOTHING Provides no connection of the Red Hill Valley Parkway ramps at Stone Church Road.	NORTH-SOUTH ROAD EAST OF EXISTING TRINITY CHURCH ROAD Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which runs parallel to existing Trinity Church Rd.	EXTENSION OF EXISTING TRINITY CHURCH ROAD Represents extension of Trinity Church Road from Red Hill Valley Parkway ramps at Stone Church Road to Rydal Road and widening of existing Trinity Church Road south of Rydal Road.	NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which runs parallel to existing Trinity Church Rd between Pritchard Road and existing Trinity Church Road.	NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which runs parallel to existing Trinity Church Rd south of Pritchard Road.	NEW NORTH-SOUTH ROAD WEST OF EXISTING TRINITY CHURCH ROAD (411 FREEWAY) Represents connection of Red Hill Valley Parkway ramps at Stone Church Road via a north-south road which connects to Rydal Road at Pritchard Road and runs parallel to existing Trinity Church Rd south of Pritchard Road.
Transportation Service						
Social Environment						
Natural Environment						
Costs						
Recommendation	Revised: Not	Revised: Not	Revised: Not	Carry Forward for Further Investigation	Carry Forward for Further Investigation	Carry Forward for Further Investigation

FUTURE ACTIONS

- We will review all comments and suggestions received from the public and agencies.
- Based on public and agency input, we will:
 - Develop Alternatives carried forward
 - Select a technically Preferred Design Alternative
 - Prepare a preliminary design for the Preferred Design Alternative

The next Public Consultation Event is tentatively scheduled for Fall 2006. At this time, we will present and request your input on:

- The evaluation of the Alternative Designs carried forward
- A preliminary Preferred Design

YOUR INPUT IS IMPORTANT

Your input is important.

We invite you to fill in the comment sheet with your comments and suggestions.

If you wish to be put on our mailing list, require further information, or wish to provide input to the study, you can contact us in the following ways:

Christine Lee-Morrison
Project Manager
City of Hamilton
Public Works Department
320-77 James Street North
Hamilton, ON L8R 2K3

Phone: (905) 546-2424 ext. 6390
Fax: (905) 546-4435
E-Mail: cleemorr@hamilton.ca

Nathalie Baudais, P.Eng.
Consultant Project Coordinator
iTRANS Consulting Inc.
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Please also note that information on the project can be found on the City's website at the following address:

www.hamilton.ca/ropa9



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





Summary of

PUBLIC INFORMATION CENTRE #1

Trinity Church Arterial Corridor Class Environmental Assessment Study

Phase 3 and 4

Monday, June 26th, 2006
From 6:30 PM to 8:30 PM

City of Hamilton



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1. INTRODUCTION

The first Public Information Centre (PIC#1) was held on Monday, June 26th, 2006, at the Salvation Army Church Gymnasium, 300 Winterberry Drive, in the City of Hamilton. The purpose of the PIC#1 was to present the inventory of the natural, social, and economic environments; alternative design concepts; the evaluation of the alternative design concepts; and the identification of the short listed alternatives. The format was an open house format with an opportunity to speak with project team members on an individual basis and to view the display panels and drawings.

Approximately 60 members of the public attended the PIC. The following representatives from the project team were in attendance:

City of Hamilton: Christine Lee-Morrison, Project Manager – Strategic Planning
Mohan Philip – Strategic Planning
Vanessa Grupe – Community Planning
Emily Groth – Strategic Planning

iTRANS Consulting: Ray Bacquie, Study Project Manager
Nathalie Baudais, Transportation Planner

LGL: Leslie Collins, Botanist

Councillor Phil Bruckler of Ward 9 of the City of Hamilton was also in attendance.

2. NOTIFICATION

Advertisements were placed in the Hamilton Spectator on Friday, June 16, 2006 and Friday, June 23, 2006, and in the Brabant paper on Friday, June, 16, 2006 informing the public of the PIC. Notification letters were also mailed out to property owners within the study area, to other individuals who had responded with an interest in the study since its commencement, to conservation authorities, Federal and Provincial agencies, and utility companies.

3. PIC PRESENTATION MATERIAL

Upon arrival at the PIC, attendees were asked to sign a visitor registration sheet. Fifty seven people signed the registration sheet.

Twenty-nine panels were displayed. The information panels included the following:

- Welcome and study area
- Description of the study background
- Chart of the Class EA process



- Description of the public consultation plan
- Summary of the needs and opportunities for the area
- Problem and opportunity statement for the study area
- Existing official plan policies and other applicable policies
- Description of existing conditions
- ROPA 9 alternative solutions
- North Glanbrook Industrial Business Park alternative solutions
- Summary of public information comments from the related EA and Transportation Master Plans
- Alternative design concepts
- Design alternatives assessment criteria
- Chart of the evaluations of design alternatives
- Alternatives carried forward
- Future actions
- Contact information

4. SUMMARY OF QUESTIONS AND COMMENTS

The questions asked and comments received verbally or via comment sheets at the PIC and comments/questions received after the PIC via e-mail, letters and telephone calls are summarized below:



Comments	Responses
Comments Regarding the Needs, Opportunities, and Problem Statement Presented	
<p>I feel you are not helping the problem but are adding to the problem. You need to keep it simple. You need to cut down on the road building and try using the roads that are in place. You need to use less intersections with traffic lights.</p>	<p>The need for the Trinity Church Corridor was established during the needs assessment in the Master Plan which was filed in July 2006.</p> <p>Existing traffic volumes on Upper Mount Albion Road are at the functional capacity of a typical local road. Upper Mount Albion is currently providing an important role and function as a north-south link between Rymal Road and Stone Church Road. As such, it is operating more as an arterial roadway function, although it is designated a local road. Future traffic volumes are anticipated to exceed the capacity of a local road under 2011 and 2021 conditions. Traffic management measures to limit or reduce traffic levels on Upper Mount Albion Road and to keep its local road function, would be appropriate by 2011. However, additional north-south capacity at the west end of the Study Area would be required to accommodate the diverted traffic, and should therefore be coordinated with construction of a new roadway to provide this capacity.</p> <p>At the same time, there is also insufficient north-south capacity in the Study Area road network to accommodate future traffic demands. Additional north-south capacity (equivalent to 2 lanes per direction) is needed in the vicinity of Trinity Church Road by 2011. A 4-lane extension of Trinity Church Road north of Rymal Road would have sufficient capacity to accommodate future traffic demands, including diverted traffic, should Upper Mount Albion Road be closed to through traffic.</p> <p>The North Glanbrook Industrial Business Park Master Plan has identified a need for a longer-term extension of Trinity Church Road to continue south of Rymal Road to service the Business Park and to allow flexibility for a potential future connection to the airport.</p>
<p>Pleased to see “manage traffic impact on local roads” comment. Trinity Church Rd is already taking the brunt of traffic coming from the new subdivisions in Binbrook Village.</p> <p>Rymal Rd should be expanded to 4 lanes as soon as possible with the installation of the proposed traffic light at the intersection of Fletchers and Rymal a.s.a.p. as well.</p> <p>At this time it is very difficult to turn left from Trinity Church at Rymal/ Second Rd West left toward Elfrida (Someone hit me last Friday morning trying to turn left from that intersection). Another stoplight might help the flow of traffic (create “breaks”) in addition to the one at Walmart entrance.</p>	<p>Comment noted.</p> <p>The widening of Rymal Road will be addressed by the Rymal Road Planning Area Class Environmental Assessment Study which is occurring concurrently. The Rymal Road Planning Area EA also addressed the traffic control at intersections along the corridor. The study recommended the installation of traffic signals at the Rymal Road / Trinity Church Road intersection and traffic signals at the Rymal Road / Second Road West and Rymal Road / Fletcher Road intersections.</p>
Comments for Evaluation Criteria Used	
<p>I have been to the Valley Park Library to look at the Class EA Master Plan Report and also to the Hamilton website. I found the information helpful.</p>	<p>Comment noted.</p>
<p>Pleased to see consideration for “impacts on residents” and “implications on residents” as part of the evaluation criteria.</p>	<p>Comment noted.</p>



Comments	Responses
Comments for Alternative Transportation Alignments	
<p>I do not agree with the preliminary preferred alignment for Trinity Church Corridor or the Dartnall Rd. Extension.</p> <p>The Red Hill Extension needs to go south over Highland then west to the base of Anchor Rd. then south to Glover and Rymal Rd. The extension will have no stops on it until it reaches Glover and Rymal. A light will be needed and Glover needs to be widened to four lanes up to Twenty Rd. This will put the Red Hill extension in the middle of the Glanbrook Industrial Park. The road between Glover and Trinity Church, at Twenty Road needs to be built. The lands in the park need to be kept big to draw big industry.</p> <p>The Dartnall Rd. Extension needs to start at Rymal and run over the 198 sewer line into the base of the Park then south over Twenty, turning west to Nebo Rd. Dartnall needs to be hooked up to this road. The new road name could be called Felker Drive. The road needs to be built on higher ground.</p> <p>Please see map for both roads.</p>	<p>Alternative 4 was established as the preferred design alternative since it allows for a desirable geometry, results in more developable land and maintains the original intent of the Secondary Plan (which designates light industrial west of the Trinity Church Corridor and service commercial and residential to the east) and results in lesser impact to the environmentally sensitive black walnut cultural woodlot relative to the other options.</p>
<p>I totally agree with the route alternatives. The road should be between Trinity Church to Pritchard connecting to the Glanbrook Industrial Park. Options No. 5 and 6. The best of the 3 would be #6.</p>	<p>Comment noted.</p>
<p>The alternative transportation alignment that makes more sense is Option #3, by connecting Trinity Church Road to the Red Hill Expressway Exit – then upgrade Dickenson Road from Trinity Church Road to Nebo Road. Also upgrade Nebo Road and Glover Road from Rymal Road to Dickenson Road – Once these roads are upgraded it will be very easy to service the Glanbrook Industrial Park from any cardinal point, North, South, East and West. It is more economic to upgrade existing roads than to build new ones.</p>	<p>Although Option 3 would provide a more direct route, it was screened out for several reasons, including potential impacts to:</p> <ul style="list-style-type: none">▪ Existing properties,▪ Existing residents,▪ Two built heritage features,▪ Two cultural heritage landscapes,▪ Trinity United Church and access from parking lot across Trinity Church Road, and▪ Sinkhole
<p>Trinity Church Rd. from Red Hill Exit will be best to service the Industrial Park.</p>	<p>Although Option 3 would provide a more direct route for transportation and servicing, it was screened out for several reasons, including potential impacts to:</p> <ul style="list-style-type: none">▪ Existing properties,▪ Existing residents,▪ Two built heritage features,▪ Two cultural heritage landscapes,▪ Trinity United Church and access from parking lot across Trinity Church Road, and▪ Sinkhole <p>The North Glanbrook and East Mountain Industrial Parks will both be well serviced by the preferred alternative (Option 4).</p>



Comments	Responses
<p>Prefer #6 (aqua colour) – the one that crosses Rymal right at Pritchard. Will be the least impact on the “commercial” sites along Rymal; #5 the “red” route cuts through/ too close to the Hamilton Back Clinic “lot”.</p> <p>The houses on Pritchard Road have already been either purchased or left to “rack and ruin” knowing that this extension from Red Hill Expressway was going to happen “in the future” twenty years ago. Both red (#5) and aqua (#6) are more centrally located between Glover and Trinity Church (keeping the road away from existing residences back of the lots on both roads) but #6 aqua is better closer to Rymal away from commercial zoned lots on Rymal.</p> <p>Do not want to see roads from the North Glanbrook Industrial Park have access to Trinity Church Rd!</p> <p>The “Twenty Road” extension out to Trinity Church has never been on any other proposal – don’t want it/ don’t need it. The proposed “Twenty Road extension and the proposed “North Collector Road” should not in any circumstance exit onto residential Trinity Church Road. At Rymal, use a “roundabout” (4 lane) like the one proposed for #56 Highway in Binbrook.</p>	<p>These comments were taken into account in the further evaluation of options 4, 5, and 6. However, Option 4 was found to be preferable for several reasons, including:</p> <ul style="list-style-type: none">▪ Does not create odd-shaped parcels within the East Mountain Industrial Business Park.▪ The geometry of the new midblock collector road in the East Mountain Industrial Business Park satisfies the desirable tangent lengths and sight lines. Back to back curves on both Option 6 and the midblock collector are not desirable.▪ More in keeping with the original intent of the Secondary Plan, which designates light industrial west of the Trinity Church Corridor and service commercial and residential to the east.▪ Results in more developable land. The further east the road is, the more residential/commercial land is created and less light industrial.▪ Avoids impacts to the black walnut cultural thicket▪ Avoids impacts to the Hamilton Back Clinic lot <p>A multi-lane roundabout (2-lanes) is recommended for the intersection of Trinity Church Arterial Corridor / Rymal Road.</p> <p>The extension of “Twenty Road” and the “North Collector Road” to the existing Trinity Church Road are not needed and have been removed.</p>



5. CONCLUSIONS

In general, the public was supportive of the project. Most of the comments received were in favour of the short-listed alternative design options.

Copies of the comments are on file with the City.



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Distribution: 2.3

Project # 3349

Meeting Minutes

Project: Trinity Church Corridor Environmental Assessment

Subject: **Stakeholder Meeting**

Meeting Date: 2:00 p.m., Monday, June 19, 2006

Location: City Centre, Meeting Room A, Hamilton

Prepared by: Nathalie Baudais

Attendees:

John Demik
Elaine Vin
Adi Irani
Anil Wijesooriya – ORC
John Mackenzie – ORC
Wendy Tuninga
Angelo Paletta
Christine Lee-Morrison – City of Hamilton
Mohan Philip – City of Hamilton
Leanne Ryan – City of Hamilton
Harold Groen – City of Hamilton
Emily Guthrow – City of Hamilton
Ray Bacquie - iTRANS
Nathalie Baudais - iTRANS

Distribution:

Attendees
Ali Abood
Anthony Lombardi
Joseph Maziarz
Joe and Vittoria Dicienzo

	Item	Action
1.0	Roundtable introductions were done.	

2.0	<p>Christine Lee-Morrison provided study background information, including:</p> <ul style="list-style-type: none"> ▪ A study context flow chart to explain how this study related to the ROPA9 Master Plan study, Special Policy Area 'C', Trinity Neighbourhood and the North Glanbrook Industrial Business Park (NGIBP) Master Plan study. ▪ The ROPA9 Master Plan has been approved by Council and the Notice of Study Completion has been issued for the Schedule B projects. ▪ The NGIBP Master Plan is nearing completion and will be presented to Council in July. ▪ Trinity Church Corridor Environmental Assessment for the Phase 3 and 4 is underway. Phase 1 and 2 were completed through the ROPA9 Master Plan for the section north of Rymal Road and through the NGIBP Master Plan for the section south of Rymal Road. 	
3.0	<p>The design alternative alignments were discussed.</p> <ul style="list-style-type: none"> ▪ Official Plans show the alignment as an extension to Trinity Church Road; however there was no predetermined alignment. ▪ The evaluation is considering several criteria, such as property impacts, natural environment, and many others. 	
4.0	<p>The section north of Rymal Road has been identified as a shorter-term need to service the ROPA9 lands and to close Upper Mount Albion Road. The section south of Rymal Road will be coordinated with development.</p>	
5.0	<p>Options 2 and 4:</p> <ul style="list-style-type: none"> ▪ Present difficulties during the interim timeframe when the north section will be built but prior to the south section. ▪ An intersection with high turning volumes will be closely spaced to the Rymal Road / Trinity Church Road intersection. ▪ Option 4 also has more impacts to the natural environment. 	
6.0	<p>Option 3:</p> <ul style="list-style-type: none"> ▪ Concerns have been expressed from residents on Trinity Church Road for this alignment. ▪ The church and cemetery present a constraint. ▪ There are two listed heritage buildings along the alignment. 	

7.0	There are sight distance constraints in the area due to the back to back curves on Rymal Road and the curves on some of the proposed alignments.	
8.0	A 90 km/h design speed is being used to design the alternatives. This correlates to a 70 or 80 km/h posted speed limit. Option 5 is the alternative that most closely meets the sight distance requirements.	
9.0	The design will be for a 4-lane cross-section.	
10.0	<p>There are two options for right-of-way (ROW) designation.</p> <ul style="list-style-type: none"> ▪ 60 m ROW for a high end arterial road (as designated in the Region's Official Plan); or ▪ A 36 m ROW. ▪ Mud Street west of Highway 20 (Upper Centennial Parkway) has a 60 m ROW. ▪ The ROW will be recommended based on operational policies and design considerations. 	
11.0	Development in ROPA beyond the cap is contingent on either the required environmental assessments and respective capital budgets are finalized and funding is in place, <u>or</u> , until individual traffic impact studies have been approved.	
12.0	A discussion was held regarding the provision of an east-west midblock collector in the lands north of Rymal Road. These have not been directly addressed, but access points could be allowed with a minimum spacing of 300 to 400 m. This would allow for one midblock between Highland Road and Rymal Road.	
13.0	There are parcels on the mapping west of Glover and north of Twenty Road that do not exist. These lands are all owned by the same owner.	
14.0	A discussion was held regarding the timing of the project in relation to Dartnall Road. This project does not take any priorities from Dartnall Road. They are both proceeding concurrently.	
15.0	Some concerns were expressed regarding Option #2. The development block between Option 2 and Trinity Church Road has been approved for development. This will be confirmed with the Planning Department and overlain on the mapping.	iTRANS / City

16.0	Concerns were expressed regarding Options 5 and 6. Creating development parcels will be difficult with these alternatives. Access to the lands would be difficult unless direct access could be provided. Consolidation of the accesses would be required where possible. A meeting will be scheduled with ORC to discuss further.	iTRANS / City
17.0	The trunk servicing to Binbrook is located south on Glover Road, east on Twenty Road, south on Trinity Church Road and east on Golf Club Road.	
18.0	Typical cross-sections are being prepared to illustrate what the road would look like.	iTRANS
19.0	Concerns were expressed regarding potential traffic calming measures. Plantings and non-intrusive measures could be investigated.	
20.0	Roundabouts are being investigated at the intersection of Trinity Church Corridor and Rymal Road.	
21.0	The traffic forecasts incorporated the growth projections for the entire City. The traffic forecasts also reflected the loss of development due to the Karst lands.	
22.0	The Corridor south of Rymal Road is needed to service the NGIBP. The need for the section between Stone Church Road and Rymal Road will exist as soon as the Red Hill Valley Expressway ramps open in 2007. This section will be implemented as soon as the City can complete the detail design, property acquisition, funding.	
23.0	A preferred alternative has not yet been identified but the westerly routes present several benefits. A request was made to modify Options 5 and 6 for the lands to be more useable. This will be examined. If the lands cannot be developed, there is the potential to create a carpool lot, but the lot will need to be provided with access.	iTRANS
24.0	A concern was raised regarding changes in land use designations to ensure land use compatibility.	
25.0	The Red Hill Valley Open Space Strategy highlights a trail crossing which will need to be considered. The trail and midblock collector could potentially be coordinated. Discussions will be held with the City to determine the ability of relocating the trail to coordinate with a midblock collector.	iTRANS

26.0	The ORC has conducted Stage 1 and 2 archaeological studies and have identified 5 sites north of Highland Road and 6 sites south of Highland Road. They are proceeding with the Stage 3 and 4 assessments and are willing to share the studies with the City. They have completed their Category B Class EA.	ORC
27.0	A meeting will be scheduled with ORC and the City's neighbourhood planners to discuss the Trinity Collector Road.	
28.0	Concerns were expressed regarding the connection of Trinity Church Corridor and Dartnall Road to Nebo Road. This will be discussed with Gavin Norman who is the project manager for the NGIBP Master Plan. This connection will be addressed through that study and not the Trinity Church Corridor EA.	iTRANS / City



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Distribution: _____

File: 2.2

Project # 2808

Meeting Minutes

Project: ROPA 9 Master Plan Class Environmental Assessment
Subject: **Stakeholder Committee Meeting #3**
Meeting Date: 6:00 p.m., Monday, October 2, 2006
Location: City of Hamilton - McMaster facility 50 Main Street E; former Court House
Prepared by: Nathalie Baudais
Attendees:

Julia Salvini – Smart Centres
Steve Spicer – Multi-Area Developments
Adi Irani – A.J. Clarke and Associates
Cory Giacinti – Urbex representing Silvestri Investments
Councillor David Mitchell – City of Hamilton Ward 11
Councillor Phil Bruckler – City of Hamilton Ward 9
Christine Lee-Morrison – City of Hamilton
Mary Lou Tanner – City of Hamilton (partial)
Mohan Philip – City of Hamilton
Peter De Iulio – City of Hamilton Planning
Vanessa Grupe – City of Hamilton Planning
Ray Bacquie – iTRANS
Liza Sheppard – iTRANS
Nathalie Baudais – iTRANS

Distribution:

Attendees
Gavin Norman – City of Hamilton Planning
Leanne Ryan – City of Hamilton Traffic
Stakeholder Members

	Item	Action
1.0	Welcome & Introductions	
2.0	Project Update	

2.1	CLM provided an update on the study. The notice of Study Completion for the Master Plan and Schedule 'B' projects (road closures and traffic calming monitoring for Second Road West and Upper Mount Albion Road) was circulated in July, and the Master Plan was filed on public record. No Part II Order requests were received. Currently proceeding with Phase 3 and 4 for the Schedule 'C' projects. The Phase 3 PIC for the Trinity Church Corridor was held on June 26, 2006. The Phase 3 PIC for ROPA and SPA 'C' will be held on October 12, and the Phase 3 PIC for Trinity Neighbourhood Collector will be held on October 18.	
3.0	Trinity Neighbourhood Collector Design Alternatives and Recommendations	
3.1	Six alternative alignment options were evaluated. Five of these were presented in the Master Plan document. A sixth alternative alignment located west of the City's water reservoir site was also investigated, as a result of the public consultation process.	
3.2	Two additional alternatives were also presented by the Hamilton Conservation Authority to minimize impacts to the Karst feeder area, but were screened out. One was screened out due to the geometrics of the alignment. The other was screened out because it would involve redesignation of a portion of Second Road West from a local road to a collector road.	
3.3	Option 1 at Glenhollow Drive has been identified as the preliminary preferred option. It will be a 2 lane roadway with a 26.22 m ROW. This alignment as presented in the Master Plan, has been shifted further west to provide additional buffer to the Richdale Crescent residents.	
3.4	The City of Hamilton has met with property owners who would be impacted by the alignments, including the preliminary preferred.	
3.5	Additional studies will need to be completed prior to the construction of the collector road, as requested by the Conservation Authority. A stormwater management plan will need to be prepared and a monitoring program developed prior to construction. To more fully understand the 3 Karst features that could be impacted by the alignment, tracer studies and pumping tests will also be required.	

3.6	The residents on Richdale Crescent will likely express concerns about the new collector road. It is the City's intention to retain as much of the woodlot as possible, to maintain a buffer to the residents on Richdale Crescent. There may also be the potential for additional lotting on the east side of the collector road which would separate the residents from the new roadway.	
3.7	A consultant has been hired to assess the woodlot in more detail to ensure that the natural environment has been completely assessed.	
3.8	The residents on Glenhollow Drive may also express concerns about the connection of the new collector to Highland Road at Glenhollow Drive road. iTRANS to investigate how potential traffic impacts would be mitigated, and whether Glenhollow Drive would be a candidate for traffic management measures.	iTRANS
3.9	The land use review for Trinity Neighbourhood is underway and 3 high level land use concepts will be presented at the PIC on October 18. Another PIC will be held at the end of November for the land use review study.	
3.10	A review of roundabouts at the Glenhollow Drive and Highland Road intersection was completed. The use of roundabouts was eliminated due to the need to purchase the northeast and northwest properties to construct the roundabout. However the City is reconsidering the possibility of a roundabout at this intersection.	
4.0	Trinity Church Corridor Update	
4.1	Option 2 (alignment east of existing Trinity Church Road) and Option 3 (alignment along existing Trinity Church Road) were screened out at the PIC held in June.	
4.2	The 3 westerly alignments are still being evaluated. None of the alignments are ideal which makes the evaluation particularly difficult.	
4.3	The construction of the alignment will be phased, the portion north of Rymal Road will be constructed first and the portion south of Rymal Road will be constructed as development proceeds.	
4.4	Option 6 presents the ability to place the intersection on the outside of the Rymal Road curves; however, property is required on the south side to obtain adequate sightlines.	

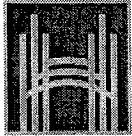
4.5	Option 5 requires property on the south side of Rymal Road to obtain adequate sightlines.	
4.6	Option 4 is more centrally located and is on the tangent section between the Rymal Road curves. It provides adequate tangent sections. The alignment is not as constrained north of Rymal Road allowing for a midblock collector with more desirable geometry.	
4.7	The evaluation to date is coming out towards Option 4 as the preferred but the alignment is still being refined to minimize sight distance impacts and property impacts.	
4.8	Pritchard Road will ultimately be closed.	
4.9	The spacing between the intersections at Trinity Church Road and the Trinity Church Corridor is also a concern. The type of traffic controls is still being considered.	
4.10	A discussion regarding the existing Trinity Church Road was held. Although the need for the closure has not been identified through this process, it can be identified / approached through other means.	
4.11	It was suggested that if Trinity Church Road is not closed, a roundabout may be a good option at its intersection with Rymal Road. There are some difficulties with a roundabout at this location, particularly with the properties on the north side and the listed buildings on the south side.	
4.12	A question was raised as to whether the Trinity Church Corridor would become the back way to the airport? The preferred route (Dartnall Road extension vs Trinity Church Corridor) should be expressed to the public since this would affect many rural properties. Nebo Road would be an attractive route since it affects less properties.	
4.13	The cross-section of the Trinity Church Corridor south of Rymal Road was discussed. Concerns were expressed that a rural cross-section was shown, but that the City could come back to request urbanization at a later time.	
4.14	The traffic controls at Trinity Church Corridor / Stone Church Road were discussed. Some type of traffic control will be needed as soon as the ramps open in 2007. These studies assessed the intersection as traffic signal controlled, but the City is still reviewing the draft Traffic Impact Study.	

5.0	SPA 'C' Transportation Design Alternatives and Recommendations	
5.1	Stone Church Road will be widened to 4 lanes with a centre left turn lane and a ROW of 120 feet (36.58 m). Widening to the north, widening to the south and widening about the centreline were assessed. The preliminary preferred alternative is to widen about the centreline.	
5.2	This option does result in property acquisition impacts on the townhouse development due to grading impacts. However, during detail design, the City will work closely with the property owners for ways to minimize impacts (retaining walls, etc.). The grading on the north side will be coordinated with development.	
5.3	A discussion regarding the discrepancy of ROW ownership on the north side of Stone Church Road from the proposed truck entrance to the ramps was held. The surveyors for the developer have confirmed the developers' ownership, but the work is not yet complete. A copy of the survey is to be provided to iTRANS.	Urbex
5.4	The proposed outbound only truck entrance from the Heritage Green development was discussed. iTRANS has recommended that it be converted to a right-in only. The City is still reviewing this issue. Potential revisions could be made to the entrance to reduce truck off-tracking into the through lanes, and to ensure that the access is restricted to truck traffic only.	City
5.5	Winterberry Drive will be urbanized with sidewalks. The existing median will be impacted by the exclusive left turn lanes. A continuous right turn lane will be provided from eastbound on Mud Street to southbound on Winterberry Drive into the Heritage Green Development. The grading on the west side will be coordinated with development.	
5.6	A discussion was held regarding the provision of an additional access to the Salvation Army Church. There is no existing access for southbound traffic due to the median. This has not been provided in the functional plans and no interest has been expressed by the Church for the provision of this access.	
5.7	The Paramount Drive / Winterberry Drive intersection was discussed. No changes to the intersection are recommended. Concerns were expressed with only one through lane between Paramount and the Heritage Green Development entrance. It was discussed that the volumes do not warrant an additional through lane, but that iTRANS will investigate this issue further.	iTRANS

5.8	A question was posed regarding the sight triangles being provided at the Stone Church Road / Trinity Church Corridor intersection. iTRANS will confirm this number, but the sight triangle is a minimum of 15m x 15m.	iTRANS
5.9	The streetscaping shown on the cross-sections are conceptual only. The implementation of streetscaping, where feasible, will be identified during detail design.	
6.0	ROPA 9 Transportation Design Alternatives and Recommendations	
6.1	Three alternatives were examined for the widening of Rymal Road (widening to the north, widening to the south and widening about the centreline). Widening about the centreline has been identified as the preliminary preferred.	
6.2	The widening will be taken to Glover Road, to account for the Trinity Church Corridor connection to Rymal Road.	
6.3	Utility relocations were discussed. iTRANS will confirm the location of the poles that may have already been relocated as a result of new development, particularly in the area of the Wal-Mart site.	iTRANS
6.4	Property impacts were discussed. Dedication of property requirements for the widening from the developments on the south side of Rymal Road are a condition of the draft plans.	
6.5	A design speed of 90 km/h was used. The widening will be for two lanes in each direction with a centre left turn lane.	
6.6	Traffic controls along the corridor are still being resolved. Concerns were expressed regarding roundabouts due to the lack of breaks in traffic for those with driveways along the corridor.	
6.7	iTRANS will confirm the grading required at the Smart Centres site since it could impact the landscape buffer.	iTRANS
6.8	Concerns regarding the Rymal Road widening to Dartnall Road were expressed. Since the Trinity Church Corridor could take a few years longer than the Rymal Road widening, drivers will be using the Dartnall Road interchange.	
6.9	Bike lanes are not recommended along Rymal Road. Transit service accommodation will be resolved prior to the PIC.	iTRANS

6.10	The collector road (Terryberry Road) connection to Regional Road 56 (RR 56) was discussed. The design speed for RR 56 is currently 100 km/h with superelevation. There are several operations implications for the proposed collector road intersection on the curve.	
6.11	The alternatives being evaluated for RR 56 include doing nothing, introducing a new alignment to provide a flatter curve and less superelevation, and maintaining the location of the existing curve while reducing the superelevation. Maintaining the location of the curve while reducing the superelevation is the preliminary preferred alternative but would result in a reduction of the design speed, and possibly the posted speed, which could impact driver behaviour. The posted speed limit may need to be reduced from 80 km/h to 70 km/h.	
6.12	RR 56 will be urbanized on the west side with a sidewalk. A concern were expressed regarding the provision of a sidewalk along RR 56 since pedestrians will likely prefer to use Swayze Road.	
6.13	As the area evolves and develops, traffic signals would become warranted at the RR 56 / New Collector Road intersection. Traffic controls at the intersection with the new collector are still being assessed. A traffic signal or roundabout would alert drivers to a change in the roadway environment.	
6.14	Drivers could also be alerted of a change in the roadway environment through signage and potentially pavement markings.	
6.15	It was suggested that storm sewers on the west side of RR 56 may become an issue if minimum cover requirements cannot be met.	
6.16	It was suggested that there is flexibility on the location of the collector road. iTRANS will investigate if a relocation of the collector would improve the conditions.	iTRANS
7.0	Timing	
7.1	The public information centres will be held in the middle of October. The Environmental Study Reports (ESRs) are scheduled to be finalized by the end of the year. Detail design is estimated to commence immediately after successful completion and filing of the ESRs.	
7.2	Construction of the Rymal widening will likely begin in 2008.	

7.3	Start of construction of the Trinity Church Corridor will likely take longer than Rymal Road due to property acquisition. Construction may therefore begin in 2009 / 2010.	
7.4	Start of construction of the Trinity Neighbourhood Collector will likely also take longer than Rymal Road due to the property acquisition, and the additional studies required for the Karst. Construction may therefore begin in 2009.	
7.5	The timing for RR 56 is tied to the collector road development and to the development in Binbrook. The City will check with the design department to confirm when the improvements to RR 56 will be implemented.	City
8.0	Other Items	
8.1	The evaluation tables and plans will be released at the Public Information Centres. The PIC material will be made available on the project website after the meetings are held.	
7.0	Next Steps	
7.1	<ul style="list-style-type: none"> ▪ The stakeholder input will be considered and incorporated into the PIC material. ▪ The public information centres will be held. ▪ The preferred options will be confirmed. ▪ The Environmental Study Report(s) will be prepared and filed (study completion notice will be circulated). ▪ Detail design will begin. 	



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

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

Hamilton

February 14, 2007

Ms. Jo-Ann E.C. Greene, Director
Six Nations Lands and Resources
2498 Chiefswood Road, PO Box 5000
Ohsweken, Ontario N0A 1M0

**RE: Rymal Road Planning Area (ROPA9 Lands) Class Environmental
Assessment Studies**

Dear Ms. Greene:

Further to our meeting with your representative on June 6, 2006, please find attached the final Stage 1 Archaeological Assessment report for the Rymal Road Planning Area Class EA Studies prepared by Archaeological Services Inc.

Should you have any questions, please contact Mohan Philip of this office at 905.546.2424 ext. 3438.

Yours truly,

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

Attach.



Hamilton

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

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

June 15, 2006

Jo-Anne E.C. Greene, Director
Six Nations Lands & Resources
PO Box 5000, Chiefswood Road
Ohsweken, Ontario
N0A 1M0

Dear Ms. Greene:

Re: Rymal Road Planning Area ("ROPA 9" Lands) Master Plan – Class Environmental Assessment (EA)

Thank you for your continuing interest in this project. As you know, the City of Hamilton has completed the Master Plan Class Environmental Assessment (EA) to assess infrastructure needs for the Rymal Road Planning Area. The study area includes lands located on the south side of Rymal Road East (Highway No. 53), east of Trinity Church Road, west of Regional Road 56, and north of the hydro corridor, called the ROPA 9 lands, and lands in an area bounded by Winterberry Drive to the east, Paramount Drive to the south, the new Red Hill Valley / Mud Street interchange to the west, and the Lincoln Alexander Parkway-Mud Street West to the north, called Special Policy Area 'C'.

This study has been undertaken in accordance with Section A.2.7. Master Plans as defined in the Municipal Engineers Association, *Municipal Class Environmental Assessment* document (June 2000), and will satisfy Phase 1 and 2 of the planning and design process for transportation projects. A Class EA Master Plan documenting the planning process undertaken and conclusions reached will be filed on public record for a minimum of 30 calendar days in accordance with the municipal Class EA. The "Review Period" will begin on June 16, 2006 and end on July 18, 2006.

Further to our recent meeting with Paul General and Kate Cave, from your office, at which time we provided an information package, including the Stage 1 Archaeological Assessment undertaken for this study, we are now enclosing a copy of the complete Rymal Road Planning Area ("ROPA 9") Master Plan Class Environmental Assessment Study Phase 1 and 2. Final copies of the Archaeological Assessment and Natural Heritage Report are included in the document as Appendix D.1 and D.3, respectively. Copies of the Notice of Completion and minutes from our June 6, 2006 meeting are also attached for your information. As per Mr. General's request, we are pleased to continue to share additional information with you as it becomes available.

Should you have any questions regarding this matter or require additional information, please feel free to call me at 905-546-2424 extension 6390.

Sincerely,

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

/clm

enclosures

cc Liza Sheppard , iTRANS Consulting Inc.

Meeting Minutes

Project: Rymal Road Planning Area Master Plan (ROPA 9) Class
Environmental Assessment

Subject: **Meeting with Six Nations**

Meeting Date: 2:00 p.m., Tuesday, June 6, 2006

Location: Hamilton City Centre, Room C

Prepared by: Nathalie Baudais

Attendees:

Paul General – Six Nations
Kate Cave – Six Nations
Christine Lee-Morrison – City of Hamilton
Mohan Philip – City of Hamilton
Leanne Ryan – City of Hamilton
Harold Groen – City of Hamilton
Ray Bacquie – iTRANS
Nathalie Baudais – iTRANS

Distribution:

Attendees
Jo-Ann Greene

	Item	Action
1.0	Welcome & Introductions	
1.1	Roundtable introductions were made.	
2.0	ROPA 9 Master Plan Project Summary	
2.1	CLM provide project background information. ROPA Secondary Plan was approved by Council and the OMB. The Master Plan approach under the Municipal Class EA process is being undertaken. She also outlined the public consultation that has taken place to date: <ul style="list-style-type: none"> PIC #1 October 3, 2005 PIC #2 January 26, 2006 Special Policy Area 'C' (SPA 'C') Newsletter April 21, 2006 	Info

3.0	ROPA 9 Master Plan Study Recommended Solution	
3.1	<p>RB provided an overview of the recommended solutions. The following solutions will be assessed in additional detail as part of the Phase 3 and 4 studies:</p> <ul style="list-style-type: none"> ▪ Widen Rymal Road from Trinity Church Road to Regional Road 56. Widen Regional Road 56 from Rymal Road to approximately 900 m to the south. ▪ A new road link from Stone Church Road / Red Hill Creek Expressway ramps to Rymal Road (on an alignment to be determined). Implement road closure on Upper Mount Albion Road ▪ A new collector road in the Trinity Neighbourhood (Karst feature limits many of the alignment options). Implement road closure on Second Road West north of Gatestone Drive. ▪ Improvements needed to service Special Policy Area 'C', including the widening of Stone Church Road to 4 lanes from the RHCE Ramp to Upper Mount Albion Road, exclusive turn lanes, and traffic controls (signals or roundabout) at Winterberry Drive/Site access <p>Design alternatives and mitigation measures will be studied as part of the Phase 3 and 4 studies.</p>	Info
4.0	Issues of Concern	
4.1	<p>There are areas in City of Hamilton where Six Nations resource users still exercise their Aboriginal and treaty rights.</p> <ul style="list-style-type: none"> ▪ Impacts to wildlife in the area could affect the Six Nations hunting and fishing rights. ▪ Species at risk and potential wildlife barriers are other areas of concern. ▪ No species at risk have been identified in the initial studies, but a natural heritage subconsultant is part of the project team. ▪ Six Nations have no guidelines for design alternatives since individual projects have such varying impacts. 	Info

4.2	<p>Archaeological Sites</p> <ul style="list-style-type: none"> ▪ A Stage 1 Archaeological Assessment has been completed. The project team is in the process of confirming any additional work that should be completed for the Phase 3 and 4 studies. ▪ For the Red Hill Project, Six Nations provided a monitor during construction. This could potentially be done again, but the scheduling would need to be coordinated. ▪ Mitigation plans if a site is discovered during construction vary depending on the resource that is found. 	Info
4.3	<p>Eramosa Karst</p> <ul style="list-style-type: none"> ▪ The project team has been working closely with the Conservation Authority and will continue to do so throughout the project. 	Info
4.4	<p>Red Hill Creek and Twenty Mile Creek watersheds</p> <ul style="list-style-type: none"> ▪ Storm water management studies will be conducted for the road projects as part of the detailed Phase 3 and 4 studies and detail design. Storm water management studies for the development areas will be conducted as part of the development proposals. ▪ Subwatershed Management Studies are being conducted for Davis Creek and Hannon Creek. Any findings from these studies will be incorporated into the Phase 3 and 4 EAs. 	Info
4.5	<p>Roundabouts versus Traffic Signals</p> <ul style="list-style-type: none"> ▪ The Six Nations Director (Jo-Ann Greene) had expressed concerns regarding the use of roundabouts in her comment form for Special Policy Area 'C'. ▪ It is City's policy to include a review of roundabouts at locations where signals are being investigated. ▪ The developer is analyzing the use of roundabouts and will provide the results to the City. ▪ Roundabouts may be an option but may or may not be recommended, but they will be included in the evaluation. 	Info

5.0	Next Steps	
5.1	<p>CLM provided a brief recap of the next steps for the process:</p> <ul style="list-style-type: none"> ▪ Complete Master Plan ▪ Present Master Plan to council in June ▪ File Master Plan report and issue notice of study completion for Schedule B projects ▪ Phase 3 and 4 will then be carried forward with additional public consultation ▪ The Public Information Centre for the Trinity Church Corridor Phase 3 and 4 study will be held on Monday, June 26 at 6:30pm. It will be open house format. ▪ The Public Information Centres for Special Policy Area 'C', Rymal Road, Regional Road 56 and the Trinity Collector will be held in the fall. ▪ Phase 3 and 4 Environmental Study Reports will then be presented to Council, filed, and notices of study completions will be issued. ▪ Public Information Centre and Study Completion notices will continue to be sent to Six Nations. 	Info
6.0	Other Items	
	A copy of the PIC materials and the Stage 1 Archaeological Assessment was provided to PG at the meeting.	
	Six Nations would appreciate receiving the project related reports as they come in, rather than reviewing them as appended to the Master Plan / Environmental Study Report documents.	iTRANS/ City
	Jo-Ann Greene will continue to be the main contact at Six Nations.	iTRANS/ City

April 21, 2006
Page 2 of 2

3. Do you have any comments regarding the transportation recommendations for Special Policy Area 'C'? Do you agree with the recommendations? Please indicate why or why not.

Under Traffic Controls, I do not agree with the use of roundabouts. From the volume of traffic, existing and future, traffic signals would be the best solution.

4. Do you have any other comments regarding the information provided in the Newsletter?

I would appreciate getting more information in the Newsletter. It would be better if all pertinent information was provided to facilitate a fully informed decision.

Contact Information (Optional)

Name: Jo-Ann E. C. Greene, Director
Address: Six Nations Lands & Resources
P.O. Box 5000
Ohsweken, ON N0A1M0
Phone Number: 519-753-0665 ext. 12.
Email: j_greene@sixnations.ca

Would you like to be added to our ROPA 9 Lands mailing list?

☒ YES

☐ NO

To fulfill Environmental Assessment Act requirements, we will maintain your comments on file for use during this Study and may include them in Study documentation. With the exception of personal information, all comments received will become part of the public record. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act.



www.sixnations.ca

Administration
519-445-2201

(f) 519-445-4208

November 2, 2005

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager

Economic Development

(519) 753-1950

(f) 758-0768

Capital Planning and Implementation
Public Works Department

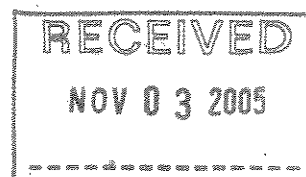
VIA FAX 905-546-4435

Health Services

445-2418

(f) 445-0368

City of Hamilton
320 - 77 James Street North
Hamilton, ON L8R 2K3



Dear Ms. Lee-Morrison:

Housing

445-2235

(f) 445-2778

**Re: Rymal Road Planning Area (ROPA 9 Lands) Master Plan
Class Environmental Assessment**

Human Resources

445-2223

(f) 445-2266

I attended the Public Information Centre (PIC) held on October 3, 2005, on the Rymal Road Planning Area (ROPA 9 Lands) Master Plan Class Environmental Assessment.

While I have no comment at this time on the proposed study as presented at the PIC, there are over arching concerns and issues for Six Nations of the Grand River (Six Nations) that are outlined briefly.

Lands/Membership

445-4613

(f) 445-2778

- There are areas within the City of Hamilton where Six Nations resource users still exercise their Aboriginal and treaty rights.
- The study is within two kilometres of a substantial number of know archaeological sites.
- There is a significant natural site in the Eramosa Karst area.
- The study area does have streams that feed into the Red Hill Creek and Twenty Mile Creek watersheds.

Lands & Resources

519-753-0665

(f) 519-753-3449

Parks & Recreation

445-4311

(f) 445-4401

Six Nations would like to see included in the study at the time that the preferred alternative options are presented at the next PIC mitigation and measures to address the above concerns and issues. Further, we would like copies of the reports generated for this project, especially, the archaeological reports and to be included in any notices of future meetings.

Public Works

445-4242

(f) 445-4763

Please forward communications to Six Nations Lands and Resources, 2498 Chiefswood Road, P.O. Box 5000, Ohsweken, ON N0A 1M0.

Social Services

445-0232

(f) 445-1783

Sincerely,

Jo-Ann E.C. Greene, Director
Six Nations Lands & Resources

Welfare

445-2084

(f) 445-0133

[REDACTED]
From: [REDACTED]
Sent: Tuesday, October 10, 2006 11:35 AM
To: [REDACTED]
Subject: FW: Rymal Road Planning Area

Fyi....and to add to our tracking of comments.

Thanks
[REDACTED]

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

From: [REDACTED]
Sent: Tuesday, October 10, 2006 11:29 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: Rymal Road Planning Area

[REDACTED] As I will be out of town on Oct 12, 2006 could you please add me to the study mailing list. As a Trinity Church Road resident I am very concerned how the increased traffic situation is to handled going forward. If the road change plans are available I would be quite interested in reviewing these as well..

E-Mail- [REDACTED]

Mailing- [REDACTED]

Regards
[REDACTED]

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www.mobilejamfest.com

[REDACTED]

Hello [REDACTED]

Regards,

[REDACTED]

Thanks

Cheers, [REDACTED]

[REDACTED]

Hello [REDACTED]

Regards,

[REDACTED]

Nathalie Baudais

From: Nathalie Baudais
Sent: Friday, October 13, 2006 9:37 AM
To: [REDACTED]
Cc: Lee-Morrison, Christine; Ray Bacquie
Subject: Trinity Church Corridor Preliminary Preferred Alternative
Attachments: Trinity-4-PIC-Plan.JPG

Hello [REDACTED]

As requested by [REDACTED] yesterday and in your phone message this morning, I have attached a digital copy of the preliminary preferred alternative for the Trinity Church Corridor, as presented at the public information centre yesterday. Please let me know if you have any problems with the file.

Regards,
Nathalie

Nathalie Baudais, P.Eng., PE
Transportation Planner
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Ph. (905) 882-4100 ext 5282
Fax. (905) 882-1557
nbaudais@itransconsulting.com

Nathalie Baudais

From: Nathalie Baudais
Sent: Friday, October 13, 2006 9:40 AM
To: [REDACTED]
Cc: Lee-Morrison, Christine; Ray Bacquie
Subject: Trinity Church Corridor preliminary preferred alternative
Attachments: Trinity-4-PIC-Plan.JPG

Hello [REDACTED]

As requested at last night's Public Information Centre for the Trinity Church Corridor Class Environmental Assessment, I have attached a digital copy of the preliminary preferred alternative. Please let me know if you have any problems with the file.

Regards,
Nathalie

Nathalie Baudais, P.Eng., PE
Transportation Planner
iTRANS Consulting Inc.
100 York Boulevard, Suite 300
Richmond Hill, ON L4B 1J8
Ph. (905) 882-4100 ext 5282
Fax. (905) 882-1557
nbaudais@itransconsulting.com



Hamilton

**Trinity Neighbourhood Collector and Trinity Church Corridor
Phase 3 and 4 Class Environmental Assessments**

Public Information Centre (PIC)

October 18th, 2006

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

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

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

YOUR COMMENTS

(Please Print)

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

- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☒

Comments:

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

Yes ☒ No ☒

Comments:

ORIGINAL OPTION 6 IS MY PREFERRED ROUTE WITH ALIGNMENT ON PRITCHARD RD. I FEEL IT WILL BE LESS DISTURBING TO THE AREA AND THE INTERSECTION WILL NOT BE ON THE CURVE. THE DISTANCE BETWEEN THE 3 OPTIONS ARE ALL THE SAME AS FAR AS HAVING A IMPACT ON THE AREA

RECEIVED OCT 20 2006



Hamilton

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

Option 1 ☐

Option 2 ☐

Comments:

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

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

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

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

OR

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

Please add me to the mailing list:

Name:

Address:

Phone: Email:



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

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

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

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

YOUR COMMENTS

(Please Print)

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

- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☒

Comments:

RESIDENTS COMPLAIN SO YOU HAVE TO CLOSE 2ND ROAD WEST
RESIDENTS ON HIGHLAND COMPLAIN, BUT YOU STILL WANT
TO PUT A COLLECTOR ROAD INTO HIGHLAND, CREATING
EXCESSIVE TRAFFIC ONTO HIGHLAND
WHY CAN'T YOU LEAVE EVERYTHING ALONE AND
JUST MAKE ONE HIGHWAY THAT GOES FROM
#53 | TRINITY CHURCH | TO THE LINK - THIS MAKES SENSE
SAVING TAXPAYERS MILLIONS OF DOLLARS AND
HEADACHES. DON'T CREATE MORE PROBLEMS BY PUTTING A
EXTRA HWY GOING THROUGH THE BACK OF PEOPLES PROPERTY

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

Yes ☐ No ☐

Comments:

**BUILDING A STRONG
FOUNDATION
HAMILTON**



Hamilton

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

Option 1

☐

Option 2

☐

Comments:

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

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iTRANS Consulting Inc.
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Fax: 905-882-1557
Email: lsheppard@itransconsulting.com

Please add me to the mailing list:

Name: _____

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

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

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

YOUR COMMENTS
(Please Print)

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

- A new collector road within the Trinity Neighbourhood?

Yes



No



Comments:

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

Yes



No



Comments:

**BUILDING A STRONG
FOUNDATION
HAMILTON**



Hamilton

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Option 1

☒

Option 2

☐

Comments:

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YOUR COMMENTS
(Please Print)

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

- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☐

Comments:

N/A

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

Yes ☒ No ☐

Comments:

**BUILDING A STRONG
FOUNDATION**
HAMILTON



Hamilton

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Option 1 ☐

Option 2 ☐

Comments:

N/A

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

*How is the extension south of
Byrne Road dealing with the
possible connection to the mid-^{provincial} corridor?
Within past 2⁺ years, Niagara politicians incl.
Cons. Leader John Targ proposed that, if Niagara corridor
connection held up at Burlington, construction of
"Hamilton to Fort Erie" section will proceed, with a
connection to Hwy 404/401 via this road. This
concept was suggested at John Targ session at
Strong Creek community centre - 2⁺ yrs ago.*

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YOUR COMMENTS
(Please Print)

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Yes ☒ No ☐

Comments:

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

Yes ☒ No ☐

Comments:

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

**BUILDING A STRONG
FOUNDATION
HAMILTON**



Hamilton

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

Option 1 ☐

Option 2 ☐

Comments:

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

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

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

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YOUR COMMENTS
(Please Print)

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Yes

☐

No

☒

Comments:

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

Yes

☐

No

☒

Comments:

**BUILDING A STRONG
FOUNDATION
HAMILTON**



Hamilton

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

Option 1

☐

Option 2

☐

Comments:

NO

NO

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YOUR COMMENTS

(Please Print)

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- A new collector road within the Trinity Neighbourhood?

Yes ☐ No ☒

Comments:

WITH ALL THE EXISTING ROADS, I DONT
SEE A NEED FOR A NEW ROUTE DOWN TO HIGHLAND
ROAD & THE "LINK". JUST CLOSE OFF 2ND ROAD WEST
AND ROUTE THE TRAFFIC FROM THE NEW DEVELOPMENT
TO THE PROPOSED TRINITY CHURCH CORRIDOR ROUTE

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

Yes ☒ No ☐

Comments:



Hamilton

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

Option 1 ☐

Option 2 ☐

Comments:

CLOSE SECOND ROAD WEST AT HIGHWAY 53

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

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

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October 12th, 2006**

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YOUR COMMENTS
(Please Print)

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

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

Yes

☐

No

☒

Comments:

MAKES MORE Traffic

SLOW DOWN RYMAL Rd.

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

Yes

☒

No

☐

Comments:

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

Yes

☒

No

☐

Comments:

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

Yes

☒

No

☐

Comments:

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

SLOW Down Traffic
+ LIGHT at Trinity + Rymal
+ Rymal + FLETCHERS RD.

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YOUR COMMENTS
(Please Print)

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

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

Yes

☒

No

☐

Comments:

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

Yes

☐

No

☒

Comments:

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

Yes

☐

No

☒

Comments:

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

Yes

☐

No

☒

Comments:

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

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

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YOUR COMMENTS

(Please Print)

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

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

Yes



No



Comments:

Make the 5 lanes with signals (not Roundabout)

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

Yes



No



Comments:

excellent

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

Yes



No



Comments:

Excellent

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

Yes



No



Comments:

make the green on blue route speed limit 40km/h

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YOUR COMMENTS
(Please Print)

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

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

Yes



No



Comments:

The preferred alternative is the best - least disruption to existing businesses and residences.

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

Yes



No



Comments:

Any improvement to this #56 Highway will help decrease the disruption to other roads like Footscourt and Trinity Church - too much extra traffic - improvement to grades at the curves will help decrease accidents there

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

Yes



No



Comments:

Will assist in moving people out of the Upper Stoney Creek areas of development - residential and the anticipated commercial uses.

RECEIVED OCT 25 2006

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

Yes

☐

No

☒

Comments:

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

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YOUR COMMENTS

(Please Print)

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

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

Yes



No



Comments:

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

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

Yes



No



Comments:

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

Yes



No



Comments:

P2

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

Yes



No



Comments:

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

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

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

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

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

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

OR

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

Please add me to the mailing list:

Name:

Address:

Phone:

Email:



Hamilton

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

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

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

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

YOUR COMMENTS

(Please Print)

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

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

Yes



No



Comments:

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

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

Yes



No



Comments:

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

Yes



No



Comments:

STONE CHURCH SHOULD BE WIDENED FROM PRITCHARD TO UPPER MOUNT ALBION WITH A

RECEIVED OCT 23 2006

LIGHT AT UPPER MOUNT ALBION

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

Yes



No



Comments:

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

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

THE CHOICE TO PRITCHARD RD THE
BETTER FOR MISSING HOUSES.

A STOP LIGHT AT RYMAL RD & UPPER
MOUNT ALBION RD - DAKOTA BOULEVARD
IS BADLY NEEDED

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

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

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

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

Please add me to the mailing list:

Name: _____

Address: _____

Phone: _____

Email: _____



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

Hamilton

October 18th, 2006

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Dear [REDACTED]

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

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

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

OR

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

Sincerely,

Christine Lee-Morrison

Cc: Liza Sheppard, iTRANS
Nathalie Baudias, iTRANS

2808 23

Nathalie Baudais

From: Lee-Morrison, Christine [cleemorr@hamilton.ca]
Sent: Wednesday, October 18, 2006 3:45 PM
To: [REDACTED]
Cc: lsheppard@itransconsulting.com; Nathalie Baudais
Subject: RE: Rymal Road Planning Area

Dear [REDACTED]

We have added your name to our mailing list. Information displayed at the October 12, 2006 Public Information Centre is now available on the project web site at www.hamilton.ca/ropa9.

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

Sincerely,

Christine Lee-Morrison, MCIP, RPP
Senior Project Manager, Environmental Planning Capital Planning and Implementation Public Works Department City of Hamilton
20-77 James St. N.
Hamilton, Ontario, L8R 2K3
Tel: 905-546-2424 extension 6390
Fax: 905-546-4435
cleemorr@hamilton.ca

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

From: [REDACTED]
Sent: Tuesday, October 10, 2006 11:29 AM
To: Lee-Morrison, Christine
Cc: lsheppard@itransconsulting.com
Subject: Rymal Road Planning Area

Christine: As I will be out of town on Oct 12, 2006 could you please add me to the study mailing list. As a Trinity Church Road resident I am very concerned how the increased traffic situation is to be handled going forward. If the road change plans are available I would be quite interested in reviewing these as well.

Re-Mail= [REDACTED]

Mailing= [REDACTED]

Regards
[REDACTED]

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Nathalie Baudais

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

Dear [REDACTED]

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

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

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

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

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

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

Sincerely,

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

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

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

Hello Christine,

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

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

-Page 102 of the report stated that Regional Road 56 is to be widened to the south at a signalized intersection with a new collector road within ROPA9.

Does the EA report have any discussion about this new collector road, or does it relate to the alignment options in exhibit 7-2?

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

Thank you very much

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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

This e-mail is confidential and intended solely for the use of the addressee(s) listed above. Please notify the sender and delete all copies of this message together with any attached files if you have obtained this message in error.

[REDACTED] is not responsible for edited or reproduced versions of this digital data.

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

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

Subject: RE: RPOA9 EA master plan document

[REDACTED]

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

Please let me know your preference.

Thanks

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

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

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

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

Thanks

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

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

This e-mail is confidential and intended solely for the use of the
addressee(s) listed above. Please notify the sender and delete all
copies
of this message together with any attached files if you have obtained
this
message in error.

[REDACTED] is not responsible for edited or reproduced versions of this digital
data.

RECEIVED OCT 26 2006

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
October 25, 2006

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

Dear [REDACTED]

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

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

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

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

We respectfully await your reply.

Sincerely,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

10-31-2000 05:40 11
Oct. 31/06

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

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

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

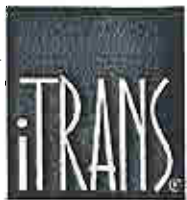
the better. Not only would it more quickly give access to the central part of the park (the blue-lined choice on your maps), but it would also increase its distance away from the residences on both the east & west sides of Trinity Church Rd. Objections that this road's alignment with Ryman Rd. as it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

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

Yours truly,

c.c. 





transportation planning
and traffic consultants



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

Email: itrans@itransconsulting.com
www.itransconsulting.com

Distribution: RB

File: 2.3

Project # 3349

Transmittal

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

The following items are delivered to you by mail.

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

Comments:

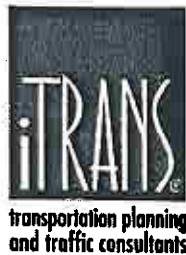
Dear [REDACTED]

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

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

Regards,

Nathalie Baudais



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

Distribution: RB
File: 2.53
Project # 3349

Transmittal

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

The following items are delivered to you by courier.

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

Comments:

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

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
December 7, 2006

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

Re: File 2.3 - Project Nr. 3349

Dear Nathalie:

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

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

Thank you, Nathalie.

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

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

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

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

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

Sincere regards,
[REDACTED]

Nathalie Baudais

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

Hi [REDACTED]

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

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

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

Mohan Phillip
For Christine Lee-Morrison

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

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

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

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

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

Hi Christine,

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

We appreciate any update that you can give us.

Thanks
[REDACTED]

Nathalie Baudais

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

Hi [REDACTED]

Thank you for your interest in this project. The New Trinity Church alignment is finalized. It's the one crossing midway between existing Trinity Church Road and Pritchard Road which is marked as option 4 in the display material of PIC 2&3 held in October, 2006. The filing of the ESR (phase 3 & 4) is expected within the next two months.

Regarding the Upper Mount Albion, it is planned to be closed when the New Trinity Church Road is in place. The appropriate EA process (Phase 1&2) for this was completed and approved in July 2006. The complete EA process and report are posted on the ROPA9 project website.

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

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

Mohan Philip
City of Hamilton
Ext: 3438

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

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

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

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

From: [REDACTED] [mailto:[REDACTED]]

2/7/2007

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

Hi Christine,

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

Thanks,

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Nathalie Baudais

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

Hi [REDACTED],

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

Please contact me if you have further questions.

Thanks

Mohan Philip
 City of Hamilton
 Ext: 3438

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

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

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

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

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

HellomChristine;

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

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

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

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

Please keep us informed. Thank you.

Nathalie Baudais

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

Hi [REDACTED]

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

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

Thanks
 Mohan Philip
 Tel: 905 546 2424 ext.3438

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

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

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

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

From: [REDACTED]
Sent: Tuesday, November 07, 2006 9:58 AM

2/12/2007

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

Hello Ms. Lee-Morrison,

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

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

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

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

Thank you.

Best regards,
[REDACTED]

2/12/2007



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

Hamilton

28 March, 2007

[REDACTED]

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

Dear [REDACTED]

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

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

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

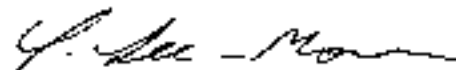
The study recommends that the construction of the New Trinity Church Road portion south of Rymal Road should be carried out in the longer term as development proceeds. We would like to advise you that the recommended alignment may impact

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

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

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

Yours truly,



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

cc: Councillor B. Clark, Ward 9
Councillor D. Mitchell, Ward 11
Peter De Iulio, Development Planning
Bill Farkas, Real Estate
Guy Paparella, Business Development
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28 March, 2007



Reference:



Dear Sir/Madam:

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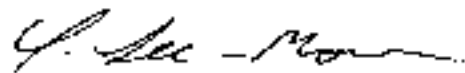
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Hamilton

28 March, 2007

[REDACTED]

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

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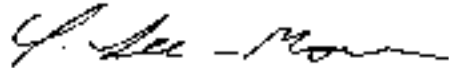
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Hamilton

28 March, 2007

[REDACTED]

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

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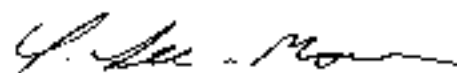
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(905) 546-2424 ext. 6396 (Telephone) - (905) 546-4435 (Fax/voice)

Hamilton

28 March, 2007

[REDACTED]

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

Dear Mr. & Mrs. Huybens:

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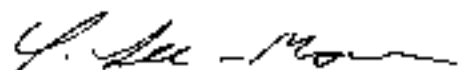
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Hamilton

28 March, 2007

[REDACTED]

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

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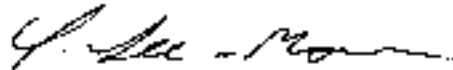
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Hamilton

28 March, 2007

[REDACTED]

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Study Phases 3 & 4**

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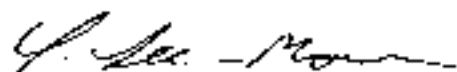
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28 March, 2007



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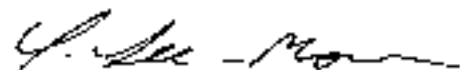
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Hamilton

28 March, 2007

[REDACTED]

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Study Phases 3 & 4**

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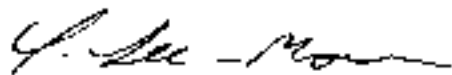
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Hamilton

28 March, 2007

[REDACTED]
[REDACTED]
[REDACTED]

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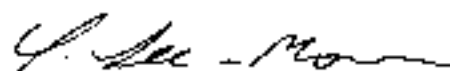
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The City of Hamilton is committed to providing you with full information on this project. Should you have any questions, please do not hesitate to contact Mohan Philip of this office at (905) 546-2424 Ext 3438.

Yours truly,



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

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



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Public Works Department
Capital Planning and Implementation Division
(905-546-2424 ext. 6399) (Telephone) - (905-546-4435) (Facsimile)

Hamilton

28 March, 2007

[REDACTED]

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

Dear [REDACTED]

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

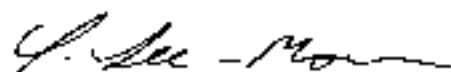
As you are aware, two series of Public Information Centres (PIC's) were held during Phases 3 & 4 of the Class EA process. The first PIC was held on June 26, 2006 and the second one on October 12 and 18, 2006. In the first PIC six design options were presented for the alignment of the proposed Trinity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

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

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

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

Yours Truly,



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

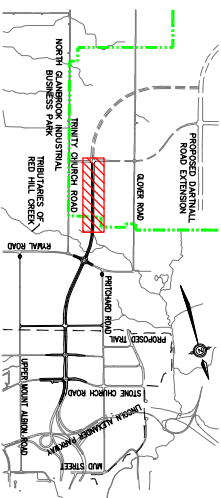
cc: Councillor, B. Clark, Ward 9
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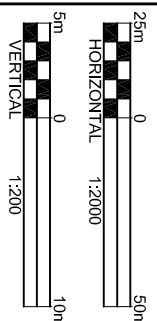
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Capital Planning & Implementation Division
Strategic and Environmental Planning Section



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KEYPLAN

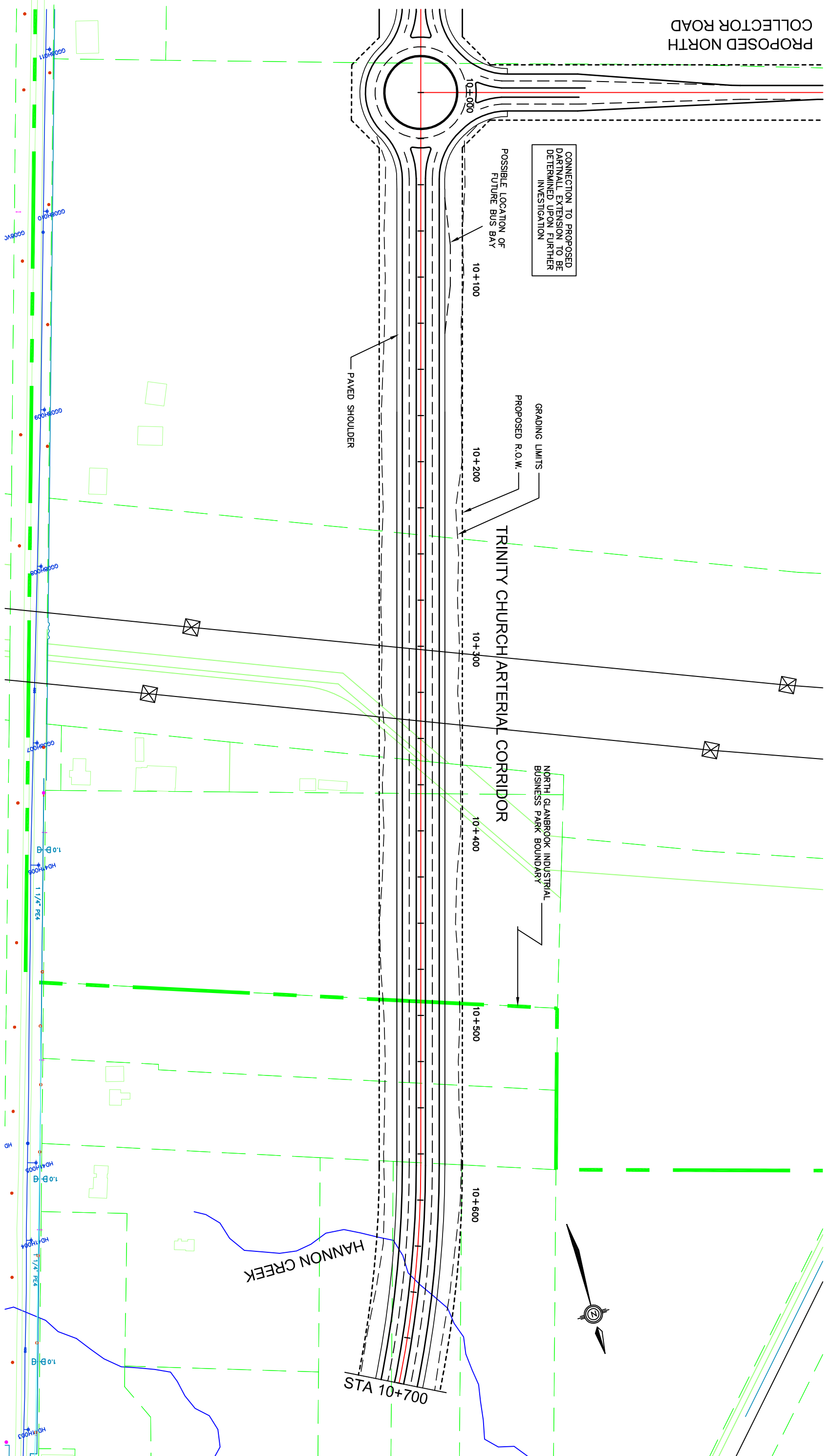


SCALES

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Class Environmental Assessment Study
- FUNCTIONAL DESIGN -

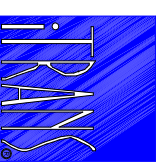
TRINITY CHURCH ARTERIAL CORRIDOR
STA 10+000 TO STA 10+700

PLATE No.



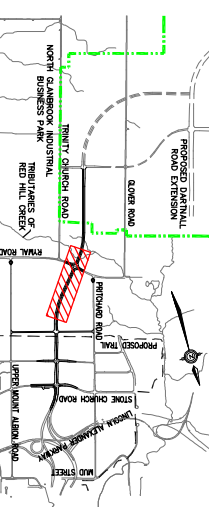


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KEYPLAN



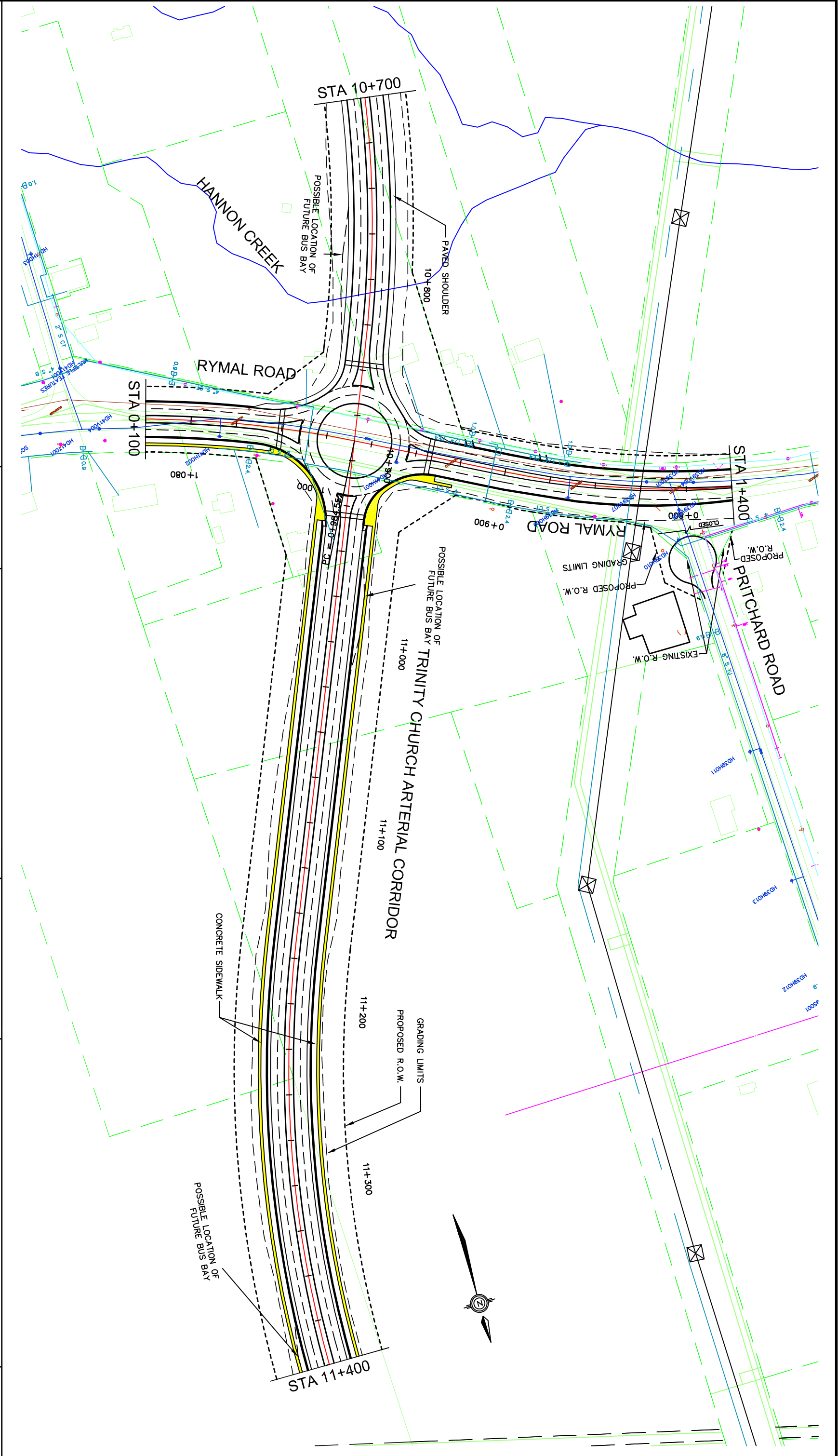
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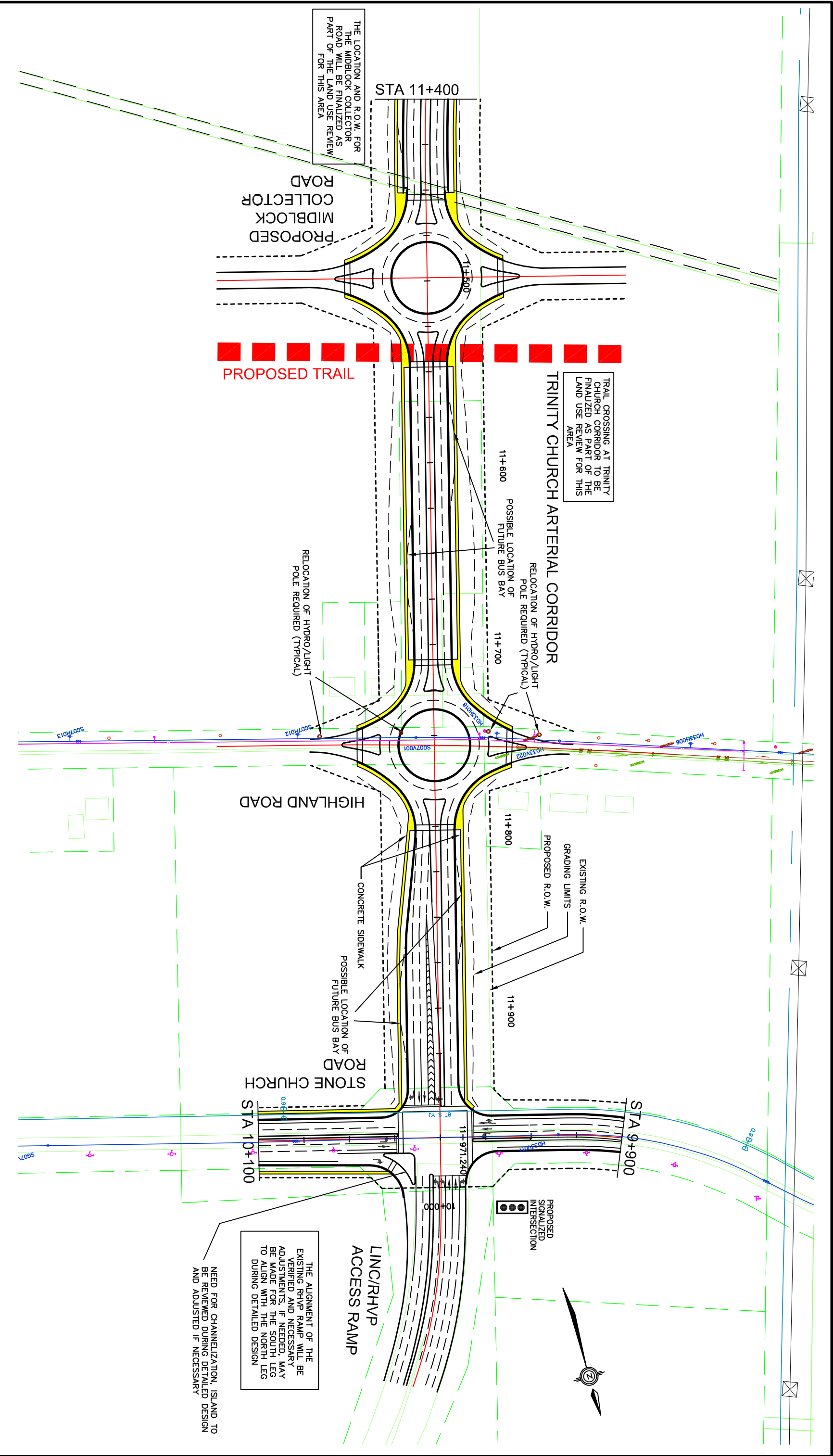
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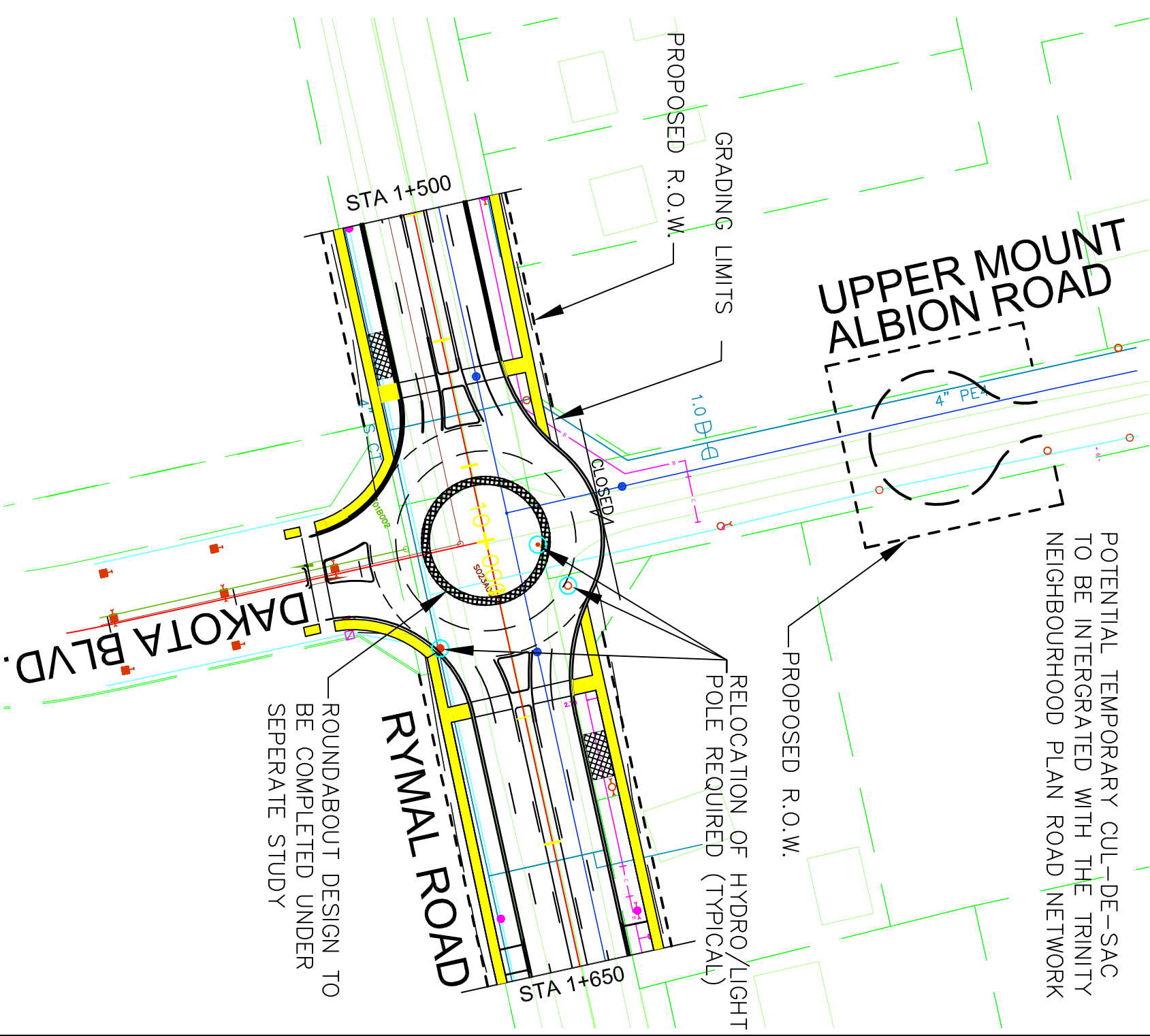
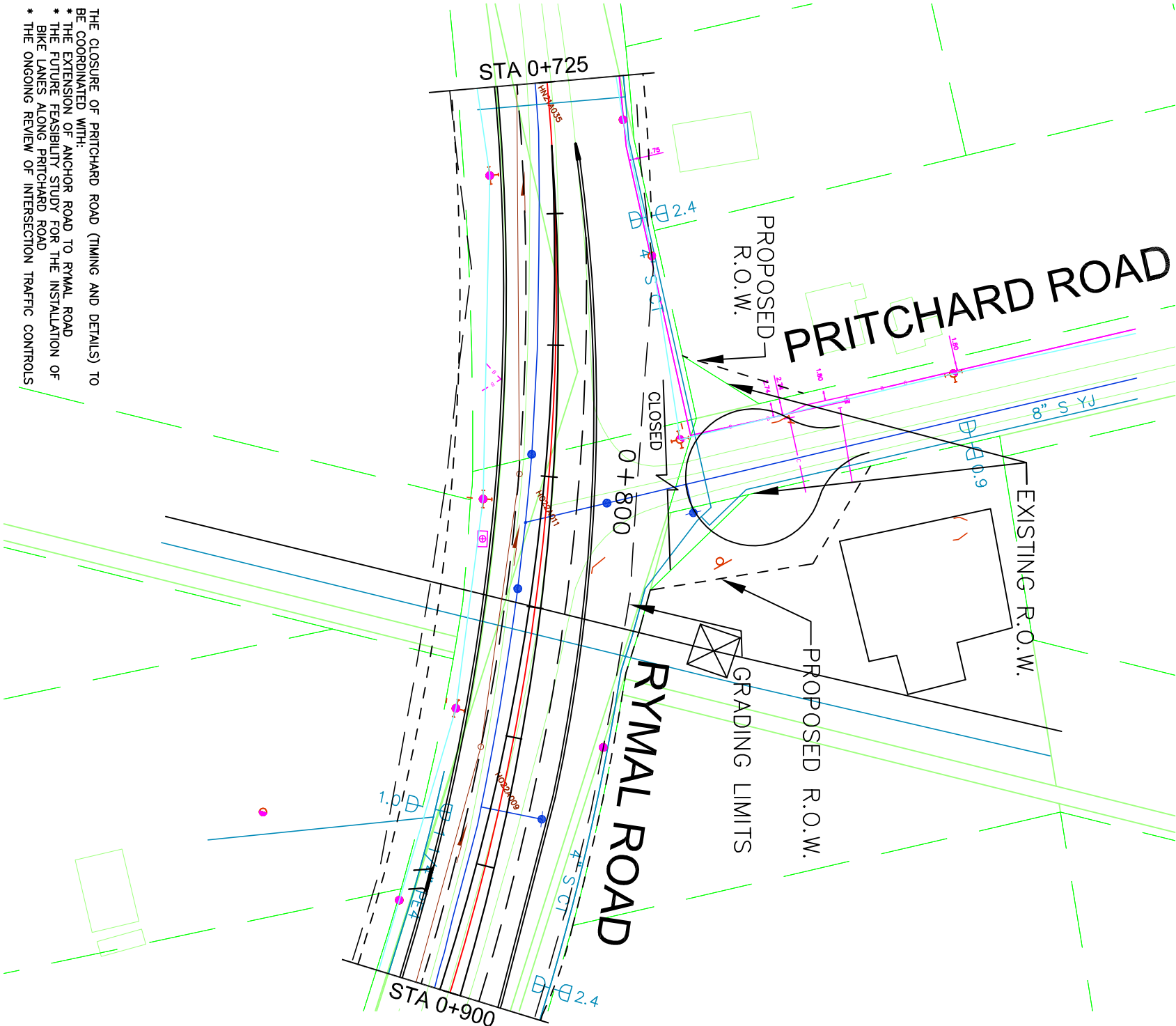
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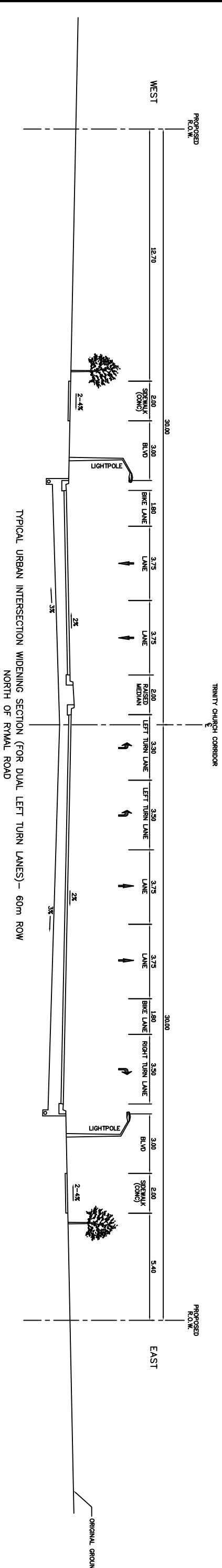
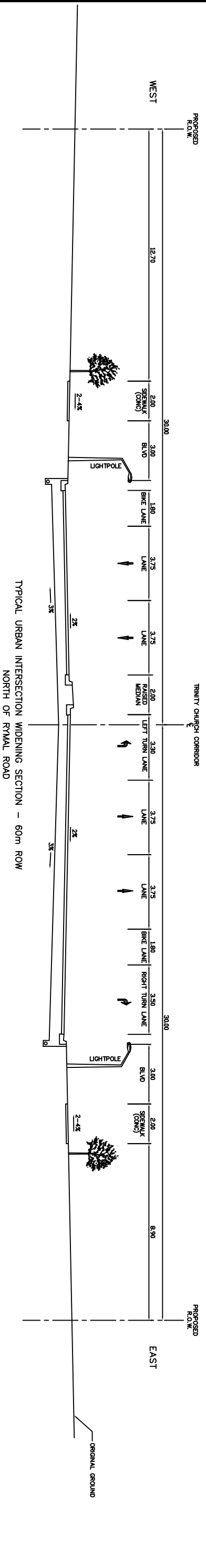
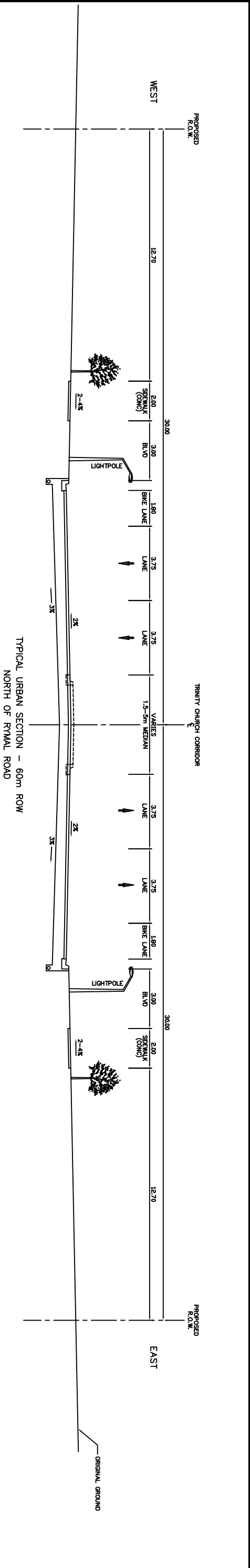
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- * THE CLOSURE OF PITCHARD ROAD (TIMING AND DETAILS) TO BE COORDINATED WITH:
- * THE EXTENSION OF ANCHOR ROAD TO RYMAL ROAD
- * THE FUTURE FEASIBILITY STUDY FOR THE INSTALLATION OF BIKE LANES ALONG PITCHARD ROAD
- * THE ONGOING REVIEW OF INTERSECTION TRAFFIC CONTROLS





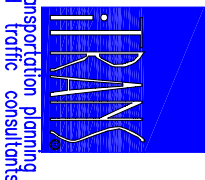
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N.T.S.



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TRINITY CHURCH ARTERIAL CORRIDOR Class Environmental Assessment Study

TRINITY CHURCH ARTERIAL CORRIDOR

PLATE NO.

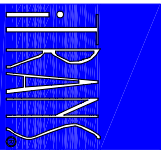
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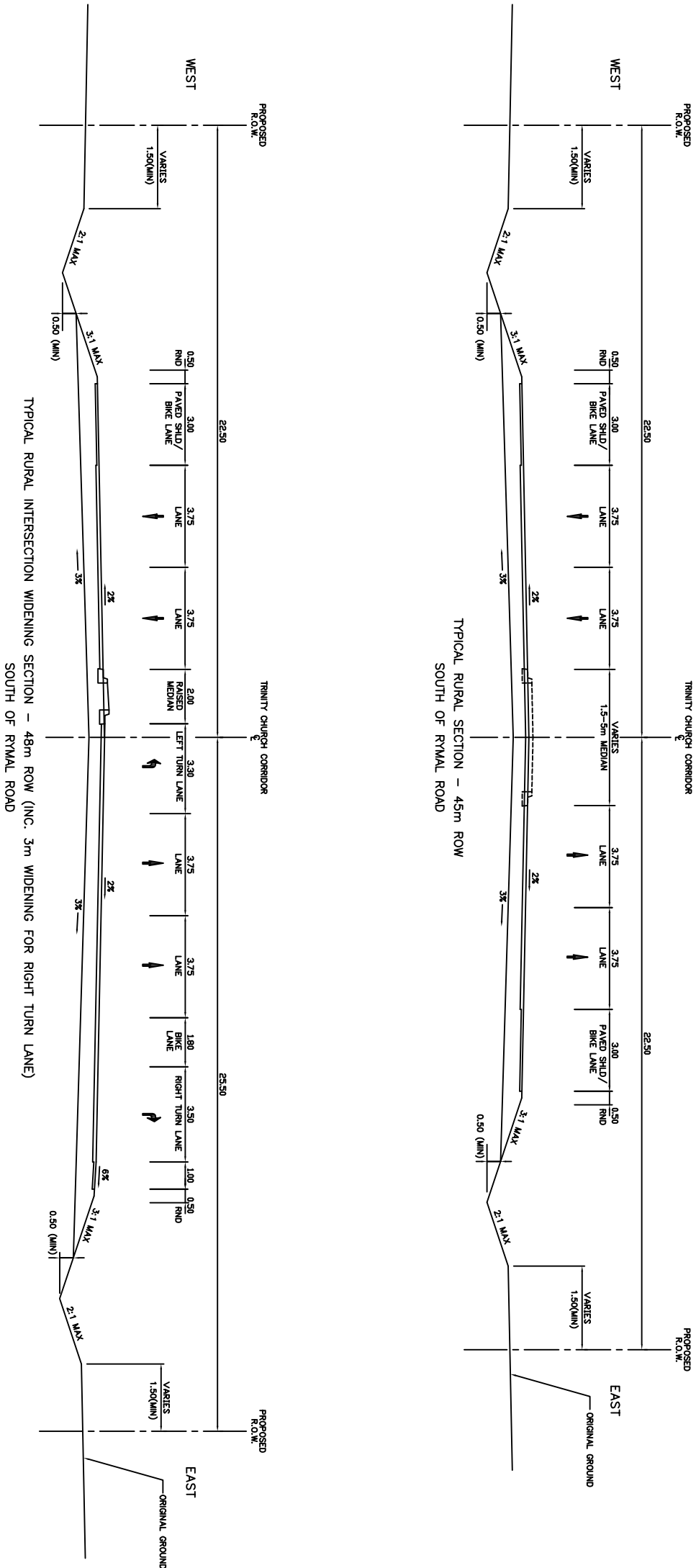


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TRINITY CHURCH ARTERIAL CORRIDOR Class Environmental Assessment Study

TRINITY CHURCH ARTERIAL CORRIDOR

PLATE No.



NATURAL HERITAGE REPORT

TRINITY CHURCH ARTERIAL CORRIDOR CLASS ENVIRONMENTAL ASSESSMENT

prepared for:

iTRANS CONSULTING INC.

AND

THE CITY OF HAMILTON

prepared by:



April 2007

NATURAL HERITAGE REPORT

TRINITY CHURCH ARTERIAL CORRIDOR CLASS ENVIRONMENTAL ASSESSMENT

prepared by:



Leslie L. Collins, M.Sc.
Botanist



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April 2007

LGL Project # TA4344

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Appendix A. Photographic Record

1.0 INTRODUCTION

LGL was retained by iTRANS Consulting Inc. on behalf of the City of Hamilton to participate in a Schedule “C” Class Environmental Assessment for the provision of a new road link from the Red Hill Valley Parkway Ramps at Stone Church Road to south of Rymal Road in the vicinity of Trinity Church Road. LGL’s role included the provision of a natural heritage investigation, a component of the Environmental Study Report (ESR), and participation in the evaluation of alternatives.

A natural heritage inventory was conducted to identify existing conditions and to provide the baseline information required to evaluate the potential impacts to aquatic and terrestrial habitat features as a result of proposed roadway alignments being considered within the project limits.

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

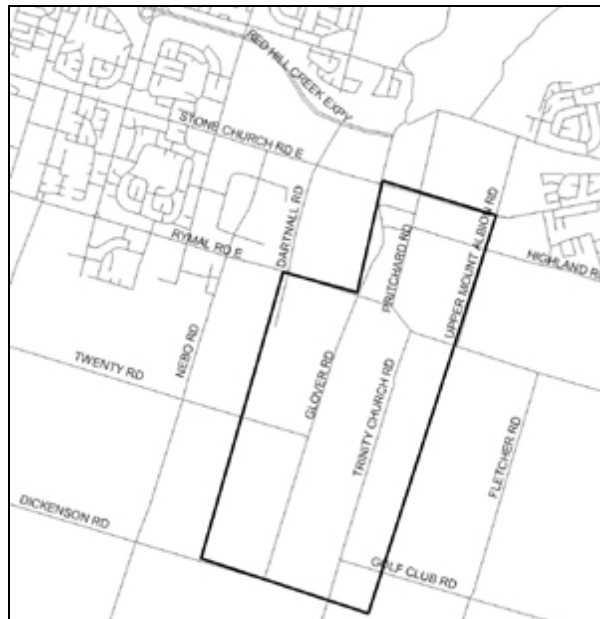


FIGURE 1. KEY PLAN OF THE STUDY AREA

2.0 EXISTING CONDITIONS

The following discussion outlines the existing environmental conditions within the study area and identifies natural heritage areas and/or features of environmental sensitivity and/or significance.

2.1 Physiography and Soils

The study area lies within the Haldimand Clay Plain physiographic region, which is situated between the Niagara Escarpment and Lake Erie. In the vicinity of the Niagara Escarpment, this physiographic region is comprised of subdued moraines, with troughs comprised of lacustrine silt or clay. This topography was formed under water by the ice lobe that occupied the basin of Lake Ontario. While several streams direct drainage eastward in this region, many undrained depressions remain on higher ground (Chapman and Putnam 1984).

The soils within the study area are classified as Beverly silt loam, Binbrook silt loam, Chinguacousy silt loam, Oneida silt loam, Smithville silt loam, Toledo silt loam – shallow phase, Toledo silty clay loam and Bottom Land alluvial soil (Presant et al. 1965).

2.1.1 Beverly silt loam

Beverly silt loam has developed on gently sloping to level areas of parent material that are composed of lacustrine silty clay loam and silty clay. Drainage of the soil is imperfect so drainage improvement is necessary in the level areas used for agriculture. Beverly silt loam is the dominant soil type in the study area. It is located predominantly in the south eastern portion of the study area and surrounds Trinity Church Road.

2.1.2 Binbrook silt loam

Binbrook silt loam is developed from silt loam over clay till. This soil type has a complex and very gently sloping topography. This soil type is imperfectly drained and often requires artificial drainage for more specialized agricultural uses. The silt and loam content make this soil susceptible to erosion; however, its topography limits its susceptibility. This soil is located in the north east portion of the study area west of Trinity Church Road and south of Rymal Road.

2.1.3 Chinguacousy silt loam

Chinguacousy silt loam is derived from clay loam till parent materials. This soil type has a complex and very gently sloping topography. This soil type is imperfectly drained and drainage improvements are typically required for certain agricultural crops. The silt and loam content make this soil susceptible to erosion; however, its topography limits its susceptibility. Chinguacousy silt loam is located to the north of Rymal Road, north of the current northern terminus of Trinity Church Road.

2.1.4 Oneida silt loam

Oneida silt loam soils originate from the Brunisolic Gray Brown Luvisol soil group. They develop on fine textured glacial till composed dominantly of shale and to a lesser extent derived from limestone materials. Oneida silt loam soils are calcareous in nature, characterized by steeply sloping topography. They are well drained and good agricultural soils. The surface plough layer of Oneida silt loam is friable and susceptible to erosion. Oneida silt loam is located to the north of the current northern terminus of Trinity Church Road and west of Mount Albion Road.

2.1.5 Smithville silt loam

Smithville silt loam is developed from silt loam over clay till. This soil type has a complex and gently sloping topography. This soil type is moderately well drained. The silt and loam content make this soil susceptible to erosion; however, its topography limits its susceptibility and drainage may be temporarily impeded in level areas. Smithville silt loam surrounds Rymal Road between Upper Mount Albion Road and Trinity Church Road. A small band of Smithville silt loam also crosses Rymal Road and runs south through the study area.

2.1.6 Toledo silt loam – shallow phase

Toledo silt loam – shallow phase soils are derived from lacustrine silty clay loam and silty clay parent materials. This soil type has a simple and level to very gently sloping topography. This soil type is poorly drained. The silt and loam content make this soil susceptible to erosion; however, its topography and clay content limit its susceptibility. A small band of Toledo silt loam – shallow phase runs parallel to and north of Rymal Road, north of the current northern terminus of Trinity Church Road.

2.1.7 Toledo silty clay loam

Toledo silty clay loam is derived from lacustrine silty clay loam and silty clay parent materials. This soil type has a simple and level to very gently sloping topography. This soil type is poorly drained. The silt and loam content make this soil susceptible to erosion; however, its topography and clay content limit its susceptibility. A small band of Toledo silty clay loam crosses Rymal Road just west of Fletcher Road.

2.1.8 Bottom Land alluvial soil

Bottom Land alluvial soil is comprised of recent alluvial deposits. This soil type has variable drainage, variable to level topography and erosion is variable. This soil surrounds Tributary 1 of Hannon Creek in the study area.

2.2 Fisheries and Aquatic Ecosystems

The study area is located in the Red Hill Creek watershed, the Hannon Creek subwatershed, and the Twenty Mile Creek watershed. Several intermittent tributaries cross Trinity Church Road, Glover Road, and Rymal Road East, generally in an east-to-west direction, contributing to Hannon Creek and Red Hill Creek within the Hamilton Region Conservation Authority jurisdiction. A single tributary, which contributes to the Twenty Mile Creek watershed within the Niagara Peninsula Conservation Authority jurisdiction, crosses Trinity Church Road roughly 1.2 km south of Rymal Road. The location of watercourses in the study area is presented in Figure 2. A summary of the fisheries and aquatic habitat conditions of these watercourses is presented in Table 1.

Background fisheries information suggests that fish communities are not present within the study area (Philips 2005). However, brook stickleback (*Culaea inconstans*) was sampled downstream of Rymal Road in the study area as recently as 2002 (C. Portt and Associates 2002). Streams in the study area were characterized recently as part of the North Glanbrook Industrial Business Park Master Drainage Plan Stream Characterization Study (TSH 2006).

LGL investigated fish habitat function to identify fishery type and sensitivities on July 18, 2006. A total of four tributaries of Hannon Creek and one tributary of Twenty Mile Creek were investigated, all of which, were intermittent, conveying flows on a seasonal basis. Electrofishing surveys were not conducted due to the absence of sufficient depth/flow in all sampling areas. The land usage surrounding these systems is predominantly agricultural and many of the intermittent tributaries are ploughed-through or have a minor riparian vegetation belt.

2.2.1 Tributary 1 of Hannon Creek (Reach HC2-B)

Tributary 1 crosses Trinity Church Road, conveying flow from west from east, contributing to Hannon Creek. The channel is ill-defined in several locations, and enclosed through a cemetery just south of Rymal Road East. A small (approximately 30 cm diameter) corrugated steel pipe is the daylighting area for the enclosed flow, and is located at the western property limit of the cemetery. The channel traverses through abandoned and succeeding agricultural fields, with a shrub community dominated by tartarian honeysuckle (*Lonicera tatarica*), common buckthorn (*Rhamnus cathartica*) and hawthorn (*Crataegus* sp.) closer to Trinity Church Road and reed canary grass (*Phalaris arundinacea*) through much of the channel length closer to Glover Road.

Neither flows, nor standing water, were present at the Trinity Church Road and Glover Road culverts. Standing water was present in areas roughly half way between the two roads, though fish were not observed. It is thought that this area may be used during the spring freshet for direct fish habitat, but that habitat requirements for fish are not met during the summer and winter months. This reach is characterized as having low constraint in the Stream Characterization Study.

TABLE 1.
SUMMARY OF FISHERIES AND AQUATIC HABITAT CONDITIONS

Sampling Location	Name	Type of Fishery	Comments
1	Tributary 1 of Hannon Creek	Indirect fish habitat	<ul style="list-style-type: none"> • Intermittent swale • Contained only wet pockets with discontinuous flow within channel during investigation • Minor channel definition evident • Enclosed through Trinity Church Cemetery, open channel off-property
2	Tributary 2 of Hannon Creek	Indirect fish habitat	<ul style="list-style-type: none"> • Intermittent swale • Dry during investigation • Loosely defined channel • Minor riparian component
3	Tributary 1 of Twenty Mile Creek	Indirect fish habitat	<ul style="list-style-type: none"> • Intermittent swale through agricultural field • Dry during investigation • Riparian community generally absent through study area
4	Tributary 4 of Hannon Creek	Indirect fish habitat	<ul style="list-style-type: none"> • Intermittent swale through agricultural field • Dry during investigation • Riparian community generally absent through study area
5	Tributary 3 of Hannon Creek	Indirect fish habitat	<ul style="list-style-type: none"> • Intermittent swale through abandoned agricultural field • Connectivity not evident • Channel form not evident

2.2.2 Tributary 2 of Hannon Creek (Reach HC2-C)

Tributary 2 crosses Trinity Church Road south of Tributary 1 in a similar manner, east flowing to the west and contributing to Hannon Creek. The channel is contained within a roughly 15 m grassed buffer and traverses cropped agricultural fields on both sides of Trinity Church Road. Karst topography is believed to exist on the east side of Trinity Church, where flows may recharge to groundwater, though this has not been confirmed. A small pool of standing water was noted on the downstream (west) side of Trinity Church Road, though fish were not observed. This reach is characterized as having low constraint in the Stream Characterization Study.

2.2.3 Tributary 3 of Hannon Creek (HC1-B)

Tributary 3 of Hannon Creek appears as a disjointed channel on Ontario Base Mapping (OBM), initiating and terminating in a single field. It is possible that the channel may head underground while in karst topography. During the site visit there was no evidence of a defined channel, nor any water, suggesting that only sheet flow is conveyed. This reach is not characterized at Trinity Church Road. Downstream of Pritchard Road, the reach is characterized as having medium constraint in the Stream Characterization Study.

2.2.4 Tributary 4 of Hannon Creek (HC3-I)

Tributary 4 of Hannon Creek conveys flow across Glover Road to the west from the east. The channel conveys flows towards Hannon Creek on an intermittent basis. The channel originates within the study area, but is likely the result of sheet flow, rather than groundwater upwelling. The riparian cover in the headwaters is largely absent, with active agricultural cropping surrounding. Small areas of natural vegetation are present at the Glover Road culvert, offering minor amounts of shade and shore cover. Water was not present during the site investigation. This reach is characterized as having low constraint in the Stream Characterization Study.

2.2.5 Tributary 1 of Twenty Mile Creek

Tributary 1 of Twenty Mile Creek appears to convey flow from west to east across Trinity Road East through a roughly 15 m herbaceous vegetated riparian belt. The channel is ill-defined and water was not present within the study area, or at the Trinity Road crossing.

2.2.6 Species at Risk

No aquatic species at risk have been documented historically or recently in the study area.

2.3 Vegetation and Vegetation Communities

The geographical extent, composition, structure and function of vegetation communities were identified through air photo interpretation and field investigations. Air photos were interpreted to determine the limits and characteristics of vegetation communities. Field investigations of natural/semi-natural vegetation were conducted within the study area on July 13, 2006 to ground truth the boundaries of vegetation communities and to conduct a botanical survey.

Vegetation communities were classified according to the *Ecological Land Classification for Southern Ontario: First Approximation and Its Application* (Lee et al. 1998). The community was sampled using a plotless method for the purpose of determining general composition and structure of the vegetation. Vascular plant nomenclature follows Newmaster et al. (1998) with a few exceptions.

2.3.1 *Vegetation Communities*

Much of the vegetation within the study area is of anthropogenic origin, resulting from ongoing agricultural, residential and commercial land use. Active agricultural fields in the study area include crops of corn (*Zea mays*), wheat (*Triticum aestivum*), mixed hay and forage crops.

Natural/semi-natural vegetation communities in the study area include Reed Canary-grass Mineral Meadow Marshes (MAM2-2) and Cattail Mineral Shallow Marshes (MAS2-1). These are primarily associated with tributaries of Hannon Creek in the study area.

Cultural vegetation communities are the predominant vegetation community types in the study area and include Dry-Moist Old Field Meadows (CUM1-1), Dogwood Cultural Thickets (CUT1-4) and Mineral Cultural Woodlands (CUW1A, CUW1B). These communities are delineated in Figure 2 and described in Table 2.

2.3.2 *Flora*

To date, a total of 115 vascular plant taxa have been documented within the study area. Fifty-eight (58) taxa, 50 percent of the recorded flora, are considered introduced and non-native to Ontario. A list of vascular plants identified within the study area is presented in Table 3.

2.3.3 *Species at Risk*

Plant species status was reviewed for the City of Hamilton (Dwyer 2003) and Ontario (Oldham 1999). No plant species considered rare, threatened or endangered (R,T,E) in Ontario or in the City of Hamilton were documented during the July 2006 field investigations.

Vegetation community status was reviewed for Ontario (NHIC 1997). The vegetation communities identified within the study area are considered widespread and common in Ontario and secure globally (NHIC 1997).

TABLE 2.
SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES

ELC Code	Vegetation Type	Species Association	Comments
Terrestrial – Cultural			
CUM	CULTURAL MEADOW		
CUM1-1	Dry-Moist Old Field Meadow Type	<p>Ground Cover: Brome and alfalfa dominant, with Canada goldenrod, tall goldenrod, timothy, red clover, bird vetch, black medick, lance-leaved plantain, reed-canary grass, common ragweed, common milkweed, common burdock, velvet-leaf, bull thistle, ox-eye daisy, chickory, lamb's-quarters, teasel, wild carrot, scarlet strawberry, common St. John's-wort, Kentucky bluegrass, Canada bluegrass, curled dock and common dandelion</p>	<p>Cultural communities (CU).</p> <p>Tree cover and shrub cover < 25 % (M).</p> <p>This community can occur on a wide range of soil moisture regimes (Dry-Moist).</p> <p>Pioneer communities establishing in abandoned agricultural fields.</p>
CUT	CULTURAL THICKET		
CUT1-4	Dogwood Cultural Thicket	<p>Canopy: Grey dogwood dominant, sparse canopy of dotted hawthorn or staghorn sumac dominant in some sections, mid-aged sugar maple, red ash, sweet cherry, black cherry scattered throughout in hedgerow locations</p> <p>Understorey: Grey dogwood dominant, with Tartarian honeysuckle, choke cherry, staghorn sumac, wild red raspberry and thimble-berry</p> <p>Ground Cover: Garlic mustard dominant, scarlet strawberry, enchanter's nightshade and white avens</p>	<p>Cultural communities (CU).</p> <p>Tree cover < 25 % and shrub cover > 25 % (T).</p> <p>Mineral soil (1).</p> <p>Dogwood dominant (-4).</p> <p>Pioneer and young communities with scattered mid-aged and mature trees located along hedgerows and in areas historically but not presently used for agricultural purposes.</p>
CUW	CULTURAL WOODLAND		
CUW1A	Black Walnut Cultural Woodland	<p>Canopy: Open canopy of young black walnut</p> <p>Sub-canopy: Dotted hawthorn dominant, with black walnut, Tartarian honeysuckle and common buckthorn</p> <p>Understorey: Thimble-berry dominant with red currant</p> <p>Ground Cover: Garlic mustard, enchanter's nightshade and yellow avens dominant</p>	<p>Cultural communities (CU).</p> <p>Tree cover ranges from 35 to 60 % (W).</p> <p>Mineral soil (1).</p> <p>Black walnut dominant in an open canopy (A).</p> <p>Young communities in areas historically but not presently used for agricultural purposes.</p>

TABLE 2.
SUMMARY OF ECOLOGICAL LAND CLASSIFICATION VEGETATION COMMUNITIES

ELC Code	Vegetation Type	Species Association	Comments
CUW1B	Coniferous Cultural Woodland	Canopy: Open canopy of young white pine and Norway spruce Sub-canopy: Common buckthorn, glossy buckthorn and black walnut Understorey: Tartarian honeysuckle, grey dogwood and thimbleberry Ground Cover: Garlic mustard, enchanter's nightshade, yellow avens, Canada avens, bittersweet nightshade	Cultural communities (CU). Tree cover ranges from 35 to 60 % (W). Mineral soil (1). Pioneer to young communities. Young community in close proximity to residential dwellings on Rymal Road.
Wetland			
MAM	MEADOW MARSH		
MAM2-2	Reed-canary Grass Mineral Meadow Marsh Type	Canopy: Sparse grey dogwood Ground Cover: Reed-canary grass dominant, with beggar's-ticks, New England aster, redtop, lady's-thumb, dark-green bulrush and tall goldenrod	Tree and shrub cover < 25 % and water table seasonally drops below the substrate surface (MAM). Mineral soil (2). Reed-canary grass dominant (-2). Community surrounds a tributary of Hannon Creek.
MAS	SHALLOW MARSH		
MAS2-1	Cattail Mineral Shallow Marsh Type	Ground Cover: Common cattail and dark-green bulrush dominant, with riverbank grape, willow-herbs, teasel, beggar's-ticks and common duckweed	Standing or flowing water for much of the growing season and hydrophytic emergent macrophyte cover > 25 % (MAS). Mineral soil (2). Cattails are dominant (-1). Community established in ponds in the study area.

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
EQUISETACEAE	HORSETAIL FAMILY										
<i>Equisetum arvense</i>	field horsetail					x					
PINACEAE	PINE FAMILY										
* <i>Picea abies</i>	Norway spruce								x		
* <i>Picea pungens</i>	Colorado spruce						x				
<i>Pinus strobus</i>	eastern white pine								x		
CUPRESSACEAE	CEDAR FAMILY										
<i>Thuja occidentalis</i>	eastern white cedar						x				
ULMACEAE	ELM FAMILY										
<i>Ulmus americana</i>	white elm					x			x	x	
JUGLANDACEAE	WALNUT FAMILY										
<i>Carya ovata</i> var. <i>ovata</i>	shagbark hickory						x				
<i>Juglans nigra</i>	black walnut						x	x	x		
* <i>Juglans regia</i>	English walnut						x				
CHENOPODIACEAE	GOOSEFOOT FAMILY										
* <i>Chenopodium album</i> var. <i>album</i>	lamb's quarters					x					
CARYOPHYLLACEAE	PINK FAMILY										
* <i>Dianthus armeria</i>	deptford pink					x					
POLYGONACEAE	SMARTWEED FAMILY										
* <i>Polygonum convolvulus</i>	black bindweed					x					
* <i>Polygonum persicaria</i>	lady's-thumb					x				x	
* <i>Rumex crispus</i>	curly-leaf dock					x					
GUTTIFERAE	ST. JOHN'S-WORT FAMILY										
* <i>Hypericum perforatum</i>	common St. John's-wort					x	x	x			
MALVACEAE	MALLOW FAMILY										
* <i>Abutilon theophrasti</i>	velvet-leaf					x					
SALICACEAE	WILLOW FAMILY										
<i>Populus deltoides</i> ssp. <i>deltoides</i>	eastern cottonwood					x					x

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
<i>Salix petiolaris</i>	slender willow					x					x
* <i>Salix X sepulcralis</i>	weeping willow					x					
BRASSICACEAE	MUSTARD FAMILY										
* <i>Alliaria petiolata</i>	garlic mustard						x	x	x		
* <i>Brassica nigra</i>	black mustard					x					
* <i>Hesperis matronalis</i>	dame's rocket							x			
* <i>Lepidium campestre</i>	field cress					x					
PRIMULACEAE	PRIMROSE FAMILY										
* <i>Lysimachia nummularia</i>	moneywort							x			
GROSSULARIACEAE	GOOSEBERRY FAMILY										
* <i>Ribes rubrum</i>	red currant							x	x		
ROSACEAE	ROSE FAMILY										
<i>Crataegus punctata</i>	large-fruited thorn						x	x			
<i>Fragaria virginiana</i> ssp. <i>virginiana</i>	scarlet strawberry					x	x	x	x		
<i>Geum aleppicum</i>	yellow avens					x	x	x	x		
<i>Geum canadense</i>	white avens						x				
* <i>Potentilla recta</i>	rough-fruited cinquefoil					x					
* <i>Prunus avium</i>	sweet cherry						x	x	x		
<i>Prunus serotina</i>	black cherry						x				
<i>Prunus virginiana</i> ssp. <i>virginiana</i>	choke cherry						x		x		
<i>Rosa blanda</i>	smooth rose						x				
<i>Rosa carolina</i>	pasture rose						x				
<i>Rubus idaeus</i> ssp. <i>melanolasius</i>	wild red raspberry						x	x	x		
<i>Rubus occidentalis</i>	thimble-berry						x	x	x		
FABACEAE	PEA FAMILY										
* <i>Caragana arborescens</i>	Siberian pea tree						x			x	
* <i>Lotus corniculatus</i>	bird's-foot trefoil					x					
* <i>Medicago lupulina</i>	black medick					x					

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
* <i>Medicago sativa</i> ssp. <i>sativa</i>	alfalfa					x					
* <i>Melilotus alba</i>	white sweet-clover					x					
* <i>Trifolium hybridum</i> ssp. <i>elegans</i>	alsike clover					x					
* <i>Trifolium pratense</i>	red clover					x					
* <i>Vicia cracca</i>	tufted vetch					x	x				
LYTHRACEAE	LOOSESTRIFE FAMILY										
* <i>Lythrum salicaria</i>	purple loosestrife					x				x	
ONAGRACEAE	EVENING-PRIMROSE FAMILY										
<i>Circaea lutetiana</i> ssp. <i>canadensis</i>	yellowish enchanter's nightshade						x	x	x		
<i>Epilobium ciliatum</i> ssp. <i>glandulosum</i>	northern willow-herb						x	x			
<i>Epilobium coloratum</i>	purple-veined willow-herb					x					
* <i>Epilobium hirsutum</i>	hairy willow-herb						x				
CORNACEAE	DOGWOOD FAMILY										
<i>Cornus foemina</i> ssp. <i>racemosa</i>	gray dogwood						x	x	x	x	
CELASTRACEAE	STAFF-TREE FAMILY										
<i>Euonymus obovata</i>	running strawberry-bush						x				
EUPHORBIACEAE	SPURGE FAMILY										
* <i>Euphorbia peplus</i>	petty spurge					x				x	
RHAMNACEAE	BUCKTHORN FAMILY										
* <i>Rhamnus cathartica</i>	common buckthorn						x	x	x		
VITACEAE	GRAPE FAMILY										
<i>Parthenocissus inserta</i>	inserted Virginia-creeper						x	x	x	x	
<i>Vitis riparia</i>	riverbank grape					x	x		x	x	
ACERACEAE	MAPLE FAMILY										
<i>Acer saccharum</i> ssp. <i>saccharum</i>	sugar maple						x				
ANACARDIACEAE	SUMAC FAMILY										
<i>Rhus typhina</i>	staghorn sumac					x	x				

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
OXALIDACEAE	WOOD SORREL FAMILY										
<i>Oxalis stricta</i>	upright yellow wood-sorrel					x	x	x			
GERANIACEAE	GERANIUM FAMILY										
* <i>Geranium robertianum</i>	herb-Robert						x	x	x		
APIACEAE	PARSLEY FAMILY										
* <i>Daucus carota</i>	wild carrot					x	x				
ASCLEPIADACEAE	MILKWEED FAMILY										
<i>Asclepias syriaca</i>	common milkweed					x	x				
SOLANACEAE	POTATO FAMILY										
* <i>Solanum dulcamara</i>	bitter nightshade						x		x	x	x
LAMIACEAE	MINT FAMILY										
<i>Clinopodium vulgare</i>	wild basil					x			x		
* <i>Nepeta cataria</i>	catnip					x					
PLANTAGINACEAE	PLANTAIN FAMILY										
* <i>Plantago lanceolata</i>	ribgrass					x					
OLEACEAE	OLIVE FAMILY										
<i>Fraxinus pennsylvanica</i>	red ash						x				
SCROPHULARIACEAE	FIGWORT FAMILY										
* <i>Linaria vulgaris</i>	butter-and-eggs					x					
* <i>Verbascum thapsus</i>	common mullein					x	x				
RUBIACEAE	MADDER FAMILY										
<i>Galium aparine</i>	cleavers						x		x		
CAPRIFOLIACEAE	HONEYSUCKLE FAMILY										
* <i>Lonicera tatarica</i>	Tartarian honeysuckle						x	x	x		
<i>Viburnum lentago</i>	nannyberry							x			
DIPSACACEAE	TEASEL FAMILY										
* <i>Dipsacus fullonum</i> ssp. <i>sylvestris</i>	wild teasel					x	x			x	x

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
ASTERACEAE	ASTER FAMILY										
* <i>Achillea millefolium</i> ssp. <i>millefolium</i>	common yarrow					x	x				
<i>Ambrosia artemisiifolia</i>	common ragweed					x	x				
* <i>Arctium lappa</i>	great burdock						x	x			
* <i>Arctium minus</i> ssp. <i>minus</i>	common burdock					x	x		x		
<i>Aster novae-angliae</i>	New England aster					x	x			x	
<i>Bidens frondosa</i>	devil's beggar-ticks					x	x			x	x
* <i>Chrysanthemum leucanthemum</i>	ox-eye daisy					x					
* <i>Cichorium intybus</i>	chicory					x					
* <i>Cirsium arvense</i>	Canada thistle					x	x			x	
* <i>Cirsium vulgare</i>	bull thistle					x	x				
<i>Erigeron annuus</i>	daisy fleabane					x	x	x	x		
<i>Euthamia graminifolia</i>	flat-topped bushy goldenrod					x				x	
* <i>Hieracium caespitosum</i> ssp. <i>caespitosum</i>	field hawkweed						x				
<i>Lactuca canadensis</i>	tall lettuce						x				
* <i>Lactuca serriola</i>	prickly lettuce					x				x	
<i>Solidago altissima</i> var. <i>altissima</i>	tall goldenrod					x				x	
<i>Solidago canadensis</i>	Canada goldenrod					x	x	x	x		
<i>Solidago juncea</i>	early goldenrod						x				
* <i>Tanacetum vulgare</i>	common tansy					x					
* <i>Taraxacum officinale</i>	common dandelion					x			x		
LEMNACEAE	DUCKWEED FAMILY										
<i>Lemna minor</i>	lesser duckweed										x
JUNCACEAE	RUSH FAMILY										
<i>Juncus dudleyi</i>	Dudley's rush					x	x				
<i>Juncus tenuis</i>	path rush					x					
CYPERACEAE	SEDGE FAMILY										
<i>Carex bebbii</i>	Bebb's sedge					x	x			x	x

TABLE 3.
WORKING VASCULAR PLANT CHECKLIST

Scientific Name	Common Name	COSEWIC	OMNR	Local Status	Legal Status	Vegetation Community					
						CUM1-1	CUT1-4	CUW1A	CUW1B	MAM2-2	MAS2-1
<i>Carex stipata</i>	awl-fruited sedge						X				
<i>Carex vulpinoidea</i>	fox sedge					X	X			X	X
<i>Scirpus atrovirens</i>	dark-green bulrush					X	X			X	X
<i>Scirpus validus</i>	American great bulrush					X					X
POACEAE	GRASS FAMILY										
<i>Agrostis stolonifera</i>	redtop					X	X		X	X	X
* <i>Bromus inermis</i> ssp. <i>inermis</i>	awnless brome					X					
* <i>Dactylis glomerata</i>	orchard grass					X					
* <i>Elymus repens</i>	quack grass					X					
<i>Glyceria striata</i>	fowl meadow grass					X	X			X	X
* <i>Hordeum jubatum</i> ssp. <i>jubatum</i>	squirrel-tail grass					X					
<i>Phalaris arundinacea</i>	reed canary grass					X	X			X	X
* <i>Phleum pratense</i>	timothy					X	X				
<i>Phragmites australis</i>	common reed					X					X
<i>Poa compressa</i>	Canada blue grass					X					
* <i>Poa pratensis</i> ssp. <i>pratensis</i>	Kentucky bluegrass					X					
TYPHACEAE	CATTAIL FAMILY										
<i>Typha latifolia</i>	broad-leaved cattail					X				X	X
LILIACEAE	LILY FAMILY										
* <i>Asparagus officinalis</i>	garden asparagus					X					

*Introduced species

COSEWIC (Committee on the Status of Endangered Wildlife in Canada):

END Endangered
THR Threatened
SC Special Concern

Local Status:

R Rare in the City of Hamilton (Dwyer 2003)

OMNR (Ontario Ministry of Natural Resources):

END Endangered
THR Threatened
SC Special Concern

Legal Status:

SARA *Species at Risk Act* – Schedules (1), (2), (3)

ESA *Endangered Species Act*

PPS Species afforded habitat protection under the Provincial Policy Statement of the *Planning Act*

2.4 Wildlife and Wildlife Habitat

Field investigations within the study area were conducted on July 11th and 18th, 2006 to document breeding bird evidence (BBE) and to characterize the nature, extent and significance of breeding bird usage of the habitats within the project limits. Territorial songs along with direct observations of bird breeding behaviours and locating bird nests were used to record BBE. Survey methodology and breeding bird behaviours used as evidence of breeding success were categorized according to the Breeding Bird Atlas five-year surveys programme of Bird Studies Canada (BSC).

2.4.1 Breeding Bird Habitat

The Trinity Church Corridor study area was predominantly agricultural land bordered by a few residences. The only naturalized habitat was located centrally in an area approximately 0.5 km² between Glover Road and Trinity Church Road just south of Rymal Road. This natural area was comprised of marsh, cultural meadows, cultural thickets, cultural woodlots and tributaries of Redhill Creek flowing through the north end. Although there was evidence for breeding birds in the agricultural areas, over 95 percent of the breeding birds recorded in the study area came from these natural heritage areas.

2.4.2 Fauna

Field investigations took place near the end of bird breeding season so many of the early season nesters could not be identified in the study area unless their particular nests were found. Four species of early season breeding birds however, were recorded by LGL in the same study area during early season field investigations the previous year and included in this' surveys final results. Most of the birds recorded as breeding within the study area however, were mid to late summer breeding species.

Breeding evidence was obtained for 37 species of birds. The most productive habitats were cultural thickets and cultural meadows where BBE was found for 12 species of birds. Active nests of American Goldfinch (*Carduelis tristis*), Black-billed Cuckoo (*Coccyzus erythrophthalmus*), Cedar Waxwing (*Bombycilla cedrorum*), Eastern Kingbird (*Tyrannus tyrannus*) and used nests of Willow Flycatcher (*Empidonax traillii*) and Yellow Warbler (*Dendroica petechia*) were located. Behavioral evidence for Gray Catbird (*Dumetella carolinensis*), Song Sparrow (*Melospiza melodia*), Savannah Sparrow (*Passerculus sandwichensis*) and Eastern Meadowlark (*Sturnella magna*) were also recorded in these two habitats. The cultural woodlots showed BBE for Northern Cardinal (*Cardinalis cardinalis*), Northern Flicker (*Colaptes auratus*) and Black-capped Chickadee (*Poecile atricapillus*).

BBE for Chipping Sparrow (*Spizella passerina*) and Barn Swallow (*Hirundo rustica*) was recorded around the residences along Trinity Church Road and Killdeer (*Charadrius vociferus*) and Horned Lark (*Eremophila alpestris*) were observed on territory in the agricultural fields.

A summary of the breeding birds documented in the study area during field investigations is presented in Table 4.

TABLE 4.
WILDLIFE DOCUMENTED IN THE STUDY AREA BY LGL LIMITED AND OTHERS

Wildlife	Scientific Name	Common Name	COSEWIC	OMNR	Local	Legal Status	Others
Herpetofauna	<i>Bufo americanus</i>	American Toad					*
	<i>Hyla versicolor</i>	Gray Treefrog				FWCA(P)	*
	<i>Pseudacris crucifer</i>	Spring Peeper					*
	<i>Pseudacris triseriata</i>	Western Chorus Frog					*
	<i>Rana sylvatica</i>	Wood Frog					*
	<i>Rana pipiens</i>	Northern Leopard Frog					*
	<i>Rana clamitans</i>	Green Frog					*
	<i>Thamnophis sirtalis</i>	Eastern Gartersnake					*
	<i>Storeria dekayi</i>	Dekay's Brown Snake					*
Birds	<i>Charadrius vociferus</i>	Killdeer				MBCA	
	<i>Columba livia</i>	Rock Pigeon					
	<i>Zenaida macroura</i>	Mourning Dove				MBCA	
	<i>Coccyzus erythrophthalmus</i>	Black-billed Cuckoo			BSC	MBCA	
	<i>Picoides pubescens</i>	Downy Woodpecker				MBCA	
	<i>Colaptes auratus</i>	Northern Flicker				MBCA	
	<i>Empidonax traillii</i>	Willow Flycatcher				MBCA	
	<i>Tyrannus tyrannus</i>	Eastern Kingbird			BSC	MBCA	
	<i>Vireo gilvus</i>	Warbling Vireo				MBCA	
	<i>Cyanocitta cristata</i>	Blue Jay				FWCA	
	<i>Eremophila alpestris</i>	Horned Lark				MBCA	*
	<i>Tachycineta bicolor</i>	Tree Swallow				MBCA	*
	<i>Stelgidopteryx serripennis</i>	Northern Rough-winged Swallow				MBCA	
	<i>Hirundo rustica</i>	Barn Swallow				MBCA	
	<i>Poecile atricapillus</i>	Black-capped Chickadee			BSC	MBCA	
	<i>Troglodytes aedon</i>	House Wren				MBCA	
	<i>Turdus migratorius</i>	American Robin				MBCA	
	<i>Dumetella carolinensis</i>	Gray Catbird				MBCA	
	<i>Mimus polyglottos</i>	Northern Mockingbird			BSC	MBCA	
	<i>Sturnus vulgaris</i>	European Starling					

TABLE 4.
WILDLIFE DOCUMENTED IN THE STUDY AREA BY LGL LIMITED AND OTHERS

Wildlife	Scientific Name	Common Name	COSEWIC	OMNR	Local	Legal Status	Others
	<i>Bombycilla cedrorum</i>	Cedar Waxwing				MBCA	
	<i>Dendroica petechia</i>	Yellow Warbler				MBCA	
	<i>Geothlypis trichas</i>	Common Yellowthroat				MBCA	
	<i>Spizella passerina</i>	Chipping Sparrow				MBCA	
	<i>Passerculus sandwichensis</i>	Savannah Sparrow			BSC	MBCA	
	<i>Melospiza melodia</i>	Song Sparrow				MBCA	
	<i>Cardinalis cardinalis</i>	Northern Cardinal				MBCA	
	<i>Passerina cyanea</i>	Indigo Bunting				MBCA	
	<i>Dolichonyx oryzivorus</i>	Bobolink				MBCA	*
	<i>Agelaius phoeniceus</i>	Red-winged Blackbird					
	<i>Sturnella magna</i>	Eastern Meadowlark				MBCA	*
	<i>Quiscalus quiscula</i>	Common Grackle					
	<i>Molothrus ater</i>	Brown-headed Cowbird					
	<i>Icterus galbula</i>	Baltimore Oriole					*
	<i>Carpodacus mexicanus</i>	House Finch				MBCA	
	<i>Carduelis tristis</i>	American Goldfinch			BSC	MBCA	
	<i>Passer domesticus</i>	House Sparrow					
Mammals	<i>Didelphis virginiana</i>	Virginia Opossum				FWCA(F)	*
	<i>Sylvilagus floridanus</i>	Eastern Cottontail				FWCA(G)	
	<i>Lepus europaeus</i>	European Hare				FWCA(G)	*
	<i>Tamias striatus</i>	Eastern Chipmunk				FWCA(P)	*
	<i>Marmota monax</i>	Groundhog					*
	<i>Sciurus carolinensis</i>	Gray Squirrel				FWCA(G)	*
	<i>Peromyscus sp.</i>	White-footed (Deer) Mouse					*
	<i>Microtus pennsylvanicus</i>	Meadow Vole					*
	<i>Canis latrans</i>	Coyote				FWCA(F)	*
	<i>Vulpes vulpes</i>	Red Fox				FWCA(F)	*
	<i>Procyon lotor</i>	Raccoon				FWCA(F)	
	<i>Mephitis mephitis</i>	Striped Skunk				FWCA(F)	*
	<i>Odocoileus virginianus</i>	White-tailed Deer				FWCA(G)	

COSEWIC (Committee on the Status of Endangered Wildlife in Canada):

END Endangered
THR Threatened
SC Special Concern

Local Status:

BSC Bird Studies Canada species of conservation priority for
 the City of Hamilton.

OMNR (Ontario Ministry of Natural Resources):

END Endangered
THR Threatened
SC Special Concern

Legal Status:

SARA *Species at Risk Act* – Schedules (1), (2), (3)
ESA *Endangered Species Act*
FWCA *Fish and Wildlife Conservation Act*
 (P) Protected Species
 (G) Game Species
 (F) Furbearing Mammals
PPS Species afforded habitat protection under
 the Provincial Policy Statement of the *Planning Act*

2.4.3 Species at Risk

None of the species recorded in the study area are considered to be of conservation concern by the Committee on the Status of Endangered Wildlife in Canada (COSEWIC) or the Ontario Ministry of Natural Resources (OMNR)/Committee on the Status of Species at Risk in Ontario (COSSARO). *The Migratory Birds Convention Act* (MBCA) protects 30 of the 37 bird species listed. The Blue Jay (*Cyanocitta cristata*) is protected under *The Fish and Wildlife Conservation Act*. Ten of the bird species listed within the study area are recommended by Bird Studies Canada as a priority species for conservation in the Hamilton-Wentworth Municipality. Many of these, including American Goldfinch, Savannah Sparrow, Black-billed Cuckoo, Northern Mockingbird (*Mimus polyglottos*) and Northern Rough-winged Swallow (*Stelgidopteryx serripennis*), are considered area sensitive particularly with regards to their breeding success.

2.5 Designated Natural Areas

There are no Provincially Significant Wetlands (PSWs) or evaluated wetlands in the study area. There is one Area of Natural and Scientific Interest in close proximity to the study area. The Eramosa Karst Earth Science ANSI extends from Highland Road to just south of Rymal Road between Upper Mount Albion Road and Second Road. This ANSI is characterized by fissures and sinkholes that have resulted from limestone being dissolved slowly over time by carbonic acid. This ANSI will soon be designated as an Environmentally Significant Area (ESA) by the City of Hamilton (XCG Consultants Limited 2005). There are no additional ESAs in the study area.

3.0 PROJECT DESCRIPTION

The need for the Trinity Church Arterial Corridor was established through the Rymal Road Secondary Planning Area Master Plan and the North Glanbrook Industrial Business Park Transportation Master Plan. The recommendations for the corridor identified a four lane arterial corridor from Rymal Road to the Stone Church Road and a two lane arterial corridor south of Rymal Road (with the protection for four lanes).

The Phase 3 and 4 recommendations for the Trinity Church Arterial Corridor include:

- Alignment Option 4 (between existing Trinity Church Road and Pritchard Road);
- A new 4 lane (2 through lanes in each direction) arterial corridor from the Red Hill Valley Parkway-Stone Church Road intersection to south of Rymal Road;
- Provision of an urban cross-section for the Trinity Church Arterial Corridor north of Rymal Road and a rural cross-section south of Rymal Road;
- Sidewalks north of Rymal Road;
- Bike paths;
- Streetscaping, where feasible;
- Utilities; and,
- Median

The plans and typical cross-sections for the Trinity Church Arterial Corridor are included in the Trinity Church Arterial Corridor Class Environmental Assessment Study Report.

4.0 IMPACT ASSESSMENT AND ENVIRONMENTAL PROTECTION

This section describes the predicted environmental effects of the Trinity Church Arterial Collector and identifies environmental protection measures that should be incorporated into road design. A plan view of the new road superimposed on the existing natural heritage features is presented in Figure 3.

4.1 Physiography and Soils

The silty loam soils located within the project limits are moderately to highly susceptible to erosion. Soil disturbance associated with excavations, cut and fill, drainage alterations, etc. may result in erosion of, and sedimentation to, sensitive receiving watercourses. Site-specific erosion and sedimentation control measures to be implemented prior to construction will be identified during detail design. Erosion and sedimentation control measures will include:

- limiting the geographical extent and duration that soils are exposed to the elements;
- implementing standard erosion and sedimentation control measures in accordance with Ontario Provincial Standard Specification (OPSS) 577 including: straw bale and/or rock flow checks placed at regular intervals in ditches down gradient from areas of soil disturbance; silt fence placed along stream margins in areas of soil disturbance; applying conventional seed and mulch, tackifiers and/or erosion control blanket in areas of soil disturbance to provide adequate slope protection and long-term slope stabilization; and,
- managing surface water outside of work areas to prevent surface water from coming in contact with exposed soils.

Monitoring of erosion and sedimentation control measures during construction will be implemented to ensure their effectiveness. These environmental protection measures will greatly reduce the potential for soil erosion and impairment of water quality.

4.2 Aquatic Habitats and Communities

Watercourses located within the project limits are intermittent and do not directly support fish habitat throughout the year. As a result, potential effects on fish habitat can be fully mitigated through standard road construction practices, erosion and sedimentation control and in-water construction timing restrictions.

A warmwater baitfish community is located downstream of Trinity Church Road in Hannon Creek. In recognition of this downstream fish community, an in-water construction timing restriction should be implemented to protect fish. No in-water work should be performed from April 1 to June 30 to protect spawning, egg incubation and fry emergence in the downstream fishery.

The construction of Trinity Church Arterial Corridor will require the installation of new culverts located at Tributaries 1 and 4 of Hannon Creek. These new culverts should be open footing, where feasible. Closed culverts should be designed to accommodate fish passage including:



LEGEND

- Watercourse
- Vegetation Community Boundary

Vegetation Community Boundary

- CUM1-1** Dry-Moist Old Field Meadow Type
- CUT1-4** Gray Dogwood Cultural Thicket Type
- CUW1a** Black Walnut Cultural Woodland
- CUW1b** Coniferous Cultural Woodland
- MAM2-2** Reed-canary Grass Mineral Meadow M
- MAS2-1** Cattail Mineral Shallow Marsh Type



Data Source: LGL Limited field surveys.

Trinity Church Arterial Corridor in Relation to Natural Heritage Features

Project: TA4344	Figure: 3
Date: August 2006	Prepared By: MWF
Scale: 1 : 8000	Checked By: GNK

- installing open footing culverts, where feasible;
- installing the culvert on the same gradient as the existing stream bed;
- avoiding gradients in excess of 0.5 % where possible;
- countersinking by at least 20 % of the culvert's diameter;
- backfilling with native substrate; and,
- sizing according to hydraulic conveyance requirements.

The construction of the Trinity Church Arterial Corridor has the potential to alter water quality and quantity by reducing the permeability of the ground resulting in increased runoff of surface water. An increase in runoff may promote erosion downstream, thus impairing water quality with sediments.

A conceptual stormwater management plan has been prepared for the broader Rymal Road Planning Area, including the Trinity Church Arterial Corridor, to address potential water quality and quantity effects. The stormwater management plan identifies a wet pond with extended detention with a total storage volume of 4,207 m³. This stormwater detention pond will provide level 2 quality control and storage to meet pre-development levels prior to discharge to Hannon Creek.

Erosion and sedimentation control measures will be installed within the project limits to maintain water quality during construction. These erosion and sedimentation control measures are described previously for physiography and soils.

4.3 Vegetation and Vegetation Communities

Trinity Church Arterial Corridor construction has the potential to result in the displacement of and disturbance to vegetation and vegetation communities. Effects on vegetation related to these improvements may include:

- displacement of vegetation and vegetation communities;
- disturbance to vegetation through edge effects (windthrow, sunscald, changes in light conditions and invasion by exotic species), drainage modifications and salt spray; and,
- displacement of rare, threatened or endangered vegetation or significant vegetation communities.

Over time these disturbances may alter community structure, composition and function. Effects are most prominent in areas that have not been previously disturbed.

4.3.1 Displacement of Vegetation and Vegetation Communities

Trinity Church Arterial Corridor will require vegetation removals within the new right-of-way. This vegetation has been disturbed previously through human activity and comprises cultural thicket and cultural meadow communities. The higher quality vegetation, including the black walnut woodlot, was avoided through route selection. To minimize the extent of vegetation removals, the following environmental protection measures should be incorporated into the design of the arterial road:

- relax the geometric standards to reduce the footprint area to the extent possible;
- restore disturbed areas with a native seed mix;
- provide localized tree protection, including guiderails, retaining walls and ditches, where warranted; and,

- install a temporary tree protection barrier around trees to be protected during construction in accordance with OPSS 565.

Despite these environmental protection measures, a net loss of vegetation will occur as a result of this project. The type and extent of vegetation removals are presented in Table 5. The loss of vegetation can be partially offset through planting native, non-invasive, complementary species in protected areas in consultation with the HRCA.

4.3.2 Disturbance to Vegetation and Vegetation Communities

The development of Trinity Church Arterial Corridor will result in disturbance to vegetation located adjacent to the right-of-way. Since this vegetation is cultural in origin (i.e. previously disturbed), the effects of disturbance are considered minor.

The effects of salt spray on vegetation are considered minor and unavoidable due to safety concerns. Vegetation dieback is typically limited to the outermost edge of vegetation communities and varies based on the orientation of the transportation corridor, the direction of the prevailing winds, the frequency and volume of salt applied, and the sensitivity of the receiving vegetation to salt. Measures to reduce potential impacts of road salt include:

- manage the application of road salt through judicious timing, improved spreader machinery, pre-wetting methods, pavement temperature monitoring, and other techniques; and,
- use alternative substances to de-icing salt including other chloride salts, and acetate-based substances, where appropriate.

These measures will keep vegetation dieback to a minimum.

4.3.3 Displacement of Rare, Threatened or Endangered Vegetation or Significant Vegetation Communities

No plant species of conservation concern or significant vegetation communities will be lost or disturbed by road development.

TABLE 5.
SUMMARY OF PROPOSED VEGETATION REMOVALS, MITIGATION MEASURES AND NET ENVIRONMENTAL EFFECTS

ELC Community	Location(s)	Site-Specific Impacts	Proposed Mitigation	Net Environmental Effect
CUT1-4	<ul style="list-style-type: none"> north and south of Rymal Road 	<ul style="list-style-type: none"> removal of approximately 1,361 m² of CUT1-4 	<ul style="list-style-type: none"> relax geometric design standards to minimize area of footprint delineate work zone using construction fencing/tree protection barrier manage the application of road salt to the extent possible restore disturbed areas with native seed mix plant native, non-invasive, complementary vegetation to compensate for vegetation removals 	<ul style="list-style-type: none"> minor loss of vegetation with low significance
CUM1-1	<ul style="list-style-type: none"> south of Rymal Road 	<ul style="list-style-type: none"> removal of approximately 979 m² of CUM1-1 	<ul style="list-style-type: none"> relax geometric design standards to minimize area of footprint delineate work zone using construction fencing/tree protection barrier manage the application of road salt to the extent possible restore disturbed areas with native seed mix plant native, non-invasive, complementary vegetation to compensate for vegetation removals 	<ul style="list-style-type: none"> minor loss of vegetation with low significance

4.4 Wildlife and Wildlife Habitat

Development of the Trinity Church Arterial Corridor has the potential to result in the displacement of and disturbance to wildlife and wildlife habitat. Effects on wildlife related to these improvements may include:

- displacement of wildlife and wildlife habitat;
- barrier effects on wildlife passage;
- wildlife/vehicle conflicts;
- disturbance to wildlife from noise, light and visual intrusion; and,
- displacement of rare, threatened or endangered wildlife and significant wildlife habitat.

Effects are most prominent in areas that have not been previously disturbed.

4.4.1 *Displacement of Wildlife and Wildlife Habitat*

Trinity Church Arterial Corridor will be constructed primarily through agricultural lands and cultural vegetation communities. These areas primarily consist of previously modified/disturbed terrestrial wildlife habitat with low habitat structure and diversity. Consequently, road development will result in the loss of approximately 2,340 m² of habitat with limited capability for wildlife. The effects of habitat removal on wildlife can be mitigated through the following measures:

- avoid vegetation clearing during wildlife breeding seasons, primarily March 15 to July 31; and,
- disperse, capture and relocate wildlife prior to vegetation clearing.

Numerous bird species located within the project limits are listed under the *Migratory Birds Convention Act* (MBCA). The MBCA prohibits the killing, capturing, injuring, taking or disturbing of migratory birds (including eggs) or damaging, destroying, removing or disturbing of nests. Migratory insectivorous and non-game birds are protected year-round and migratory game birds are protected from March 10 to September 1. No permits are issued for the destruction of migratory birds or their nests incidental to some other undertaking or activity and project works or activities are not specifically prohibited under the *Act*. To meet the requirements of the MBCA, no vegetation removals should occur during the nesting season. With several exceptions, this includes the period from April 1 to July 31. If vegetation clearing is required during this period, a nesting survey should be carried out by a qualified avian biologist prior to construction. If active nests are found, a site-specific mitigation plan should be prepared in consultation with the Canadian Wildlife Service.

4.4.2 *Barrier Effects on Wildlife Passage*

Trinity Church Arterial Corridor will sever a minor wildlife corridor located along Tributary 1 of Hannon Creek. This wildlife corridor is not well defined, does not provide a significant linkage with nearby natural areas and is fragmented by agricultural fields. As a result, this effect is considered minor and it can be ameliorated by installing an oversized culvert on Trinity Church Arterial Corridor where it crosses Tributary 1 of Hannon Creek.

4.4.3 *Disturbance to Wildlife from Noise, Light and Visual Intrusion*

Noise, light and visual intrusion may alter wildlife activities and patterns. In rural residential/agricultural settings, such as the study area, wildlife have become acclimatized to human presence and only those fauna that are tolerant of human activities remain. Given that wildlife are acclimatized to rural

development and agricultural activities in the study area, the tolerance of the wildlife assemblage to human activities and the type of habitat to be lost, disturbance to wildlife from noise, light and visual intrusion will have no significant adverse effects.

4.4.4 Displacement of Rare, Threatened or Endangered Wildlife or Significant Wildlife Habitat

No wildlife species of conservation concern or significant wildlife habitat will be lost or disturbed by road development.

4.5 Designated Natural Areas

No designated natural areas will be affected by the Trinity Church Arterial Corridor.

5.0 MONITORING

During construction, an environmental inspector should make frequent random site visits. The environmental inspector will be responsible for delineating work areas, ensuring that erosion and sedimentation control measures are functional, and that the provisions related to fisheries and watercourse protection are met.

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APPENDIX A
PHOTOGRAPHIC RECORD



Photo 1-
Tributary 1 of
Hannon Creek
facing west



Photo 2- Tributary 1 of Hannon Creek facing
west ~400m west of Trinity Church Road



Photo 3- Tributary 1 of Hannon Creek ~200m west
of Trinity Church Road



Photo 4- Tributary 1 ~200m west of
Trinity Church Road



Photo 5- Tributary 1 of Hannon Creek facing
west ~300m west of Trinity Church Road



Photo 4- Tributary 1 of Hannon Creek facing
west ~300m west of Trinity Church Road



Photo 7- Tributary 1 of Hannon Creek
~325m west of Trinity Church Road



Photo 8-From Rymal Road facing south
at intersection with Pritchard Road



Photo 9-From Rymal Road facing south
at intersection with Pritchard Road



Photo 10- From Rymal Road facing south
~100m west of Trinity Church Road



Photo 11- Tributary 1 at Trinity Church
Road facing west



Photo 12- Tributary 1 at Trinity Church
Road facing east



Photo 13- Tributary 1 at Trinity Church Road



Photo 14-
Tributary 2 at
Trinity
Church Road
facing west



Photo 15-
Tributary 2 at
Trinity
Church Road
facing west



Photo 16-
Tributary 2 at
Trinity
Church Road
facing east



Photo 17-
Tributary 2 at
Trinity
Church Road
facing east

Photo 18 – not available



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



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



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



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



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



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



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



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



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



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



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



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



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



Photo 32-
Tributary 1
at Trinity
Church
Road



Photo 33- Tributary 1 at Trinity Church
Road



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



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

Stage 1 Archaeological Assessment
Rymal Road Planning Area (ROPA 9 Lands)
Master Plan Class Environmental Assessment Study,
City of Hamilton, Ontario

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Stage 1 Archaeological Assessment

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

1.0 INTRODUCTION

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

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

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

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

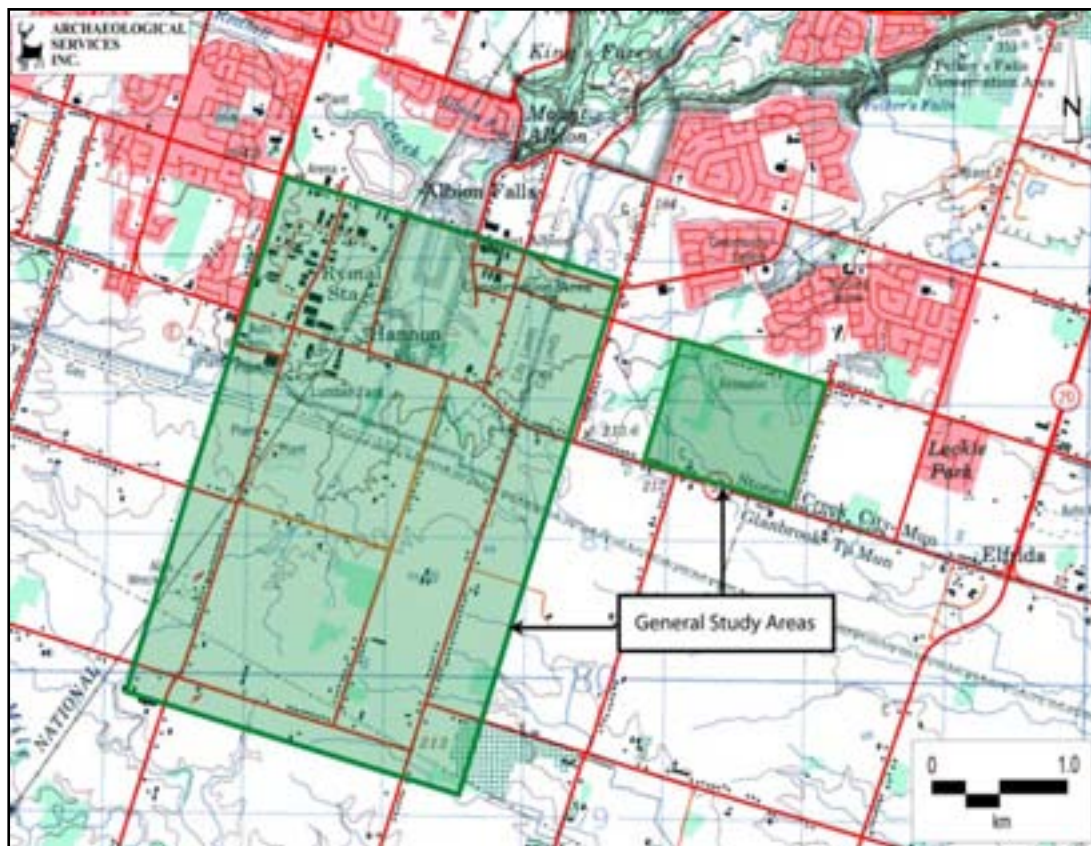


Figure 1: Location of the study area. (NTS map 30 M/04, Hamilton-Grimsby)

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

2.0 STAGE 1 BACKGROUND RESEARCH

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

2.1 Previous Archaeological Research

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

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

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

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

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

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

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

2.2 Physiography

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

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

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

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

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

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

2.3 Assessment of Historic Site Potential

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

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

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

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

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

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

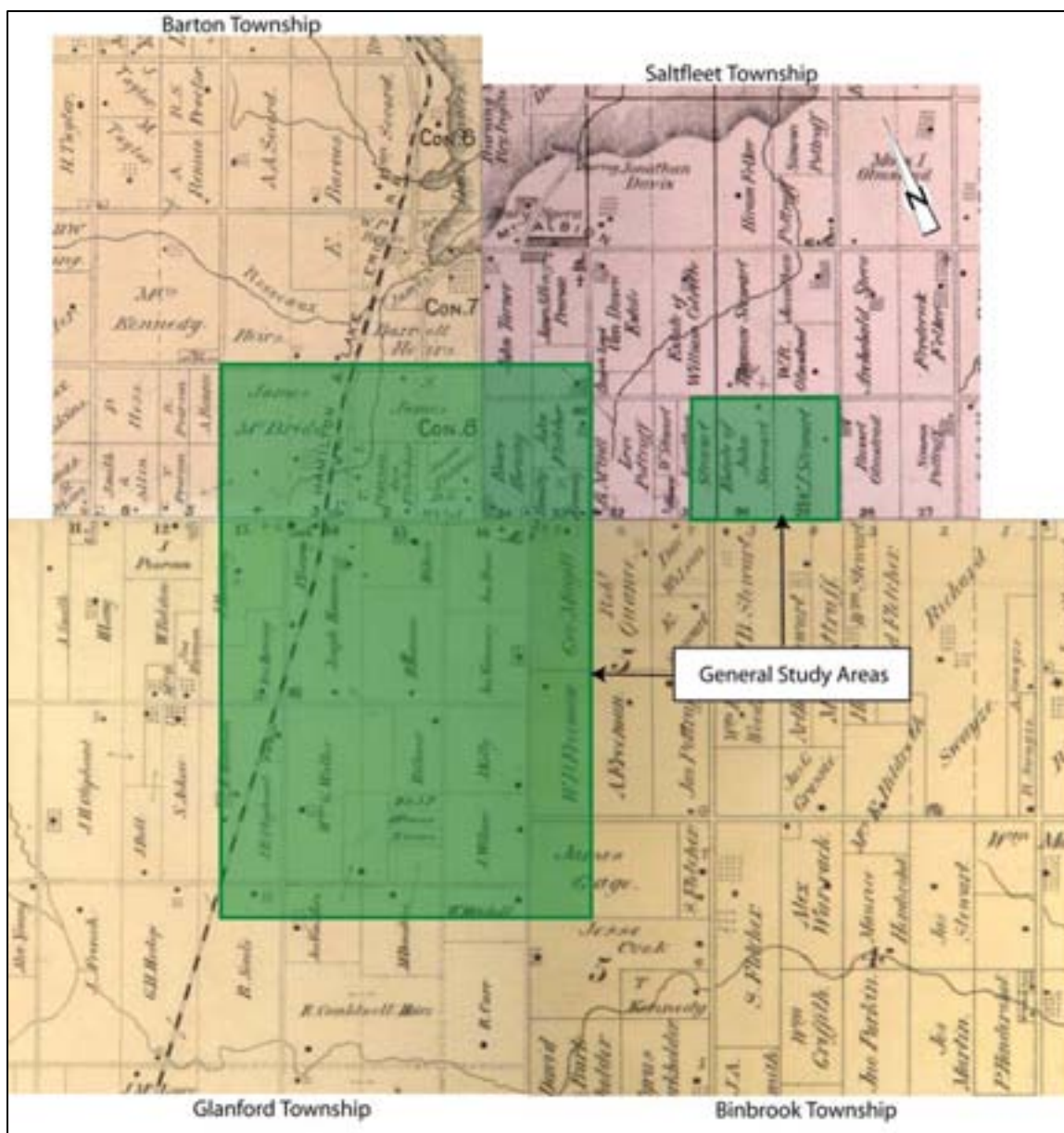


Figure 2: Approximate location of the study area superimposed on maps of the former Townships of Saltfleet, Barton, Glanford and Binbrook, in the 1875 *Illustrated Historical Atlas of the County of Wentworth, Ontario*

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

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

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

3.0 FIELD ASSESSMENT

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

The field assessment was conducted in three parts:

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

3.1 Trinity Church Road Corridor Extension

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

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

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

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

3.2 Trinity Church Neighborhood

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

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

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

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

3.3 Dartnall Road Extension Options

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

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

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

4.0 SUMMARY AND CONCLUSIONS

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

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

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

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

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

- 1) With the exception of lands that have been previously assessed and cleared of further heritage concerns by the MCL, a Stage 2 archaeological assessment should be conducted of each preferred route option within the Trinity Church Corridor Extension, Trinity Neighborhood Collector, and Dartnell Road Extension project areas, in accordance with the Ministry of Culture's Stage 1-3 Archaeological Assessment Technical Guidelines (1993, 2006). This work would be conducted to identify any archaeological remains that may be present;
- 2) Prior to any land-disturbing activities adjacent to the Trinity Cemetery, investigations will be required to confirm the presence or absence of unmarked graves involving either the monitoring of the area by a licensed archaeologist during construction or the removal of the topsoil with a Gradall followed by the shovel shining of the exposed surfaces and inspection for grave shafts.

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

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

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

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

5.0 REFERENCES CITED

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2005b A Stage 2 & 3 Archaeological Assessment of 1809 Rymal Road East, Part of Lot 33, Concession 8, Geographic Township of Saltfleet, City of Hamilton, Ontario. Report on file at the Ministry of Culture, Toronto.

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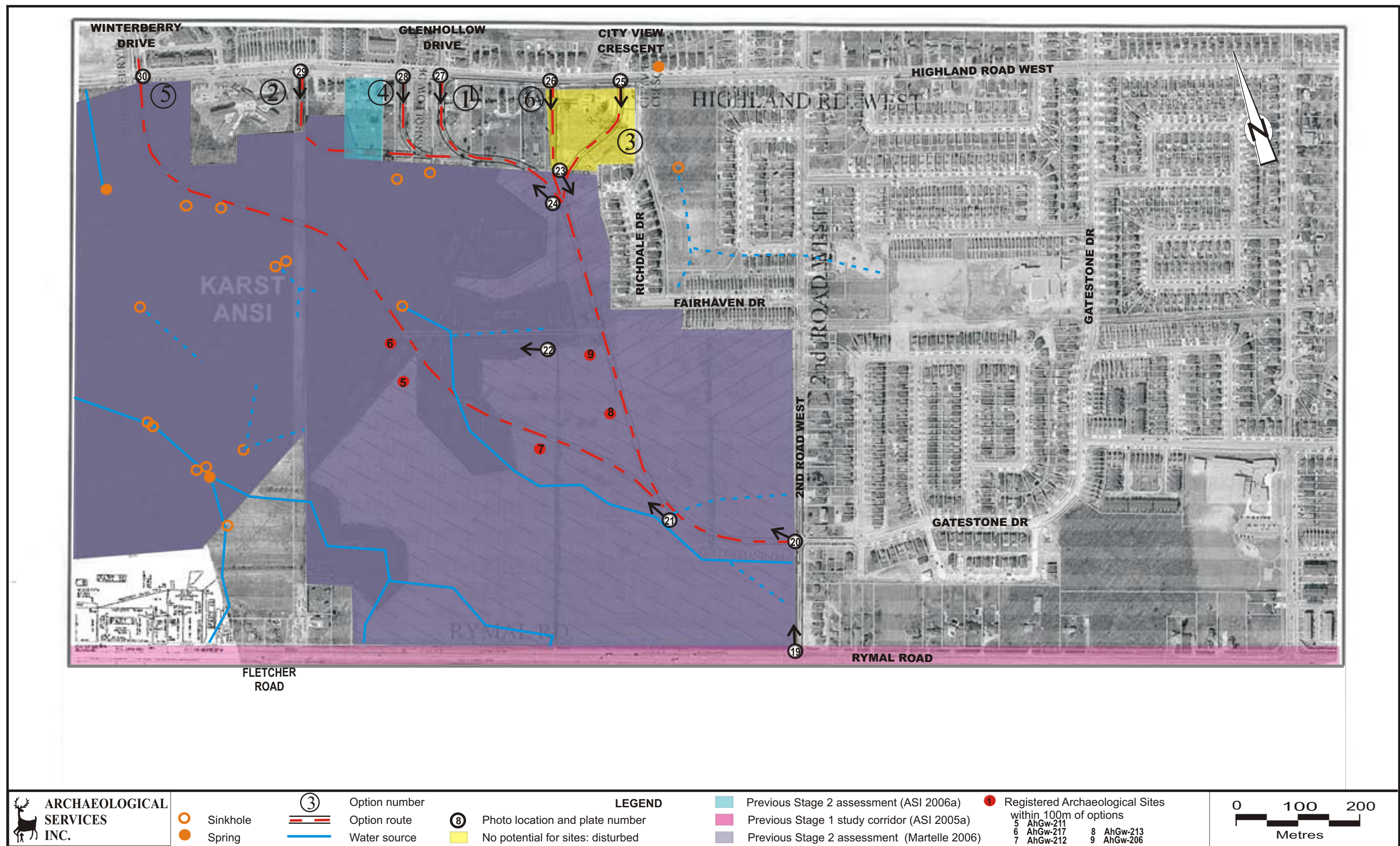
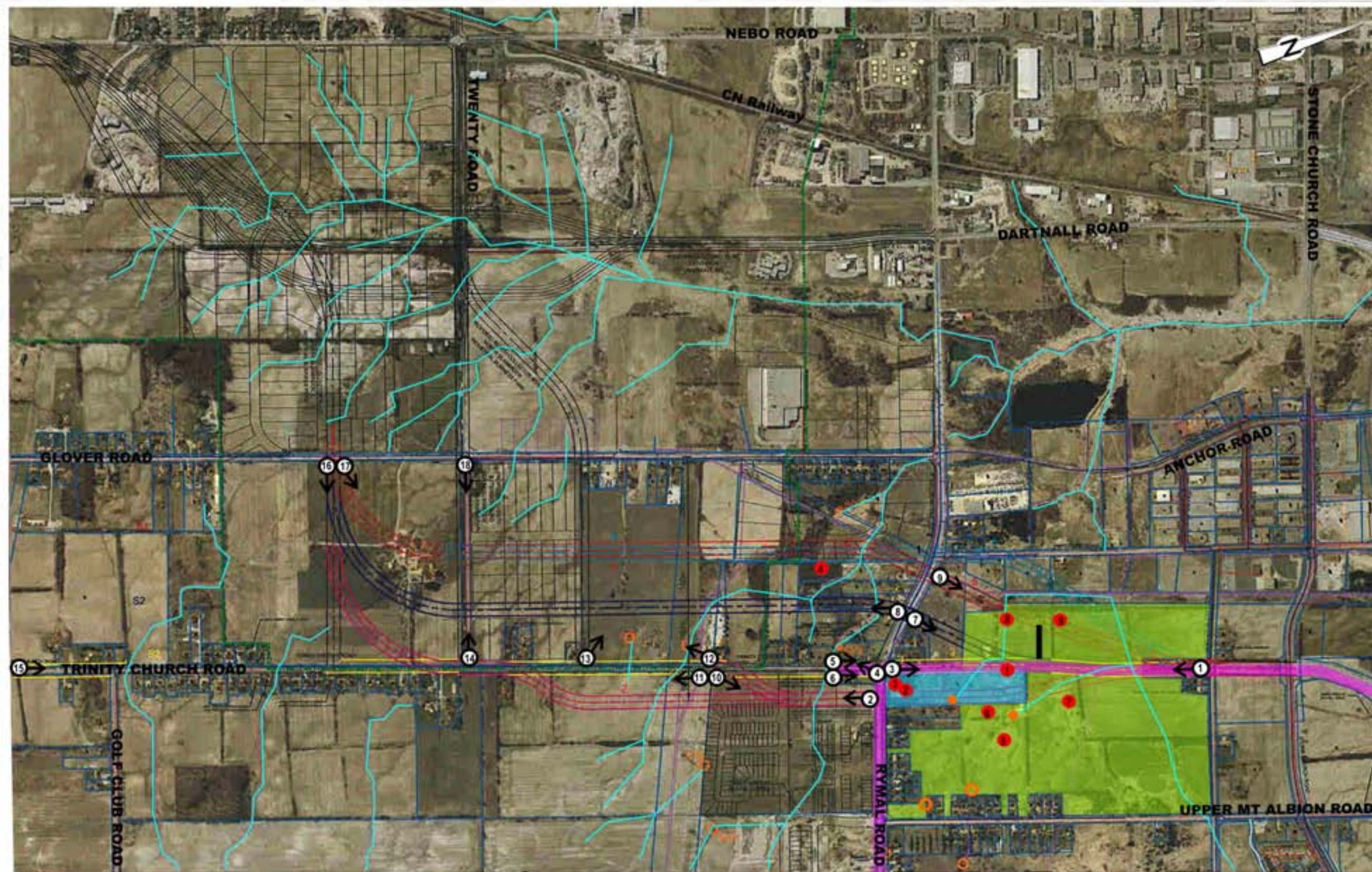


Figure 4: Rymal Road Planning Area Municipal EA Master Plan, Trinity Neighborhood Collector Alignments - Results of Stage 1 Archaeological Assessment.



LEGEND

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

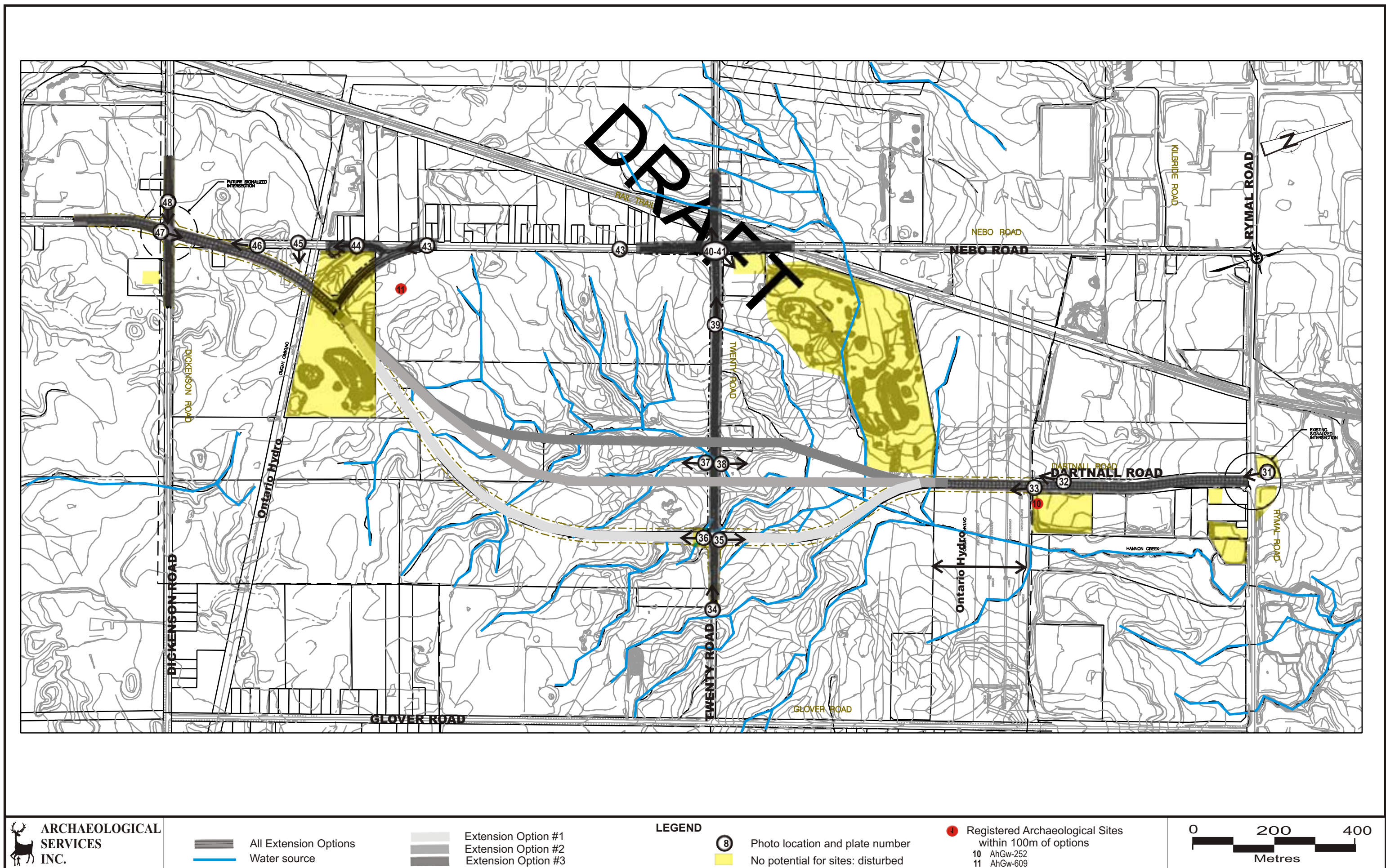


Figure 5: Rymal Road Planning Area Municipal EA Master Plan, Dartnall Road Extension - Results of Stage 1 Archaeological Assessment.

6.0 PHOTOGRAPHY

6.1 Trinity Church Road Options







	
<p>Plate 1: View to south toward Rymal Road from Stone Church Road. Gentle slope toward stream.</p>	<p>Plate 2: View to south from Rymal Road, across fields sloping toward stream.</p>
	
<p>Plate 3: View to north, fields beyond residential properties along Rymal Road.</p>	<p>Plate 4: View to southwest toward Trinity Church (1874). Note cemetery to north of church on southeast corner of intersection.</p>
	
<p>Plate 5: View to north within cemetery south of Trinity Church. Narrow ROW and chain link fence.</p>	<p>Plate 6: View to northeast, historic house on east side of Trinity Church Road near cemetery.</p>



Plate 7: View to northeast, fields on northeast corner of intersection of Rymal Rd and Pritchard Rd.



Plate 8: View to south, residential disturbance on south side of Rymal Road.



Plate 9: View to northeast, hydroelectric corridor may be disturbed.



Plate 10: View to northeast toward stream from intersection of hydro corridor and Trinity Church Road.



Plate 11: View to south, fields slope toward stream.



Plate 12: View to southwest, agricultural fields with stream and several sinkholes in vicinity of road.



Plate 13: View to northwest, agricultural fields. Sinkhole at vegetation mound at right.



Plate 14: View to west, agricultural fields crossed by intermittent streams.



Plate 15: View to north along Trinity Church Road from Dickinson Road intersection.



Plate 16: View to east, residential properties in distance are on east side of Trinity Church Rd.



Plate 17: View to northeast across agricultural fields toward historic farm accessed from Trinity Church Rd.



Plate 18: View to east, along ROW for Twenty Road extension.

6.2 Trinity Neighborhood Collector Alignments



Plate 19: View to north from intersection of Rymal R and 2nd Road West. Note residential development.



Plate 20: View to northwest from intersection of 2nd Road West and Gatestone Dr. From east end of option.



Plate 21: View to northwest, option extends across agricultural field.



Plate 22: View to west along field boundary. Looking into ASNI feeder, buffer and core areas, toward houses on Upper Albion Road.



Plate 23: View to south-southwest toward small woodlot that drains into Karst ANSI.



Plate 24: View to northwest across fallow field. Hedge-row at right is behind residential properties.



Plate 25: View to south from Highland Road West, north end of Option 3 on east side of pumping station at City View Crescent. No potential due to disturbance.



Plate 26: View to south from Highland Road West, north end of connector Option 3a on west side of pumping station. No potential due to disturbance.



Plate 27: View to south from Highland Road West, north end of connector Options 1 and 1A at Glenhollow Drive. Possible potential for sites.



Plate 28: View to south from Highland Road West, north end of connector Option 4 just west of Glenhollow Dr. Possible potential for sites.



Plate 29: View to south from Highland Rd. West, north end of connector Option 2. Possible potential for archaeological sites.



Plate 30: View to south at Highland Rd. West, north end of connector Option 5 opposite Winterberry Drive. Possible potential for sites.

6.3 Dartnall Road Extension



Plate 31: View to south from intersection. Note historic farm on SW & fields on SE corner. Some commercial disturbance on west side of Dartnall Rd.



Plate 32: View to south-southeast from south end of existing Dartnall Road. Fields extend south to dump mounds in right background.



Plate 33: View to south along proposed extension. Options diverge at far end of fencerow.



Plate 34: View to east along Twenty Road. Dips in road are at stream crossings.



Plate 35: View to north along Option #1, streams and fields with site potential.



Plate 36: View to south along Option #1, disturbance near Twenty Road.



Plate 37: View to south between Options #2 and #3, fields. Trees along streams.



Plate 38: View to north between Options #2 and #3, trees along stream course.



Plate 39: View to west, fields on either side of Twenty Road. School on SW corner of Nebo intersection.



Plate 40: View to north, modern and historic (1875) schools on NE corner of intersection of Twenty and Nebo Roads.



Plate 41: View to west, historic potential near Nebo Road and Twenty Road intersection. Former rail crossing just west of intersection.



Plate 42: View to west toward option routes across fields and stream.



Plate 43: View to south-southeast along route of connector between Nebo Road and Dartnall Rd. Note fields and disturbed industrial area beyond.



Plate 44: View to south along Nebo Road where cul de sac is proposed.



Plate 45: View to west of nineteenth century residence and farm that would be impacted by south end of extension.



Plate 46: View to south of intersection of Dickenson and Nebo at south end of options. All corners are fields with historic potential.



Plate 47: View to north-northeast along south end of connection at junction with existing intersection of Nebo Road and Dickenson Road.



Plate 48: View to east, intersection of Nebo Road and Dickenson Road. Agricultural fields on northeast corner and transmission station on southeast corner.

7.0 OVERSIZED GRAPHICS

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

Figure 4: Rymal Road Planning Area Municipal EA Master Plan, Trinity Neighborhood Collector Alignments – Results of Stage 1 Archaeological Assessment.

Figure 5: Rymal Road Planning Area Municipal EA Master Plan, Dartnall Road Extension – Results of Stage 1 Archaeological Assessment.

Trinity Church Corridor
From Rymal Road to Stone Church Road

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Price
1	Excavation	m ³	38300	\$10.00	\$383,000
2	Clearing and Grubbing	LS	1	\$20,000.00	\$20,000
3	Remove concrete curb and gutter all types including sawcutting	m	0	\$8.00	\$0
4	Remove concrete sidewalks, all thicknesses	m ²	0	\$7.00	\$0
5	Remove islands, etc. (Including curb)	m ²	0	\$13.00	\$0
6	Adjust manholes	each	0	\$1,000.00	\$0
7	Relocate catchbasin including Leads	each	0	\$2,000.00	\$0
8	Relocate light standard/Telephone Poles	each	0	\$3,000.00	\$0
9	Relocate traffic signals	each	0	\$80,000.00	\$0
10	Relocate hydro poles	each	0	\$85,000.00	\$0
11	Relocate hydro poles(Minor)	each	0	\$15,000.00	\$0
12	Relocate fire hydrants	each	0	\$900.00	\$0
13	Relocate bus shelter pads	each	0	\$1,200.00	\$0
14	Relocate bus shelter	each	0	\$2,000.00	\$0
15	Supply and place HL8(HS) 120mm thick	t	1000	\$75.00	\$75,000
16	Supply and place HL3(40mm Thick)	t	3200	\$80.00	\$256,000
17	Supply and place Granular A (150 mm depth)	t	4100	\$25.00	\$102,500
18	Supply and Place Granular B (450mm depth)	t	14500	\$20.00	\$290,000
19	Construct concrete curb / curb and gutter	m	3950	\$75.00	\$296,250
20	Conc.Sidewalk	m ²	3100	\$75.00	\$232,500
21	Construct Retaining Wall	m ²	0	\$800.00	\$0
22	SS-1 Emulsified Tack Coat	m ²	0	\$1.00	\$0
23	Supply and install 150 mm dia. Subdrains including liner, backfill, and connections	m	3950	\$25.00	\$98,750
24	1.0m kill strip where applicable	m	0	\$25.00	\$0
25	Break into existing catchbasin, maintenance hole	each	0	\$600.00	\$0
26	Break into Existing Storm Sewer	each	0	\$300.00	\$0
27	CSP Driveway Culverts	m	0	\$85.00	\$0
28	Topsoil & sodding (included in landscaping)	m ²	0	\$10.00	\$0
29	Reinforced Concrete Bus Bay (assume 1)	m ²	0	\$45.00	\$0
30	Extend Flexible Pipe Culverts	m	0	\$200.00	\$0
31	Noise Wall	m	140	\$625.00	\$87,500
32	Water for Dust Suppression	L.S.	1	\$15,000.00	\$15,000
33	Supply Calcium Chloride Flake	kg	0	\$1.00	\$0
34	Supply Single Rail Steel Beam Guide Rail with Channel	m	0	\$80.00	\$0
35	Pavement Marking, including Symbols	L.S.	1	\$35,000.00	\$35,000
36	Staging and Traffic Management during Construction	L.S.	0	\$50,000.00	\$0
37	Barrier for Tree Protection	m	0		\$0
39	Roundabout	each	2	\$350,000.00	\$700,000
40	Roundabout at Rymal Road	each	1	\$350,000.00	\$350,000
41	New Traffic Signals (includes ramp int.)	each	1	\$150,000.00	\$150,000
42	Storm Sewer (incl. MH and CB)	m	1100	\$500.00	\$550,000
43	Stormwater Management Facility (excluding property requirements)	L.S.	1	\$250,000.00	\$250,000
44	Remove, Salvage and relocate signs	L.S.	0	\$5,000.00	\$0

Sub-Total Construction Cost	\$3,891,500
Streetlighting (10% of Construction Cost)	\$389,150.00
Minor Items (5% of Construction Cost)	\$194,575.00
Landscaping (10% of Construction Cost)	\$389,150.00
Estimated Contingencies (20%)	\$778,300.00
Estimated Engineering - Civil, Geo, etc. (10%)	\$389,150.00
Total Construction Cost	\$6,031,825.00
GST Calculation (6%)	\$361,909.50

Total Estimated Project Cost **\$6,394,000**

Trinity Church Corridor
From Proposed North Glanbrook Collector Road to Rymal Road

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Price
1	Excavation	m ³	15400	\$10.00	\$154,000
2	Clearing and Grubbing	LS	1	\$15,000.00	\$15,000
3	Remove concrete curb and gutter all types including sawcutting	m	0	\$8.00	-
4	Remove concrete sidewalks, all thicknesses	m ²	0	\$7.00	-
5	Remove islands, etc. (Including curb)	m ²	0	\$13.00	-
6	Adjust manholes	each	0	\$1,000.00	-
7	Relocate catchbasin including Leads	each	0	\$2,000.00	-
8	Relocate light standard/Telephone Poles	each	0	\$3,000.00	-
9	Relocate traffic signals	each	0	\$80,000.00	-
10	Relocate hydro poles	each	0	\$85,000.00	-
11	Relocate hydro poles(Minor)	each	0	\$15,000.00	-
12	Relocate fire hydrants	each	0	\$900.00	-
13	Relocate bus shelter pads	each	0	\$1,200.00	-
14	Relocate bus shelter	each	0	\$2,000.00	-
15	Supply and place HL8(HS) 120mm thick	t	1000	\$75.00	\$75,000
16	Supply and place HL3(40mm Thick)	t	2600	\$80.00	\$208,000
17	Supply and place Granular A (150 mm depth)	t	4700	\$25.00	\$117,500
18	Supply and Place Granular B (450mm depth)	t	15500	\$20.00	\$310,000
19	Construct concrete curb / curb and gutter	m	0	\$75.00	-
20	Conc.Sidewalk	m ²	0	\$75.00	-
21	Construct Retaining Wall	m ²	0	\$800.00	-
22	SS-1 Emulsified Tack Coat	m ²	0	\$1.00	-
23	Supply and install 150 mm dia. Subdrains including liner, backfill, and connections	m	0	\$25.00	-
24	1.0m kill strip where applicable	m	0	\$25.00	-
25	Break into existing catchbasin, maintenance hole	each	0	\$600.00	-
26	Break into Existing Storm Sewer	each	0	\$300.00	-
27	CSP Driveway Culverts	m	0	\$85.00	-
28	Topsoil & sodding (included in landscaping)	m ²	0	\$10.00	-
29	Reinforced Concrete Bus Bay (assume 1)	m ²	0	\$45.00	-
30	Extend Flexible Pipe Culverts	m	0	\$200.00	-
31	Noise Wall	m	0	\$350.00	\$0
32	Water for Dust Suppression	L.S.	1	\$15,000.00	\$15,000
33	Supply Calcium Chloride Flake	kg	0	\$1.00	-
34	Supply Single Rail Steel Beam Guide Rail with Channel	m	0	\$80.00	\$0
35	Pavement Marking, including Symbols	L.S.	1	\$15,000.00	\$15,000
36	Staging and Traffic Management during Construction	L.S.	0	\$50,000.00	-
37	Barrier for Tree Protection	m	0		-
39	New Roundabout	each	1	\$350,000.00	\$350,000
40	New Traffic Signals (includes ramp int.)	each	0	\$150,000.00	-
41	Storm Sewer (incl. MH and CB)	m	0	\$500.00	-
42	Remove, Salvage and relocate signs	L.S.	0	\$5,000.00	-

Sub-Total Construction Cost	\$1,259,500
Drainage (10% of Construction Cost)	\$125,950.00
Streetlighting (10% of Construction Cost)	\$125,950.00
Minor Items (5% of Construction Cost)	\$62,975.00
Landscaping (10% of Construction Cost)	\$125,950.00
Estimated Contingencies (20%)	\$251,900.00
Estimated Engineering - Civil, Geo, etc. (10%)	\$125,950.00
Total Construction Cost	\$2,078,175.00
GST Calculation (6%)	\$124,690.50

Total Estimated Project Cost **\$2,203,000**