September 16, 2025

CITY OF HAMILTON

Public Information Centre #2

Safari Road Schedule ‘B’ Municipal Class Environmental Assessment

PURPOSE OF THIS PUBLIC INFORMATION CENTRE

The purpose of this Public Information Centre (PIC) is to present and obtain feedback on the following:

- Study progress to date;
- Alternative solutions developed;
- Evaluation of alternative solutions; and
- Recommended solution.

This meeting is a forum for the public to convey their issues/concerns or suggestions to the project team. We encourage you to discuss your concerns with the project team and to provide your comments in writing following your review of the display materials.

WE WANT TO HEAR FROM YOU

PURPOSE & SCOPE OF THE SAFARI ROAD CLASS EA STUDY

This Study will address flooding issues within the public right-of-way (ROW) along Safari Road and improve road conditions to ensure safety and accessibility.

What is within scope of the Environmental Assessment (EA) Study?

- ✓ Drainage improvements and flooding issues along Safari Road, including culvert crossings along Safari Road
- ✓ Active transportation facilities and truck loads
- ✓ Access requirements for Emergency vehicles, Canada Post, and local residents

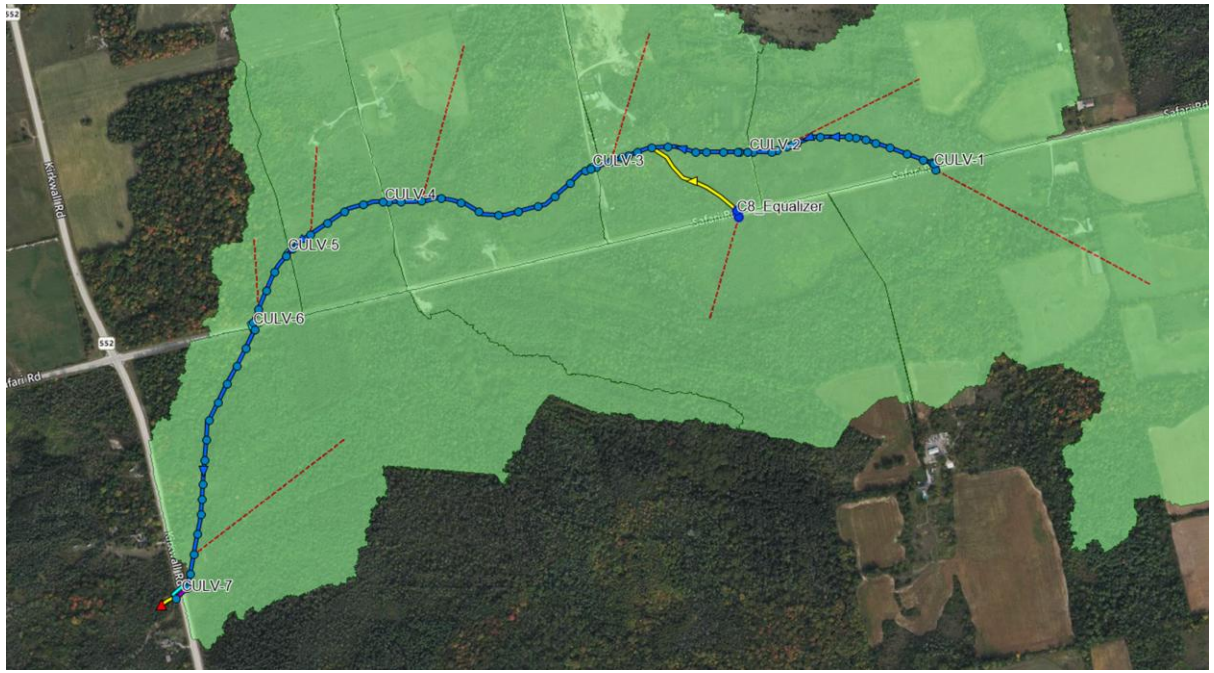
What is not within scope of the EA Study?

- × Drainage and flooding issues on private property are being completed under the *Ontario Drainage Act (1990)* through the City's Municipal Drain Study

MUNICIPAL DRAIN STUDY RECOMMENDATION

Municipal Drain Study Recommendation:

- Restoration of natural flows along the existing natural feature
- Replace or lower private culverts along the flow path
- Obtain legislative control of the drainage culverts and natural watercourse, providing ability to complete future maintenance to maintain drainage



Purpose of the Municipal Drain Study:

- To address drainage and flooding concerns for the non-public right-of-way (private property) through works covered under the *Ontario Drainage Act (1990)*.

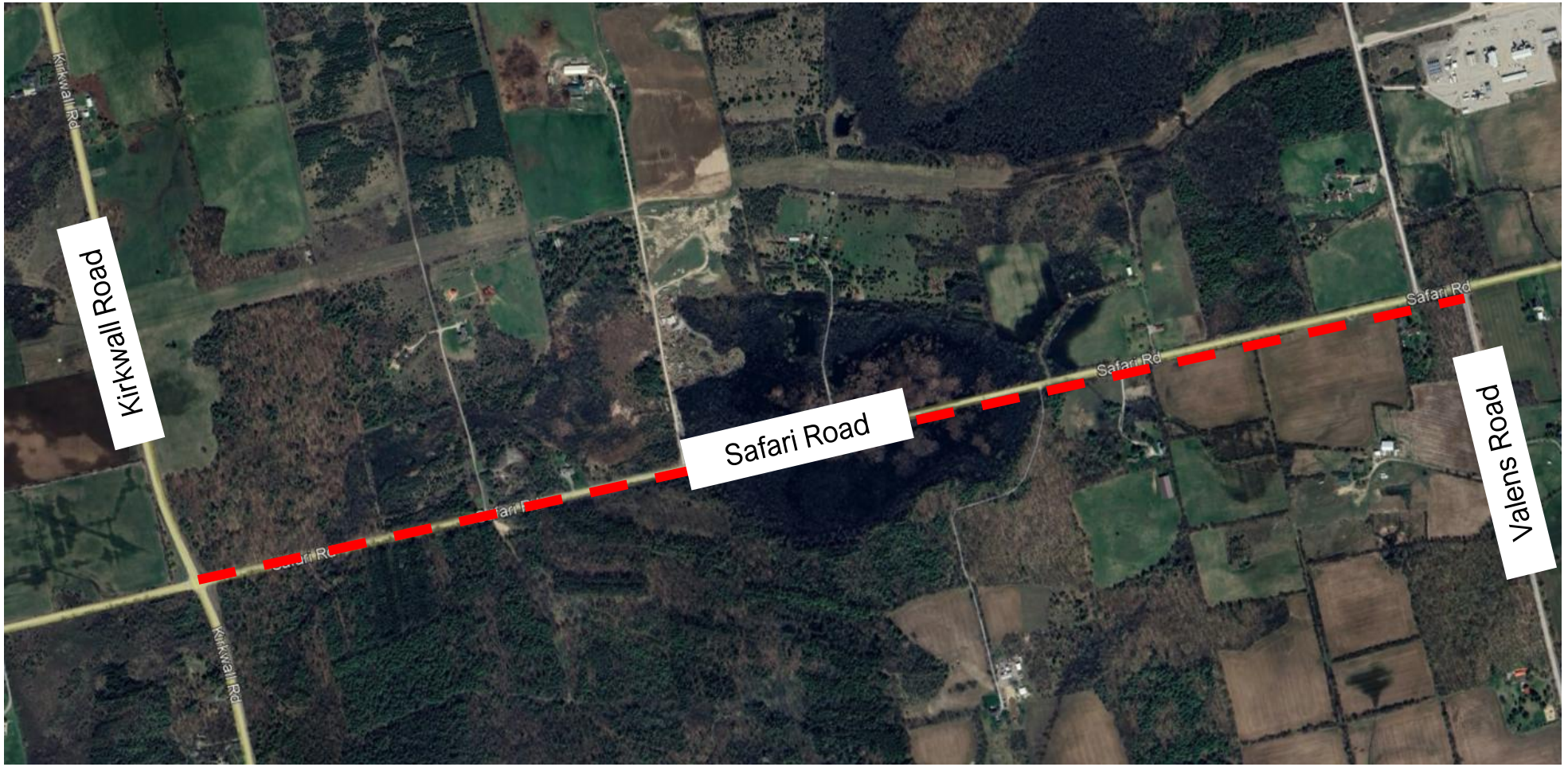
Municipal Drain Study Project Team Contact:

- **Hector Quintero**
  Project Manager – Stormwater Operations & Maintenance
  Hamilton Water, Public Works, City of Hamilton
  Hector.Quintero@hamilton.ca
  905-546-2424 ext. 5087

Although the Municipal Drain Study and Safari Road EA are being completed as separate assignments, the findings of each study will be shared so that the recommendations compliment each other.

STUDY AREA

The Study includes the Safari Road right-of-way (ROW) from Kirkwall Road to Valens Road.



PROBLEM & OPPORTUNITY STATEMENT

The Problem and Opportunity Statement developed for the Safari Road Municipal Class EA is as follows:

Safari Road, between Kirkwall Road and Valens Road, is an arterial road with one lane in each direction; no active transportation facilities; no on-street parking; a mix of no-shoulder and granular-shoulder; and a posted speed limit of 70 km/hr. Under the Truck Routes Master Plan, Safari Road is a designated full-time truck route and requires improvements to accommodate active transportation under the Cycling Master Plan and Complete Streets Guidelines. Situated within a low-lying area with wetlands on either side, the corridor is subject to historical flooding that has required road closures to maintain public safety. The road is currently closed to general traffic but access to private properties remains open.

Improvements to the Safari Road corridor are therefore required to address:

- Drainage and flooding within the right-of-way, including culvert crossings;
- Active transportation (pedestrian and cyclist safety);
- Upgrades to the road base to accommodate full truck loads; and
- Enhanced road safety, operations, and connectivity for vehicles, residents, and cyclists, to support the goals within the TMP.

KEY ISSUES

The following are some of the key issues that will be considered or addressed in the Study:

- Drainage and flooding along Safari Road
- Residential access / driveway grades
- Heavy presence of aquatic wildlife and ecological features, including birds and Species at Risk
- Maintaining connectivity between the upper and lower ends of the watershed
- Other issues to be determined as we move forward in the Study

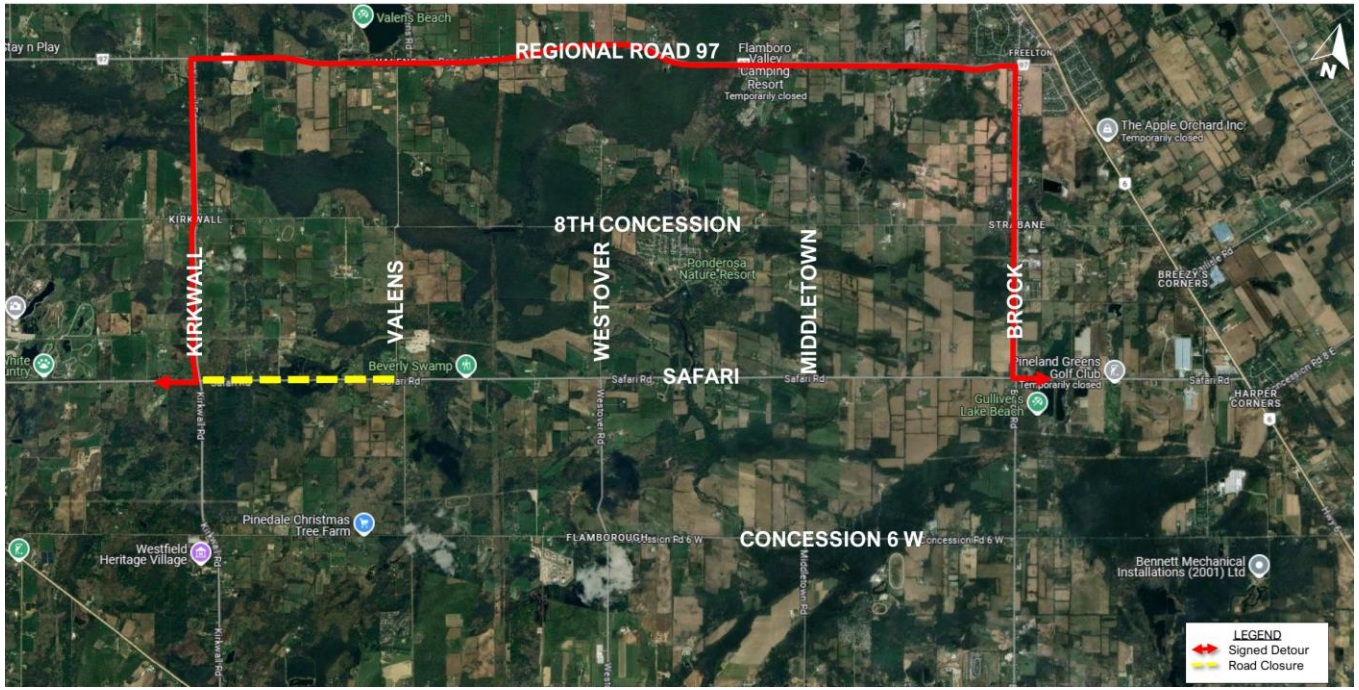
TECHNICAL STUDIES AND KEY FINDINGS

Transportation Assessment

- Safari Road is an east-west rural arterial roadway and full-time truck route.
- Currently closed between Kirkwall and Valens road, with a detour in place utilizing Brock Road, Regional Road 97 and Kirkwall Road.
- Overall area network has sufficient capacity.
- Recommendations for alternate routes if Safari Road were permanently closed:
  - Wider travel lanes
  - Paved shoulders
  - Alternative cycling route

Truck Route & Detour

Other roadways within the vicinity of Safari Road are not suitable for truck traffic, thus the current signed detour truck route uses Brock Road, Regional Road 97, and Kirkwall Road.



TECHNICAL STUDIES AND KEY FINDINGS

Drainage & Hydraulic Analysis

- The catchment is characterized as 222 Ha of rural area with a large wetland complex, 2 Safari Road crossing culverts at the west and east end of the project limits and an equalization culvert in the area of persistent flooding.
- Crossing culverts were analyzed according to the Provincial Drainage Design Standards (Rural Arterial).
  - Road to remain stable and safe under a 25-year storm event.
  - Modelling works assume the recommendations from the Municipal Drain Study are implemented.
- All culverts require upsizing and raising of the road profile up to 1m (approximately) to increase resiliency to flooding.

TECHNICAL STUDIES AND KEY FINDINGS

Natural Environment Assessment

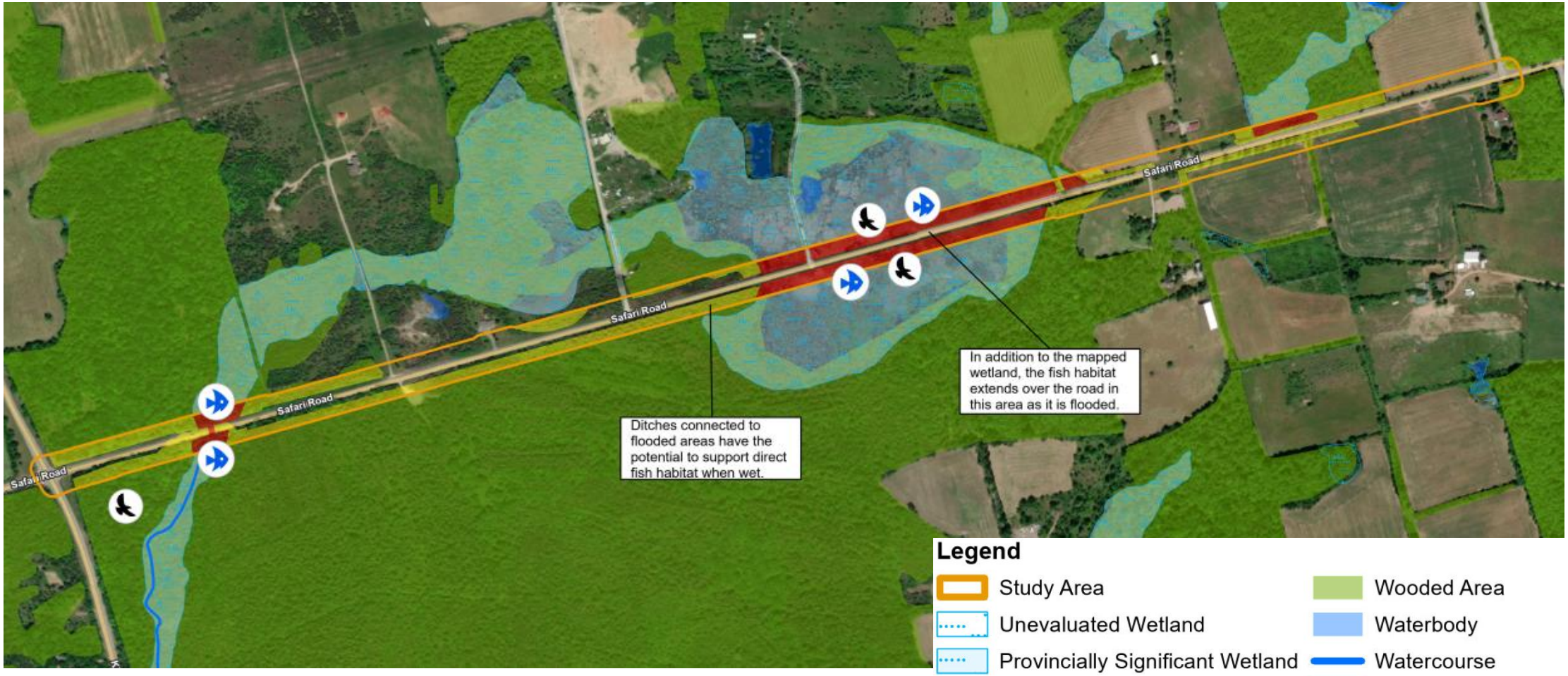
Terrestrial Ecology

- Woodland and wetland habitats support a large diversity of flora and fauna, including some at-risk and area sensitive species.
- Sheffield Rockton Wetland Complex, a provincially significant wetland (PSW), supports several specialized bird and reptile species.
- Several Species at Risk (SAR) birds were observed within the study area.

Aquatic Ecology

- Located within the Fairchild Creek Subwatershed.
- Grand River Conservation Authority (GRCA) - Regulated Areas.
- Watercourse and wetland provide direct fish habitat for a warm-cool water fish community.

NATURAL ENVIRONMENT MAPPING



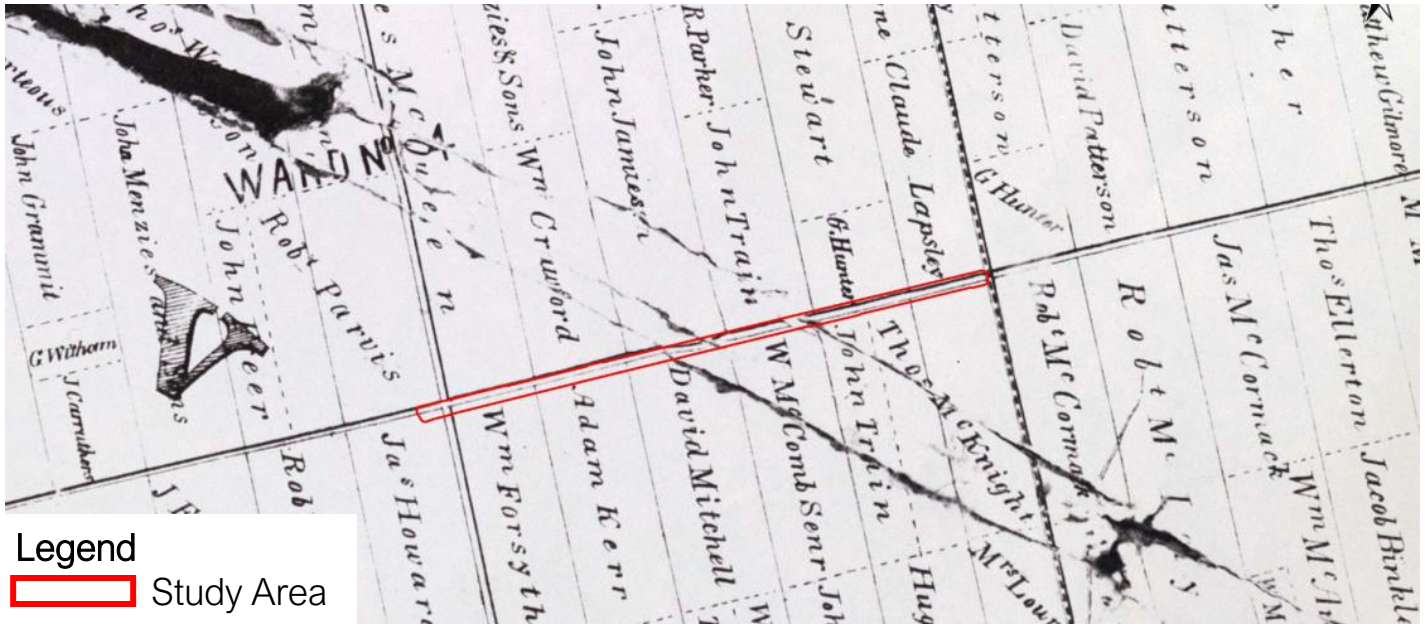
TECHNICAL STUDIES AND KEY FINDINGS

Fluvial Geomorphology & Hydrogeological

- Watercourse at Safari Road is geomorphologically stable.
- Safari Road Crossing may need replacement based on the preferred solution.
- All wells within 500m of the Study Area are deeply drilled wells, with 4 wells in close proximity to Safari Road.
- Wells are not likely to be impacted by surface works.
- Groundwater wells are not anticipated to be impacted.

Stage 1 Archaeological Assessment

- Parts of Study Area show archaeological potential. They require Stage 2 Archaeological Assessment.

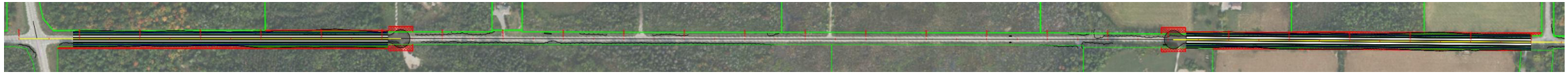


ALTERNATIVE SOLUTIONS

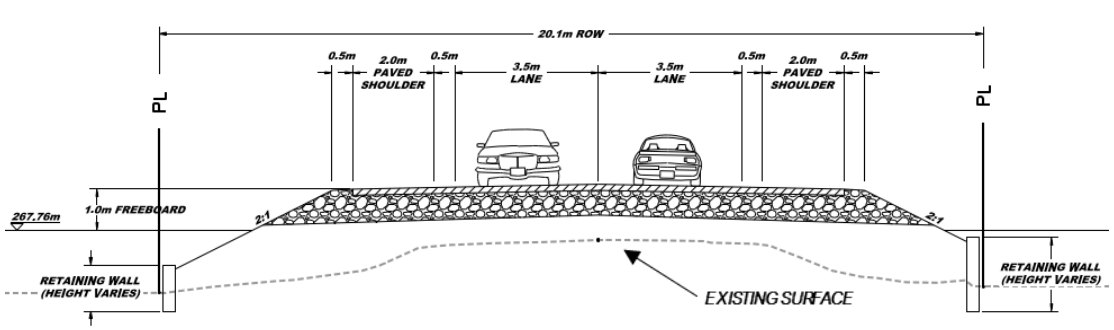
The following alternative solutions were identified and are being evaluated:

Alternative 1 – **Do Nothing**: This alternative is required to be evaluated to serve as a baseline comparison for other alternatives.

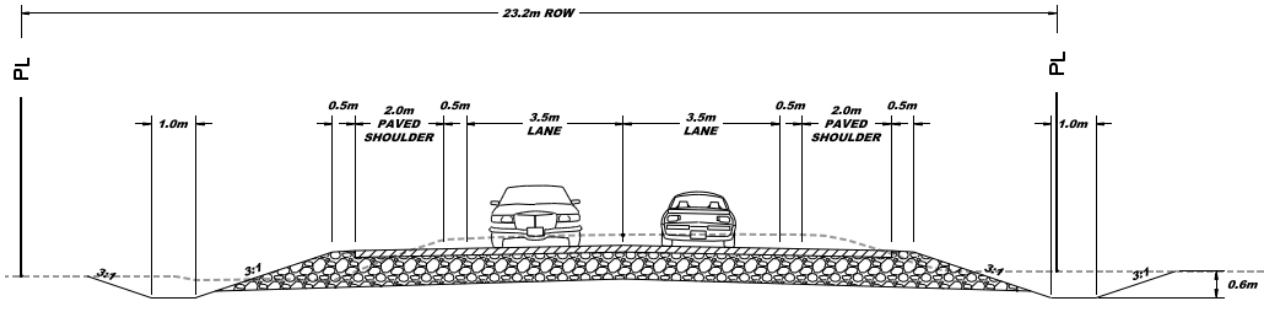
Alternative 2 – Close the Road



Alternative 3 – Raise the Road



Within Wetland Area



Outside of Wetland Area

The alternative solutions developed for Safari Road are compatible with and assume the Municipal Drain recommendations are implemented.

ALTERNATIVE 1: DO NOTHING

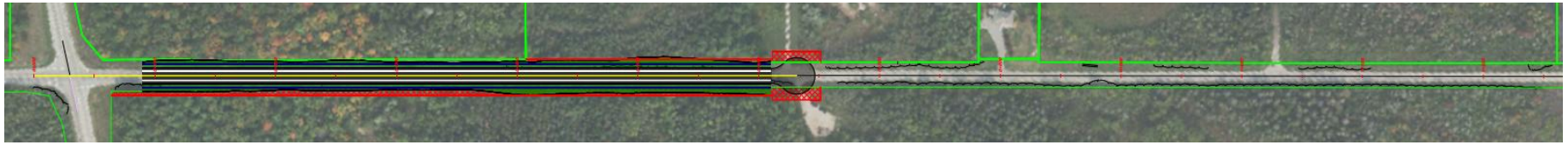
No improvements are made to Safari Road. This alternative is required to be evaluated as per the MCEA process as a baseline comparison.

- × Road remains subject to frequent flooding and therefore, the risk to public safety is not addressed. Road structure deterioration continues. Truck route and active transportation requirements are not addressed.
- × Safari Road will continue to be closed frequently due to flooding and subsequent repairs, impacting access for residents, emergency services, and postal services.
- — Increased risk of terrestrial and aquatic wildlife being injured on flooded roads. No negative impacts to wetland or climate change.
- × Lowest initial capital cost but increased operations and maintenance cost due to deteriorating road structure.

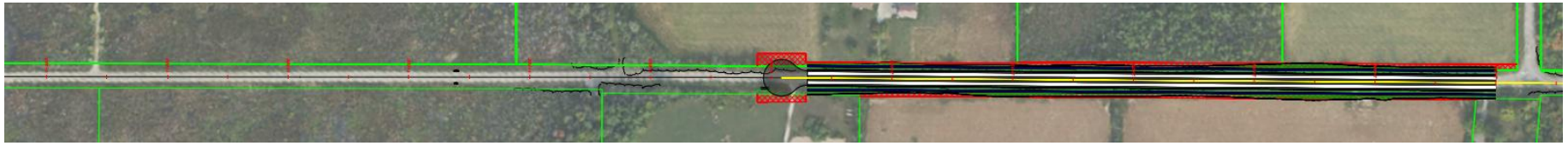
ALTERNATIVE 2: CLOSE THE ROAD

A portion of Safari Road is closed to allow the area to naturalize. 2 cul-de-sacs are implemented at the eastern and western edges of the wetland.

- × Road safety and active transportation improvements required on detour routes (wider travel lanes, paved shoulders, etc.). Trucks would continue to use the current signed longer detour route.
- × Significant impact on east-west cycling routes. Does not align with City's TMP recommendations.
- × Requires full buyout of several properties.
- — Flooding not addressed, but impacts to traffic operations are reduced.
- — Longer response times for emergency vehicles due to detours. Access to properties is restored.
- ✓ No negative impacts to aquatic habitats, wildlife, wetland, or terrestrial habitats. Closed road provides additional flood storage, potential to increase wildlife biodiversity and decreasing collisions with vehicles.
- × Highest capital cost (construction costs, plus costs to improve alternate routes, and buyout of properties).



Western half of Study Area



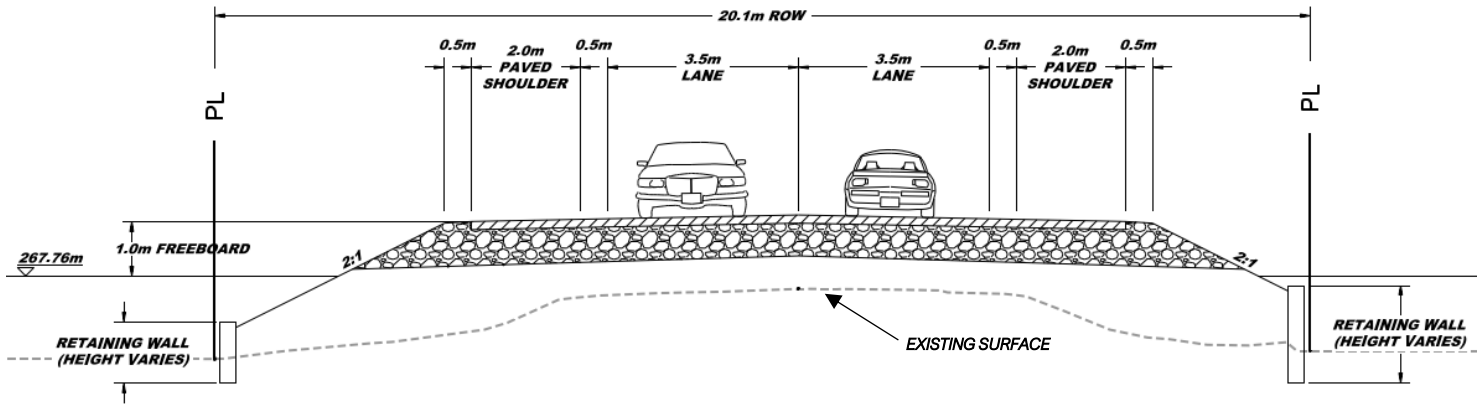
Eastern half of Study Area

ALTERNATIVE 3: RAISE THE ROAD

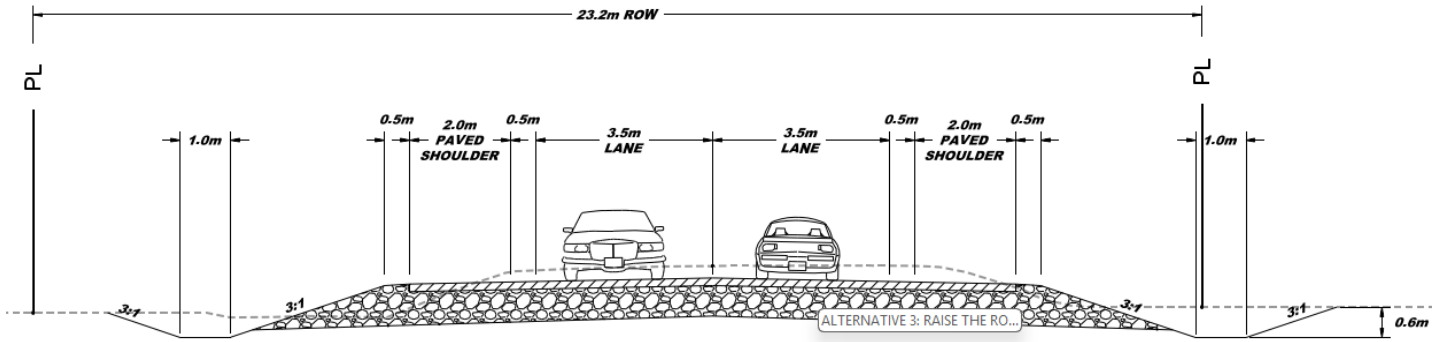
The road profile is raised to meet current applicable flood resiliency criteria (i.e. 25-year storm). Where required, a retaining wall is implemented at the right-of-way limits in the wetland area and flat bottom ditches outside of the wetland.

- ✓ Addresses road structure, flooding, and safety issues.
- ✓ Safari Road is reopened to through traffic and accommodate full truck loads.
- ✓ Cycling improvements via paved shoulders and 0.5m buffer.
- ✓ Access for residents, emergency and postal services is restored.
- — Residential property access requires modifications. Property frontage impacts to 6 properties (approximately 11,460m^2).
- — Approximately $6.2M construction costs, excluding property encroachment costs and utility relocation costs.

Within Wetland Area

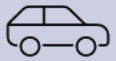


Outside of Wetland Area



EVALUATION CRITERIA

The alternative solutions presented today were evaluated based on criteria representing the broad definition of the environment, as described in the EA Act.

Criteria	Description
Technical 	Road user safety, drainage, traffic, operations, etc.
Natural 	Wetlands, wildlife & wildlife habitats, vegetation, watershed connectivity, etc.
Cultural Heritage 	Potential for archaeological and cultural heritage resources, etc.
Socio-Economic 	Property access & impacts, adjacent land use impacts, etc.
Costs 	Construction costs, maintenance costs. Utility relocation, property requirements, etc.

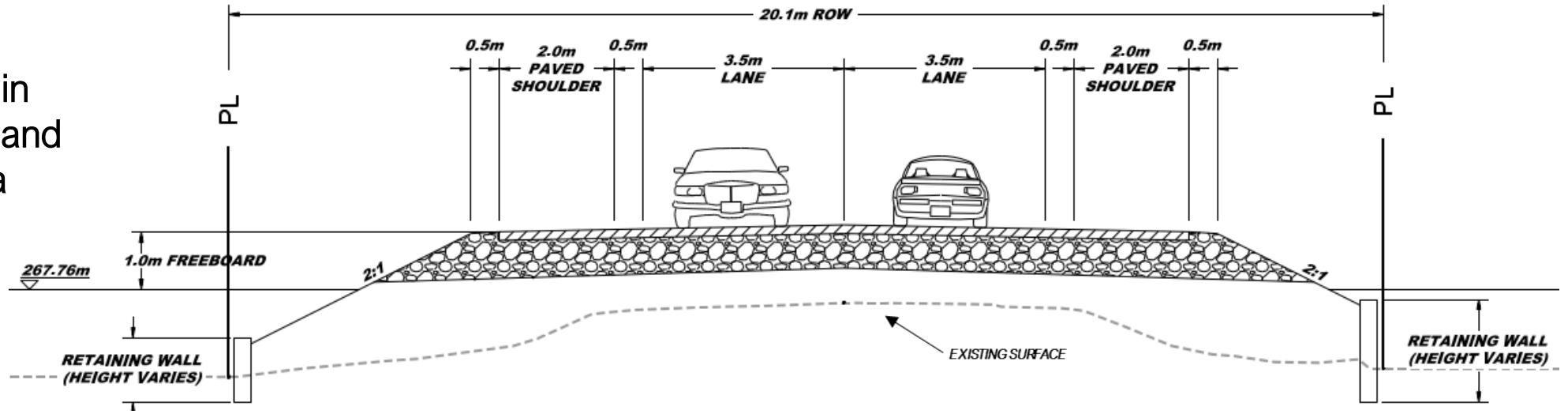
EVALUATION OF ALTERNATIVE SOLUTIONS

EVALUATION CRITERIA	1. Do Nothing		2. Close the Road		3. Raise the Road	
TECHNICAL		Does not address public safety, road structure concerns, and truck route and active transportation requirements. Drainage and flooding not addressed.		Road safety and active transportation improvements required on detour routes. Flooding is not addressed, but impacts are reduced as the flooded section would be removed.		Road structure and flooding issues addressed. All safety concerns addressed. Road network capacity and cycling connectivity improved with paved shoulder.
SOCIO-ECONOMIC ENVIRONMENT		Property access remains restricted, impacting services to the area. No property acquisition required.		Longer response times for emergency vehicles due to detours. Requires full buyout of up to 4 properties.		Access for emergency and postal services is restored. Residential property access requires modifications. Some property encroachment required, impacting 6 properites
NATURAL ENVIRONMENT		Increased risk of terrestrial and aquatic wildlife being injured on flooded roads. No negative impacts to wetland or climate change.		No negative impacts to aquatic habitats, wildlife, wetland, or terrestrial habitats. Closed road provides additional flood storage, potential to increase wildlfie biodiversity and decreasing collisions with vehicles.		Moderate impacts to aquatic environment. Short-term impacts include in-water works, loss of fish habitat, and sedimentation. Long-term impacts is increase in risk of contamination from road activitied with a corresponding potential to negatively impact water quality. Retaining wall will mitigate wildlife mortality and minimize flood storage loss in the wetland.
ARCHAEOLOGICAL AND CULTURAL BUILT HERITAGE		No impacts to areas with archaeological potential. No impacts to cultural heritage resources.		Impacts to areas with archaeological potential to be confirmed through Stage 2. No impacts to cultural heritage resources.		Impacts to areas with archaeological potential to be confirmed through Stage 2. No impacts to cultural heritage resources.
COST		Lowest capital cost and highest operating and maintenance costs		Highest capital cost and Lowest operating and maintenance costs		Moderate capital costs and Moderate operating and maintenance costs
RANK	3		2		1	
EVALUATION SUMMARY	Not Recommended		Not Recommended		Recommended	

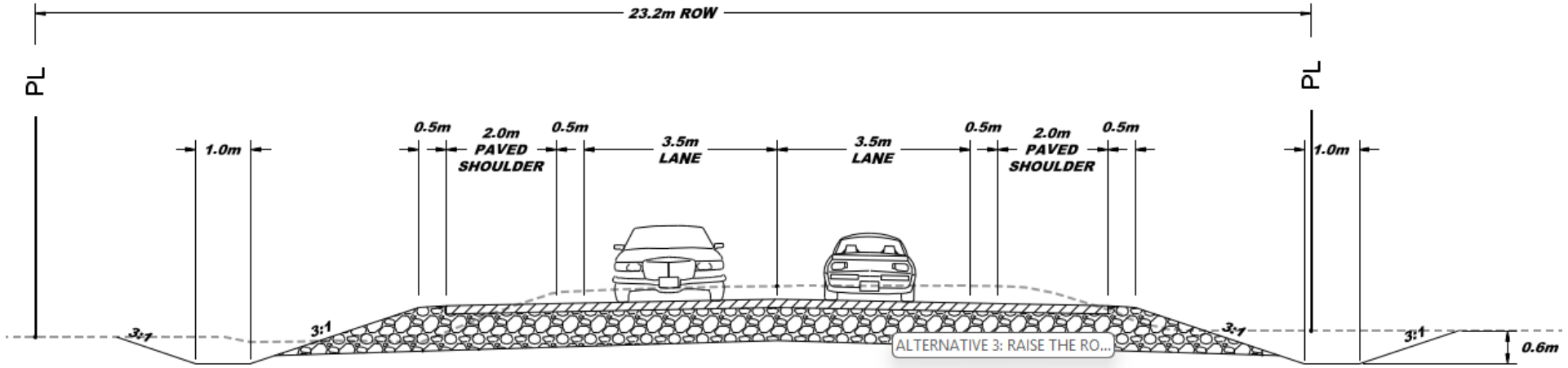
Based on the above evaluation, **Alternative 3** is the recommended solution.

RECOMMENDED SOLUTION

Within Wetland Area



Outside Wetland Area



The recommended solution is **Alternative 3 – Raise the Road.**

NEXT STEPS

1. Review and address the comments submitted at and following PIC #2.
2. Meet with Technical Agencies as required (e.g. GRCA, DFO, MNRF).
3. Confirm/refine preferred solution based on hydraulic analysis (ongoing) and feedback received from technical agencies and the public.
4. Prepare and submit a Project File Report for 30-day public review.
5. Proceed to detailed design and construction (date to be determined pending council approval and budget).

HOW TO PARTICIPATE IN THE STUDY

Speak to a Project Team Member

Fill Out a Comment Form in-person or online by September 30, 2025

Add Your Notes to the Aerial Map

Visit https://engage.hamilton.ca/SafariRdEA for project progress updates

Contact Us:

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