BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Consultation Record

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Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Provincial Authorities	-	-	-	-	-	-	-	-	-
Karla Barboza	Team Lead - Heritage	Ministry of Citizenship and Multiculturalism	400 University Avenue, 5th Floor	Toronto ON	M5G 1S7	-	karla.barboza@ontario.ca	-	260127_Email. Circulated Notice of Commencement (NOCm) and Public Information Centre (PIC)
Amanda Antwi-Nsiah	Heritage Planner	Ministry of Citizenship and Multiculturalism	-	-	-	-	amanda.antwi-nsiah@ontario.ca	260212_Email Responded to NOCm and PIC on behalf of Jackson Kaufman. Provided Letter of Acknowledgement.	-
-	-	Infrastructure Ontario	4th Floor Suite 425, 777 Bay Street	Toronto ON	M5G 2E5	-	noticereview@infrastructureontario.ca	-	260127_Email. Circulated NOCm and PIC
Crystal LaFrance	District Manager	Ministry of Natural Resources	1 Stone Road West	Guelph ON	N1G 4Y2	-	crystal.lafrance@ontario.ca	-	260127_Email. Circulated NOCm and PIC
Adam Gunn	Executive Assistant	Infrastructure Programs and Projects Division	College Park, 4th Floor Suite 425, 777 Bay Street	Toronto ON	M5G 2E5	-	adam.gunn@ontario.ca	-	260127_Email. Circulated NOCm and PIC
Ian Thornton	District Supervisor	Ministry of Natural Resources and Forestry	1 Stone Road West	Guelph ON	N1G 4Y2	-	ian.thornton@ontario.ca	-	260127_Email. Circulated NOCm and PIC
Joan Del Villar Cuicas	Regional Environmental Planner	Ministry of the Environment, Conservation & Parks	7th Floor 135 St. Clair Avenue West	Toronto ON	M4V 1P5	-	Joan.DelVillarCuicas@ontario.ca	260204_Email Acknowledged receipt of NOCm and PIC. Provided Letter of Acknowledgement and Client's Guide to Preliminary Screening for Species at Risk.	260127_Email. Circulated NOCm and PIC
-	E/A Project Co-ordination Section	Ministry of the Environment, Conservation & Parks	7th Floor 135 St. Clair Avenue West	Toronto ON	M4V 1P5	-	eanotification.wcregion@ontario.ca	-	260127_Email. Circulated NOCm and PIC
For Notice of Completion Only	-	Ministry of the Environment, Conservation and Parks - Environmental Assessment and Permissions Branch	-	-	-	-	MEA.NOTICES.EAAB@ontario.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Heather Watt	Manager, Community Planning and Development (West)	Ministry of Municipal Affairs & Housing	-	-	-	-	heather.watt@ontario.ca	260127_Email Requested to be removed from mailing list - no longer with MMAH. Provided Carly Basu as an alternate contact for MMAH	260127_Email. Circulated NOCm and PIC
Carly Basu	Manager, Community Planning and Development (Central Urban Unit)	Ministry of Municipal Affairs & Housing	College Park, 16th Floor, 777 Bay Street	Toronto ON	M7A 2J3	-	carly.basu@ontario.ca	-	added 260506 based on email direction from Heather Watt
Erica Anderson	Director, Environmental Management	Infrastructure Ontario	2000 - 1 Dundas Street West	Toronto ON	M5G 1Z3	-	erica.anderson@infrastructureontario.ca	-	260127_Email. Circulated NOCm and PIC
Scott Peck	Deputy Chief Administrative Officer / Director, Watershed Planning & Engineering	Hamilton Conservation Authority	P.O. Box 81067, 838 Mineral Springs Road	Ancaster ON	L9G 4X1	-	scott.peck@conservationhamilton.ca	-	260127_Email. Circulated NOCm and PIC
Anthony F. Rizzuto	President	Blue Line Transportation	160 John Street South	Hamilton ON	L8N 2C4	-	info@525blue.com	-	260127_Email. Circulated NOCm and PIC
-	-	Community CarShare (Communauto Hamilton)	175 Longwood Road South, Suite 304A	Hamilton ON	L8P 0A1	-	support@communauto.com	-	260127_Email. Circulated NOCm and PIC
Abbie Little & Paul Brown	co-Chair	Cycle Hamilton	-	-	-	-	chair@cyclehamont.ca	-	260127_Email. Circulated NOCm and PIC
Ryan Waddell	Interim Executive Director	Hamilton Bike Share Inc. (HBSI)	-	-	-	-	help@hamiltonbikeshare.ca	-	260127_Email. Circulated NOCm and PIC
Jagtar Singh Chahal	Chairman & CEO	Hamilton Cab	430 Cannon Street East	Hamilton ON	L8L 2C8	-	jagtar@hamiltoncab.com	-	260127_Email. Circulated NOCm and PIC
Chris Ritsma	Chair	Hamilton Cycling Committee	-	-	-	-	chrisritsma@gmail.com	-	260127_Email. Circulated NOCm and PIC
Mark Bylsma	Chairman	Ontario Trucking Association	555 Dixon Road	Toronto ON	M9W 1H8	-	mbylsma@ontruck.org	-	260127_Email. Circulated NOCm and PIC
Peter Topalovic	Program Manager	Smart Commute Hamilton	-	-	-	-	smartcommute@hamilton.ca peter.topalovic@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Gene Wasik	Executive Director	Social Bicycle (SoBi)	126 Catherine Street North	Hamilton ON	L8R 1J4	-	help@sobihamilton.ca	-	260127_Email. Circulated NOCm and PIC
Angelo Adams	President	Zipcar	-	-	-	-	privacy@zipcar.com	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Council	-	-	-	-	-	-	-	-	-
Andrea Horwath	Mayor	Mayor Office	-	-	-	905-546-4200	andrea.horwath@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
James McCleary	Mayor Office-Receptionist	Mayor Office	-	-	-	905-546-4200	james.mccleary@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Uzma Qureshi	Community Engagement Advisor	Mayor Office	-	-	-	905-546-4200	uzma.qureshi@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Wynne Baker	Constituency Assistant	Mayor Office	-	-	-	905-546-4200	wynne.baker@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Sarah Lowe	Scheduler	Mayor Office	-	-	-	905-546-4200	sarah.lowe@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Maureen Wilson	Councillor	Ward 1	-	-	-	905-546-2416	maureen.wilson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Stephanie Hilson	Strategic Initiatives & Engagement Advisor	Ward 1	-	-	-	905-546-4528	stephanie.hilson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mary Louise Pigott	Constituent Navigator	Ward 1	-	-	-	905-546-2416	marylouise.pigott@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Cameron Kroetsch	Councillor	Ward 2	-	-	-	905-546-2197	cameron.kroetsch@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Joey McCullough	Constituency Coordinator	Ward 2	-	-	-	905-546-2197	joey.mccullough@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Liesl Thomas	Constituency Coordinator	Ward 2	-	-	-	905-546-2197	liesl.thomas@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nrinder Nann	Councillor	Ward 3	-	-	-	905-546-2702	nrinder.nann@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Alexandra Weinberger	Executive Assistant	Ward 3	-	-	-	905-546-2107	alex.weinberger@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Alexsandra McGillivray	Resident Liaison	Ward 3	-	-	-	905-546-2702	alex.mcgillivray@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Kerry LeClair	Ward 3 Climate Action Community Coordinator	Ward 3	-	-	-	905-546-2116	kerry.leclair@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tammy Hwang	Councillor	Ward 4	-	-	-	905-546-2113	tammy.hwang@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jacques Hypolite	Administrative Assistant	Ward 4	-	-	-	905-546-2113	jacques.hypolite@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Pascale Marchand	Constituency Assistant	Ward 4	-	-	-	905-546-2424 x4895	pascale.marchand@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Matt Francis	Councillor	Ward 5	-	-	-	905-546-2716	matt.francis@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
David Ronald	Executive Administrator	Ward 5	-	-	-	905-546-2424 x2176	david.ronald@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tom Jackson	Councillor	Ward 6	-	-	-	905-546-2707	tom.jackson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Samantha Kreidl	Assistant	Ward 6	-	-	-	905-546-2108	samantha.kreidl@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nancy Burden	Assistant	Ward 6	-	-	-	905-546-2108	nancy.burden@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Esther Pauls	Councillor	Ward 7	-	-	-	905-546-2706	esther.pauls@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Diane Piedimonte	Part time Admin Assistant	Ward 7	-	-	-	-	diane.piedimonte@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Kim Taylor-Galway	Part Time Digital Communications Coordinator	Ward 7	-	-	-	-	kim.taylorgalway@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Rob Cooper	Councillor	Ward 8	-	-	-	905-521-3958	rob.cooper@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nicola Wojewoda-Patti	Administrative Assistant	Ward 8	-	-	-	905-521-3958	nicola.wojewoda@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Brad Clark	Councillor	Ward 9	-	-	-	905-546-2703	brad.clark@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Rob Ribaric	Assistant	Ward 9	-	-	-	905-546-3210	robert.ribaric@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Lyndzee Freeman	Constituency Assistant	Ward 9	-	-	-	-	lyndzee.freeman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jeff Beattie	Councillor	Ward 10	-	-	-	905-546-2701	jeff.beattie@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jackie Coffey	Administrative Assistant	Ward 10	-	-	-	905-546-2701	jackie.coffey@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mark Tadeson	Councillor	Ward 11	-	-	-	-	mark.tadeson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Crista Cooper	Constituency Coordinator & Communications/ Special Projects	Ward 11	-	-	-	905-546-2110	crista.cooper@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Kristen Roth	Executive Assistant	Ward 11	-	-	-	905-546-4678	kristen.roth@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Craig Cassar	Councillor	Ward 12	-	-	-	905-546-2704	craig.cassar@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Sherri Brown	Constituency Coordinator	Ward 12	-	-	-	905-546-3196	sherri.brown@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nancy Hurst	Planning and Initiatives Advisor	Ward 12	-	-	-	-	nancy.hurst@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Alex Wilson	Councillor	Ward 13	-	-	-	905-546-2714	alex.wilson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Micaela Corcoran	Constituency and Administrative Assistant	Ward 13	-	-	-	905-546-2714	micaela.corcoran@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jody Aberdeen	Constituency and Administrative Assistant	Ward 13	-	-	-	905-546-2714	jody.aberdeen@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Sophie Geffros	Constituency and Administrative Assistant	Ward 13	-	-	-	905-546-2714	sophie.geffros@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mike Spadafora	Councillor	Ward 14	-	-	-	905-546-2712	mike.spadafora@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Christine DiGiantomasso	Executive Assistant	Ward 14	-	-	-	905-546-2712	christine.digiantomasso@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Sydney Waxman	Communications & Special Projects Coordinator	Ward 14	-	-	-	905-546-2712	sydney.waxman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Ted McMeekin	Councillor	Ward 15	-	-	-	905-546-2713	ted.mcmeekin@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Maureen Scally	Executive Assistant	Ward 15	-	-	-	905-546-2713	maureen.scally@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
City Staff	-	-	-	-	-		-	-	-
Abdul Shaikh	Director, LRT Office	Planning and Economic Development-LRT	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x6559	abdul.shaikh@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Alissa Golden	Program Lead	Planning & Economic Development-Heritage and Urban Design	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1214	alissa.golden@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Amber Dewar	Senior Program Analyst	Public Works-Corporate Asset Management	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x4766	amber.dewar@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Ana Cruceru	Senior Project Manager - Heritage and Urban Design - LRT	Planning and Economic Development-Heritage and Urban Design	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x5707	ana.cruceru@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Andrea McDonald	Senior Project Manager - Parks and Cemeteries	Public Works-Environmental Services	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x2738	andrea.macdonald@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Ann Thomas	Manager, Departmental Programs and Initiatives	Public Works-Corporate Asset Management	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424	ann.thomas@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Angela Storey	Director - Waste Management	Public Works-Waste Management	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x6483	angela.storey@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Anita Fabac	Director of Development Planning-April 2024 Acting Director of Planning and Chief Planner	Planning and Economic Development-Planning	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1258	anita.fabac@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Arvin Prasad	General Manager, Planning & Economic Development Department	City Managers Office	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424	arvin.prasad@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Ashraf Hanna	Senior Director, Growth Management	Planning & Economic Development-Growth Management	71 Main Street West 6th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x2274	ashraf.hanna@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Beth Dockstator	Manager, Indigenous Relations	Healthy and Safe Communities	25 James Street North, 5th Floor	Hamilton ON	L8R 2K1	905-546-2424 x4081	beth.dockstator@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Bhajan Sarker	Senior Project Manager, Water and Wastewater	Public Works-Hamilton Water	100 King Street West	Hamilton ON	L8R 2K3	905-546-2424 x5109	bhajan.sarker@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Binu Korah	Director, Development Engineering	Planning & Economic Development-Growth Management - Development Engineering	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x1322	binu.korah@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Brian Hollingworth	Acting Director, Engineering Services	Planning & Economic Development-Transportation Planning and Parking	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x2953	brian.hollingworth@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Brian McMullen	Director - Financial Planning Administration and Policy	Corporate Services-Financial Planning Administration and Policy	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x4549	brian.mcmullen@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Carlo Ammendolia	Manager, Development Construction	Planning & Economic Development-Development Construction	71 Main Street West, 6th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x2155	carlo.ammendolia@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Carmen Vega	Senior Project Manager - Source Protection Planning	Public Works-Hamilton Water	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x1301	carmen.vega@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mike Field	Director, Transportation Division	Public Works-Transportation	100 King Street West, 3rd Floor	Hamilton ON	L8P 4W9	905-546-2424 x2832	mike.field@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Cathrin Winkelmann	Senior Project Manager, Climate Change Initiatives	Planning & Economic Development-Climate Change	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424	cathrin.winkelmann@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Charlie Toman	Senior Project Manager -Policy Planning/Municipal Comprehensive Review	Planning and Economic Development-Planning	71 Main Street West, 5th floor	Hamilton ON	L8P 4Y5	905-546-2424	charlie.toman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Cindy Mutch	Manager, Community Initiatives	Government Relations and Community Engagement	28 James Street North, 5th Floor	Hamilton ON	L8R 2K1	905-546-2424 x4992	cindy.mutch@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Cynthia Graham	Director, Environmental Services	Public Works-Environmental Services	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x2337	cynthia.graham@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Dan Milovanovic	Director/Deputy Chief - Operations	Healthy and Safe Communities-Hamilton Fire Dept.	1227 Stone Church Road East	Hamilton ON	L8W 2C6	905-546-2424 x3377	dan.milovanovic@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Daniel Smith	Director, Licensing and By-Law Services-Acting May 2024	Planning & Economic Development - Licensing and By-Law Services	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x6435	daniel.smith@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Danny Pimentel	-	-	-	-	-	-	-	260304_Email (1). Noted Limeridge Road, between Lime Ridge Mall and Upper Sherman Avenue is proposed to be reclassified as a Local Road (which is planned for Q2 2027, subject to Council endorsement). 260304_Email (2). Questioned if we could note or mention that the bridge is intended for year-round use, which would result in winter maintenance. He noted that no other City AT bridge is maintained in the winter. Winter maintenance should be considered during the design phase.	260120_attended Technical Advisory Committee (TAC) #2
Dave Cunliffe	Fire Chief	Hamilton Fire Department	1227 Stone Church Road East	Hamilton ON	L8W 2C6	905-546-2424 x3343	david.cunliffe@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Dave Heyworth	Acting Director & Senior Advisor, Strategic Growth Initiatives	Planning & Economic Development-Sustainable Communities	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x7451	dave.heyworth@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Don Curry	Health Promotion Specialist	Healthy and Safe Communities-Healthy Environments	110 King Street West	Hamilton ON	L8P 4S6	905-546-2424 x7218	don.curry@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Eleni Dekaneas	Project Manager, Transportation Planning	Planning & Economic Development-Transportation Planning and Parking	-	Hamilton ON	-	905-546-2424 x4846	eleni.dekaneas@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Elizabeth Richardson	Medical Officer of Health	Healthy and Safe Communities-Office of the Medical Officer of Health and Provincial Subsidy	100 Main Street West	Hamilton ON	L8P 1H6	905-546-2424 x3502	elizabeth.richardson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Emily Bent	Cultural Heritage Planner	Planning & Economic Development-Heritage and Urban Design	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	-	emily.bent@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Farhad Shahla	Manager - LRT Technical Services and Approvals Coordination	Planning and Economic Development-LRT	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x5360	farhad.shahla@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Gavin Norman	Manager, Infrastructure Planning	Planning & Economic Development-Growth Management	71 Main Street West, 6th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1255	gavin.norman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Grace Mater	General Manager - Healthy and Safe Communities	Healthy and Safe Communities	28 James Street North	Hamilton ON	L8R 2K1	905-546-2424 x4979	grace.mater@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Heather Harvey	Manager, Chronic Disease Prevention	Healthy and Safe Communities-Healthy Environments	110 King Street West	Hamilton ON	L8P 4S6	905-546-2424 x3635	heather.harvey@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Helen McArthur	Senior Engineer, Development Engineering	Planning & Economic Development-Growth Management	71 Main Street West, 6th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x7627	helen.mcarthur@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Jackie Kennedy	Acting General Manager, Public Works.	Public Works-Engineering Services	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x1611	jackie.kennedy@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
James Buffett	Manager, Parking Enforcement and School Safety	Planning & Economic Development-Transportation Planning and Parking	80 Main Street West	Hamilton ON	L8P 1H6	905-546-2424 x3177	james.buffett@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
James Van Rooi	Senior Planner	Planning & Economic Development-Planning	71 Main Street West, 5th floor	Hamilton ON	L8P 4Y5	905-546-2424 x4283	james.vanrooi@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jana Kelemen	Manager, Heritage and Design	Planning & Economic Development-Heritage and Urban Design	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424	jana.kelemen@hamilton.ca	-	250926_attended TAC #1 260127_Email. Circulated NOCm and PIC
Jennifer Catarino	Area Planning Manager	Planning & Economic Development-Planning	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424	jennifer.catarino@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Jennifer DiDomenico	Senior Project Manager - Urban Indigenous Relations	Healthy and Safe Communities Indigenous Relations	28 James Street North, 5th Floor	Hamilton ON	L8R 2K3	905-546-2424 x5596	jennifer.didomenico@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Joanne Starr	Manager Parking Operations and Initiatives	Planning & Economic Development-Transportation Planning and Parking	80 Main Street West	Hamilton ON	L8P 1H6	905-546-2424 x5441	joanne.starr@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
John Helka	Director, WoodWard Upgrades	Public Works-Hamilton Water	700 WoodWard Avenue	Hamilton ON	L8H 6P4	905-546-2424 x2826	john.helka@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Phil Caldwell	Manager, Commercial Districts and Small Business	Planning & Economic Development	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x4178	phil.caldwell@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Katelyn LaForme	Director, Indigenous Relations	Healthy and Safe Communities	-	Hamilton ON	-	905-546-2424	katelyn.laforme@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Ken Coit	Director, Heritage and Urban Design	Planning & Economic Development-Heritage and Urban Design	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x7557	ken.coit@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Kevin McDonald	Director, Healthy Environments	Healthy and Safe Communities-Healthy Environments	100 Main Street West	Hamilton ON	L8P 1H6	905-546-2424 x1984	kevin.mcdonald@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Kirill Pankov	Senior Project Manager, Divisional Projects and Initiatives	Healthy and Safe Communities	-	-	-	905-546-2424 x3859	-	260203_Supporting Letter. The Recreation Department highlighted the following: Selection of Alternative 2 will result in a decreased outfield size and likely make the existing baseball diamond unsuitable for adult play, which would have an impact on utilization of this asset. The Recreation Master Plan recommends an increase in baseball diamond inventory. Alternative 1 will connect to an existing trail on the park side and have no impact on the baseball diamond and is the preferred option for the Recreation division.	-
Lisa Abbott	Director of Tourism and Culture	Planning & Economic Development-Planning	28 James Street North, 2nd Floor	Hamilton ON	L8R 2K1	905-546-2424	lisa.abbott@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Lisa Christie	Cultural Heritage Planner, Wards 6 to 15 (Suburban Team)	Planning & Economic Development-Heritage and Urban Design	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1202	CulturalHeritagePlanning@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Lynda, Dr. Lukasik	Director, Climate Change Initiatives	Planning & Economic Development-Climate Change	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x3169	lynda.lukasik@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Margaret Fazio	Senior Project Manager	Planning and Economic Development-Infrastructure Planning	6 - 71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x2218	margaret.fazio@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mark Kehler	Program Lead, Site Planning	Planning & Economic Development-Heritage and Urban Design	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x4148	mark.kehler@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mark Bainbridge	Director, Water and Wastewater Planning & Capital	Public Works Hamilton Water	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x5929	mark.bainbridge@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Marnie Cluckie	City Manager	City Managers Office	71 Main Street West, 1st Floor	Hamilton ON	L8P 4Y5	905-546-2424 x4339	marnie.cluckie@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mathew Lawson	Manager, Environmental Health	Healthy and Safe Communities-Healthy Environments	110 King Street West	Hamilton ON	L8P 4S6	905-546-2424 x5823	matthew.lawson@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Megan Salvucci	Senior Project Manager Infrastructure Programming and Planning	Public Works-Engineering Services	100 King Street West	Hamilton ON	L8R 2K3	905-546-2424 x2732	megan.salvucci@hamilton.ca	-	260120_attended TAC #2 260127_Email. Circulated NOCm and PIC
Melanie Pham	Program Lead	Planning & Economic Development-Sustainable Communities	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y6	905-546-2424 x6685	melanie.pham@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Melissa Kiddie	Natural Heritage Planner (Suburban)	Planning & Economic Development-Heritage and Urban Design	71 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1290	melissa.kiddie@hamilton.ca	-	250926_attended TAC #1 260120_attended TAC #2 260127_Email. Circulated NOCm and PIC
Michael Votruba	Program Lead Urban Design	Planning & Economic Development-Heritage and Urban Design	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424	michael.votruba@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Michelle Martin	Manager, Accessible Transportation Services	Public Works-Transit	2200 Upper James Street	Hamilton ON	L0R 1W0	905-546-2424 x2765	michelle.martin@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Mike Christie	Senior Project Manager-Hamilton Water	Public Works-Hamilton Water	700 WoodWard Avenue	Hamilton ON	L8H 6P4	905-546-2424 x6194	mike.christie@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mike Zegarac	General Manager, Finance & Corporate Services	Corporate Services	71 Main Street West, 1st Floor	Hamilton ON	L8P 4Y5	905-546-2424 x6150	mike.zegarac@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Monir Moniruzzaman	Manager, Development Engineering, East	Planning & Economic Development-Growth Management	6-71 Main Street West	Hamilton ON	-	905-546-2424 x1078	monir.moniruzzaman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Mushfiqur Rahman	Superintendent - Transportation Engineering	Public Works-Transportation	330 Wentworth Street North	Hamilton ON	L8L 5W2	905-546-2424 x4391	mushfiqur.rahman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nick Chaloux	Senior Project Manager-Transit Strategy and Planning	Public Works-Transit	2200 Upper James Street	Hamilton ON	L0R 1W0	905-546-2424	nicholas.chaloux@hamilton.ca	-	250926_attended TAC #1 260127_Email. Circulated NOCm and PIC
Nick Winters	Director, Hamilton Water	Public Works-Hamilton Water	100 King Street West	Hamilton ON	L8L 5W2	905-546-2424 x1474	nick.winters@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Norm Schleehahn	Director, Economic Development	Planning and Economic Development	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x2669	norm.schleehahn@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Patrick Yip	Project Manager	Planning & Economic Development-Growth Management	71 Main Street West, 6th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x6412	patrick.yip@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
-	Chief Corporate Real Estate Officer - Economic Development	Planning and Economic Development-Economic Development	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x7019	RealEstate.Cirulation@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Rick Epp	Health Promotion Specialist	Chronic Disease Prevention-Public Health Services	-	-	-	-	rick.epp@hamilton.ca	260220_Email Noted Public Health Services are in agreement with Eastern Option due to accessibility for users (level, shorter bridge would be more accessible). For the new trail (multi-use) connection on the north side, Public Health Services recommends that the City extend the sidewalk (currently ending at 544 Limeridge Road East) to the trail west of the site. Noted that they do not have a preferred option for bridge design, but recommend considering functional design elements that include safety and comfort for users. They recommend the following design elements: Canopy cover, Wind barrier, Suicide prevention (e.g., physical barriers)	-
Rob Conley	Manager, Recycling & Waste Disposal	Public Works-Waste Management	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x7296	rob.conley@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Shane McCauley	Director - Water and Wastewater Operations	Public Works-Hamilton Water	700 WoodWard Avenue	Hamilton ON	L8H 6P4	905-546-2424 x1020	shane.mccauley@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Sean Kenney	Manager - Site Plan Planning and Economic Development	Planning and Economic Development-Heritage and Urban Design	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x5998	sean.kenney@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Steve Burke	Manager	Planning & Economic Development-Sustainable Communities	70 Main Street West, 5th Floor	Hamilton ON	L8P 4Y5	-	steve.burke@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Steve Molloy	Acting Director, Transportation Planning & Parking	Planning & Economic Development-Transportation, Planning and Parking	100 King Street West	Hamilton ON	L8R 2K3	905-546-2424 x2975	steve.molloy@hamilton.ca	-	250926_attended TAC #1 260127_Email. Circulated NOCm and PIC
Tanya Detmar	Senior Project Manager, Transit Capital Planning	Public Works-Transit	2200 Upper James Street	Mount Hope ON	L0R 1W0	905-546-2424 x1855	tanya.detmar@hamilton.ca	-	250926_attended TAC #1 260127_Email. Circulated NOCm and PIC
Tiffany Gardner	Acting Manager, Licensing	Planning & Economic Development - Licensing and By-Law Services	100 King Street West	Hamilton ON	-	905-546-2424 x1789	tiffany.gardner@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tim Vrooman	Area Planning Manager	Planning & Economic Development-Planning	71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424 x5277	tim.vrooman@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Trevor Imhoff	Senior Project Manager, Climate Change Initiatives and Programs	Planning & Economic Development-Climate Change Initiatives	71 Main Street West, 7th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x1308	trevor.imhoff@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tricia Collingwood	Director - Planning/Chief Planner	Planning and Economic Development	71 Main Street West 5th Floor	Hamilton ON	L8P 4Y5	905-546-2424 x5393	tricia.collingwood@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Udo Ehrenberg	Senior Project Manager, Water & Wastewater Systems Planning	Public Works-Hamilton Water	100 King Street West	Hamilton ON	L8P 1A2	905-546-2424 x2499	udo.ehrenberg@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Emily Coe	Manager, Zoning and Committee of Adjustment	Planning & Economic Development-Planning	5 - 71 Main Street West	Hamilton ON	L8P 4Y5	905-546-2424	emily.coe@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Evan Nopper	City Liaison for Hamilton Cycling Committee	Hamilton Cycling Committee	-	-	-	-	evan.nopper@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Olivia Stanciu	-	-	-	-	-	-	olivia.stanciu@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Marlene Schmidt	-	-	-	-	-	-	marlene.schmidt@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Danielle Sbeiti	-	-	-	-	-	-	danielle.sbeiti@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Meg Oldfield	-	-	-	-	-	-	meg.oldfield@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Gabriela Caterini	-	-	-	-	-	-	gabriela.caterini@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Matthew Trennum	-	-	-	-	-	-	matthew.trennum@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Ashley Bono	-	-	-	-	-	-	ashley.bono@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Weihong Lin	-	-	-	-	-	-	weihong.lin@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Nancy Purser	-	-	-	-	-	-	nancy.purser@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Wes Kindree	-	-	-	-	-	-	wes.kindree@hamilton.ca	-	250926_attended TAC #1 260120_attended TAC #2 260127_Email. Circulated NOCm and PIC
Kurt Milligan	-	-	-	-	-	-	kurt.milligan@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Trevor Favretto	-	-	-	-	-	-	trevor.favretto@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Michael Wright	-	-	-	-	-	-	michael.wright@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tina Sha	-	-	-	-	-	-	tina.sha@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
Tim Crowley	-	-	-	-	-	-	tim.crowley@hamilton.ca	-	260127_Email. Circulated NOCm and PIC
George Berenyi	-	-	-	-	-	-	george.berenyi@hamilton.ca	-	260127_Email. Circulated NOCm and PIC

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Mohi Mohamed	Senior Project Manager - Bridges & Structures (Infrastructure Renewal)	-	-	Hamilton ON	-	905-546-2424 ext. 5329	mohi.mohamed@hamilton.ca	-	260120_attended TAC #2 260126_Email. Infrastructure Renewal recommends advancing Alternative 1 - Eastern Alignment for the bridge, as it provides a simplified, more durable, and cost-effective single-span structure that avoids the need for a pier within the LINC corridor, reducing construction complexity, traffic disruption, and long-term maintenance. This alignment minimizes environmental, utility, and property impacts - including future LINC widening considerations - while offering better trail connectivity and accessibility. It also supports efficient construction through accelerated bridge techniques and a potential installation during a single weekend closure. Furthermore, the location allows for future reinstatement of a multi-functional overhead sign. Finally, constructability, traffic staging, construction duration, property impacts, and utility conflicts were suggested to be included in the evaluation criteria.

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Utilities	-	-	-	-	-	-	-	-	-
Adrian Philips	Manager of Environment	Alectra Utilities Corporation	161 Cityview Boulevard	Woodbridge ON	L4H 0A9	905-798-2415; 905-417-6900; 905-284-4080	adrian.phillips@alectrautilities.com	-	260127_Email. Circulated NOCm and PIC
Anuradha Padmanabhan	Permit Coordinator	Rogers Communications	3573 Wolfedale Road	Mississauga ON	L5C 3T6	-	gtaw.newarea@rci.rogers.com	-	260127_Email. Circulated NOCm and PIC
Dawn Bergen	Land Analyst, Urban Development	TransCanada Pipelines	450-1st Street S.W.	Calgary AB	T2P 5H1	403-920-2000; 1-866-920-0007; Fax 403-920-2329	Dawn_bergen@transcanada.com	-	260127_Email. Circulated NOCm and PIC
Derek Heavens	Advisor, Construction and Project Management	Enbridge Pipelines Inc. (Construction and Growth Group)	918 South Service Road	Hamilton ON	L8E 5M4	-	dheavens@uniongas.com; notifications@enbridge.com	-	260127_Email. Circulated NOCm and PIC
Enzo Greco	Construction Project Manager	Enbridge Gas	918 South Service Road	Stoney Creek ON	L8E 5M4	289-649-2061; Cell: 905-741-8395	Enzo.Greco@enbridge.com	-	260127_Email. Circulated NOCm and PIC
Frank Bergen	Commander in Charge	Hamilton Police Service	-	-	-	-	fbergen@hamiltonpolice.on.ca	-	260127_Email. Circulated NOCm and PIC
Ian Borsuk	Executive Director	Environment Hamilton	51 Stuart Street	Hamilton ON	L8L 1B5	905-549-0900	iborsuk@environmenthamilton.org	-	260127_Email. Circulated NOCm and PIC
John Lachapelle	Planner & Manager, ROW Control Centre	Bell Canada, Municipal Operations Centre	-	-	-	-	rowcentre@bell.ca	-	260127_Email. Circulated NOCm and PIC
Maria Bradley	Sr. Analyst, Lands & ROW	Enbridge Pipelines Inc.	-	Sarnia ON	N7S 6L2	519-333-6785	notifications@enbridge.com	-	260127_Email. Circulated NOCm and PIC
Michael Crown	Director of Energy	HCE Energy Inc.	HCE Operations 79 Bay Street North	Hamilton ON	L8R 3P8	-	Michael.Crown@hcetechnologies.com	-	260127_Email. Circulated NOCm and PIC
Randy Leppert	Planning Lead Hand Niagara /Hamilton	Cogeco Cable Inc	7170 McLeod Road	Niagara Falls ON	L2G 3H5	289-296-6228; Cell: 905-351-3771	randy.leppert@cogeco.com	-	260127_Email. Circulated NOCm and PIC
Susan SUN Hongxia	-	Hydro One Networks Inc.	-	-	-	-	CentralFBCPlanning@HydroOne.com; SecondaryLandUse@HydroOne.com; Susan.SUN@HydroOne.com	-	260127_Email. Circulated NOCm and PIC
Terri Ardelli	Land Analyst, Urban Development	TransCanada Pipelines	450-1st Street S.W.	Calgary AB	T2P 5H1	403-920-2000; 1-866-920-0007; Fax: 403-920-2329	terr_ardelli@transcanada.com	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Yuen Man (Tiffany) Fung	Hydro One Real Estate Management	Hydro One	P.O. Box 4300, 185 Clegg Road	Markham ON	L3R 5Z5	-	Department.SecondaryLandUse@hydroone.com; Tiffany.Fung@HydroOne.com	-	260127_Email. Circulated NOCm and PIC
Zaheer Qureshi	Energy Operations Manager	HCE Energy Inc.	HCE Operations 79 Bay Street North	Hamilton ON	L8R 3P8	-	shawn.forbes@hcetechnologies.com	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Hospitals & Schools	-	-	-	-	-	-	-	-	-
P. Pace-Gubekjian	Associate Director of Corporate Services	Hamilton-Wentworth Catholic District School Board	P.O. Box 2012, 90 Mulberry Street	Hamilton ON	L8N 3R9	-	mamonem@hwcdsb.ca	-	260127_Email. Circulated NOCm and PIC
-	-	Hamilton-Wentworth District School Board	PO Box 2558, 20 Education Court	Hamilton ON	L8N 3L1	-	info@hwdsb.on.ca	-	260127_Email. Circulated NOCm and PIC
-	-	McMaster University	-	Hamilton ON	-	-	lawsona@mcmaster.ca	-	260127_Email. Circulated NOCm and PIC
Sean Coffey	-	Mohawk College	-	Hamilton ON	-	-	sean.coffey@mohawkcollege.ca	-	260127_Email. Circulated NOCm and PIC
-	-	St. Joseph's Healthcare Hamilton	50 Charlton Avenue East	Hamilton ON	L8N 4A6	-	publicaffairs@stjoes.ca	-	260127_Email. Circulated NOCm and PIC
Vince Ramelli	Manager of Real Estate, Community Partnerships and Transportation	Hamilton-Wentworth Catholic District School Board	-	-	-	-	ramelliv@hwcdsb.ca	-	260127_Email. Circulated NOCm and PIC

Full Name	Job Title	Organization	Street Address	City and Province	Postal Code	Phone Number	Email	Comments Received	Response Given
Related Community Groups	-	-	-	-	-	-	-	-	-
Ian Borsuk	Executive Director	Environment Hamilton	22 Wilson Street, Unit 4	Hamilton ON	L8R 1G7	905-549-0900	contactus@environmenthamilton.org	-	260127_Email. Circulated NOCm and PIC
Don McLean	Organizer	Citizens at City Hall (CATCH)	-	-	-	905-664-8796	info@hamiltoncatch.org	-	260127_Email. Circulated NOCm and PIC
Alison Miller (retired)	Community Outreach/Volunteer Coordinator	Community Action Program for Children	150 Violet Drive	Hamilton ON	L8E 6B4	905-546-4295	capc@capc.hamilton.on.ca	-	260127_Email. Circulated NOCm and PIC
Alex Moroz	Chair	Weaver Community Hub	Cathy Weaver Elementary School, 160 Wentworth Street North	Hamilton ON	L8L 5V7	905-973-4064	amoroz@cogeco.ca	-	260127_Email. Circulated NOCm and PIC
Sandra Huculiak	President	Hamilton Wentworth Council of Home & School Associations	-	-	-	-	hwcouncil@gmail.com	-	260127_Email. Circulated NOCm and PIC
Brooke Eady	Chair	Hamilton Community Foundation	120 King Street West, Suite 700	Hamilton ON	L8P 4V2	-	information@hcf.on.ca	-	260127_Email. Circulated NOCm and PIC
Henry Wegiel	Chair	Hamilton Chamber of Commerce	120 King Street West Suite 507, Plaza Level	Hamilton ON	L8P 4V2	905-522-1151	hcc@hamiltonchamber.ca	-	260127_Email. Circulated NOCm and PIC
Crystal Henderson (on leave); Michelle Segun (Acting Manager)	Manager of Communications and External Relations	REALTORS Association of Hamilton-Burlington	505 York Boulevard	Hamilton ON	L8R 3K4	905-529-8101; x 242 fax: 905-529-4349	crystalh@rahb.ca; michelles@rahb.ca; info@rahb.ca	-	260127_Email. Circulated NOCm and PIC
Dani Gabriele	Chair	Hamilton Home Builders Association	1112 Rymal Road East	Hamilton ON	L8W 3N7	905-575-3344	info@westendhba.ca	-	260127_Email. Circulated NOCm and PIC

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Indigenous Nations	-	-	-	-	-	-	-	-	-
Todd Williams	Program Coordinator	Haudenosaunee Development Institute (HDI) for the Haudenosaunee Confederacy of Chiefs Council (HCCC)	PO Box 714, 44 6th Line	Caledonia ON	L3W 1Y9	519-445-4222; Fax: 519-445-2389	info@hdi.land; Williams.todde@gmail.com	-	260127_Email. Circulated NOCm and PIC
Tanya Hill-Montour	Archaeology Community Monitoring Supervisor	Six Nations Land and Resources Department, Land Use Unit for the Six Nations of the Grand River Elected Council (SNEC)	2498 Chiefswood Road, P.O. Box 5000	Oshweken ON	N0A 1M0	519-753-0665; Fax: 519-753-3449	tanyahill-montour@sixnations.ca; dlaforme@sixnations.ca; acmaa@sixnations.ca; LRCS@sixnations.ca	260127_Email from Peter Graham (LRCS@sixnations.ca). Acknowledged NOCm and PIC and requested to be contacted once capacity funding is available for Six Nations review of project documents.	260127_Email. Circulated NOCm and PIC. 260209_Email. City confirmed that the proposed bridge has no archaeological impact within the study area due to existing development and the built-up environment. Noted that the City does not have authority to capacity fund outside of that.
Adam LaForme	Manager	Mississaugas of the Credit First Nation	4065 Highway 6	Hagersville ON	N0A 1H0	-	Adam.LaForme@mncfn.ca; mark.laforme@mncfn.ca; abby.laforme@mncfn.ca; Payton.Mitchell@mncfn.ca; MCFN.Consultation@mncfn.ca; DOCA.Admin@mncfn.ca	-	260127_Email. Circulated NOCm and PIC
-	-	Huron Wendat First Nation at Wendake	255, place Chef Michel Laveau, Wendake	Quebec	G0A 4V0	418-843-3767; 877-712-3767	consultations@wendake.ca	-	260127_Email. Circulated NOCm and PIC

Resident	Comments Received	Response Given
Resident Correspondence		
Resident 1	260127_Email. Inquiring why the resident was not included on the NOCm and PIC. Does not believe that money should be spent on a bridge given the close proximity of existing crosswalks, and also does not want more construction to impede traffic on Upper Wentworth Street.	260127_Email (City). City apologized for the resident not being included on the NOCm and PIC. Acknowledged feedback and stated it will be reviewed accordingly.
Resident 2	260209_Email. Inquiring why PIC materials were posted online one day prior to the PIC. Does not believe the bridge is needed and is a waste of taxpayer's money. Suggested to mark existing crosswalks at off ramps as they do not have any markings currently	260209_Email (City). City thanked the resident for the concerns raised and noted that once PIC materials are finalized, they go online.
Resident 3	260210_Phone Call. Disagrees with the bridge due to potential costs, and feels the money could be spent elsewhere, including badly neglected roads.	-
Resident 4	260210_Email. Requested to be added to mailing list. 260210_Online Comment Form. Prefers the eastern bridge option and encourages the project team to pursue a high-quality design, suggesting either a prefabricated truss with enhanced aesthetics, or a more distinctive landmark structure (e.g., cable-stayed or arched bridge). Raised concern about potential parking conflicts at Limerdige Mall during large events at McQuesten Park, noting that the bridge may encourage event attendees to park at the mall and walk across (potentially causing issues for the mall).	-
Resident 5	260212_Email. Noted missing the PIC and requested any presented information to be shared. 260212_Email. Thanked Diane Piedimonte and noted they look forward to receiving the update.	260212_Email (City - Diane Piedimonte on behalf of Councilor Esther Pauls). Acknowledged the residents' interest in the project and noted that appropriate staff will update them accordingly. 260212_Email (City). Provided URL link to PIC Boards on project webpage, and link to online comment sheet.
Resident 6	260210_Comment Form. Expressed opposition to the bridge stating that Hamilton has more pressing priorities and that the project represents a "want" rather than a "need". They believe the funding required for the bridge could be better allocated to more important needs. 260216_Email. Expressed opposition to the bridge, viewing it as unnecessary and wasteful use of taxpayer money. They believe the City has more urgent priorities (e.g., deteriorating roads and infrastructure). They also objected the lack of financial information presented and felt that cyclists and cycling groups have disproportionate influence in decision-making. Reiterated that an existing bike and pedestrian route through McQuesten Park and Upper Sherman already provides a safe connection across the LINC, making the bridge redundant.	260217_Email (City - Diane Piedimonte on behalf of Councilor Esther Pauls). City thanked the resident for their comments and noted that City staff had been advised of their opposition through email CC.
Resident 7	260211_Email. Expressed support for the eastern bridge option, emphasizing the importance of preserving the baseball diamond in McQuesten Park. Several safety concerns were outlined, including concerns about pedestrians crossing the LINC, particularly the lack of protection at on- and off-ramps on Upper Wentworth. They suggested improvements such as adding flashing-light crosswalks at right-turn yield lanes and installing pedestrian-activated signals further south of the on-ramp to create a safer crossing environment. For cyclists, they questioned the hydro corridor and potential future discussions to utilize that, as well as the lack of bike trails south of the LINC was highlighted and they noted that the proposed bridge does not provide meaningful southbound cycling connections. They questioned the utilization of the proposed bridge unless additional work is done to create better linkages to destinations south of the park and the parkway. 260213_Email. Forwarded comments to Councilor Esther Pauls.	260213_Email (City - Diane Piedimonte on behalf of Councilor Esther Pauls). Acknowledged comments and noted they have been shared with City staff. 260213_Email (City). Thanked the resident for their comments and noted that they will be considered when evaluating the proposed bridge.

Resident	Comments Received	Response Given
Resident 8	260209_Email. Strongly supports the idea of a pedestrian and cycling bridge at this location, noting it would provide a safer and more pleasant crossing than using Upper Wentworth Street. They felt a bridge would greatly improve connectivity and safety. They also noted that cyclists would benefit from a safer alternative to Upper Wentworth Street.	260210_Email (City). Thanked the resident for his comments and noted they will be considered during the evaluation of the bridge.
Resident 9	260209_Online Comment Form. Very excited about the proposed bridge, noting that it would provide safe and convenient access between McQuesten Park and Lime Ridge Mall (which could serve as additional parking for park events). They noted that an existing pedestrian bridge further along the Parkway has not caused any noticeable traffic issues, and assume the proposed bridge would have similar minimal impacts.	-
Resident 10	260210_Online Comment Form. Feels the proposed bridge is long overdue and emphasized that it will offer a much safer option for crossing the LINC compared to using Upper Wentworth Street or Upper Sherman Avenue, as long as it is well maintained and kept clear of snow and ice. Suggested the bridge should be covered, noting that an enclosed structure could reduce winter maintenance needs and minimize long-term repair costs.	-
Resident 11	260210_Online Comment Form. Strongly supports the bridge, explaining that it would provide a safer and more convenient way to reach McQuesten Park and avoid the Upper Wentworth Street overpass. Noted the bridge would also provide access to routes like the Chippewa Trail. Suggested a two pillar bridge design (like Arbour Road) with welded steel handrails and lighting. Suggested adding a multi-use path connection north to Mohawk Road.	-
Resident 12	260220_Online Comment Form. Expressed enthusiasm for the bridge and indicated support for Option 1 (Eastern Option). Questioned project timelines (i.e., implementation, construction) and potential disruption to LINC traffic / McQuesten Park.	-
Resident 13	260223_Online Comment Form. Opposed to the bridge, noting it is unnecessary due to pedestrians and cyclists already having access via Upper Wentworth Street. They feel the project is an inappropriate use of tax dollars. Concerned the bridge could become a visual distraction for drivers on the LINC and potentially contribute to more collisions.	-
Resident 14	260223_Online Comment Form. Supportive of the bridge, noting that walking along Upper Wentworth Street to reach McQuesten Park is neither pleasant nor safe, and that a direct crossing would significantly improve safety for pedestrians. Agreed Option 1 (Eastern Option) makes sense given its shorter and more cost-effective span. Raised concerns regarding the north end landing area being on private property and questioned how property acquisition will be handled, and if it would impact the project's timeline.	-
Resident 15	260210_Comment Form. Supportive of the bridge, emphasized that it would greatly benefit active transportation users by providing a much safer and more direct crossing than the current sidewalk over the LINC, as well as better cycling access to McQuesten Park. They noted that the park needs stronger connections to the broader cycling network and that the bridge would meaningfully improve that link. Also highlighted that each new piece of infrastructure strengthens the overall active transportation network, creating more route options, encouraging active transportation, and reducing traffic congestion.	-
Resident 16	260210_Comment Form. Opposed to the bridge, stating it reflects a "want" rather than a "need", especially when the community faces more urgent priorities such as housing and broader infrastructure needs. They noted that existing pedestrian bridges in Hamilton - such as those over the QEW in the east end and the Red Hill Parkway - are rarely used.	-

Resident	Comments Received	Response Given
Resident 17	260210_Comment Form. Expressed strong support for the bridge and favours Option 1 (Eastern Option) primarily for its smaller size and potential cost savings. They emphasized that project decisions should prioritize costs and environmental considerations.	-
Resident 18	260210_Comment Form. Strongly opposed to the bridge, describing it as a wasteful and unnecessary expense given the current condition of local roads and on-going increases in property taxes. They questioned how much the study itself will cost taxpayers.	-
Resident 19	260210_Comment Form. Supports the proposed bridge, explaining that their teenage children currently face unsafe and inconvenient conditions walking home from school, as the children must navigate two on-ramps along Upper Wentworth Street or use the narrow sidewalk on Upper Sherman Avenue. They believe that any bridge option would be an improvement, but Option 1 (Eastern Option) is particularly well-suited for people already using the existing pathway network.	-
Resident 20	260210_Comment Form. Noted they are an active senior who regularly walks in McQuesten Park and surrounding neighbourhood, and that they strongly support the bridge and prefer Option 1 (Eastern Option), noting it is shorter, single-span prefabricated design which would match other local highway crossings like those at Arbour Road and over the 403 in Ancaster. Additionally, they noted this option is the most financially responsible given recent increases in taxes and utility rates.	-
Resident 21	260210_Comment Form. Is very excited about the proposed bridge, explaining that they frequently cycle in the area and currently face inconvenient and indirect routes to reach the north side of the LING. They noted that a bridge would improve their ability to travel safely and efficiently. They commend the City's on-going efforts to expand safe cycling infrastructure and encourage the City to continue improving connectivity so residents can cycle more comfortably while separated from vehicle traffic.	-
Resident 22	260210_Comment Form. Highly supportive of the bridge, describing it as an exciting and important addition that would strengthen the active transportation network on the Mountain by linking key trails, including the Escarpment Rail Trail, while complementing other pedestrian bridges like Arbour Road and West 5th. They note that such bridges help reconnect neighbourhoods divided when the LINC was built. Additional comments included concerns about the noticeable shaking of the Arbour Road bridge and hope that the new structure avoids this issue, and encouragement for the City to negotiate a trail connection through the Hydro One corridor to further expand active transportation options.	-
Resident 23	260210_Comment Form. Opposed to the bridge, arguing it is unnecessary and noting that Limeridge Road is unsafe for cycling due to nearby LINC on-ramps, which they believe should prompt the City to consider an alternate cycling route rather than creating a north-south connection at this location. They feel the cycling network should instead follow the existing McQuesten path where crossings are safer. They raised numerous questions about the project, including its cost, timeline, decision-making process, potential traffic impacts, proposed safety measures in adjacent areas, consequences of not proceeding, and how the expense can be justified.	-
Resident 24	260210_Comment Form. Questioned how the proposed bridge will function, asked whether it will provide direct access to McQuesten Park - particularly during events - and whether people will be able to park at Lime Ridge Mall and reach the park via the bridge. They also requested information about the project's overall timeline and when the bridge is expected to be completed. Additionally, they note that Option 1 (Eastern Option) appears to be a strong alternative and asked when a final decision on the preferred solution would be determined.	-

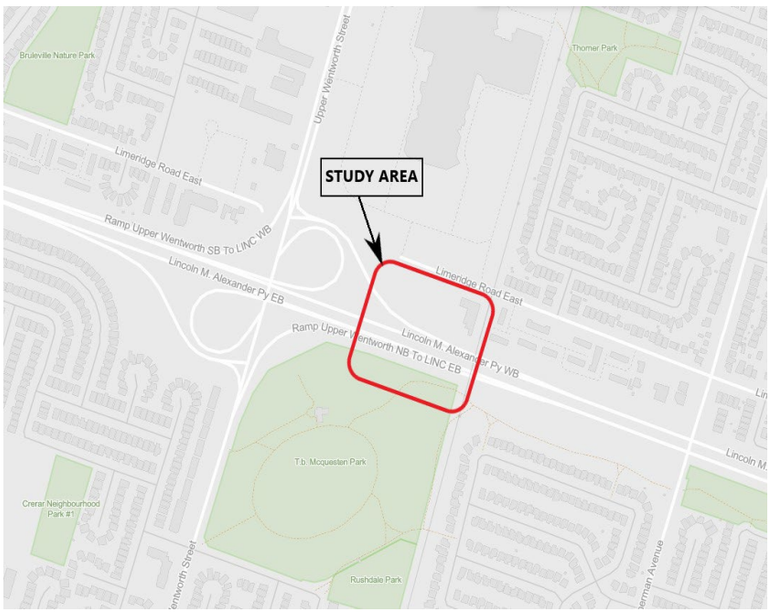
Resident	Comments Received	Response Given
Resident 25	260301_Email. Supportive of the idea of a bridge going from McQuesten Park to Limeridge Mall, but do not feel it is the appropriate time to do so. They feel the money could be better allocated on roads and homeless.	260303_Email. Thank you for taking the time to provide feedback. Your comments have been noted as we continue to evaluate the proposed bridge.
General Manager of business	251110_Email. Contact indicated they have CC'd the General Manager of the business to discuss project and property with. 251111_Email. General Manager responded and asked City to let them know availability for meeting. 260121_Email. Requested a couple of potential meeting dates so that they could confirm which worked best on their behalf. 260121_Email. Confirmed Wednesday January 28 at 1:00 p.m. worked best for them to meet. 260128_Email. Inquired how the City will deal with the easement into their property line. They wondered if the business will receive Realty Tax relief on the decided upon area.	251107_Email. City reached out to the business to arrange a meeting to understand the business' plans for the property and discuss how the bridge might be compatible. 260119_Email. City reached out to schedule another meeting with the General Manager to discuss conceptual alternatives in advance of the PIC (Feb. 10). 260121_Email. City provided several potential meeting dates and times. 260121_Email. City confirmed the meeting invite was sent out for Wednesday January 28 at 1:00 p.m. 260204_Email. City provided trail option drawings for the business' review. The City explained their standard approach to acquiring an easement is to provide compensation for the fair market value of the easement interest, reflecting the extent of impact to the property's utility. The City explained to exempt that portion of the land from property taxes, a municipal capital facility bylaw will need to be passed, which could involve the City entering into a municipal capital facility agreement - this could be addressed as part of the easement transaction process.

Hamilton

McQuesten Park Active Transportation Pedestrian Bridge
Municipal Class Environmental Assessment
Notice of Study Commencement and Public Information Centre

The Study

The City of Hamilton is completing a Schedule B Municipal Class Environmental Assessment (EA) for a new pedestrian bridge to facilitate enhanced active transportation (AT) movement across the Lincoln Alexander Parkway (LINC). The EA will examine the safety of both travel on the LINC and users of the bridge and determine the optimum positioning and type of bridge structure required.



Process

This Study is being carried out as a Schedule 'B' project under the Municipal Engineers Association Municipal Class Environmental Assessment (February 2024). Near the end of the project, a Project File Report (PFR) will be prepared to document the EA process, consultation activities, and the evaluation. The PFR will be available for a 30-day public review at that time.

You are Invited to Participate

The City of Hamilton is hosting a Public Information Centre (PIC) for this study. The purpose of this PIC is to gather input and feedback from the local community with regards to the alternative solutions examined and the associated evaluation process

How to Participate

In-Person Public Information Centre	Review Materials Online
DATE: Tuesday, February 10, 2025 **TIME:** 6:00 p.m. – 8:00 p.m. **LOCATION:** Sackville Hill Seniors Recreation Centre 780 Upper Wentworth Street, Hamilton, ON, L9A 4V5 The PIC will be a drop-in style session where information about the project will be on display and members of the Project Team will be available to answer your questions.	Visit the project webpage anytime on, or after February 9, 2026, to view the information display panels. Materials are available 24 hours a day, 7 days a week. Comments can be provided until February 24, 2026. The project website is: http://www.hamilton.ca/McQuestenPedestrianBridge

If you have any accessibility requirements to review the PIC materials and provide comments, please contact the City Project Manager below.

For more information, to provide comments, or to be added to our mailing list, please contact:

Stephen Oguegbu Project Manager City of Hamilton Phone: 905-546-2424 ext. 3871 Email: Stephen.oguegbu@hamilton.ca	**Tricia Radburn** R.J. Burnside & Associates Ltd. Consultant Project Manager Phone: 1+800-265-9662 Email: tricia.radburn@rjburnside.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.

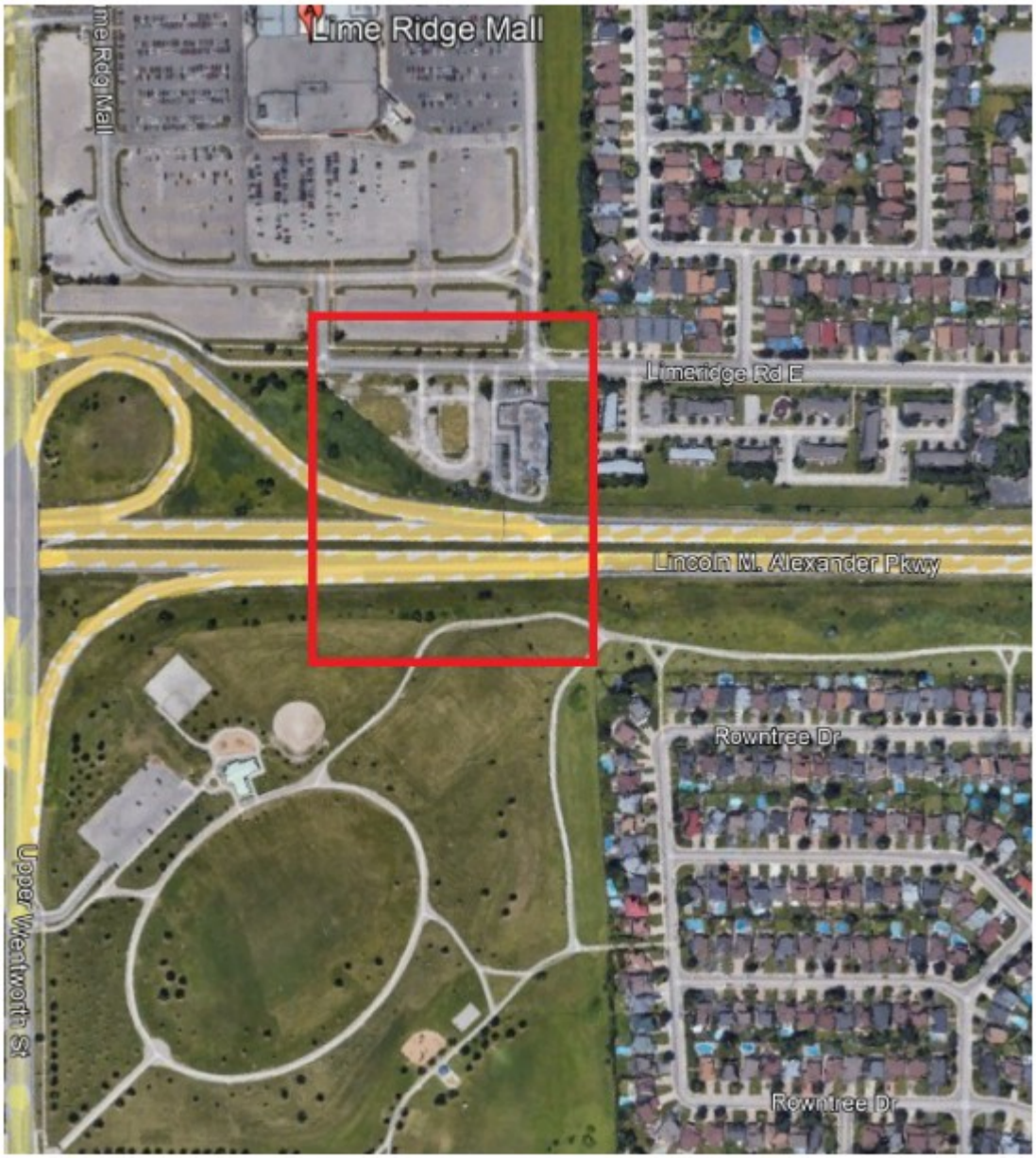
This Notice will be issued January 30, 2026, and February 6, 2026, in the Hamilton Spectator.

From: Cole Roddick
Sent: Thursday, October 02, 2025 3:10 PM
To: Del Villar Cuicas, Joan (MECP)
Subject: McQuesten Park AT Bridge MCEA - Indigenous Nations

Good afternoon Joan,

The City of Hamilton is undertaking a Municipal Class EA to consider options for the construction of a Active Transportation Bridge at McQuesten Park, near Lime Ridge Mall, and over the Lincoln Alexander Parkway.

The approximate Study Area is provided in the figure below.



A Notice of Commencement for the Project will be provided to the MECP in the near future via the Central Region One Window email process, along with the Project Information Form.

Could you please provide direction on the list of Indigenous Nations which may have an interest in the Study and should be engaged in regards to this Study?

Thank you,

Cole Roddick

From: Del Villar Cuicas, Joan (MECP) <Joan.DelVillarCuicas@ontario.ca>
Sent: Thursday, October 16, 2025 10:18 AM
To: Cole Roddick
Subject: RE: McQuesten Park AT Bridge MCEA - Indigenous Nations

Good morning,

Thank you for forwarding the request below.

MECP would recommend that the following communities be engaged, as they may hold Aboriginal/Treaty rights in the area or have an interest in the project:

- **Mississaugas of the Credit**
- **Six Nations of the Grand River (both elected council and HCCC/HDI)**

Nothing in this advice should prevent the proponent from reaching out to Indigenous communities with whom they have an established relationship or with whom they are seeking to develop a relationship to gather input or ideas related to the project.

This advice is based on the information available at the time of review. While this project may not trigger the duty to consult, other aspects of the overall work being carried out may. As new information becomes available—through public consultation, expressed concerns from communities, or other means—regarding how this project may impact rights, the advice provided above may require re-evaluation.

Regards,

Joan Del Villar Cuicas (she/her)
Regional Environmental Planner
Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Joan.delvillarcuicas@ontario.ca|Phone: 365-889-1180

From:	Lins, Julia
To:	Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Bcc:	Scott Peck; "karla.barboza@ontario.ca"; "adam.gunn@ontario.ca"; "crystal.lafrance@ontario.ca"; "ian.thornton@ontario.ca"; Del Villar Cuicas, Joan (MECP); "eanotification.wcregion@ontario.ca"; "heather.watt@ontario.ca"; Anderson, Erica(IO); "noticereview@infrastructureontario.ca"; "mamonem@hwcdsb.ca"; "info@hwdsb.on.ca"; "lawsona@mcmaster.ca"; "sean.coffey@mohawkcollege.ca"; "PublicAffairs@StJoes.ca"; ramelliv; "adrian.phillips@alectrautilities.com"; "rowcentre@bell.ca"; randy.leppert@cogeco.com; "Enzo.Greco@enbridge.com"; dheavens@uniongas.com; "notifications@enbridge.com"; "iborsuk@environmenthamilton.org"; "Michael.Crown@hcetechnologies.com"; "shawn.forbes@hcetechnologies.com"; Department.SecondaryLandUse@hydroone.com; "Tiffany.Fung@HydroOne.com"; "CentralFBCPlanning@HydroOne.com"; "SecondaryLandUse@HydroOne.com"; "Susan.SUN@HydroOne.com"; "gtaw.newarea@rci.rogers.com"; "Dawn_bergen@transcanada.com"; "terr_ardelli@transcanada.com"; Bergen, Frank; 525 Blue Info; "support@communauto.com"; "chair@cyclehamont.ca"; "help@hamiltonbikeshare.ca"; "jagtar@hamiltoncab.com"; chrisritsma@gmail.com; "mbylsma@ontruck.org"; Smart Commute; "help@sobihamilton.ca"; "privacy@zipcar.com"; "contactus@environmenthamilton.org"; "info@hamiltoncatch.org"; "capc@capc.hamilton.on.ca"; "amoroz@cogeco.ca"; "hwcouncil@gmail.com"; "information@hcf.on.ca"; "hcc@hamiltonchamber.ca"; "michelles@rahb.ca"; "info@rahb.ca"; "info@westendhba.ca"; contactus@environmenthamilton.org; MEA.NOTICES.EAAB@ontario.ca
Subject:	Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Agencies
Date:	Tuesday, January 27, 2026 9:18:00 AM
Attachments:	image001.png NOC & PIC - McQuesten AT Bridge.pdf

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The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871

Hamilton

From: Watt, Heather (CAB) <heather.watt@ontario.ca>
Sent: Tuesday, January 27, 2026 9:26 AM
To: Lins, Julia; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Cc: Basu, Carly (She/Her) (MMAH)
Subject: RE: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Agencies

Hi there - Please remove me from your list – I am no longer with MMAH. Please connect with Carly Basu as an alternative. Thanks!

From: EA Notices to WCRegion (MECP) <eanotification.wcregion@ontario.ca>
Sent: Wednesday, February 04, 2026 10:22 AM
To: Oguegbu, Stephen
Cc: Gamble, Jeremy (MECP); Hannington, Neil (MECP); Tricia Radburn
Subject: RE: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Agencies
Attachments: MECP Acknowledgement_Active Transportation at McQuesten Park Bridge.pdf; Client Guide to Preliminary Screening-May 2019.pdf

Good morning,

Thank you for circulating the Notice of commencement for the City of Hamilton McQuesten Park Active Transportation Pedestrian Bridge Municipal Class EA

Please find attached MECP's Letter of Acknowledgement and attachment in response to the Notice.

Please do not hesitate to contact us if you have any questions.

Regards,

Joan Del Villar Cuicas (she/her)
Regional Environmental Planner
Project Review Unit | Environmental Assessment Branch
Ontario Ministry of the Environment, Conservation and Parks
Joan.delvillarcuicas@ontario.ca|Phone: 365-889-1180

Ministry of the Environment, Conservation and Parks

Environmental Assessment Branch

1st Floor
135 St. Clair Avenue W
Toronto ON M4V 1P5
Tel.: 416 314-8001
Fax.: 416 314-8452

Ministère de l'Environnement, de la Protection de la nature et des Parcs

Direction des évaluations environnementales

Rez-de-chaussée
135, avenue St. Clair Ouest
Toronto ON M4V 1P5
Tél. : 416 314-8001
Téléc. : 416 314-8452

February 4, 2026

Stephen Oguegbu
Project Manager
City of Hamilton
Stephen.oguegbu@hamilton.ca

BY EMAIL ONLY

Re: **McQuesten Park Active Transportation Pedestrian Bridge**
City of Hamilton
Municipal Class Environmental Assessment, Schedule B
Acknowledgement of Notice of Commencement

Dear Project Team,

The Ministry of the Environment, Conservation and Parks (MECP) has received your Notice of Commencement for the above project. The proponent is following the Master Plan process with respect to the project, to which the Municipal Class Environmental Assessment (Class EA) applies.

The **updated** enclosed "Areas of Interest" document provides guidance regarding the ministry's interests with respect to the Class EA process. Please address all areas of interest in the EA documentation at an appropriate level for the EA study.

Based on the ministry's review of the Notice of Commencement, the proponent is required to consult with the following Indigenous communities, who have been identified as being potentially interested or affected by the project:

- Mississaugas of the Credit First Nation
- Six Nations of the Grand River (both elected and traditional councils –Haudenosaunee Confederacy Chiefs Council / the Haudenosaunee Development Institute)

The identified Indigenous communities should be contacted directly throughout the planning process. These communities may be interested in the proposed undertakings generally or may have Constitutionally protected Aboriginal or Treaty rights that may be impacted by the project.

Steps that the proponent may need to take in relation to Indigenous consultation for the proposed undertakings are outlined in the Class EA in section A.3 (Consultation) generally and more specifically in A.3.7.

Proponents are required to contact the Director of Environmental Assessment Branch (EABDirector@ontario.ca) if information is shared by an Indigenous community about potential adverse impacts to Aboriginal or Treaty rights or sites of cultural significance, if consultation with any Indigenous communities or other stakeholder has reached an impasse or if a Section 16 Order request is expected. The MECP will then assess whether and what additional steps should be taken, including what role you will be asked to play. While there is currently no across-the-board obligation to provide capacity funding to Indigenous communities being consulted; it is important that communities can effectively engage in the process, and this may require capacity funding. The MECP strongly encourages proponents to consider reasonable requests for such funding.

Please ensure a copy of the Notice of Completion is sent to the ministry's West Central Region email account (eanotification.wcregion@ontario.ca) after the draft report is reviewed and finalized.

Should you or any members of your project team have any questions regarding the material above, please contact me at **joan.delvillarcuicas@ontario.ca**

Sincerely,

Cc: Gamble, Jeremy, Hamilton District Office, MECP
Neil Hannington, Hamilton Distrust Office, MECP
Tricia Radburn, Project Manager, R.J. Burnside & Associates Limited

Enclosed: Areas of Interest

Attached: Client's Guide to Preliminary Screening for Species at Risk

AREAS OF INTEREST

It is suggested that you check off each section after you have considered / addressed it.

Planning and Policy

- Applicable plans and policies should be identified in the report, and the proponent should describe how the proposed project adheres to the relevant policies in these plans.
    - The **Provincial Planning Statement (PPS) (2024)** contains policies that protect Ontario's natural heritage and water resources. Applicable policies in the PPS 2024 should be referenced in the report, and the proponent should describe how the proposed project is consistent with these policies. **The PPS 2024 replaces the Provincial Policy Statement (PPS) (2020) and A Place to Grow: Growth Plan for the Greater Golden Horseshoe (APTG) (2019)**.
    - Projects located in MECP Central or Eastern Region may be subject to the **Oak Ridges Moraine Conservation Plan (2017)** or the **Lake Simcoe Protection Plan (2014)**.
    - Projects located in MECP Central, Southwest or West Central Region may be subject to the **Niagara Escarpment Plan (2017)**.
    - Projects located in MECP Central, Eastern, Southwest or West Central Region may be subject to the **Greenbelt Plan (2017)**. Due to Amendment 4 to the Greenbelt Plan, areas within the Greenbelt are still subject to applicable policies in the PPS **(2020)** and APTG **(2019)**.
    - Projects located in MECP Northern Region may be subject to the **Growth Plan for Northern Ontario (2011)**.

- In addition to the provincial planning and policy level, the report should also discuss the planning context at the municipal and federal levels, as appropriate.

Source Water Protection

The *Clean Water Act*, 2006 (CWA) aims to protect existing and future sources of drinking water. To achieve this, several types of vulnerable areas have been delineated around surface water intakes and wellheads for every municipal residential drinking water system that is located in a source protection area. These vulnerable areas are known as a Wellhead Protection Areas (WHPAs) and surface water Intake Protection Zones (IPZs). Other vulnerable areas that have been delineated under the CWA include Highly Vulnerable Aquifers (HVAs), Significant Groundwater Recharge Areas (SGRAs), Event-based modelling areas (EBAs), and Issues Contributing Areas (ICAs). Source protection plans have been developed that include policies to address existing and future risks to sources of municipal drinking water within these vulnerable areas.

Projects that are subject to the Environmental Assessment Act that fall under a Class EA, or one of the Regulations, have the potential to impact sources of drinking water if they occur in

designated vulnerable areas or in the vicinity of other at-risk drinking water systems (i.e. systems that are not municipal residential systems). MEA Class EA projects may include activities that, if located in a vulnerable area, could be a threat to sources of drinking water (i.e. have the potential to adversely affect the quality or quantity of drinking water sources) and the activity could therefore be subject to policies in a source protection plan. Where an activity poses a risk to drinking water, policies in the local source protection plan may impact how or where that activity is undertaken. Policies may prohibit certain activities, or they may require risk management measures for these activities. Municipal Official Plans, planning decisions, Class EA projects (where the project includes an activity that is a threat to drinking water) and prescribed instruments must conform with policies that address significant risks to drinking water and must have regard for policies that address moderate or low risks.

- In October 2015, the MEA Parent Class EA document was amended to include reference to the Clean Water Act (Section A.2.10.6) and indicates that proponents undertaking a Municipal Class EA project must identify early in their process whether a project is or could potentially be occurring with a vulnerable area. **Given this requirement, please include a section in the report on source water protection.**

    - The proponent should identify the source protection area and should clearly document how the proximity of the project to sources of drinking water (municipal or other) and any delineated vulnerable areas was considered and assessed. Specifically, the report should discuss whether or not the project is located in a vulnerable area and provide applicable details about the area.

    - If located in a vulnerable area, proponents should document whether any project activities are prescribed drinking water threats and thus pose a risk to drinking water (this should be consulted on with the appropriate Source Protection Authority). Where an activity poses a risk to drinking water, the proponent must document and discuss in the report how the project adheres to or has regard to applicable policies in the local source protection plan. This section should then be used to inform and be reflected in other sections of the report, such as the identification of net positive/negative effects of alternatives, mitigation measures, evaluation of alternatives etc.

- While most source protection plans focused on including policies for significant drinking water threats in the WHPAs and IPZs it should be noted that even though source protection plan policies may not apply in HVAs, these are areas where aquifers are sensitive and at risk to impacts and within these areas, activities may impact the quality of sources of drinking water for systems other than municipal residential systems.

- In order to determine if this project is occurring within a vulnerable area, proponents can use Source Protection Information Atlas, which is an online mapping tool available to the public. Note that various layers (including WHPAs, WHPA-Q1 and WHPA-Q2, IPZs, HVAs, SGRAs, EBAs, ICAs) can be turned on through the “Map Legend” bar on the left. The

mapping tool will also provide a link to the appropriate source protection plan in order to identify what policies may be applicable in the vulnerable area.

- For further information on the maps or source protection plan policies which may relate to their project, proponents must contact the appropriate source protection authority. **Please consult with the local source protection authority to discuss potential impacts on drinking water. Please document the results of that consultation within the report and include all communication documents/correspondence.**

More Information

For more information on the *Clean Water Act*, source protection areas and plans, including specific information on the vulnerable areas and drinking water threats, please refer to Conservation Ontario's website where you will also find links to the local source protection plan/assessment report.

A list of the prescribed drinking water threats can be found in section 1.1 of Ontario Regulation 287/07 made under the *Clean Water Act*. In addition to prescribed drinking water threats, some source protection plans may include policies to address additional "local" threat activities, as approved by the MECP.

Climate Change

The document "Considering Climate Change in the Environmental Assessment Process" (Guide) is part of the Environmental Assessment program's Guides and Codes of Practice. The Guide sets out the MECP's expectation for considering climate change in the preparation, execution and documentation of environmental assessment studies and processes. The guide provides examples, approaches, resources, and references to assist proponents with consideration of climate change in EA. Proponents should review this Guide in detail.

- **The MECP expects proponents of Class EA projects to:**

1. Consider during the assessment of alternative solutions and alternative designs, the following:
    a. the project's expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and
    b. resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).
2. Include a discrete section in the report detailing how climate change was considered in the EA.

How climate change is considered can be qualitative or quantitative in nature and should be scaled to the project's level of environmental effect. In all instances, both a project's impacts on climate change (mitigation) and impacts of climate change on a project (adaptation) should be considered.

- The MECP has also prepared another guide to support provincial land use planning direction related to the completion of energy and emission plans. The "Community Emissions Reduction Planning: A Guide for Municipalities" document is designed to educate stakeholders on the municipal opportunities to reduce energy and greenhouse gas emissions, and to provide guidance on methods and techniques to incorporate consideration of energy and greenhouse gas emissions into municipal activities of all types. We encourage you to review the Guide for information.

Air Quality, Dust and Noise

- If there are sensitive receptors in the surrounding area of this project, a quantitative air quality/odour impact assessment will be useful to evaluate alternatives, determine impacts and identify appropriate mitigation measures. The scope of the assessment can be determined based on the potential effects of the proposed alternatives, and typically includes source and receptor characterization and a quantification of local air quality impacts on the sensitive receptors and the environment in the study area. The assessment will compare to all applicable standards or guidelines for all contaminants of concern. **Please contact this office for further consultation on the level of Air Quality Impact Assessment required for this project if not already advised.**

- If a quantitative Air Quality Impact Assessment is not required for the project, the MECP expects that the report contain a qualitative assessment which includes:

    - A discussion of local air quality including existing activities/sources that significantly impact local air quality and how the project may impact existing conditions;
    - A discussion of the nearby sensitive receptors and the project's potential air quality impacts on present and future sensitive receptors;
    - A discussion of local air quality impacts that could arise from this project during both construction and operation; and
    - A discussion of potential mitigation measures.

- As a common practice, "air quality" should be used an evaluation criterion for all road projects.

- Dust and noise control measures should be addressed and included in the construction plans to ensure that nearby residential and other sensitive land uses within the study area are not adversely affected during construction activities.

- The MECP recommends that non-chloride dust-suppressants be applied. For a comprehensive list of fugitive dust prevention and control measures that could be applied, refer to *Cheminfo Services Inc. Best Practices for the Reduction of Air Emissions from*

Construction and Demolition Activities report prepared for Environment Canada. March 2005.

- The report should consider the potential impacts of increased noise levels during the operation of the completed project. The proponent should explore all potential measures to mitigate significant noise impacts during the assessment of alternatives.

Ecosystem Protection and Restoration

- Any impacts to ecosystem form and function must be avoided where possible. The report should describe any proposed mitigation measures and how project planning will protect and enhance the local ecosystem.

- Natural heritage and hydrologic features should be identified and described in detail to assess potential impacts and to develop appropriate mitigation measures. The following sensitive environmental features may be located within or adjacent to the study area:
  - Key Natural Heritage Features: Habitat of endangered species and threatened species, fish habitat, wetlands, areas of natural and scientific interest (ANSIs), significant valleylands, significant woodlands; significant wildlife habitat (including habitat of special concern species); sand barrens, savannahs, and tallgrass prairies; and alvars.
  - Key Hydrologic Features: Permanent streams, intermittent streams, inland lakes and their littoral zones, seepage areas and springs, and wetlands.
  - Other natural heritage features and areas such as: vegetation communities, rare species of flora or fauna, Environmentally Sensitive Areas, Environmentally Sensitive Policy Areas, federal and provincial parks and conservation reserves, Greenland systems etc.

We recommend consulting with the Ministry of Natural Resources and Forestry (MNRF), Fisheries and Oceans Canada (DFO) and your local conservation authority to determine if special measures or additional studies will be necessary to preserve and protect these sensitive features. In addition, for projects located in Central Region you may consider the provisions of the Rouge Park Management Plan if applicable.

Species at Risk

- The Ministry of the Environment, Conservation and Parks has now assumed responsibility of Ontario's Species at Risk program. Information, standards, guidelines, reference materials and technical resources to assist you are found at https://www.ontario.ca/page/species-risk.

- The Client's Guide to Preliminary Screening for Species at Risk (Draft May 2019) has been attached to the covering email for your reference and use. Please review this document for next steps.

- For any questions related to subsequent permit requirements, please contact SAROntario@ontario.ca.

Surface Water

- The report must include enough information to demonstrate that there will be no negative impacts on the natural features or ecological functions of any watercourses within the study area. Measures should be included in the planning and design process to ensure that any impacts to watercourses from construction or operational activities (e.g. spills, erosion, pollution) are mitigated as part of the proposed undertaking.

- Additional stormwater runoff from new pavement can impact receiving watercourses and flood conditions. Quality and quantity control measures to treat stormwater runoff should be considered for all new impervious areas and, where possible, existing surfaces. The ministry's Stormwater Management Planning and Design Manual (2003) should be referenced in the report and utilized when designing stormwater control methods. **A Stormwater Management Plan should be prepared as part of the Class EA process** that includes:

    - Strategies to address potential water quantity and erosion impacts related to stormwater draining into streams or other sensitive environmental features, and to ensure that adequate (enhanced) water quality is maintained
    - Watershed information, drainage conditions, and other relevant background information
    - Future drainage conditions, stormwater management options, information on erosion and sediment control during construction, and other details of the proposed works
    - Information on maintenance and monitoring commitments.

- Ontario Regulation 60/08 under the *Ontario Water Resources Act* (OWRA) applies to the Lake Simcoe Basin, which encompasses Lake Simcoe and the lands from which surface water drains into Lake Simcoe. If a proposed sewage treatment plant is listed in Table 1 of the regulation, the report should describe how the proposed project and its mitigation measures are consistent with the requirements of this regulation and the OWRA.

- Any potential approval requirements for surface water taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, except for certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the Water Taking User Guide for EASR for more information. Additionally, an

Environmental Compliance Approval under the OWRA is required for municipal stormwater management works.

Groundwater

- The status of, and potential impacts to any well water supplies should be addressed. If the project involves groundwater takings or changes to drainage patterns, the quantity and quality of groundwater may be affected due to drawdown effects or the redirection of existing contamination flows. In addition, project activities may infringe on existing wells such that they must be reconstructed or sealed and abandoned. Appropriate information to define existing groundwater conditions should be included in the report.

- If the potential construction or decommissioning of water wells is identified as an issue, the report should refer to Ontario Regulation 903, Wells, under the OWRA.

- Potential impacts to groundwater-dependent natural features should be addressed. Any changes to groundwater flow or quality from groundwater taking may interfere with the ecological processes of streams, wetlands or other surficial features. In addition, discharging contaminated or high volumes of groundwater to these features may have direct impacts on their function. Any potential effects should be identified, and appropriate mitigation measures should be recommended. The level of detail required will be dependent on the significance of the potential impacts.

- Any potential approval requirements for groundwater taking or discharge should be identified in the report. A Permit to Take Water (PTTW) under the OWRA will be required for any water takings that exceed 50,000 L/day, with the exception of certain water taking activities that have been prescribed by the Water Taking EASR Regulation – *O. Reg. 63/16*. These prescribed water-taking activities require registration in the EASR instead of a PTTW. Please review the Water Taking User Guide for EASR for more information.

- Consultation with the railroad authorities is necessary wherever there is a plan to use construction dewatering in the vicinity of railroad lines or where the zone of influence of the construction dewatering potentially intercepts railroad lines.

Excess Materials Management

- In December 2019, MECP released a new regulation under the Environmental Protection Act, titled "On-Site and Excess Soil Management" (O. Reg. 406/19) to support improved management of excess construction soil. This regulation is a key step to support proper management of excess soils, ensuring valuable resources don't go to waste and to provide clear rules on managing and reusing excess soil. New risk-based standards referenced by

this regulation help to facilitate local beneficial reuse which in turn will reduce greenhouse gas emissions from soil transportation, while ensuring strong protection of human health and the environment. The new regulation is being phased in over time, with the first phase in effect on January 1, 2021. For more information, please visit https://www.ontario.ca/page/handling-excess-soil.

- The report should reference that activities involving the management of excess soil should be completed in accordance with O. Reg. 406/19 and the MECP's current guidance document titled "Management of Excess Soil – A Guide for Best Management Practices" (2014).

- All waste generated during construction must be disposed of in accordance with ministry requirements.

Contaminated Sites

- Any current or historical waste disposal sites should be identified in the report. The status of these sites should be determined to confirm whether approval pursuant to Section 46 of the EPA may be required for land uses on former disposal sites. We recommend referring to the MECP's D-4 guideline for land use considerations near landfills and dumps.
    - Resources available may include regional/local municipal official plans and data; provincial data on large landfill sites and small landfill sites; Environmental Compliance Approval information for waste disposal sites on Access Environment.

- Other known contaminated sites (local, provincial, federal) in the study area should also be identified in the report (Note – information on federal contaminated sites is found on the Government of Canada's website).

- The location of any underground storage tanks should be investigated in the report. Measures should be identified to ensure the integrity of these tanks and to ensure an appropriate response in the event of a spill. The ministry's Spills Action Centre must be contacted in such an event.

- Since the removal or movement of soils may be required, appropriate tests to determine contaminant levels from previous land uses or dumping should be undertaken. If the soils are contaminated, you must determine how and where they are to be disposed of, consistent with *Part XV.1 of the Environmental Protection Act* (EPA) and Ontario Regulation 153/04, Records of Site Condition, which details the new requirements related to site assessment and clean up. Please contact the appropriate MECP District Office for further consultation if contaminated sites are present.

Servicing, Utilities and Facilities

- The report should identify any above or underground utilities in the study area such as transmission lines, telephone/internet, oil/gas etc. The owners should be consulted to discuss impacts to this infrastructure, including potential spills.

- The report should identify any servicing infrastructure in the study area such as wastewater, water, stormwater that may potentially be impacted by the project.

- Any facility that releases emissions to the atmosphere, discharges contaminants to ground or surface water, provides potable water supplies, or stores, transports or disposes of waste must have an Environmental Compliance Approval (ECA) before it can operate lawfully. Please consult with MECP's Environmental Permissions Branch to determine whether a new or amended ECA will be required for any proposed infrastructure.

- We recommend referring to the ministry's environmental land use planning guides to ensure that any potential land use conflicts are considered when planning for any infrastructure or facilities related to wastewater, pipelines, landfills or industrial uses.

Mitigation and Monitoring

- Contractors must be made aware of all environmental considerations so that all environmental standards and commitments for both construction and operation are met. Mitigation measures should be clearly referenced in the report and regularly monitored during the construction stage of the project. In addition, we encourage proponents to conduct post-construction monitoring to ensure all mitigation measures have been effective and are functioning properly.

- Design and construction reports and plans should be based on a best management approach that centres on the prevention of impacts, protection of the existing environment, and opportunities for rehabilitation and enhancement of any impacted areas.

- The proponent's construction and post-construction monitoring plans must be documented in the report, as outlined in Section A.2.5 and A.4.1 of the MEA Class EA parent document.

Consultation

- The report must demonstrate how the consultation provisions of the Class EA have been fulfilled, including documentation of all stakeholder consultation efforts undertaken during the planning process. This includes a discussion in the report that identifies concerns that were raised and **describes how they have been addressed by the proponent** throughout

the planning process. The report should also include copies of comments submitted on the project by interested stakeholders, and the proponent's responses to these comments (as directed by the Class EA to include full documentation).

- Please include the full stakeholder distribution/consultation list in the documentation.

Class EA Process

- If this project is a Master Plan: there are several different approaches that can be used to conduct a Master Plan, examples of which are outlined in Appendix 4 of the Class EA. **The Master Plan should clearly indicate the selected approach for conducting the plan**, by identifying whether the levels of assessment, consultation and documentation are sufficient to fulfill the requirements for Schedule B or C projects. Please note that any Schedule B or C projects identified in the plan would be subject to Section 16 Order Requests under the Environmental Assessment Act, although the plan itself would not be. **Please include a description of the approach being undertaken (use Appendix 4 as a reference).**

- If this project is a Master Plan: Any identified projects should also include information on the MCEA schedule associated with the project.

- The report should provide clear and complete documentation of the planning process in order to allow for transparency in decision-making.

- The Class EA requires the consideration of the effects of each alternative on all aspects of the environment (including planning, natural, social, cultural, economic, technical). The report should include a level of detail (e.g. hydrogeological investigations, terrestrial and aquatic assessments, cultural heritage assessments) such that all potential impacts can be identified, and appropriate mitigation measures can be developed. Any supporting studies conducted during the Class EA process should be referenced and included as part of the report.

- Please include in the report a list of all subsequent permits or approvals that may be required for the implementation of the preferred alternative, including but not limited to, MECP's PTTW, EASR Registrations and ECAs, conservation authority permits, species at risk permits, MTO permits and approvals under the *Impact Assessment Act*, 2019.

- Ministry guidelines and other information related to the issues above are available at http://www.ontario.ca/environment-and-energy/environment-and-energy. We encourage you to review all the available guides and to reference any relevant information in the report.

Notice of Completion

Once the EA Report is finalized, the proponent must issue a Notice of Completion providing a minimum 30-day period during which documentation may be reviewed and comment and input can be submitted to the proponent. The Notice of Completion must be sent to the appropriate MECP Regional Office email address.

The public can request a higher level of assessment on a project if they are concerned about potential adverse impacts to constitutionally protected Aboriginal and treaty rights. In addition, the Minister may issue an order on his or her own initiative within a specified time period. The Director (of the Environmental Assessment Branch) will issue a Notice of Proposed Order to the proponent if the Minister is considering an order for the project within 30 days after the conclusion of the comment period on the Notice of Completion. At this time, the Director may request additional information from the proponent. Once the requested information has been received, the Minister will have 30 days within which to make a decision or impose conditions on your project.

Therefore, the proponent cannot proceed with the project until at least 30 days after the end of the comment period provided for in the Notice of Completion. Further, the proponent may not proceed after this time if:

- a Section 16 Order request has been submitted to the ministry regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, or
- the Director has issued a Notice of Proposed order regarding the project.

Please ensure that the Notice of Completion advises that outstanding concerns are to be directed to the proponent for a response, and that in the event there are outstanding concerns regarding potential adverse impacts to constitutionally protected Aboriginal and treaty rights, Section 16 Order requests on those matters should be addressed in writing to:

Minister of the Environment, Conservation and Parks

777 Bay Street, 5th Floor
Toronto ON M7A 2J3
minister.mecp@ontario.ca

and

Director, Environmental Assessment Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. W, 1st Floor
Toronto ON, M4V 1P5
EABDirector@ontario.ca

Client's Guide to Preliminary Screening for Species at Risk

Ministry of the Environment, Conservation and Parks

Species at Risk Branch, Permissions and Compliance

DRAFT - May 2019

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1.0 Purpose, Scope, Background and Context

1.1 Purpose of this Guide

This guide has been created to:

- help clients better understand their obligation to gather information and complete a preliminary screening for species at risk before contacting the ministry,
- outline guidance and advice clients can expect to receive from the ministry at the preliminary screening stage,
- help clients understand how they can gather information about species at risk by accessing publicly available information housed by the Government of Ontario, and
- provide a list of other potential sources of species at risk information that exist outside the Government of Ontario.

It remains the client's responsibility to:

- carry out a preliminary screening for their projects,
- obtain best available information from all applicable information sources,
- conduct any necessary field studies or inventories to identify and confirm the presence or absence of species at risk or their habitat,
- consider any potential impacts to species at risk that a proposed activity might cause, and
- comply with the *Endangered Species Act* (ESA).

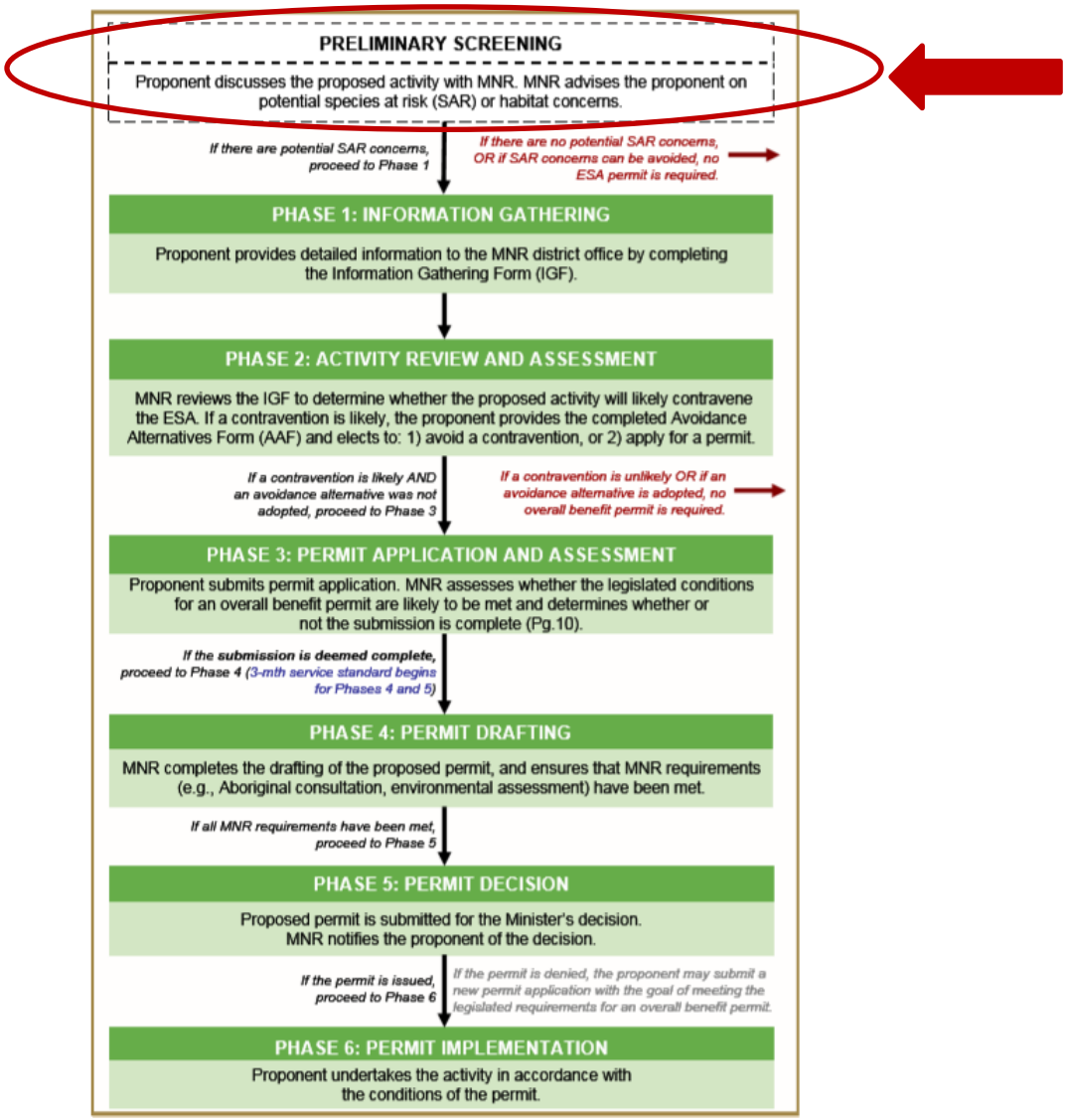
To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide, at a minimum, prior to contacting Government of Ontario ministry offices for further information or advice.

1.2 Scope

This guide is a resource for clients seeking to understand if their activity is likely to impact species at risk or if they are likely to trigger the need for an authorization under the ESA. It is not intended to circumvent any detailed site surveys that may be necessary to document species at risk or their habitat nor to circumvent the need to assess the impacts of a proposed activity on species at risk or their habitat. This guide is not an exhaustive list of available information sources for any given area as the availability of information on species at risk and their habitat varies across the province. This guide is intended to support projects and activities carried out on Crown and private land, by private landowners, businesses, other provincial ministries and agencies, or municipal government.

1.3 Background and Context

To receive advice on their proposed activity, clients must first determine whether any species at risk or their habitat exist or are likely to exist at or near their proposed activity, and whether their proposed activity is likely to contravene the ESA. Once this step is complete, clients may contact the ministry at SAROntario@ontario.ca to discuss the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. At this stage, the ministry can provide advice and guidance to the client about potential species at risk or habitat concerns, measures that the client is considering to avoid adverse effects on species at risk or their habitat and whether additional field surveys are advisable. This is referred to as the "Preliminary Screening" stage. For more information on additional phases in the diagram below, please refer to the *Endangered Species Act Submission Standards for Activity Review and 17(2)(c) Overall Benefit Permits* policy available online at https://www.ontario.ca/page/species-risk-overall-benefit-permits. Please note: any reference to MNR in the diagram is replaced by MECP.



2.0 Roles and Responsibilities

To provide the most efficient service, clients should initiate species at risk screenings and seek information from all applicable information sources identified in this guide prior to contacting Government of Ontario ministry offices for further information or advice.

Step 1: Client seeks information regarding species at risk or their habitat that exist, or are likely to exist, at or near their proposed activity by referring to all applicable information sources identified in this guide.

Step 2: Client reviews and consider guidance on whether their proposed activity is likely to contravene the ESA (see section 3.4 of this guide for guidance on what to consider).

Step 3: Client gathers information identified in the checklist in section 4 of this guide.

Step 4: Client contacts the ministry at SAROntario@ontario.ca to discuss their preliminary screening. Ministry staff will ask the client questions about the main purpose, general methods, timing and location of their proposed activity as well as information obtained about species at risk and their habitat at, or near, the site. Ministry staff will also ask the client for their interpretation of the impacts of their activity on species at risk or their habitat as well as measures the client has considered to avoid any adverse impacts.

Step 5: Ministry staff will provide advice on next steps.

Option A: Ministry staff may advise the client they can proceed with their activity without an authorization under the ESA where the ministry is confident that:

- no protected species at risk or habitats are likely to be present at or near the proposed location of the activity; or
- protected species at risk or habitats are known to be present but the activity is not likely to contravene the ESA; or
- through the adoption of avoidance measures, the modified activity is not likely to contravene the ESA.

Option B: Ministry staff may advise the client to proceed to Phase 1 of the overall benefit permitting process (i.e. Information Gathering in the previous diagram), where:

- there is uncertainty as to whether any protected species at risk or habitats are present at or near the proposed location of the activity; or
- the potential impacts of the proposed activity are uncertain; or
- ministry staff anticipate the proposed activity is likely to contravene the ESA.

3.0 Information Sources

Land Information Ontario (LIO) and the Natural Heritage Information Centre (NHIC) maintain and provide information about species at risk, as well as related information about fisheries, wildlife, crown lands, protected lands and more. This information is made available to organizations, private individuals, consultants, and developers through online sources and is often considered under various pieces of legislation or as part of regulatory approvals and planning processes.

The information available from LIO or NHIC and the sources listed in this guide should not be considered as a substitute for site visits and appropriate field surveys. Generally, this information can be regarded as a starting point from which to conduct further field surveys, if needed. While this data represents best available current information, it is important to note that a lack of information for a site does not mean that species at risk or their habitat are not present. There are many areas where the Government of Ontario does not currently have information, especially in more remote parts of the province. The absence of species at risk location data at or near your site does not necessarily mean no species at risk are present at that location. On-site assessments can better verify site conditions, identify and confirm presence of species at risk and/or their habitats.

Information on the location (i.e. observations and occurrences) of species at risk is considered sensitive and therefore publicly available only on a 1km square grid as opposed to as a detailed point on a map. This generalized information can help you understand which species at risk are in the general vicinity of your proposed activity and can help inform field level studies you may want to undertake to confirm the presence, or absence of species at risk at or near your site.

Should you require specific and detailed information pertaining to species at risk observations and occurrences at or near your site on a finer geographic scale; you will be required to demonstrate your need to access this information, to complete data sensitivity training and to obtain a Sensitive Data Use License from the NHIC. Information on how to obtain a license can be found online at https://www.ontario.ca/page/get-natural-heritage-information.

Many organizations (e.g. other Ontario ministries, municipalities, conservation authorities) have ongoing licensing to access this data so be sure to check if your organization has this access and consult this data as part of your preliminary screening if your organization already has a license.

3.1 Make a Map: Natural Heritage Areas

The Make a Natural Heritage Area Map (available online at https://www.ontario.ca/page/make-natural-heritage-area-map provides public access to natural heritage information, including species at risk, without the user needing to have Geographic Information System (GIS) capability. It allows users to view and identify generalized species at risk information, mark areas of interest, and create and print a custom map directly from the web application. The tool also shows topographic information such as roads, rivers, contours and municipal boundaries.

Users are advised that sensitive information has been removed from the natural areas dataset and the occurrences of species at risk has been generalized to a 1-kilometre grid to mitigate the risks to the species (e.g. illegal harvest, habitat disturbance, poaching).

The web-based mapping tool displays natural heritage data, including:

- Generalized Species at risk occurrence data (based on a 1-km square grid),
- Natural Heritage Information Centre data.

Data cannot be downloaded directly from this web map; however, information included in this application is available digitally through Land Information Ontario (LIO) at https://www.ontario.ca/page/land-information-ontario.

3.2 Land Information Ontario (LIO)

Most natural heritage data is publicly available. This data is managed in a large provincial corporate database called the LIO Warehouse and can be accessed online through the LIO Metadata Management Tool at https://www.javacoeapp.lrc.gov.on.ca/geonetwork/srv/en/main.home. This tool provides descriptive information about the characteristics, quality and context of the data. Publicly available geospatial data can be downloaded directly from this site.

While most data are publicly available, some data may be considered highly sensitive (i.e. nursery areas for fish, species at risk observations) and as such, access to some data maybe restricted.

3.3 Additional Species at Risk Information Sources

- The Breeding Bird Atlas can be accessed online at http://www.birdsontario.org/atlas/index.jsp?lang=en
- eBird can be accessed online at https://ebird.org/home
- iNaturalist can be accessed online at https://www.inaturalist.org/
- The Ontario Reptile and Amphibian Atlas can be accessed online at https://ontarionature.org/programs/citizen-science/reptile-amphibian-atlas
- Your local Conservation Authority. Information to help you find your local Conservation Authority can be accessed online at https://conservationontario.ca/conservation-authorities/find-a-conservation-authority/

  Local naturalist groups or other similar community-based organizations
- Local Indigenous communities
- Local land trusts or other similar Environmental Non-Government Organizations
- Field level studies to identify if species at risk, or their habitat, are likely present or absent at or near the site.
- When an activity is proposed within one of the continuous caribou ranges, please be sure to consider the caribou Range Management Policy. This policy includes figures and maps of the continuous caribou range, can be found online at https://www.ontario.ca/page/range-management-policy-support-woodland-caribou-conservation-and-recovery

3.4 Information Sources to Support Impact Assessments

- Guidance to help you understand if your activity is likely to adversely impact species at risk or their habitat can be found online at https://www.ontario.ca/page/policy-guidance-harm-and-harass-under-endangered-species-act and https://www.ontario.ca/page/categorizing-and-protecting-habitat-under-endangered-species-act
- A list of species at risk in Ontario is available online at https://www.ontario.ca/page/species-risk-ontario. On this webpage, you can find out more about each species, including where is lives, what threatens it and any specific habitat protections that apply to it by clicking on the photo of the species.

4.0 Check-List

Please feel free to use the check list below to help you confirm you have explored all applicable information sources and to support your discussion with Ministry staff at the preliminary screening stage.

- ✓ Land Information Ontario (LIO)
- ✓ Natural Heritage Information Centre (NHIC)
- ✓ The Breeding Bird Atlas
- ✓ eBird
- ✓ iNaturalist
- ✓ Ontario Reptile and Amphibian Atlas
- ✓ List Conservation Authorities you contacted:_____

  _____
- ✓ List local naturalist groups you contacted:_____

  _____
- ✓ List local Indigenous communities you contacted:_____

  _____
- ✓ List any other local land trusts or Environmental Non-Government Organizations you contacted:_____

  _____
- ✓ List and field studies that were conducted to identify species at risk, or their habitat, likely to be present or absent at or near the site: _____

  _____
- ✓ List what you think the likely impacts of your activity are on species at risk and their habitat (e.g. damage or destruction of habitat, killing, harming or harassing species at risk):_____

  _____

From: Antwi-Nsiah, Amanda (MCM) <Amanda.Antwi-Nsiah@ontario.ca>
Sent: Thursday, February 12, 2026 3:36 PM
To: Oguegbu, Stephen
Cc: Lins, Julia; Tricia Radburn; Cole Roddick; Deanna De Forest; Barboza, Karla (She/Her) (MCM); Kaufman, Jackson (MCM)
Subject: MCM Response - Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Agencies [MCM File: 0024938]
Attachments: 2026-02-12 McQuestenParkATBridge_MCM_InitialLetter.pdf; 2026-01-27 NofComm_PIC_McQuestenATBridge.pdf

Hello Stephen Oguegbu,

Thank you for sending the Notice of Study Commencement and Public Information Centre for the above-referenced project to the Ministry of Citizenship and Multiculturalism (MCM). Please find attached our initial letter on this project.

If you have any questions, please do not hesitate to contact us.

Best regards,

Amanda Antwi-Nsiah
Heritage Planner | Heritage Operations Branch | Citizenship, Inclusion and Heritage Division
Ministry of Citizenship and Multiculturalism | Ontario Public Service
437-212-5945 | *Amanda.Antwi-Nsiah@ontario.ca*

Ontario

Taking pride in strengthening Ontario, its places and its people

Ministry of Citizenship and Multiculturalism

Heritage Planning Unit
Heritage Operations Branch
Citizenship, Inclusion and Heritage Division
5th Flr, 400 University Ave
Toronto, ON M5G 1S7
Tel.: 613-242-3743

Ministère des Affaires civiques et du Multiculturalisme

Planification relative au patrimoine
Opérations relatives au patrimoine
Division des affaires civiques, de l'inclusion et du patrimoine
5e étage, 400, av. University
Toronto, ON M5G 1S7
Tél.: 613-242-3743

Ontario

February 12, 2026 EMAIL ONLY

Stephen Oguegbu
Project Manager
City of Hamilton
Stephen.oguegbu@hamilton.ca

MCM File	**:**	**0024938**
Proponent	**:**	**City of Hamilton**
Subject	**:**	**Notice of Study Commencement and Public Information Centre – Schedule B – Municipal Class Environmental Assessment**
Project Location	**:**	**McQuesten Park Active Transportation Pedestrian Bridge**
		City of Hamilton

Dear Stephen Oguegbu:

Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the Notice of Study Commencement and Public Information Centre for the above-referenced project.

MCM's interest in this environmental assessment (EA) project relates to its mandate of conserving Ontario's cultural heritage, which includes:

- archaeological resources (including land and marine);
- built heritage resources (including bridges and monuments); and
- cultural heritage landscapes.

Project Summary
The City of Hamilton is completing a Schedule B Municipal Class Environmental Assessment (EA) for a new pedestrian bridge to facilitate enhanced active transportation (AT) movement across the Lincoln Alexander Parkway (LINC). The EA will examine the safety of both travel on the LINC and users of the bridge and determine the optimum positioning and type of bridge structure required.

This Study is being carried out as a Schedule 'B' project under the Municipal Engineers Association Municipal Class Environmental Assessment (February 2024). Near the end of the project, a Project File Report (PFR) will be prepared.

Identifying Cultural Heritage Resources
While some cultural heritage resources may have already been formally identified, others may be identified through screening and evaluation.

Indigenous communities may have knowledge that can contribute to the identification of cultural heritage resources, and we suggest that any engagement with Indigenous communities includes a discussion about known or potential cultural heritage resources that are of value to these communities.

Municipal Heritage Committees, historical societies and other local heritage organizations may also have knowledge that contributes to the identification of cultural heritage resources.

Municipal Heritage Bridges: Cultural, Heritage & Archaeological Resources Assessment Checklist
Under the EA process, the proponent is required to determine a project's potential impact on cultural heritage resources. The Municipal Engineers Association prepared a checklist in consultation with MCM to assist with undertaking cultural heritage due diligence as per the requirements of the Municipal Class EA. Further information can be found on their website:

- Municipal Bridges – Criteria for Evaluating Potential for Cultural Heritage Resources (revised July 7, 2023) – Checklist: https://municipalengineers.on.ca/files/MCEA_FILES/Clarifications/2023/15%20-%20Municipal%20Bridge%20Checklist%20Accepted%20by%20MCM%20July%207%202023.pdf
- Heritage Bridges presentation material: https://municipalengineers.on.ca/files/MCEA_FILES/Clarifications/2023/14%20-%20Webinar%20-%20Heritage%20Bridge%20Checklist%20April%2027%202023%20final%20for%20May%2016%202023%20webinar.pdf

Part A – Municipal Class EA Activity Selection

Please use the checklist referenced above to determine the Municipal Class EA schedule (A, A+, B or C) for the project. Completing the remainder of this checklist determines what technical cultural heritage studies may be required.

Part B - Screening for Built Heritage Resources and Cultural Heritage Landscapes

If Part B of the checklist determines that the bridge or study area warrants the preparation of a Cultural Heritage Evaluation Report (CHER), and the undertaking of a Heritage Impact Assessment (HIA), please note that CHERs and HIAs are to be prepared by qualified heritage consultants. Please send CHERs and/or HIAs to MCM for review and comment and make copies available to local organizations or individuals who have expressed an interest in cultural heritage as early as possible during the planning phase and prior to the completion of the EA process.

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a qualified person to undertake technical cultural heritage studies as identified at the end of Part B.

Part C – Screening for Archaeological Resources

If Part C of the checklist determines that an archaeological assessment is required, you will need to hire an archaeologist licensed under the *Ontario Heritage Act*.

For more information on archaeological assessments and a list of licensed archaeologists in Ontario:

https://www.ontario.ca/page/archaeological-assessments and
https://www.ontario.ca/page/archaeologists-licensed-ontario

If you are not sure how to answer one or more of the questions on the checklist, you may want to hire a licensed archaeologist to undertake an archaeological assessment.

Environmental Assessment Reporting
After completing the checklist, please update MCM on the project Class EA schedule and whether any technical cultural heritage studies will be completed for the project.

All technical cultural heritage studies and their recommendations are to be addressed and incorporated into EA projects. Please provide all technical cultural heritage studies to MCM as early as possible during the planning phase and prior to the issuance of a Notice of Completion or any ground disturbing activities.

If the screening has identified no known or potential cultural heritage resources, or no impacts to these resources, please include the completed checklists and supporting documentation in the EA report or file.

Please note that the responsibility for administration of the *Ontario Heritage Act* and matters related to cultural heritage have been transferred from the Ministry of Tourism, Culture and Sport (MTCS) to the Ministry of Citizenship and Multiculturalism (MCM). Individual staff roles and contact information remain unchanged. Please continue to send any notices, report and/or documentation **via email only** to both Karla Barboza and Jackson Kaufman.

- Karla Barboza, Team Lead - Heritage | Heritage Planning Unit (Citizenship and Multiculturalism) | 416-660-1027 | karla.barboza@ontario.ca
- Jackson Kaufman, Heritage Planner | Heritage Planning Unit (Citizenship and Multiculturalism) | 613-242-3743 | jackson.kaufman@ontario.ca

Thank you for consulting MCM on this project and please continue to do so throughout the EA process. If you have any questions or require clarification, please do not hesitate to contact us.

Sincerely,

Amanda Antwi-Nsiah
Sent on behalf of

Jackson Kaufman
Heritage Planner
jackson.kaufman@ontario.ca

Copied to: Julia Lins, City of Hamilton
Tricia Radburn, Consultant Project Manager, R.J. Burnside & Associates Ltd.
Cole Roddick, R.J. Burnside & Associates Ltd.
Deanna De Forest, R.J. Burnside & Associates Ltd.
Karla Barboza, Team Lead, Heritage Planning Unit, MCM

It is the sole responsibility of proponents to ensure that any information and documentation submitted as part of their EA report or file is accurate. The Ministry of Citizenship and Multiculturalism (MCM) makes no representation or warranty as to the completeness, accuracy or quality of the any checklists, reports or supporting documentation submitted as part of the EA process, and in no way shall MCM be liable for any harm, damages, costs, expenses, losses, claims or actions that may result if any checklists, reports or supporting documents are discovered to be inaccurate, incomplete, misleading or fraudulent.

Should previously undocumented archaeological resources be discovered, they may be a new archaeological site and therefore subject to Section 48(1) of the *Ontario Heritage Act*. The proponent or person discovering the archaeological resources must cease alteration of the site immediately and engage a licensed consultant archaeologist to carry out an archaeological assessment, in compliance with Section 48(1) of the *Ontario Heritage Act*.

The *Funeral, Burial and Cremation Services Act, 2002, S.O. 2002, c.33* requires that any person discovering human remains must cease all activities immediately and notify the police or coroner. If the coroner does not suspect foul play in the disposition of the remains, in accordance with *Ontario Regulation 30/11* the coroner shall notify the Registrar, Ontario Ministry of Public and Business Service Delivery, which administers provisions of that Act related to burial sites. In situations where human remains are associated with archaeological resources, the Ministry of Citizenship and Multiculturalism should also be notified (at archaeology@ontario.ca) to ensure that the archaeological site is not subject to unlicensed alterations which would be a contravention of the *Ontario Heritage Act*.

From: Kukalis, John <John.Kukalis@hamilton.ca>
Sent: Friday, November 7, 2025 12:32 PM
To: Mark Halkias <MHalkias@primarisreit.com>
Cc: Tricia Radburn <tricia.radburn@rjburnside.com>
Subject: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Mark:

I am reaching out to you with regards to a Municipal Class Environmental Assessment (MCEA) process that the city has recently begun work on. Briefly, the city is proposing to construct a new bridge, to provide pedestrians and cyclists an improved crossing of the Lincoln Alexander Parkway.
With reference to Attachment #1, the structure would be located south of the existing Limeridge Mall and extend over the LINC, to connect with pedestrian linkages in the city's McQuesten Park. The focus of the MCEA is to determine the optimum positioning of the bridge and structure type.

With reference to Attachment #2 , I am of the understanding that your company has recently obtained ownership of the parcels situated immediately north of the LINC or, where the transition berms and connecting links to the new bridge would most likely need to be located.
As such, I am reaching out to you in advance of the formal agency process and public circulation.

My goal is to arrange a meeting with you to understand your plans for the property and discuss how the proposed bridge might be compatible with those. With your concurrence, I would also arrange to have our Engineering Consultant, R.J. Burnside Ltd. present, to help answer questions of a more technical nature.

In the interim, if you would like any additional information, please do not hesitate to reach out. I look forward to hearing from you.

Regards,

John Kukalis, C.E.T. *(he/him)*
Project Manager - Capital Planning
Infrastructure Renewal Section
Engineering Services Division
Public Works Department
(905) 546-2424, Ext.6134
Hamilton

Flexible work hours: I value and respect flexible work arrangements. Although I have sent this at a time that is convenient to me, it is not my expectation that you read, respond, or follow up on this email outside of your regular work hours.

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From: Mark Halkias <MHalkias@primarisreit.com>
Sent: November 10, 2025 10:46 AM
To: Kukalis, John <John.Kukalis@hamilton.ca>
Cc: Tricia Radburn <tricia.radburn@rjburnside.com>; Andy Traynor <ATraynor@primarisreit.com>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Apologies for the delayed response - I was out of office for the latter half of last week and am catching up on emails now.

I've looped in Andy Traynor, General Manager of Lime Ridge Mall, who would be the best person to discuss this with.

Thanks,

Mark Halkias, **B.Comm, MBA**
Director, Portfolio Management

Cell Phone: 905-626-8707

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Please consider the environment before printing this e-mail.

From: Andy Traynor <ATraynor@primarisreit.com>
Sent: Tuesday, November 11, 2025 10:27 AM
To: Mark Halkias <MHalkias@primarisreit.com>; Kukalis, John <John.Kukalis@hamilton.ca>
Cc: Tricia Radburn <tricia.radburn@rjburnside.com>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi John,

Nice to e-meet you!

I would glad to meet with you to discuss. Please let me know when your availability.

Regards,
Andy

Andy Traynor

General Manager
Lime Ridge
999 Upper Wentworth St
Hamilton, ON L9A4X5

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P Please consider the environment before printing this e-mail.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: January 19, 2026 11:32 AM
To: Andy Traynor <ATraynor@primarisreit.com>
Cc: Deanna De Forest <deanna.deforest@rjburnside.com>; Tricia Radburn <tricia.radburn@rjburnside.com>; Lins, Julia <Julia.Lins2@hamilton.ca>
Subject: RE: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Andy,

I hope you are doing well. We connected with you toward the end of last year regarding the McQuesten Park Pedestrian Bridge Project. As mentioned during that meeting, we would like to present the conceptual alternatives planned for this area.

We have a Public Information Centre (PIC) scheduled for February 10th, 2026, and would appreciate the opportunity to meet with you in advance. Please let us know if you are available for a call this week or next, and I will be happy to arrange the meeting.

Looking forward to your response.
Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Andy Traynor <ATraynor@primarisreit.com>
Sent: Wednesday, January 21, 2026 8:48 AM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Cc: Deanna De Forest <deanna.deforest@rjburnside.com>; Tricia Radburn <tricia.radburn@rjburnside.com>; Lins, Julia <Julia.Lins2@hamilton.ca>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Stephen,

Nice to hear from you. Glad to meet at your convenience. Please send me a couple of dates and I will confirm.

Thanks,
Andy

Andy Traynor

General Manager
Lime Ridge
999 Upper Wentworth St
Hamilton, ON L9A4X5

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primarisreit.com

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P Please consider the environment before printing this e-mail.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: January 21, 2026 1:53 PM
To: Andy Traynor <ATraynor@primarisreit.com>
Cc: Deanna De Forest <deanna.deforest@rjburnside.com>; Tricia Radburn <tricia.radburn@rjburnside.com>; Lins, Julia <Julia.Lins2@hamilton.ca>
Subject: RE: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Andy,

Thank you for the response. Please see the available dates to consider for next week.

Tuesday Jan 27 between 2pm – 4:40pm
Wednesday Jan 28 between 1pm and 2:30pm or 3:30 to 4:30pm
Thursday Jan 29 between 3pm and 4:30pm

Let me know and I will be happy to schedule it.

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Andy Traynor <ATraynor@primarisreit.com>
Sent: Wednesday, January 21, 2026 2:54 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Cc: Deanna De Forest <deanna.deforest@rjburnside.com>; Tricia Radburn <tricia.radburn@rjburnside.com>; Lins, Julia <Julia.Lins2@hamilton.ca>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Stephen,

Wednesday January 28th at 1:00 pm works best for me.

Regards,
Andy

Andy Traynor

General Manager
Lime Ridge
999 Upper Wentworth St
Hamilton, ON L9A4X5

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P Please consider the environment before printing this e-mail.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: January 21, 2026 3:33 PM
To: Andy Traynor <ATraynor@primarisreit.com>
Cc: Deanna De Forest <deanna.deforest@rjburnside.com>; Tricia Radburn <tricia.radburn@rjburnside.com>; Lins, Julia <Julia.Lins2@hamilton.ca>
Subject: RE: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Thanks Andy,

The meeting invite has been sent out.

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Andy Traynor <ATraynor@primarisreit.com>
Sent: Wednesday, January 28, 2026 1:37 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Stephen,

Thanks for arranging the call this afternoon. I will likely be asked by our team is how the City will deal with the easement into our property line. Will we receive Realty Tax relief on the decided upon area?

Thanks,
Andy

Andy Traynor

General Manager
Lime Ridge
999 Upper Wentworth St
Hamilton, ON L9A4X5

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P Please consider the environment before printing this e-mail.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Wednesday, February 04, 2026 4:52 PM
To: Andy Traynor
Cc: Salvucci, Megan; Tricia Radburn; Deanna De Forest
Subject: RE: Proposed Active Transportation Bridge over the LINC , City of Hamilton
Attachments: 060172 McQuesten Park EA - Bridge OP 1..pdf; 060172 McQuesten Park EA - Bridge OP 2..pdf

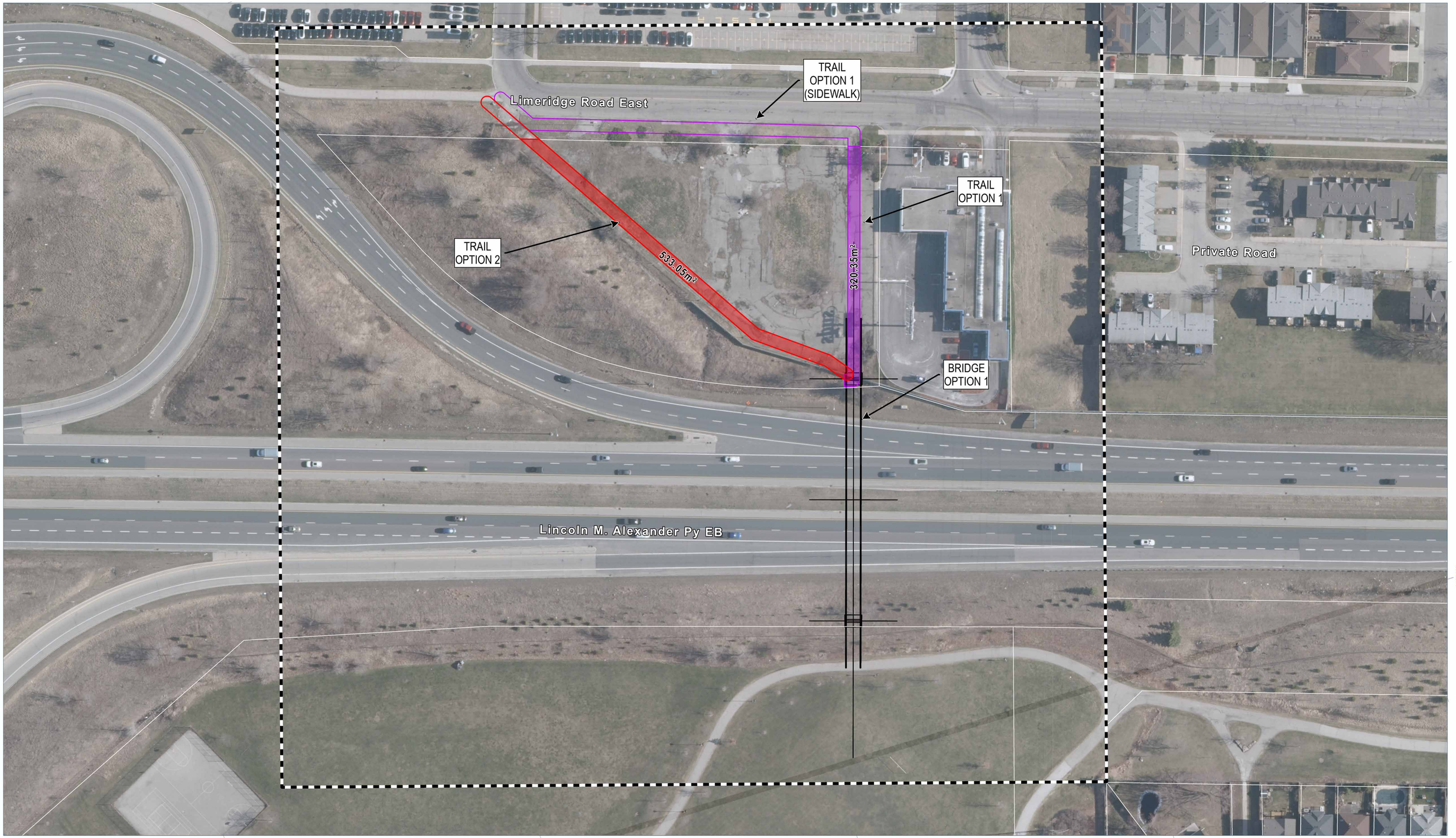
Hi Andy,

Apologies for the delay, I was gathering the required information. Thank you as well for attending the meeting, we appreciate your input in moving this project forward.

As discussed, please see the attached drawings with trail options for the team to review. In addition, the City's standard approach to acquiring an easement is to provide compensation for the fair market value of the easement interest, which reflects the extent of impact to the property's utility. To exempt that portion of the land from property taxes, a municipal capital facility bylaw will need to be passed, which will likely involve the City entering into a municipal capital facility agreement. This could be addressed as part of the easement transaction process.

Let me know if you have any further concerns.
Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton



Trail Option 1

Trail Option 2

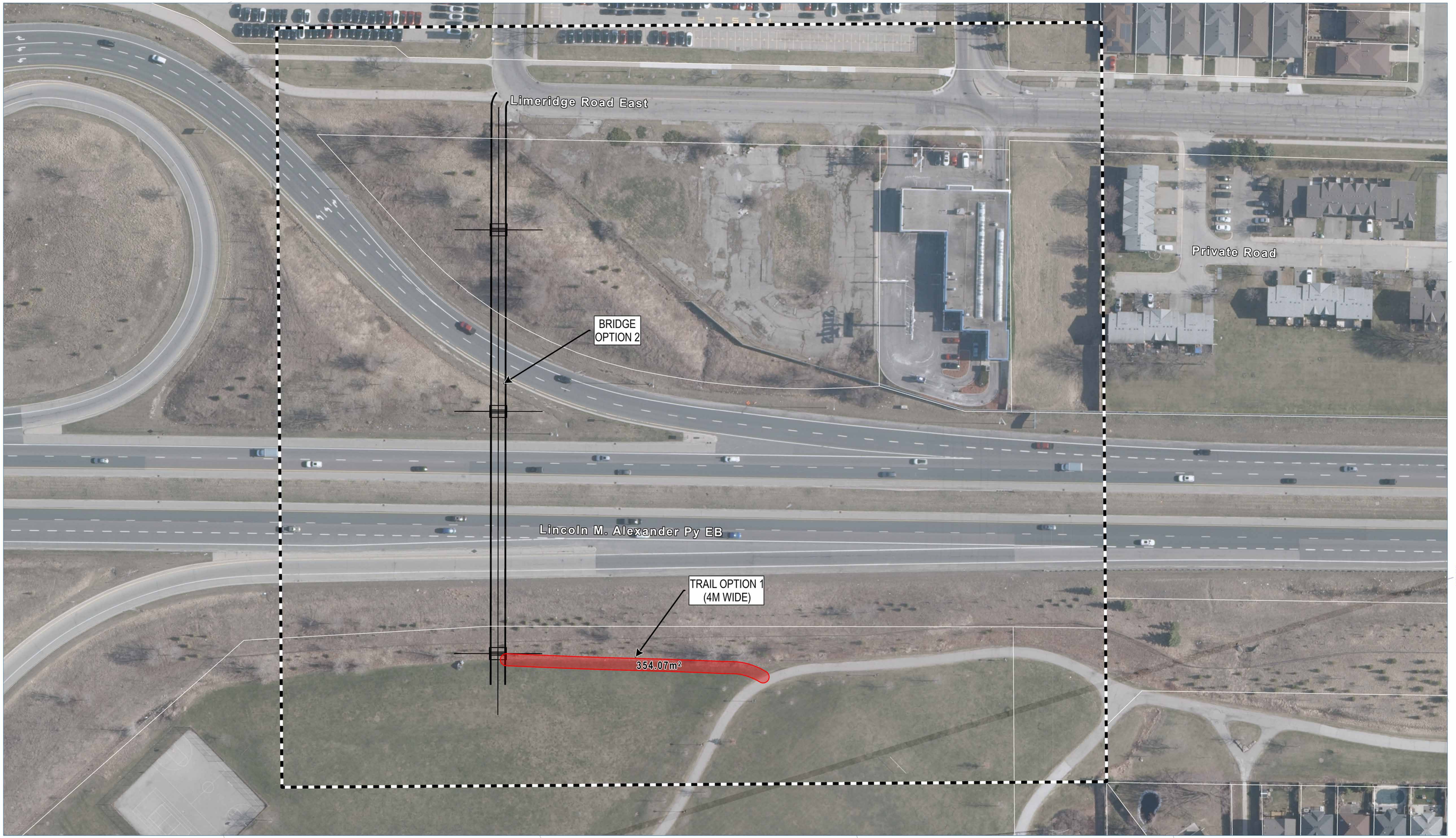
Study Area

0 25 50
Metres
1:550

17.02°
Grid North

Datum: North American 1983 CSRS
Coord. System: NAD 1983 CSRS UTM Zone 17N
Projection: Transverse Mercator
Central Meridian: 81°0'0.00"W
False Easting: 500,000m
False Northing: 0m
Scale Factor: 0.99960

Drawn By: HN
Checked By: AB
Client: City of Hamilton
Project: McQuesten Park Bridge Natural Heritage Evaluation
Ecological Land Classification - Study Area
Project Number: 300060172



4m Wide Trail Alignment

Study Area

0 25 50
Metres
1:550

Grid North 17.02°

Datum: North American 1983 CSRS
Coord. System: NAD 1983 CSRS UTM Zone 17N
Projection: Transverse Mercator
Central Meridian: 81°10'0.00"W
False Easting: 500,000m
False Northing: 0m
Scale Factor: 0.99960

Drawn By: HN
Checked By: AB
Client: City of Hamilton
Project: McQuesten Park Bridge Natural Heritage Evaluation
Ecological Land Classification - Study Area
Project Number: 300060172

BURNSIDE

Figure: T1

File Path: Z:\060172\000008-GIS\060172 McQuesten Park EA\060172 McQuesten Park EA.aprx : Print Date: 2026/01/29 Time: 12:00 PM

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: March 3, 2026 8:39 AM
To: Andy Traynor <ATraynor@primarisreit.com>
Subject: RE: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Andy,

I hope all is well on your end. I am following up on the information we shared earlier and wanted to check if you have received any updates from your team regarding the proposed pedestrian bridge.

Appreciate your time and looking forward to your feedback.

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Andy Traynor <ATraynor@primarisreit.com>
Sent: Monday, March 9, 2026 1:38 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: Re: Proposed Active Transportation Bridge over the LINC , City of Hamilton

Hi Stephen

Sorry for the delay in getting back to you.

There have been several meetings regarding the densification of our parking areas that have slowed down our decision making. After speaking with our Senior Management we would prefer bridge option 2 which would land the bridge just outside our properly line on the "vacant lands" next to Suds.

We appreciate that this is a costlier alternative. If needed we would consider bridge option 1 for the least invasive route which would be trail option 1. For this, as you mentioned we would ask is for the City fair market value.

Glad to discuss further at your convenience.

Regards,
Andy

Andy Traynor

General Manager
Lime Ridge
999 Upper Wentworth St
Hamilton, ON L9A4X5

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P Please consider the environment before printing this e-mail.

From:	Lins, Julia
To:	Oguegbu, Stephen
Cc:	Cole Roddick; Deanna De Forest
Bcc:	Shaikh, Abdul; Stanciu, Olivia; Golden, Alissa; Dewar, Amber; Cruceru, Ana; McDonald, Andrea; Thomas, Ann; Storey, Angela; Fabac, Anita; Schmidt, Marlene; Prasad, Arvin; Hanna, Ashraf; Dockstator, Beth; Sarker, Bhajan; Korah, Binu; Hollingworth, Brian; McMullen, Brian; Ammendolia, Carlo; Kennedy, Jackie; Vega, Carmen; Field, Mike; Winkelmann, Cathrin; Toman, Charlie; Mutch, Cindy; Graham, Cynthia; Tricia Radburn; Milovanovic, Dan; Smith, Dan (PED); Sbeiti, Danielle; Cunliffe, Dave; Heyworth, Dave; Oldfield, Meg; Curry, Don; Dekaneas, Eleni; Richardson, Elizabeth; Bent, Emily; Shahla, Farhad; Norman, Gavin; Mater, Grace; Caterini, Gabriela; Harvey, Heather; McArthur, Helen; Kennedy, Jackie; Buffett, James; Van Rooi, James; Kelemen, Jana; Trennum, Matthew; Chaloux, Nicholas; Catarino, Jennifer; DiDomenico, Jennifer; Bono, Ashley; Starr, Joanne; Helka, John; Caldwell, Phil; LaForme, Katelyn; Lin, Weihong; Coit, Ken; McDonald, Kevin; Abbott, Lisa; Cultural Heritage Planning; Lukasik, Lynda; Fazio, Margaret; Kehler, Mark; Bainbridge, Mark; Cluckie, Marnie; Lawson, Matthew; Purser, Nancy; Salvucci, Megan; Kindree, Wes; Pham, Melanie; Kiddie, Melissa; Votruba, Michael; Martin, Michelle; Christie, Mike; Milligan, Kurt; Zegarac, Mike; Moniruzzaman, Monir; Rahman, Mushfiqur; Favretto, Trevor; Winters, Nick; Schleehahn, Norm; Wright, Michael; Yip, Patrick; Real Estate Circulation; Collingwood, Tricia; Conley, Rob; McCauley, Shane; Kenney, Sean; Sha, Tina; Burke, Steve; Molloy, Steve; Crowley, Tim; Detmar, Tanya; Gardner, Tiffany; Vrooman, Tim; Imhoff, Trevor; Ehrenberg, Udo; Berenyi, George; Coe, Emily; Nopper, Evan
Subject:	Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - City
Date:	Tuesday, January 27, 2026 9:17:00 AM
Attachments:	image001.png NOC & PIC - McQuesten AT Bridge.pdf

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The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871

Hamilton

Cole Roddick

From: Mohamed, Mohi <Mohi.Mohamed@hamilton.ca>
Sent: Monday, January 26, 2026 12:05 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Cc: Salvucci, Megan <Megan.Salvucci@hamilton.ca>
Subject: RE: McQuesten Park Active Transportation Pedestrian Bridge

Hi Stephen,

Thanks for sending the meeting materials & drawings.

Following our review of the engineering overview and design presentation materials for the proposed McQuesten Park AT Pedestrian Bridge, IR Structures recommends Alternative 1 – Eastern Alignment as the preferred option moving forward due to the following:

1. **Simplified Structure: No Pier within LINC Corridor**

By eliminating the need for a central pier in the westbound off-ramp quadrant, the design reduces construction complexity. This avoids costly pile foundations within the active LINC corridor and mitigates disruption to high-speed traffic operations and staging.

2. **Optimized for Construction Efficiency**

The single span configuration is well-suited to Accelerated Bridge Construction methodologies, such as prefabricated modules. It enables efficient installation during a single weekend closure, which could be aligned with the City's annual LINC maintenance shutdown, minimizing impact to roadway users and lowering staging costs.

3. **Fewer environmental, utility, and property conflicts**

This eastern alignment minimizes impacts to existing green space (including the baseball field), avoids the excess grade separation required under Alternative 2, and eliminates the need for an intermediate pier, hence reducing utility conflicts/relocations, permitting complexity, and schedule risk. The shorter footprint also better accommodates future LINC widening and avoids encroachment into slope and trail infrastructure.

4. **Enhanced Trail Connectivity and Accessibility**

Alternative 1 provides a more intuitive, visible, and direct link to the existing multi-use trail network and active transportation infrastructure on the south.

5. **Multi-Functional Asset Potential**

The bridge location closely aligns with the previously removed overhead highway sign structure (OS008), allowing future reinstatement of a multi-use overhead structure that could serve both as a directional sign and part of the active transportation crossing—maximizing the utility of the new infrastructure investment.

6. **Improved Durability and Reduced Maintenance**

The continuous deck system, free of expansion joints, reduces long-term maintenance costs and structural vulnerabilities (e.g., leakage, joint failure, bearing corrosion). This results in a more durable structure with fewer lifecycle interventions.

7. **Cost Savings from Shorter Span and Reduced Components**

The 80 m single-span arrangement reduces overall capital costs by eliminating additional substructure elements (piers and footings), shortening the total bridge length, and simplifying girder fabrication and installation, contributing to both initial and lifecycle cost savings.

Also consider having Burnside add the following Evaluation Criteria to this EA assignment (Constructability, Traffic Staging, Construction Duration, Property Impacts especially with the future widening of the Linc & Utility Conflicts)

Many thanks,

Mohi Mohamed, **P.Eng.**
Senior Project Manager - Bridges & Structures
Infrastructure Renewal
Engineering Services
Public Works
905-546-2424 # 5329
www.hamilton.ca



Hamilton
Recreation Division
Healthy & Safe Communities

Memorandum

Date: February 3rd, 2026

To: Stephen Oguegbu, PM – Capital Planning, Engineering Services

From: Kirill Pankov, SPM – Divisional Projects and Initiatives, Recreation

Subject: Recreation Needs Assessment, T.B. McQuesten Pedestrian Bridge (Ward 7)

The City of Hamilton is completing an assessment for a new pedestrian bridge to facilitate enhanced active transportation across the Lincoln Alexander Parkway, between T.B. McQuesten Park and Limeridge Road East (by Limeridge Mall).

One of the proposed alternatives places the access point for the bridge, on the park side, directly in the outfield of the existing baseball diamond. The project team has connected with staff in the Parks and Recreation divisions to evaluate impacts on sports programming at the park should this alternative be selected.

Based on gaps across the City identified in the Recreation Master Plan, and input from relevant internal teams, the Recreation division highlights the following:

- Selection of "Alternative 2: Western Alignment" for the pedestrian bridge will result in a decreased outfield size and likely make the current baseball diamond unsuitable for adult play; this will have a noticeable impact on current and expected utilization of this asset by community sports groups.
- The Recreation Master Plan recommends an increase in diamond inventory, with the immediate goal of upgrading/maintaining current assets to improve quality of play; prioritizing baseball diamonds that accommodate multiple levels of play, with support amenities such as parking and access to washrooms, is critical.
- By contrast, "Alternative 1: Eastern Alignment" for the pedestrian bridge will connect to an existing trail on the park side and have no impact on existing sports assets; this is the preferred option for the Recreation division.



Background:

T.B. McQuesten Park is a large community park in the Hamilton Mountain area, located just south of the Lincoln Alexander Parkway. The park has one "Class C" unlit adult-sized baseball diamond; despite the diamond's Class C designation and lack of sports lighting, the presence of 100 parking spaces, washroom access, and its central location in the Hamilton Mountain area make this asset desirable for sports group use.

Sports Group Utilization

Current utilization of the baseball diamond at T.B. McQuesten Park is strong by comparison with other relevant assets in the surrounding area, especially when compared to other parks with one diamond (this list excludes diamonds at Turner Park and Mohawk Sports Park, the city-wide sports parks located in Hamilton Mountain):

Baseball Diamond	Hours of Sports Bookings (2025)
T.B. McQuesten Diamond 1-C	**301**
Gourley Diamond 1-C	273
Gourley Diamond 2-C	269
Gourley Diamond 3-C	257
Gourley Diamond 4-C	101
Gourley Diamond 5-C	46
Bobby Kerr Diamond 1-C	237
Bobby Kerr Diamond 2-C	174
Bobby Kerr Diamond 3-C	114
Dr. William Bethune Diamond 1-C	128.5
Templemead Diamond 1-C	84

Additionally, nearly 50% of the current bookings at the T.B. McQuesten diamond are attributed to adult sports groups. This may increase in 2026 and beyond, based on in-progress allocation and interest from other adult sports groups:

User Group	Adult/Youth	Hours of Sports Bookings (2025)
NSA Canada	**Adult**	**95**
Hamilton Health 3 Pitch	**Adult**	**26**
Hamilton Special Olympics	**Adult**	**10**
Hamilton Slo Pitch League	**Adult**	**6**
Hamilton Cardinals Rep Baseball Association	Youth	164

Selection of “Alternative 2: Western Alignment” for the pedestrian bridge would displace multiple adult user groups from the park if the outfield size is impacted. While there may be some capacity to re-locate user groups to other diamonds in the Hamilton Mountain area, the presence of 100 parking spaces, washrooms, and a large open area in this community park make it a desirable site both for regular season play and special sports events that require additional amenities and space on-site. Reducing the outfield size of the baseball diamond at T.B. McQuesten Park would have a negative impact on sports group access and utilization.

Recreation Master Plan (RMP):

The RMP (2022) highlights Recreation needs across the City for the next 30 years, with an emphasis on short-term (next 10 years) priorities. Recommendations in the RMP are grouped into subject areas and assigned a general timing for execution.

The following table summarizes input for the RMP subject area relevant to the request (baseball diamonds), highlighting sections of RMP recommendations if applicable:

Subject Area	Considerations for T.B. McQuesten Pedestrian Bridge	RMP Recommendation(s)
Baseball Diamonds	The RMP highlights a need to reinvest in existing baseball diamonds across Hamilton. Generally, additional baseball diamonds need to be added to municipal inventory between now and 2051 to keep up with expected population growth; but the immediate priority is to maintain and update the existing inventory of baseball diamonds. Updates should aim to increase capacity (i.e. addition of sports lighting to extend usage period, expanding size to allow for adult play) and make an asset desirable for higher levels of sport use (i.e. addition of support amenities such as washrooms and parking lots). The baseball diamond at T.B. McQuesten park is currently a "Class C" diamond without sports lighting or outfield fencing. However, given it's presence in a larger community park that includes 100 parking spaces and washroom access directly beside the diamond, it has been identified by Recreation staff as a baseball diamond with upgrade potential. Reducing the outfield size would be counter to the direction in the RMP; instead, addition of lighting, fencing and other updated elements is recommended to further increase the capacity and accessibility of this site for baseball play.	**18. Provide access to approximately 32 additional ball diamonds by 2051, with a focus on diamond enhancements in the short-term. A variety of strategies will be used to address these needs:** ▪ An audit of existing field sites is required to determine upgrade potential and a diamond improvement program is recommended to increase the capacity of existing assets. This may include adding lights, expanding fields, and improving amenities that will result in more Class A and B diamonds. **Timing:** Short-term

If you have any questions or seek clarification on the comments provided above, please do not hesitate to contact us.

Thank you,

Kirill Pankov (he/him)
Senior Project Manager – Divisional Projects and Initiatives
Healthy and Safe Communities
Recreation, City of Hamilton
905-546-2424 ext. 3859

From: Epp, Rick <Rick.Epp@hamilton.ca>
Sent: Friday, February 20, 2026 3:55 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: McQuesten Park Active Transportation Bridge PIC 1 Review

Hello Stephen,

Please find attached Public Health Service's comments for the McQuesten Park Active Transportation Bridge – PIC 1. Please let me know if there are any questions.

Regards,

Rick Epp, MPH, MA (they/them/he/him)
Health Promotion Specialist
Chronic Disease Prevention
Hamilton Public Health, Healthy Environments
Healthy & Safe Communities Department
905.546.2424





The City of Hamilton encourages physical distancing, wearing a mask in an enclosed public space, and increased handwashing. Learn more about the City's response to COVID-19 www.hamilton.ca/coronavirus.

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20 February 2026

Attention: Stephen Oguegbu, Project Manager – Capital Planning, Public Works

Prepared By – Chronic Disease Prevention, Public Health Services:
Rick Epp, Health Promotion Specialist

Subject: McQuesten Park Active Transportation Bridge

Document(s) Reviewed: February 10, 2026 PIC Presentation

Disclaimer: The following information provided by Public Health Services at the Development Application stage is intended to help educate and inform the Applicant about required studies, applicable policies, and key issues. These comments do not address all public health issues and/or details that may affect final approval of the site, and which may be identified at the next stage of Planning Act approvals. It is the Applicants' responsibility to review all relevant City plans and guidelines.

Background: The Chronic Disease Prevention team is focused on making Hamilton healthier by increasing sustainable and safe physical activity opportunities, creating healthy food
environments, improving community safety, and increasing inclusion, equity, and access to complement Hamilton's diversity. We use a population health approach that includes increasing upstream investments, addressing the determinants of health, applying multiple strategies, and collaborating across sectors and levels.

Comments:

Location – Alternative Option 1

Public Health Services agrees with the preliminary preferred option, Alternative 1: Eastern Option. We prefer this option due to accessibility for users. The level, shorter active transportation bridge would be the most accessible option for users.

For the required new trail connection needed on the north side, we recommend that the City extend the sidewalk that ends at 544 Limeridge Rd E to the trail located west of the site. Considering the intention of the active transportation bridge includes cyclists, we recommend that extension be a MUP, which matches the trail to the West of the site.

Bridge Design

Public Health Services has no preferred option for the overall design of the active transportation bridge in terms of aesthetics. However, we recommend considering

functional design elements that incorporate safety and comfort for users to promote health and use. Please consider the following design elements:

1. Canopy cover: We recommend incorporating canopy cover across the Active Transportation Bridge to promote health and comfort of users. Most of the area surrounding the study site lacks canopy cover to protect users from the sun and heat. Additionally, the Lincoln Alexander Parkway, other roadways, and the parking lot at Limeridge Mall would increase the heat stress on users. Canopy cover would act as respite from the heat. Considering that Limeridge Mall is likely used by members of the community in the summer to escape extreme heat, incorporating a cool route along this Active Transportation Bridge is advisable.

2. Wind barrier: We recommend installing a wind barrier along the Active Transportation Bridge for greater comfort of users to promote use. With limited wind protection along Lincoln Alexander Parkway, strong winds, including cold winds in the winter, could greatly impact usability of the Active Transportation Bridge. Without protection from the winds, wind speeds could decrease the accessibility and safety for pedestrian and cyclists.

3. Suicide prevention: We recommend including suicide prevention bridge designs, such as physical barriers. Physical barriers may include vertical netting or curved, high-tension fencing.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Monday, February 23, 2026 4:26 PM
To: Epp, Rick
Subject: RE: McQuesten Park Active Transportation Bridge PIC 1 Review

Hi Rick,

Thank you for your feedback and comments to the bridge. Your feedback is noted as we progress with the project.

Many thanks,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Wednesday, March 04, 2026 10:05 AM
To: Deanna De Forest
Cc: Tricia Radburn; Cole Roddick; Christine Beard
Subject: RE: 060172 McQuesten Park AT Bridge MCEA Progress Meeting #5 - Agenda

Hi Deanna,

"Limeridge Road, between Lime Ridge Mall and Upper Sherman Avenue, is proposed to be reclassified as a Local Road. This reclassification is expected to be implemented through an upcoming Official Plan Amendment (OPA) planned for Q2 2027 and is subject to council endorsement."

From Danny Pimentel.

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Wednesday, March 04, 2026 4:01 PM
To: Deanna De Forest
Cc: Tricia Radburn; Cole Roddick; Christine Beard
Subject: RE: 060172 McQuesten Park AT Bridge MCEA Progress Meeting #5 - Agenda

Hi Deanna,

In addition to the previous comment made, Danny further commented the following;

"Could we note or mention that this bridge is intended to be used year round, which would result in winter maintenance considerations? As mentioned at the TAC meeting, no other COH AT bridge is maintained in the winter, which means it is not technically operational for users during that time. This bridge will need to be used year-round and will that will need to be considered during the design phase."

Thank you,

Best regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From:	Lins, Julia
To:	Oguegbu, Stephen
Cc:	Cole Roddick; Deanna De Forest
Bcc:	Horwath, Andrea; McCleary, James; Qureshi, Uzma; Baker, Wynne; Lowe, Sarah; Wilson, Maureen; Hilson, Stephanie; Pigott, Mary Louise; Kroetsch, Cameron; McCullough, Joey; Thomas, Liesl; Nann, Nrinder; Weinberger, Alex; McGillivray, Alex; Le Clair, Kerry; Hwang, Tammy; Hypolite, Jac; Marchand, Pascale; Francis, Matt; Ronald, David; Jackson, Tom; Kreidl, Samantha; Burden, Nancy; Pauls, Esther; Piedimonte, Diane; Taylor-Galway, Kim; Cooper, Rob; Wojewoda, Nicola; Clark, Brad; Ribaric, Robert; Freeman, Lyndzee; Beattie, Jeff; Coffey, Jackie; Tadeson, Mark; Cooper, Crista; Roth, Kristen; Cassar, Craig; Brown, Sherri; Hurst, Nancy; Wilson, Alex; Corcoran, Micaela; Aberdeen, Jody; Geffros, Sophie; Spadafora, Mike; DiGiantomasso, Christine; Waxman, Sydney; McMeekin, Ted; Scally, Maureen
Subject:	Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Councillors & Staff
Date:	Tuesday, January 27, 2026 9:13:00 AM
Attachments:	image001.png NOC & PIC - McQuesten AT Bridge.pdf

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The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871

Hamilton

From: Lins, Julia <Julia.Lins2@hamilton.ca>
Sent: Tuesday, January 27, 2026 9:11 AM
To: info@hdi.land; williams.todde@gmail.com
Cc: Salvucci, Megan; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Subject: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - HDI
Attachments: NOC & PIC - McQuesten AT Bridge.pdf

It is acknowledged that there are larger discussions being held between the City and the Haudenosaunee Confederacy of Chiefs Council, as represented by the Haudenosaunee Development Institute. This communication is being sent as a part of a standard process being followed to align with provincial and municipal policy requirements. This email is not meant to detract from the relationship building efforts being made. It is confirmed that relationship building efforts and work to improve communication approaches will continue.

Hi Todd,

The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu

Project Manager, Capital Planning

Infrastructure Renewal

Engineering Services

Public Works

(905)-546-2424 Ext. 3871

Hamilton

From: Lins, Julia <Julia.Lins2@hamilton.ca>
Sent: Tuesday, January 27, 2026 9:11 AM
To: Adam.LaForme@mncfn.ca; Mark LaForme; Abby Lee; Payton Mitchell; DOCA.Admin@mncfn.ca
Cc: Salvucci, Megan; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Subject: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - MCFN
Attachments: NOC & PIC - McQuesten AT Bridge.pdf

Hi Adam,

The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu

Project Manager, Capital Planning

Infrastructure Renewal

Engineering Services

Public Works

(905)-546-2424 Ext. 3871

Hamilton

From: Lins, Julia <Julia.Lins2@hamilton.ca>
Sent: Tuesday, January 27, 2026 9:11 AM
To: consultations@wendake.ca
Cc: Salvucci, Megan; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Subject: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - Wendake
Attachments: NOC & PIC - McQuesten AT Bridge.pdf

The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu

Project Manager, Capital Planning

Infrastructure Renewal

Engineering Services

Public Works

(905)-546-2424 Ext. 3871

Hamilton

From: Lins, Julia <Julia.Lins2@hamilton.ca>
Sent: Tuesday, January 27, 2026 9:11 AM
To: Tanya Hill-Montour; Dawn LaForme; Tierra Henhawk; Peter Graham
Cc: Salvucci, Megan; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Subject: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - SNEC
Attachments: NOC & PIC - McQuesten AT Bridge.pdf

Hi Tanya and Peter,

The City of Hamilton has initiated an Environmental Assessment to develop and assess design alternative solutions for a new pedestrian bridge to facilitate enhanced active transportation movement across the Lincoln Alexander Parkway (LINC) at McQuesten Park. The pedestrian bridge is being planned as a Schedule B Municipal Class Environmental Assessment (EA) project under the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, 2015, 2023, and 2024).

Please find enclosed the Notice of Study Commencement & Public Information Centre #1 for McQuesten Park Active Transportation Pedestrian Bridge Municipal Class Environmental Assessment.

Information can also be found on our webpage: McQuesten Park Active Transportation Pedestrian Bridge | City of Hamilton

Best regards,

Stephen Oguegbu

Project Manager, Capital Planning

Infrastructure Renewal

Engineering Services

Public Works

(905)-546-2424 Ext. 3871

Hamilton

From: Peter Graham <LRCS@sixnations.ca>
Sent: Tuesday, January 27, 2026 9:47 AM
To: Lins, Julia; Tanya Hill-Montour; Dawn LaForme; Tierra Henhawk
Cc: Salvucci, Megan; Oguegbu, Stephen; Cole Roddick; Deanna De Forest
Subject: RE: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - SNEC

Good morning Stephen,

Thank you for forwarding this notice. Please reach out when capacity funding is available for our review of project documents.

Best, Peter

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Monday, February 09, 2026 2:49 PM
To: Peter Graham; Tanya Hill-Montour; Dawn LaForme; Tierra Henhawk
Cc: Salvucci, Megan; Lins, Julia; Cole Roddick; Deanna De Forest
Subject: RE: Notice of PIC #1 - MCQUESTEN PARK ACTIVE TRANSPORTATION PEDESTRIAN BRIDGE MCEA - SNEC

Hi Peter,

As you discussed with Megan, the McQuesten Pedestrian Bridge project that is currently underway has no archaeological impact within the study area due to the existing development and built-up environment. Unfortunately, we do not have the authority to capacity fund outside of that.

However, if there is anything else we can do to support their participation, please let me know.

Thank you,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: [redacted]
Sent: Tuesday, January 27, 2026 2:25 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: Notice of pedestrian bridge not sent to both home owners

I am wondering why only my husband's name is on this notice.
I own our home equally with him and should also be sent a notice either together with his or a separate one.
I might have different opinions on the pedestrian bridge.
Since it is addressed to him I might not have seen this notice if my husband had not decided to show it to me.

Personally I do not think we need to spend money on a bridge when there are cross walks right at the entrance to the park.
If people used the lights and signals correctly we do not need another expense such as this bridge.
Nor is it needed to have another construction site to impede traffic on Upper Wentworth. We have seen enough of that in the last few years.
Taxes are high enough as they are.

Thank you
[redacted]

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Tuesday, January 27, 2026 3:01 PM
To: [redacted]
Subject: RE: Notice of pedestrian bridge not sent to both home owners

Hi [redacted],

Thank you for reaching out and for responding to the Notice of Commencement letter.
We sincerely apologize that the notice was addressed to only one member of your household. Our system typically defaults to the first contact listed in our database; however, we will ensure your contact information is included in all future mailouts regarding this project.

We also appreciate your feedback, which will be reviewed accordingly.

Best regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: [redacted]
Sent: Monday, February 9, 2026 8:33 AM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: mcquesten bridge

this has been wrong right from the start
why feb 9th one day before the meeting at sackville recreation center to post information on line.
no need for a consultant fees.
our staff are trying to find ways to keep the tax rate as low as possible. and your wasting good taxpayers money on this unnecessary or unneeded bridge.
if you want more parking, make a lot in the bend on southpark ave.
there is an overpass on upperwenth st. use it
not one crosswalk (4 per off ramp) have cross walk marking on them.
do that if anything.
and finally is this a make work project, job security for you and others in your department.
[redacted]

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Monday, February 09, 2026 2:35 PM
To: [redacted]
Subject: RE: mcquesten bridge

Hi [redacted],

Thank you for taking the time to reach out and share your concerns regarding this Environmental Assessment for McQuesten Pedestrian Bridge Project. Once the Public Information Centre materials are finalized, it is posted online and made available to the community for review.

Your comments have been noted as we continue to evaluate the proposed bridge.

Thank you again for your engagement.

Best regards,

Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: [redacted]
Sent: Monday, February 9, 2026 10:25 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Cc: [redacted]
Subject: Pedestrian Bridge

Hello Strphrn.
I want to let you know that I think this is a great idea. I've aways thought how a bridge at this location would facilitate safer movement across the Linc rather than using the Upper Wentworth St Bridge. It would also be more pleasant walking as it is quite busy on Upper Wentworth. I have walked numerous times with my dog in T. B. McQueston Park along the parallel walkway to the Linc (which extends all the way to Upoer Ottawa?) and thought a pedestrian Bridge there would be great!
The other safety aspect is regarding cycling. There is no question this type of bridge would be safer for cyclists rather than using Upper Wentworth!!
Anyway, I hope to have a look at the information on Tuesday evening.

Sincerely, [redacted]

[redacted]

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Tuesday, February 10, 2026 9:09 AM
To: [redacted]
Cc: Dianne Gardner; Dan Pearson
Subject: RE: Pedestrian Bridge

Hi [redacted]

Thank you for taking the time to reach out and share your thoughts regarding the Environmental Assessment for the McQuesten Pedestrian Bridge Project. Your comments have been noted and will be considered as we continue to evaluate the proposed bridge.

Thank you again for your engagement.

Best regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: Taylor-Galway, Kim <Kim.TaylorGalway@hamilton.ca>
Sent: Tuesday, February 10, 2026 2:49 PM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>
Cc: Piedimonte, Diane <Diane.Piedimonte@hamilton.ca>
Subject: Another call came through the main line

Dear Team,

I think that call made it through because I must have neglected to save my forwarding to Diane's work phone, sorry about that.

It was a resident lives at [redacted], phone number [redacted]

He doesn't expect a call back as I assured him I'd pass their comments along. But in case you still wanted to reach out, perhaps he'd feel heartened by the proof his comments didn't land on deaf ears 😉

He was calling on behalf of himself and his wife. Their names are [redacted] and [redacted].

They regret not being able to make it tonight's meeting but they wanted to pass along their thoughts, so I collected them and am forwarding them here:

They respectfully disagree with this bridge at this time for fear of its cost when thy believe the money could be better spent any number of places, including updating what he called badly neglected roads.

Thanks for reading 😊

Kim

Hamilton
Kim Taylor-Galway
Digital Communications Coordinator
Councillor Pauls – Ward 7
City of Hamilton
71 Main St. W.
Hamilton, ON L8P 4Y5
905 546 2706
Email – kim.taylorgalway@hamilton.ca

"Kindness is the bridge between all people." — Unknown

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From: [redacted]
Sent: Tuesday, February 10, 2026 3:51 PM
To: Stephen.Oguegbu@hamilton.ca; Tricia Radburn
Subject: T. B. McQuesten Pedestrian Bridge updates

Dear Tricia & Stephen, Please add my email address to your list of constituents that would like to receive updates and progress reports on the T. B. McQuesten Pedestrian Bridge going forward.
Thank you,
[redacted]

From: [redacted]
Date: Wed, 11 Feb 2026 at 12:43
Subject: Comments on McQuesten Pedestrian Bridge
To: <Stephen.Oguegbu@hamilton.ca>, <tricia.radburn@rjburnside.com>

I attended the information session last night and was happy that the preferred option was the eastern bridge. My primary interest was the baseball diamond at McQuesten. We can not afford to lose that diamond due to any construction.

I have a few more comments which I'll divide between pedestrians and cyclists.

1.) Pedestrians
Safety concerns crossing the Linc. I'll describe my options considering the south side of the Linc.
This can be extrapolated and used at every intersection on the Linc.
The off-ramp from the Linc has a stop light to enable traffic to turn left. Those turning right have only a yield sign making crossing difficult. My first suggestion is to keep the yield sign but also add a crosswalk with flashing lights.
The on ramps to the Linc have no protection for pedestrians.
My suggestion is to move the stop lights further south on Upper Wentworth prior to the on ramp.
Pedestrians could push a button, the lights would change and they would be able to cross safely.
2.) Cyclists
I know that the Planned Cycling Network could not use the hydro corridor. This is unfortunate because the hydro corridor is used in other municipalities (i.e. Burlington). Perhaps more discussion with hydro is warranted.
As a former cyclist, there are no bike trails south of the linc in this area.
If a cyclist crosses at the proposed bridge, their only option is to follow the path east to connect with other trails. When I was cycling and wanted to go south, I would choose the rail trail, arbor bridge etc. I could follow it to Caledonia and beyond. I can't see cyclists using this proposed bridge unless further work provides connection south near here.

Thanks for the opportunity to comment

my email is [redacted]

--

[redacted]

From: [redacted]
Sent: Thursday, February 12, 2026 7:28 AM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: Re: Public Meeting Notice Feb. 10th

Hi, I missed the meeting but appreciate if you can share any information that was presented.
Thx,
[redacted]
Sent from my iPhone

On Feb 12, 2026, at 9:22 AM, Pauls, Esther <esther.pauls@hamilton.ca> wrote:

No worries and thank you for your interest.

By way of this email, I trust the appropriate staff will update you accordingly.

Gratefully,

Diane Piedimonte
PT Administrative Assistant to Councillor Esther Pauls – Ward 7
Hamilton City Hall, 71 Main Street West – 2nd Floor
Hamilton, Ontario L8P 4Y5
phone: 905-546-2706 | email: Diane.Piedimonte@hamilton.ca

My working hours may be different than yours. Please do not feel obligated to reply outside of your normal work schedule.

From: [redacted]
Sent: Thursday, February 12, 2026 9:24 AM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>
Cc: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>; Salvucci, Megan <Megan.Salvucci@hamilton.ca>; Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: Re: Public Meeting Notice Feb. 10th

Thx Diane! I look forward to receiving the update.

[redacted]

Sent from my iPhone

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Thursday, February 12, 2026 11:03 AM
To: [redacted]
Cc: Salvucci, Megan; Pauls, Esther
Subject: RE: Public Meeting Notice Feb. 10th

Hi [redacted],

Thank you for reaching out. You can find the Public Information Center Boards in this link:
https://www.hamilton.ca/sites/default/files/2026-02/mcquestenparkpedbridge-pic1-presentation.pdf

And if you go on the project website, you can also provide your comments using this link: McQuesten Park Active Transportation Pedestrian Bridge Municipal Class EA – Fill out form
or directly send them to me.

Thank you again for your engagement and let me know if you have any question.

Regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: [redacted]
Sent: Friday, February 13, 2026 9:35 AM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: Fwd: Comments on McQuesten Pedestrian Bridge

I thought I would share the information I sent as comments to the proposed pedestrian bridge at Limeridge/McQuesten

---------- Forwarded message ---------
From: [redacted]
Date: Wed, 11 Feb 2026 at 12:43
Subject: Comments on McQuesten Pedestrian Bridge
To: <Stephen.Oguegbu@hamilton.ca>, <tricia.radburn@rjburnside.com>

I attended the information session last night and was happy that the preferred option was the eastern bridge. My primary interest was the baseball diamond at McQuesten. We can not afford to lose that diamond due to any construction.

I have a few more comments which I'll divide between pedestrians and cyclists.

1.) Pedestrians
Safety concerns crossing the Linc. I'll describe my options considering the south side of the Linc.
This can be extrapolated and used at every intersection on the Linc.
The off-ramp from the Linc has a stop light to enable traffic to turn left. Those turning right have only a yield sign making crossing difficult. My first suggestion is to keep the yield sign but also add a crosswalk with flashing lights.
The on ramps to the Linc have no protection for pedestrians.
My suggestion is to move the stop lights further south on Upper Wentworth prior to the on ramp.
Pedestrians could push a button, the lights would change and they would be able to cross safely.
2.) Cyclists
I know that the Planned Cycling Network could not use the hydro corridor. This is unfortunate because the hydro corridor is used in other municipalities (i.e. Burlington). Perhaps more discussion with hydro is warranted.
As a former cyclist, there are no bike trails south of the linc in this area.
If a cyclist crosses at the proposed bridge, their only option is to follow the path east to connect with other trails. When I was cycling and wanted to go south, I would choose the rail trail, arbor bridge etc. I could follow it to Caledonia and beyond. I can't see cyclists using this proposed bridge unless further work provides connection south near here.

Thanks for the opportunity to comment

my email is [redacted]

--

[redacted]

From: Piedimonte, Diane <Diane.Piedimonte@hamilton.ca> **On Behalf Of** Pauls, Esther
Sent: Friday, February 13, 2026 9:55 AM
To: '[redacted]
Cc: Pauls, Esther <Esther.Pauls@hamilton.ca>; Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: RE: Comments on McQuesten Pedestrian Bridge

Thank you for your comments which we too have shared with staff, by way of this email.

Gratefully,

Diane Piedimonte
PT Administrative Assistant to Councillor Esther Pauls – Ward 7
Hamilton City Hall, 71 Main Street West – 2nd Floor
Hamilton, Ontario L8P 4Y5
phone: 905-546-2706 | email: Diane.Piedimonte@hamilton.ca

My working hours may be different than yours. Please do not feel obligated to reply outside of your normal work schedule.

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Friday, February 13, 2026 11:28 AM
To: '[redacted]'
Cc: Pauls, Esther
Subject: RE: Comments on McQuesten Pedestrian Bridge

Hi [redacted]

Thank you for taking the time to reach out and share your thoughts regarding the Environmental Assessment for the McQuesten Pedestrian Bridge Project. Your comments have been noted and will be considered as we continue to evaluate the proposed bridge.

Thank you again for your engagement.

Best regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

From: [redacted]
Sent: Monday, February 16, 2026 11:45 AM
To: Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: Pedestrian walkway across the Linc

Ms. Pauls

We are writing to you today to voice our concern regarding the proposed walkway (at Upper Wentworth) across the Linc.

To say the least we believe this to be a colossal waste of our tax dollars for many, many reasons.

-we have many more pressing needs in this city and we would not put this project even remotely close to the top of that list

-our existing roads and other infrastructure are in desperate need of repair. These items should be a priority. Especially when we hear visitors to this city comment on the terrible condition of that infrastructure (it's an embarrassment when that's what the visitors comment on).

-the presentation provided no financial information. How can we as taxpayers make an informed decision when no cost estimate is present.

-the presentation noted "bicycling groups" involvement. This seems to be a common theme in this city, that these "bicycling groups" have an inordinate amount of say on the projects that are put forward. We drive, we are not embarrassed to say that we do, but yet we feel demonized and that all we are is the piggy bank. We are tired of the very small and vocal minority of cyclists in this city that seem to hold sway over city council yet the vast majority of residents who drive (and have no choice but to drive) continue to be told we are a problem and watch as our city roads continue to deteriorate as empty bike lanes continue to be built.

-if bicycling groups were involved, why were other groups not involved? How come they get in on the ground floor yet others do not?

-given that there is a bike path in McQueston Park (and in fact goes from that park all the way over to Upper Ottawa Street) that goes to Upper Sherman, with a controlled crosswalk on Upper Sherman, bike lanes on Upper Sherman to Limeridge Road. Why cant that route just be used by cyclists and pedestrians. We use it all the time to get from the north side of the Linc over to the park.

-With some minor changes to that route (Upper Sherman) it would be very easy to walk or bike to Limeridge Mall and shop or catch a bus, why do some feel the need to spend millions of dollars for a little convenience for a small group of people on the south side of Limeridge. There is already a perfectly good and safe route at Upper Sherman to access the north side of the Linc.

-we are also not convinced that city staff have any ability to control spending. Given that nothing came of the excess costs for garbage pickup in the lower city and the fiasco of spending at the homeless shelter

units, the city telling field users there is no money to maintain lights or install new lights at sports fields (if no money for that why are we spending money on "new" infrastructure) and residents of Hamilton Housing continually being told "there is no money for that in the budget.."

My final comment is regarding the staff at the information session. We were informed when asking about costs, "the federal government" is giving us some money. This perception, by too many people, needs to be changed.

The federal, provincial and municipal governments don't have money. Every penny they spend is taxpayers money, it does not matter what level. City staff should not be so flippant about where this money comes from. It all comes from us, the taxpayers.

To conclude, we reiterate our opposition to this project.

If available we would be more than welcome to discuss this issue further.

[redacted]

-

From: Piedimonte, Diane <Diane.Piedimonte@hamilton.ca> **On Behalf Of** Pauls, Esther
Sent: Tuesday, February 17, 2026 9:37 AM
To: [redacted]
Cc: Pauls, Esther <Esther.Pauls@hamilton.ca>; Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Subject: RE: Pedestrian walkway across the Linc

Thank you for your comments, we always appreciate the feedback.

Staff has also been advised of your opposition, by copy of this email.

Gratefully,

Diane Piedimonte
PT Administrative Assistant to Councillor Esther Pauls – Ward 7
Hamilton City Hall, 71 Main Street West – 2nd Floor
Hamilton, Ontario L8P 4Y5
phone: 905-546-2706 | email: Diane.Piedimonte@hamilton.ca

My working hours may be different than yours. Please do not feel obligated to reply outside of your normal work schedule.

From: [redacted]
Sent: Sunday, March 1, 2026 2:34 PM
To: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Cc: Pauls, Esther <Esther.Pauls@hamilton.ca>
Subject: McQuesten Park Pedestrian Bridge

After attending the community meeting at Sackville a few weeks ago, my husband and I would like to provide our comments in regards to the McQuesten Park Pedestrian Bridge.

Although it is a good idea to have a bridge going from the park to Limeridge Mall, we do not feel it is the appropriate time to do it. We feel the money would be better spent on fixing the roads in Hamilton and helping the homeless. The city has just finalized the budget with cuts to departments and future budgets looking at excessive increases. As seniors, we understand this impact will have on many seniors and feel this project money could be better spent.

We would like to add our contact information to the project contact list to receive future updates.

email address is [redacted]

Thank you for your consideration, [redacted]

From: Oguegbu, Stephen <Stephen.Oguegbu@hamilton.ca>
Sent: Tuesday, March 03, 2026 1:09 PM
To: [redacted]
Cc: Pauls, Esther
Subject: RE: McQuesten Park Pedestrian Bridge

Hi [redacted]

Thank you for taking the time to reach out and share your thoughts regarding the Environmental Assessment for the McQuesten Pedestrian Bridge Project. Your comments have been noted as we continue to evaluate the proposed bridge.

Thank you again for your engagement.

Best regards,
Stephen Oguegbu
Project Manager, Capital Planning
Infrastructure Renewal
Engineering Services
Public Works
(905)-546-2424 Ext. 3871
Hamilton

Welcome
Public Information Centre
McQuesten Park Active Transportation Pedestrian Bridge
February 10, 2026, 6-8pm



Please sign in at the first table and provide your email if you would like to receive notices about the project.



Review display materials

Display materials are also available on the project webpage.



Discuss the project with Study Team Members.



Please fill out a comment sheet and return it to the comment box or email your comments by February 24, 2026.

RZONE

RESPECT FOR YOURSELF ✓
RESPECT FOR OTHERS ✓
RESPONSIBILITY FOR YOUR ACTIONS ✓

The RZone policy applies to anyone using City of Hamilton buildings, facilities, services, programs, parks and trails. Examples of conduct that is contrary to the RZone policy are:

- **Verbal assault**
- **Inciting violence**
- **Threats**
- **Intimidation**
- **Physical violence or assault**
- **Theft**
- **Weapons possession**
- **Property damage**
- **Vandalism**
- **Alcohol use in non-licensed facilities**
- **Illegal drug use**
- **Racism and/or use of racial, ethnic, or other slurs**
- **Harrassment**
- **Contravention of City by-laws or policies**

Learn more at:
hamilton.ca/rzone

Hamilton

RZONE
Respect & Responsibility

Land Acknowledgement

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinaabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

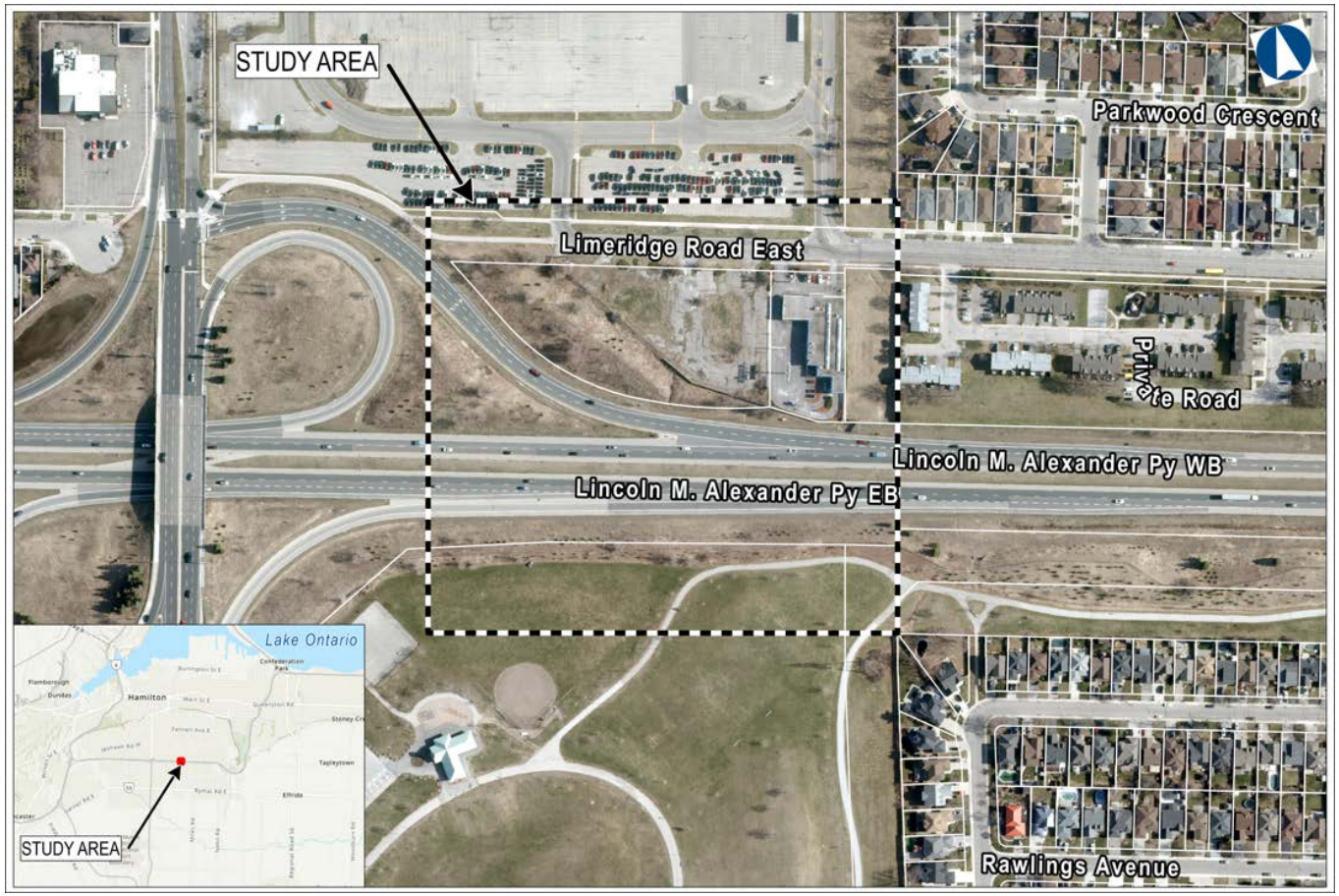


Study Purpose

A Schedule B Municipal Class Environmental Assessment (MCEA) is being completed to evaluate the optimum position and type of proposed Active Transportation bridge across the Lincoln Alexander Parkway (LINC), connecting McQuesten Park to Limeridge Road East .

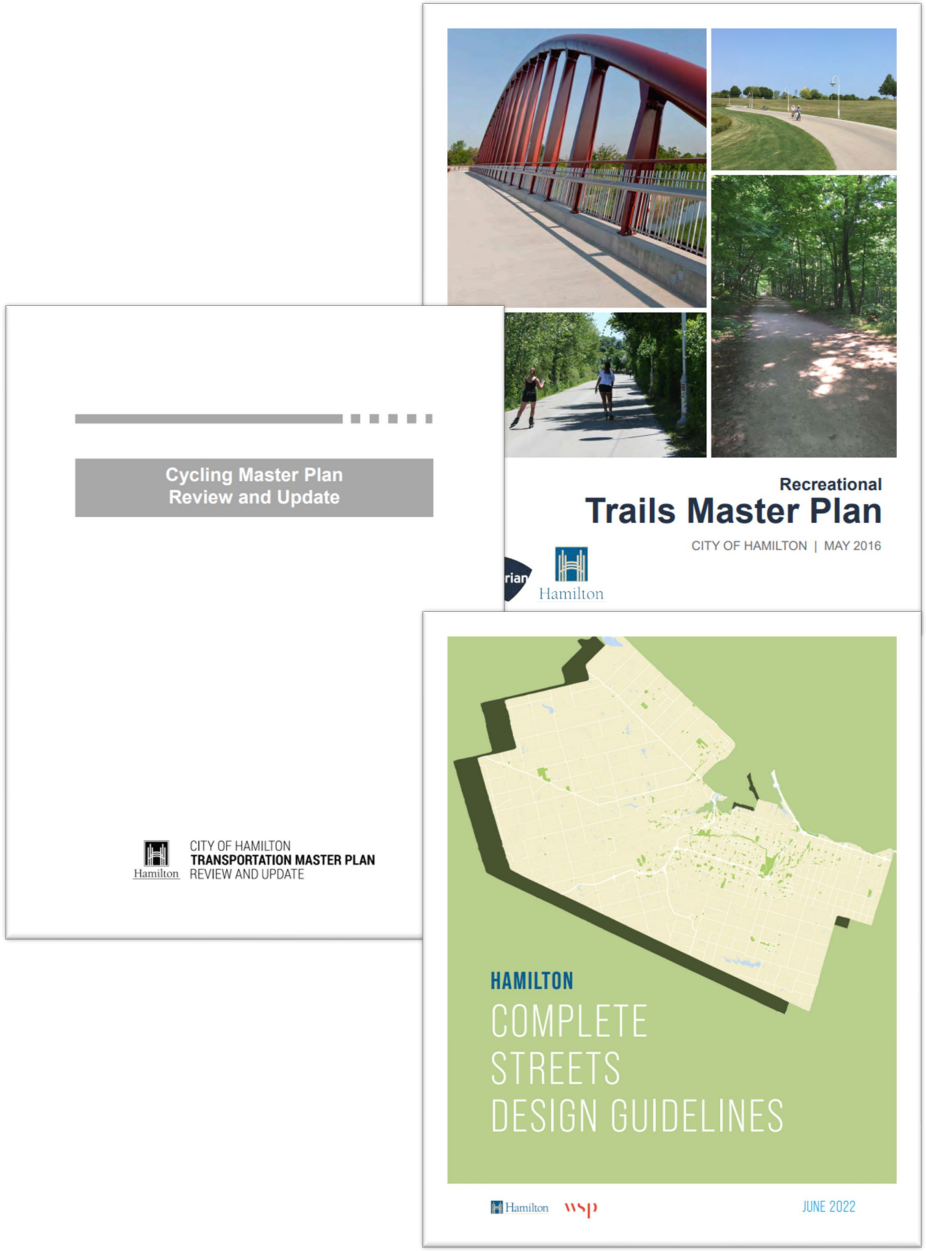
The objective of the study is to:

- Find a safe, cost-effective solution that minimizes environmental effects and keeps traffic disruptions to a minimum.
- Plan the bridge so it works together with the larger transit project, which includes building a new transit station at the Lime Ridge Mall parking lot.



Background Context

- **2016:** The Recreational Trail Master Plan identifies the LINC as a barrier for pedestrians and cyclists moving in a north-south direction. New trail accesses, routes, and crossings were recommended.
- **2018**: The Cycling Master Plan Update lists the bridge as a special project to address the barriers created by the LINC. The City-Wide Transportation Master Plan identifies a planned Multi-use Trail crossing the LINC.
- **2019:** Funding is approved through the Investing in Canada Infrastructure Program (ICIP) – a federal infrastructure program designed to create long-term economic growth, build inclusive, sustainable, and resilient communities, and support a low-carbon economy – as part of the initiative to improve active transportation links to public transportation hubs.
- **2022 – 2023:** Strategic policies such as Complete Streets Design Guidelines and the (Re)envision Hamilton Street Railways plan further identify the need for travel options beyond personal vehicles. Improvements for walking and cycling are recommended.



Municipal Class Environmental Assessment (MCEA) Process

This project is being completed as a Schedule B Municipal Class Environmental Assessment Project (Phases 1 and 2), as defined in the Municipal Engineers Association Guidance document (2024).

Phase 1

- **Confirm Problem / Opportunity Statement**

  "The City of Hamilton has identified a need for an active transportation connection between McQuesten Park and Limeridge Road East which will allow pedestrians and cyclists to cross the LINC and supports a safe, cost-effective, technically feasible solution with minimal environmental effects and limited impacts to vehicle traffic in the study area."

Phase 2

- Inventory the Environment
- Identify Alternative Solutions
- Evaluate Alternative Solutions
- Issue Notice of Commencement
- Hold Public Information Centre
- Confirm Preferred Solution and Prepare Preliminary Design
- Complete Project File Report and Notice of Completion

Existing Conditions: Technical Environment

The LINC:

- High-volume municipal parkway, carrying high volumes of traffic. Pedestrians and cyclists are not permitted on the parkway.

Active Transportation Facilities:

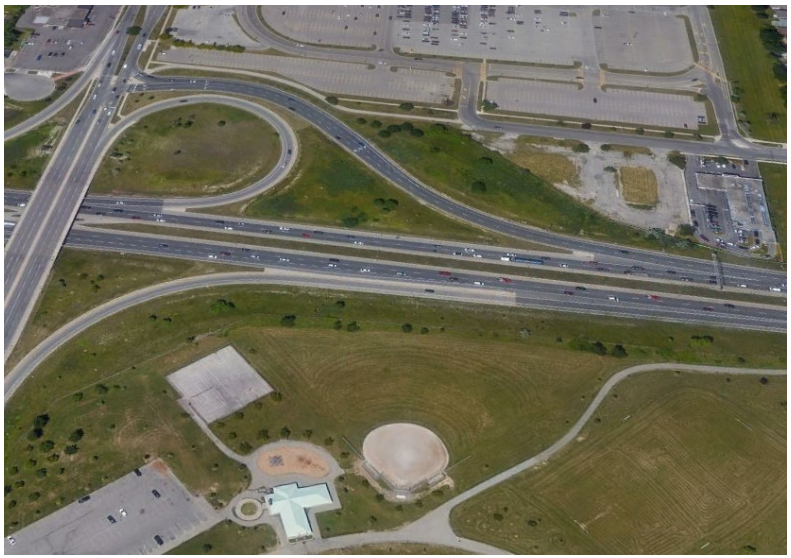
- Walking and cycling access between areas north and south of the LINC is limited, with connectivity provided only by sidewalks along Upper Wentworth Street.
- There is no controlled pedestrian crossing or pavement markings on Upper Wentworth Street at ramps to/from the LINC.
- Pedestrians and cyclists are vulnerable due to high volume traffic, interchange ramps, and number of vehicles turning on/off Upper Wentworth at various entrances/parking areas.

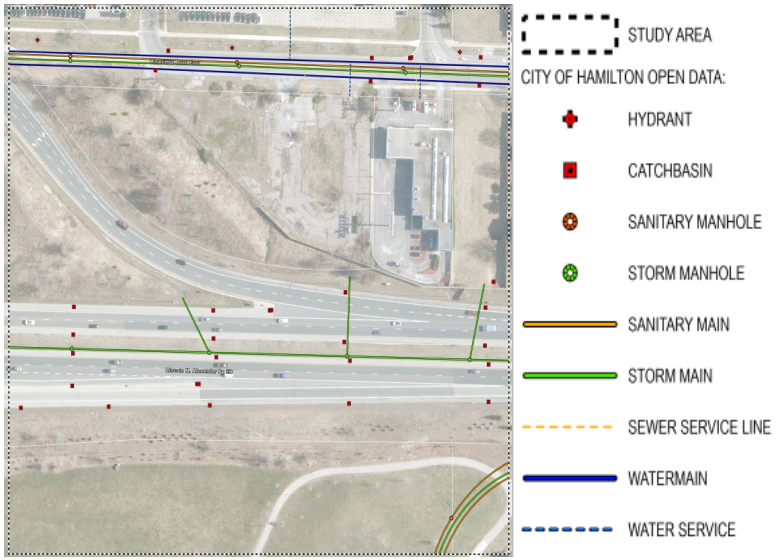
Topography:

- Lands beside the LINC corridor are 5 to 7 metres higher than the elevation of the LINC.

Utilities:

- Underground sanitary, stormwater, water and telecommunications infrastructure are present within the study area.





Existing Conditions: Natural Heritage

The study area consists of naturalized meadow lands, planted trees along the LINC corridor and maintained and mowed parkland (McQuesten Park).

High-quality habitat or features were not observed in the study area:

- No Provincially Significant Wetlands, Significant Woodlands or Valleylands are located within the study area.
- Significant Wildlife Habitat was not observed.
- No habitat of Endangered or Threatened Species at Risk was observed.



Existing Conditions: Social-Cultural Environment

Land Use:

- Residential, commercial and parkland.
- A hydro utility corridor is located along the eastern boundary of the study area.

Active Transportation and Network Connectivity:

- There is currently no safe, efficient active transportation connection across the LINC, creating a gap in the local trail network.
- A larger transit initiative is planned to develop a revamped transit station / terminal within the Lime Ridge Mall parking lot, north of the study area.

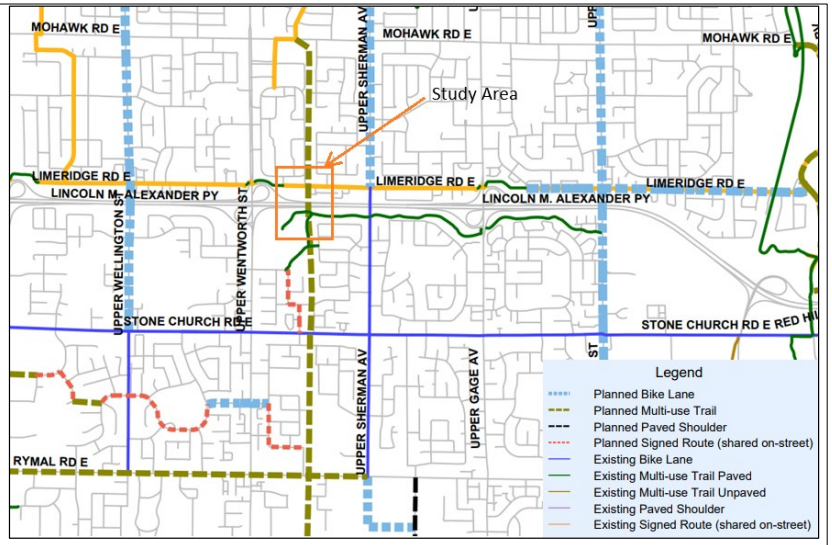
Cultural Heritage and Archaeology:

- There is low archaeological potential and cultural impact within the study area due to existing development.

Property Requirements:

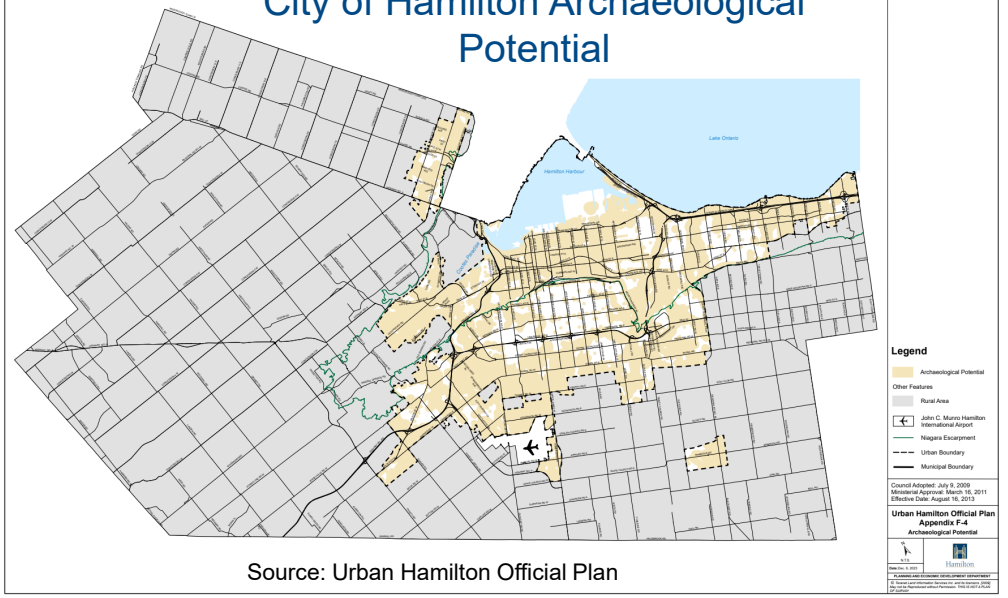
- A proposed pedestrian bridge may require the acquisition of property and / or utilize City-owned property / parkland.

City of Hamilton Planned Cycling Network



Source: City Wide Transportation Master Plan – Planned Cycling Network

City of Hamilton Archaeological Potential



Source: Urban Hamilton Official Plan

Evaluation Criteria

The following criteria have been used to evaluate the “do nothing” option and each of the bridge alternatives:



Natural Environment

- Trees and vegetation to be temporarily or permanently removed
- Impact to wildlife, wildlife habitat or the habitat of Species at Risk
- Climate Change Impact and Adaptation



Social - Cultural Environment

- Impact to built heritage resources or cultural heritage landscapes
- Impact on archaeological resources
- Property acquisition
- Impacts to adjacent land uses
- Ability to support a connected trail network



Financial Environment

- Estimated capital costs
- Estimated property acquisition needs
- Estimated operational and maintenance costs



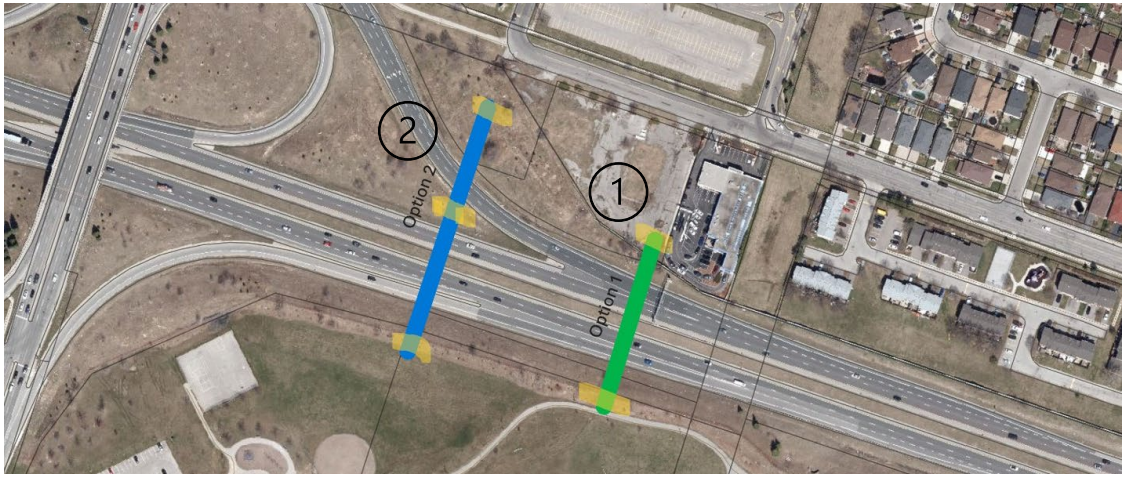
Technical Environment

- Complexity of construction and maintenance
- Compatibility with existing utilities infrastructure
- Ability to achieve public safety standards
- Ability to meet AODA guidelines
- Impacts on traffic movement and safety
- Impacts on LINC widening

Alternative Solutions

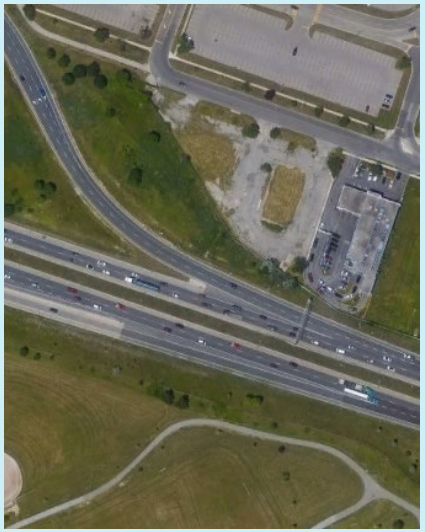
Alternative options for the position of the active transportation bridge include an eastern alignment and western alignment across the LINC within the study area.

Do Nothing: Is a mandatory consideration under the MCEA process. Previous planning studies, including Master Plan studies completed in accordance with the MCEA process, have established the need for the active transportation bridge over the LINC.



Alternative Solutions	Bridge Length	Trail Width	Bridge Type	Connectivity
1. Eastern Option	80 m	~ 4.0 m	Clear-span with supporting piers at each end; connects to existing grade at each end	Connects with existing trails in McQuesten Park
2. Western Option	140 m	~4.0 m	Two-span (60 m and 80 m) with supporting piers at each end and additional pier between the off ramp and westbound lane; connects to existing grade at each end	Connects with existing cycling trail at Limeridge Road East

Evaluation of Alternatives



Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
Do Nothing	●	●	●	◕

Not Carried Forward

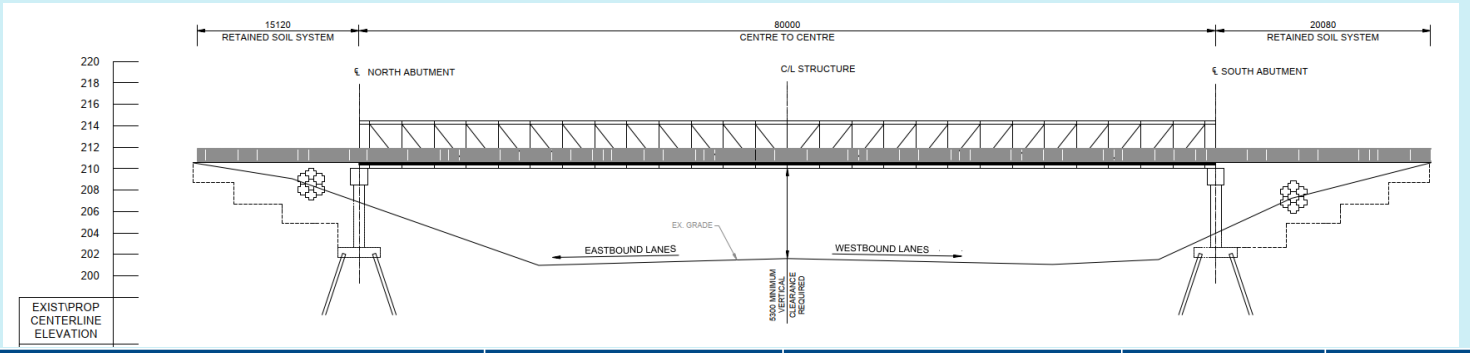
Do Nothing: Although this is a mandatory consideration under the MCEA process, this alternative has not been carried forward as it does not address the study objectives to:

- Find a safe, cost-effective solution that keeps environmental effects and traffic disruptions to a minimum
- Configure a bridge so it integrates with the larger transit project of establishing a new transit station in the Lime Ridge Mall parking lot

Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

Evaluation of Alternatives





Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
1. Eastern Option	◕	◕	◑	◕

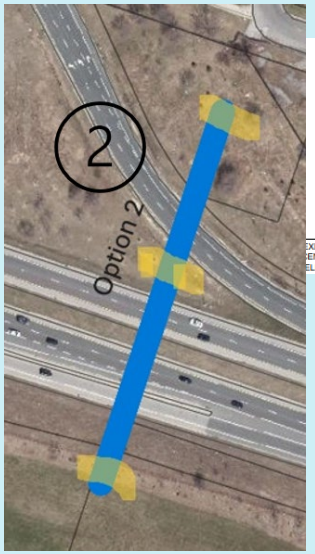
Overall Summary - Preliminary Most Preferred

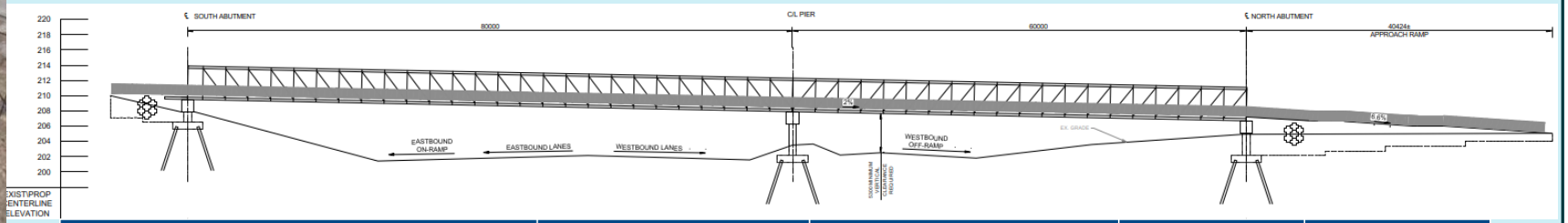
Eastern Option:

- Limited impacts to natural environment; no impacts to cultural environment
- Moderate cost for construction
- Lands north of the LINC are privately owned and would require property
- New trail connection required on the north side of the bridge to connect to Limeridge Rd. East
- Standard safety measures will be required (i.e. guard rails, safety fencing) to avoid vehicle collisions with bridge piers and prevent falling objects from bridge

Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

Evaluation of Alternatives





Alternative Solutions	Natural Environment	Social - Cultural Environment	Financial Factors	Technical Factors
2. Western Option	◕	◑	◔	◕

Western Option:

- Limited impacts to natural environment; no impacts to cultural environment
- Higher cost for construction over Alternative 1
- Lands north of the LINC are privately owned and would require property
- New trail connection required to connect to McQuesten Park trails
- Standard safety measures will be required (i.e. guard rails, safety fencing) to avoid vehicle collisions with bridge piers and prevent falling objects from bridge. Central pier adds additional structure in right-of-way that requires protection
- Potential to impact existing baseball diamond in McQuesten Park

Most Preferred ● More Preferred ◕ Somewhat Preferred ◑ Less Preferred ◔ Least Preferred ○

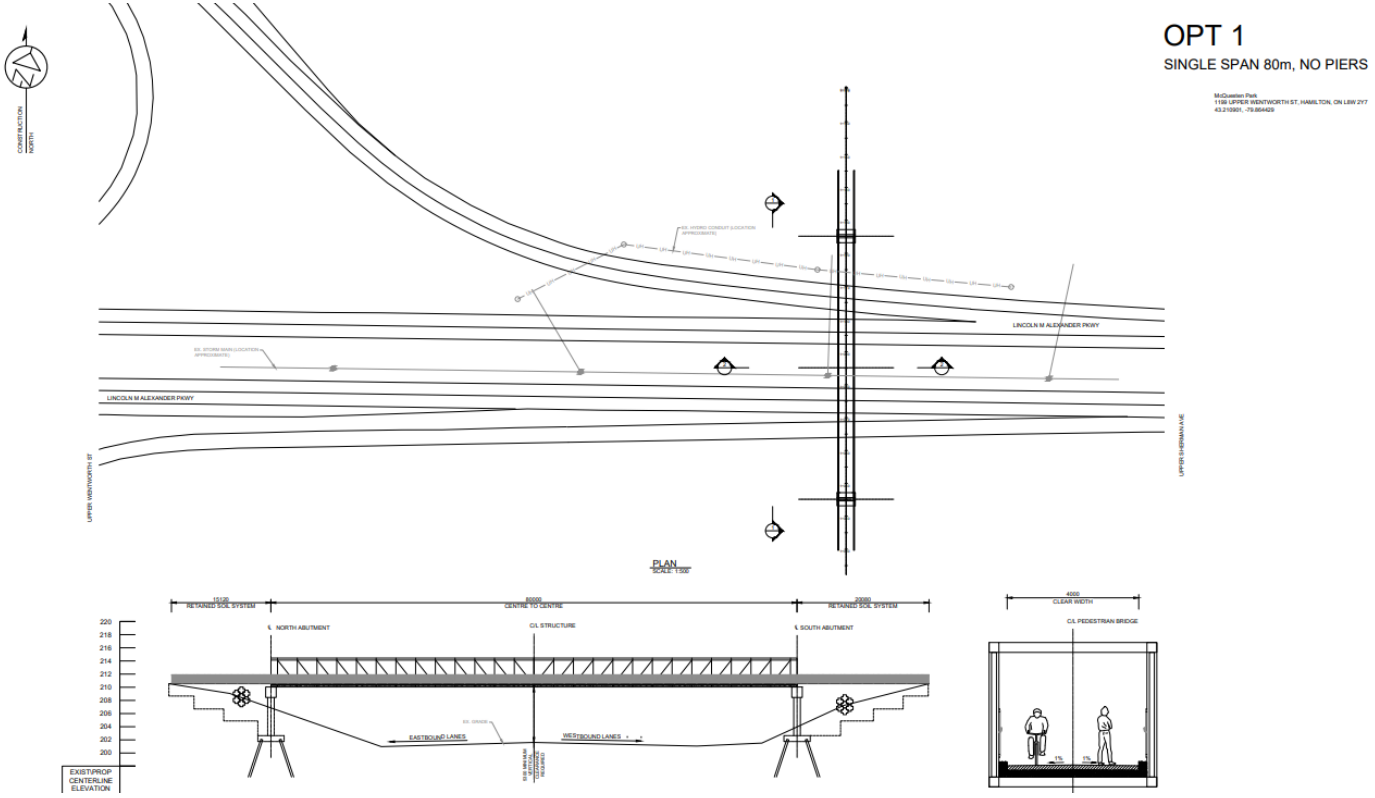
Preliminary Preferred Solution:

Alternative 1: Eastern Option

Evaluated as preliminary preferred, pending input from community members, agencies, Indigenous communities and others with an interest in the project. Elements of this alternative are:

- Limited impacts to the natural environment
- Impacts to cultural environment not anticipated
- Moderate cost for construction
- Property acquisition needed for bridge and trail
- New trail connection needed on north side
- Introduces fixed object near right-of-way, may require guide-rails or clear zones





Bridge Design

Options for the design of the bridge may include prefabricated galvanized or weathering steel truss (basic aesthetics) or prefabricated truss with shape or colour modifications (complimentary aesthetics) or include unique landmark designs, such as cable-stayed or arched bridges (elaborate aesthetics).

Safety considerations, such as additional fencing / barriers may also modify the appearance of the bridge. Glass panels, wires and chain link fence are common systems to reduce risk of falling objects.

The design of the active transportation bridge will be confirmed during detailed design, subject to available funding and approval.

Bridge Design Examples:

Prefabricated (Basic Aesthetics):

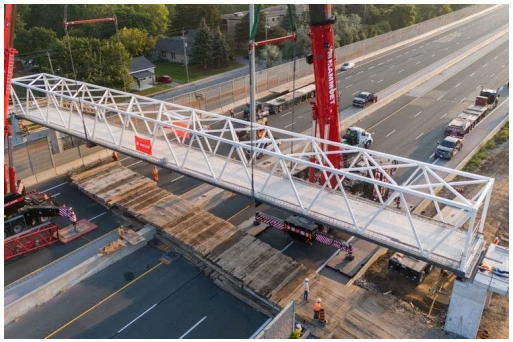




Arbour Rd. Bridge

Prefabricated with Shape / Colour Modifications (Complimentary Aesthetics):





Cable-Stayed or Arch Bridge (Elaborate Aesthetics):





Next Steps in the MCEA Process

Q1 2026

- Review and consider feedback following Public Information Centre
- Public Information Centre Summary Report
- Confirm Preferred Solution
- Draft Project File Report

Q2 2026

- Finalize Project File Report
- Issue Notice of Completion (Project File Report will be posted for public review and comment for 30 days)

We want to hear from you!

You are invited to provide comments by completing a comment sheet and submitting it to the comment box today or visit the project webpage (below) anytime to view information display materials and provide comment by sending them to the Project Managers' emails listed below.

Please ensure your comments and feedback are submitted by **February 24, 2026**.

http://www.hamilton.ca/McQuestenPedestrianBridge

For more information or to receive future notices about this MCEA project, please contact the project team at:

Stephen Oguegbu
Project Manager, Capital Planning
City of Hamilton
Tel: (905) 546-2424 ext. 3871
Stephen.Oguegbu@hamilton.ca

Tricia Radburn
Consultant Project Manager
R. J. Burnside and Associates Limited
Tel: 1-800-265-9662
Tricia.Radburn@rjburnside.com

We want to hear from you!

You are invited to provide comments by completing a comment sheet and submitting it to the comment box today or visit the project webpage (below) anytime to view information display materials and provide comment by sending them to the Project Managers' emails listed below.

Please ensure your comments and feedback are submitted by **February 24, 2026**.

http://www.hamilton.ca/McQuestenPedestrianBridge

For more information or to receive future notices about this MCEA project, please contact the project team at:

Stephen Oguegbu
Project Manager, Capital Planning
City of Hamilton
Tel: (905) 546-2424 ext. 3871
Stephen.Oguegbu@hamilton.ca

Tricia Radburn
Consultant Project Manager
R. J. Burnside and Associates Limited
Tel: 1-800-265-9662
Tricia.Radburn@rjburnside.com

Public Information Centre Summary

McQuesten Park Active Transportation Pedestrian Bridge

City of Hamilton
71 Main Street West
Hamilton ON L8P 4Y5

R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4 CANADA

April 2026
300060172.0000

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5.0 Summary of Comments Received 2
6.0 Next Steps 7

1.0 Introduction and Background

The City of Hamilton (City) is completing a Municipal Class Environmental Assessment (MCEA) to evaluate the optimum position and type of proposed active transportation (AT) bridge across the Lincoln Alexander Parkway (LINC), connecting McQuesten Park to Limeridge Road East. A key component of the study includes consultation with interested stakeholders. This summary documents the Public Information Centre (PIC), held on February 10, 2026, and summarizes the notification process, the information presented, and the comments received during the PIC.

Alternative Solutions include:

- Do Nothing – This is a mandatory solution to be considered in the MCEA process.
- Option 1 – Eastern Option – The bridge would be constructed on the eastern side of the Study Area as a clear span bridge with supporting piers on each end.
- Option 2 – Western Option – The bridge would be constructed on the western side of the Study Area as a two-span bridge with supporting piers at each end an additional pier between the off ramp and westbound lane of the LINC.

The planning of the McQuesten Park AT Pedestrian Bridge is being completed as a Schedule B MCEA process as set out in the Municipal Class Environmental Assessment process (Municipal Engineers Association, February 2024) which is an approved process under the *Ontario Environmental Assessment Act*.

2.0 Method of Notification

Details of the date, time, and purpose of the PIC were published in the Hamilton Spectator newspaper on January 30, 2026, and February 6, 2026. Notification of the PIC was also posted to the project page of the City's website, and emailed / mailed to regulatory agencies, municipal staff, Indigenous communities, property owners, and local residents.

3.0 Public Meeting Format

The PIC was arranged as a "drop-in" style session conducted at the City of Hamilton's Sackville Hill Seniors Recreation Centre on February 10, 2026. Display boards were placed around the room and representatives from the study team were available to answer questions and discuss the project with interested members of the public from 6:00 p.m. to 8:00 p.m. Display boards were also posted on the City's project webpage for the public to view or download anytime during the PIC comment period from February 9, 2026, to February 24, 2026.

Presentation material described the purpose of the study and objectives; MCEA process and Problem / Opportunity Statement; existing conditions; evaluation criteria and evaluation of alternative solutions; and the preliminary preferred solution for the location of the bridge and example options for the design of the bridge, to be confirmed during the detailed design phase of the project. The presentation material also requested input from the public and identified the next steps in the process.

Opportunity for public feedback was made available through a comment sheet provided at the PIC, an online digital comment sheet on the City's project webpage, or by contacting the project team with written comments.

The comments received during the comment period are included in this PIC Summary.

4.0 Participation

A total of 30 individuals attended the PIC, excluding the project team members, as indicated on the sign-in sheets. Thirteen comment sheets were received from local stakeholders during the PIC, and ten comment sheets were received via the online comment sheets available through the City's project webpage.

5.0 Summary of Comments Received

This section provides an overview and highlights of the feedback received from participants who submitted feedback during the PIC comment period. Participant comments are reviewed to provide an understanding of participants' interests and opinions, and to provide feedback in the evaluation of the Preferred Solution.

The Preferred Solution is selected considering the evaluation of the alternatives against the natural, socio-cultural, financial, and technical environment, along with comments received during the MCEA process from those with an interest in the project.

Project Interest

Where identified on the comment sheets, nearly all participants (22 of 23 participants) indicated an interest in the project as a Neighbourhood Resident. Other interests in the project included General Interest (two participants), and / or Other (four participants) – to note, participants could select multiple interests.

Public Comments Received

Feedback received during the PIC comment period has been organized into the following six themes:

- **Safety and Accessibility:** Enhancing safe travel for pedestrians and cyclists of all ages. Many respondents highlighted the perceived dangers of high-speed highway on-ramps and narrow sidewalks at existing road crossings over the LINC.
- **Cost:** Evaluating financial implications and project justification. Feedback expressed concern over the prioritization of municipal funds and suggested they should be directed toward housing, social services, and the repair of existing roads.
- **Network Connectivity:** Building a connected active transportation network. Respondents view the active transportation bridge as a critical link that provides a direct route separated from vehicle traffic to support both recreation and travel.
- **Design, Maintenance, and Preservation:** Ensuring asset preservation and long-term infrastructure care. Comments focused on bridge aesthetics, the necessity of consistent winter snow and ice removal, and the essential preservation of the existing McQuesten Park baseball diamond.
- **Alternatives and Redundancy:** Assessing the necessity of the structure versus other safety improvements. Some participants suggested that existing pedestrian crossings are underutilized or that enhancements to current intersections would be preferable to a new active transportation bridge.
- **Process and Implementation:** Maintaining transparency in planning and execution. Respondents requested increased clarity regarding total project costs, government funding sources, and the acquisition of private property for the bridge’s north end.

Key Themes

- **Safety and Accessibility:**
  - Comments
    - Perceived safety improvements for pedestrians and cyclists compared to existing bridge sidewalks and hazardous highway on ramps.
    - Identification of a lack of physical protection for pedestrians at the LINC on ramps.
    - Inquiries regarding what safety measures are being proposed up or downstream to ensure other crossing points along the LINC are safe.
  - Study Team Response
    - A key driver for this project is the direction established in the City's various Master Plans including, but not limited to, the Transportation Master Plan which identifies the need for a planned active transportation crossing at this location. The proposed work responds to concerns about pedestrian and cyclist safety, particularly the lack of physical protection at the LINC on-ramps and the limitations of existing bridge sidewalks. By providing a dedicated active transportation crossing, the project aims to improve comfort and safety for active transportation users while supporting broader network connectivity goals.
- **Cost:**
  - Comments
    - Direct feedback questioning if the project is a "want" versus a "need", with suggestions to prioritize funding for priority municipal needs like housing and road repairs.
    - Questions regarding the justification of the project costs and the perceived lack of financial transparency or cost estimates in public presentations.
    - Concerns that public funds are being wasted on a solution that does not address the underlying safety risks at highway on ramps.
  - Study Team Response
    - Thank you for your comments. This project has been identified as a required improvement of the active transportation network through multiple Council approved plans and strategies over the past decade, including the City's Recreational Trail Master Plan (2016) and the Cycling Master Plan Update (2018) which identify the need to address the LINC as a significant barrier to north-south walking and cycling connections and coordinate with the planned future transit hub at Lime Ridge Mall. The City-wide Transportation Master Plan completed in 2018 (updated in 2022), also includes a planned active transportation crossing at this location.

  - Other recent City strategic initiatives, including the Complete Streets Design Guidelines (2022) and the (Re)envision HSR Plan, further reinforce the need for safe, accessible travel options beyond personal vehicles.
  - Funding for the planning and construction of this project is received through the federal Investing in Canada Infrastructure Program (ICIP) funding, which is specifically dedicated to improving active transportation.

- **Network Connectivity:**
  - Comments
    - Inquiries regarding the City pursuing opportunities to coordinate with Hydro One and adjacent property owners to establish trails within the corridor.
  - Study Team Response
    - The City has been in on-going discussions with Hydro One to explore opportunities for establishing trails within the hydro corridor to enhance the trails network within the City, however Hydro One is not in favour of utilizing their corridor for the development of trails.
- **Design, Maintenance, and Preservation:**
  - Comments
    - Support for bridge options provided that existing community assets, such as the McQuesten Park baseball diamond, are preserved during construction.
    - Concerns regarding bridge stability and potential shaking.
    - Requirements for consistent winter maintenance (snow and ice removal) and concerns regarding the cost of specialized removal equipment.
  - Study Team Response
    - Potential impacts to the baseball diamond will vary depending on the Preferred Solution. Solutions that avoid or minimize impacts are preferred. Appropriate mitigation measures will be recommended to ensure any disruptions are minimized.
    - Thank you for your comments. During detailed design, the City and the Consultant will work collaboratively to develop bridge plans that ensure structural stability and address potential concerns related to vibration or shaking.
    - The City is currently developing a maintenance and operations plan for the proposed bridge and is also assessing specialized equipment options for snow and debris removal, including associated costs.

- **Alternatives and Redundancy:**
  - Comments
    - Concerns that the bridge would act as a visual distraction for drivers on the LINC, potentially increasing the risk of accidents.
    - Suggestions for alternative safety measures at existing intersections, such as enhanced crossing signals, stoplights, or flashing lights.
    - Feedback indicating that existing routes through McQuesten Park and Upper Sherman Avenue are already safe, usable, and sufficient.
  - Study Team Response
    - The bridge design is intended to be aesthetically compatible with the highway to minimize driver distraction within the transportation corridor.
    - This location and project have been identified as a required improvement through multiple Council-approved plans and strategies. The proposed active transportation bridge in this location is essential for establishing key linkages and network continuity, providing a high-comfort facility that overcomes the safety and comfort barriers typically encountered by cyclists and pedestrians on busy arterial streets. The bridge is strategically located to provide a direct connection to the future transit hub at Lime Ridge Mall. This integration supports the City's multimodal targets by facilitating seamless connections between active transportation and the broader transit network.
- **Process and Implementation:**
  - Comments
    - Inquiries regarding the acquisition of private property on the north end of the bridge and how this will affect the implementation schedule.
    - Requests for specific timelines regarding construction duration, the final decision-making process, and potential traffic disruptions on the LINC.
  - Study Team Response
    - The City is in discussions with the private property owner about the location and needed connection of the bridge to the active transportation network north of the LINC. At this time, these discussions are not expected to impact the project's implementation schedule.
    - The Preferred Solution for the location of the bridge will be confirmed through the current MCEA project, anticipated to be completed in 2026. Detailed design of the bridge will follow, with the construction of the bridge currently targeted for 2031. The LINC will remain open to traffic throughout construction, though single-lane closures may be required.

General Comments and Recommendations for Consideration

- **Enhanced Connectivity Recommendations:** Consideration should be given to developing a multi-use pathway connection running north to Mohawk Road as well as adding trails south of the LINC to add further value to the bridge link.
- **Operational Clarifications:** The City should clarify if public parking is permitted at Lime Ridge Mall for individuals accessing festivals, sports, and events at McQuesten Park via the bridge.
- **Specific Design and Maintenance Preferences:** Feedback included a variety of aesthetic preferences, ranging from high-profile landmark designs (such as cable-stayed or arched bridges) to simple, functional two-pillar structures. Specific suggestions to reduce maintenance and prevent damage included covering the bridge to lower snow removal costs, using welded steel rails to prevent metal theft, and installing simple, protected overhead lighting.
- **Utilization Concerns:** Observations that existing pedestrian crossings over other major roadways, such as the QEW and Red Hill Parkway, are underutilized.
- **General Implementation Feedback:** General feedback noted that building the active transportation network “piece by piece” is essential to increasing destination options and potentially reducing vehicle traffic on congested streets.

6.0 Next Steps

Comments and concerns received during the PIC comment period will be reviewed for incorporation into the evaluation of a preferred alternative.

Next steps include the selection of a preferred alternative and design option. The choice of Municipal Class EA Schedule will be reviewed and confirmed or changed as appropriate for the preferred alternative.

The next public contact on the project will be the publication of the Notice of Completion and the Project File Report which documents the planning process for the project.

Appendix C – Comment Forms

A voluntary questionnaire was completed by participants of the PIC and Online. Questions provided by the Study Team were as follows:

1. My interest in this study is related to: (please check all that apply)
    a) Neighbourhood Resident
    b) Development Property
    c) Commercial/Industry Property
    d) General Interest
    e) Other
2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.
3. Are there any other comments/questions/suggestions the study team should consider?
4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below.

Table 1 below consists of responses that the study team received in writing, excluding answers to Question 4, which have been omitted because either there was no response or it was provided in confidence. Table headings were shortened, but they include the questions outlined in detail above. The responses have not been altered for grammatical or spelling errors. Table 1 is followed by another table with results from online survey submissions. For that table, the responses have not been altered for grammatical or spelling errors and in the case where Question 4 was completed, names and emails were removed to preserve confidentiality.

Please note that this is a transcription based off received comment sheets which follow Table 1.

Table 1: Handwritten Comment Forms

ID	Question 1: Study Interest	Question 2: New Bridge Comments	Question 3: Other Comments
1	• Neighbourhood resident • General Interest	I fully support the new pedestrian bridge. It will be a big benefit for active transportation users. A pedestrian bridge is much safer than crossing over the LINC on the sidewalk on the bridge. It will provide a more direct route for cycling also. McQuesten Park is in need of a connection to more cycling paths, and the pedestrian bridge would provide that option.	Every connecting piece of infrastructure – such as a pedestrian bridge – helps build out the active transportation network. The network has to be built piece by piece. Every additional piece makes the rest of the network better because it increases the options for destinations one can reach on the network. If more people can walk or cycle from point A to point B then there will be less traffic using the already congested streets.
2	• Neighbourhood resident • General Interest	I believe Hamilton has much more important needs then this project. This is a nice want, not a need.	The money could be put to much better use.
3	• Neighbourhood resident	This is a want on the part of Esther Paul and others. It is not a need given the numerous serious, priority needs in our community (e.g., housing for the less fortunate; roads and other infrastructure needs).	I'm aware of 2 existing pedestrian crossings in this City over maor roadways: i) over the QEW in the east end; ii) over the Red Hill Parkway near Dartnall Road. Neither of these units used, except very, very sporadically.
4	• Neighbourhood resident	Big supporter of this project. Simply based on size I'd support Option #1 from a financial standpoint. It's half the size and may cost less.	Cost and environmental factors should be key considerations.
5	• Neighbourhood resident	Stupid idea ever. Total waste of money. Roads are a mess. Taxes have increased every year. Until the City can be fiscally responsible, we have to cut back on frivolous things. If necessary, install another stoplight.	What will this study cost taxpayers?
6	• Neighbourhood resident	My kids (teens) currently, when coming home from school, have to walk along Upper Wentworth and cross 2 on ramps, or walk along a skinny sidewalk on Upper Sherman. Currently neither is ideal. Any bridge alternative would be ideal.	Option #1 is ideal for people already using the current path infrastructure.
7	• Neighbourhood resident	As an active senior walker in the park and neighbourhood I would really appreciate a bridge over LINC to avoid crossing Upper Wentworth ramps. I prefer Option #1 – shorter one span bridge and basic prefabricated design. This design would match other bridges over highways, Arbour Road, and over 403 in Ancaster. Also it seems this would be financially most acceptable in light of tax increases, water rates increase, etc.	Hopefully it will not take decades to finalize this project.

ID	Question 1: Study Interest	Question 2: New Bridge Comments	Question 3: Other Comments
8	• Neighbourhood resident	I am very excited to have a bridge over the LINC at McQuesten Park. We make use of McQuesten Park often, using our bicycles. We enjoy riding but find getting across to the north side inconvenient now. We ride East to Upper Sherman, along the bike lane to Lime Ridge Road, then along the new multi-use path on Upper Wentworth. If there was a bridge, we would use it often. Please move forward with this bridge as soon as possible.	We appreciate that the City is working on more safe bicycle infrastructure. There are currently pockets of safe zones and we're happy to know that more bicycle infrastructure is planned. The newly opened multi-use path on Mountain Brow and through the upper portion of the Kennilworth Access is a joy to ride our bikes on. We feel safe and it's very enjoyable to ride. Please continue connecting the safe pockets so we can ride in more areas, separated from car / truck traffic.
9	• Neighbourhood resident	Waste of money – there are already two safe pedestrian access points from McQuesten area to main roads at Upper Wentworth and at Upper Sherman. If its safe for pedestrians, its safe for cyclists.	Add pedestrian crossing light system at Upper Wentworth and at Upper Sherman when crossing from south side to main roads – like the one on Upper Sherman, south of the LINC.
10	• Other: (Cyclist / Resident / Park User)	Great, exciting proposal and a key link to further developing an active transportation network on the mountain. The proposed bridge will link up with the escarpment rail trail, the trail on the south side of the LINC between Upper Ottawa and Upper Wentworth and compliment the existing pedestrian bridges – Arbour Road and west of West 5th. Pedestrian bridges link neighbourhoods helping to overcome the rupture caused by the LINC decades ago.	• The trail along the south side of the LINC (Upper Ottawa to Upper Wentworth) should be named – how about "Tom Jackson Trail"? • The Arbour pedestrian bridge – shakes – not sure why the bridge shakes, but the shake bothers users. Hopefully the proposed bridge will not shake. • City should've acquired the former McDonalds site when the City settled with them years ago. • Hopefully a trail along the hydro corridor can be negotiated with Hydro One asap to create more active transportation links.
11	• Neighbourhood resident	This bridge is not necessary. Limeridge Road is not a safe option for a bike lane due to the presence of the LINC expressway on ramps. This fact alone should encourage the City to find an alternate option or location for the bike path. There does not need to be a connection between the north and south run. The bike path should be installed along the existing McQuesten path where crossings are safer.	• What are the proposed cost? • When will the decision be made? • What affect will this have on traffic in the area? • What safety measures are you proposing up or down stream to ensure other areas along the LINC are safe to cross? • What are the negatives to do nothing? • How can you justify the cost? • Timeline?
12	• Neighbourhood resident	I think this will be a great new option for access to Lime Ridge Mall and McQuesten Park. I am also keen on seeing improved connectivity of the cycling network with connection to the bus terminal.	No additional comments provided.
13	• Neighbourhood resident	• Will this bridge provide direct access to park, especially with events occurring at McQuesten over the summer / autumn months? • What is the timeline to have this bridge completed? • Can we park at Lime Ridge and access the park through accessing the bridge?	Option #1 appears to be a great alternative; when will the final decisions be made?

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [x] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

I fully support the new pedestrian bridge. It will be a big benefit for active transportation users. A pedestrian bridge is much safer than crossing over the Linc on the sidewalk on the bridge. It will provide a more direct route for cycling also. McQuesten Park is in need of a connection to more cycling paths, and the pedestrian bridge would provide that option.

3. Are there any other comments/questions/suggestions the study team should consider?

Every connecting piece of infrastructure -- such as a pedestrian bridge -- helps build out the active transportation network. The network has to be built piece by piece. Every additional piece makes the rest of the network better because it increases the options for destinations one can reach on the network. If more people can walk or cycle from point A to point B then there will be less traffic using the already congested streets.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [x] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

I believe HAMILTON has much more important needs then this projed

THIS IS A NICE WANT NOT A NEED

3. Are there any other comments/questions/suggestions the study team should consider?

THE MONEY COULD BE PUT TO MUCH BETTER USE

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

THIS IS A WANT ON THE PART OF ESTHER FRAIL AND OTHERS. IT IS NOT A NEED GIVEN THE NUMEROUS SERIOUS, POVERTY NEEDS IN OUR COMMUNITY, eg. HOUSING FOR THE LESS FORTUNATE; ROADS AND OTHER INFRASTRUCTURE NEEDS.

3. Are there any other comments/questions/suggestions the study team should consider?

I'M AWARE OF 2 EXISTING PEDESTRIAN CROSSINGS IN THIS CITY OVER MAJOR ROADWAYS: (i) OVER THE QEW IN THE EAST END; (ii) OVER THE RED HILL PARKWAY NEAR DARTNALL ROAD. NEITHER OF THESE UNITS USED, EXCEPT VERY, VERY SPORADICALLY.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

Big supporter of this project. Simply based on size i'd support option #1 from a financial stand point. Its half the size and most cost legs.

3. Are there any other comments/questions/suggestions the study team should consider?

- Cost and environmental factors should be key considerations.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other



2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

Stupid idea ever. Total waste of money. Roads are a mess. Taxes have increased every year. Until the City can be fiscally responsible, we have to cut back on pivilous things. If necessary, install another stop light.

3. Are there any other comments/questions/suggestions the study team should consider?

- What will this study cost tax payers?

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

My kids (teens) currently, when coming home from school, have to walk along U. Wentworth and cross 2 on Ramps OR walk along a Skinny Sidewalk on U. Sherman. Currently neither is ideal. Any bridge alternative would be ideal

3. Are there any other comments/questions/suggestions the study team should consider?

Option 1 is ideal for people already using the current path infrastructure.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

AS AN ACTIVE SENIOR DANCER IN THE PARK AND NEIGHBOURHOOD I WOULD REALLY APPRECIATE A BRIDGE OVER LINC TO AVOID CROSSING UP WENTWORTH RAMPS.

I PREFER OPTION 1 - SHORTER ONE SPAN BRIDGE AND BASIC PREFABRICATED DESIGN
THIS DESIGN WOULD MATCH OTHER BRIDGES OVER HIGHWAYS, ARBOUR RD AND OVER 403 IN ANCASTER
ALSO, IT SEEMS THIS WOULD BE FINANCIALLY

3. Are there any other comments/questions/suggestions the study team should consider?

→ MOST ACCEPTABLE IN LIGHT OF TAX INCREASES, WATER RATES INCREASE ETC.

HOPEFULLY IT WILL NOT TAKE DECADES TO FINALIZE THIS PROJECT.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

I am very excited to have a bridge over the Linc at McQuesten Park. We make use of McQuesten Park often, using our bicycles. We enjoy riding but find getting across to the North side inconvenient now. We ride East to Upper Sherman, along the bike lane to Lime Ridge Road, then along the ~~no~~ new multi-use path on Upper Wentworth. If there was a bridge, we would use it often. Please move forward with this bridge as soon as possible.

3. Are there any other comments/questions/suggestions the study team should consider?

We appreciate that the City is working on more safe bicycle infrastructure. There are currently pockets of safe zones, and we're happy to know that more bicycle infrastructure is planned. The newly opened multi-use path on Mountain Brow and through the upper portion of the Kennilworth Access is a joy to ride our bikes on. We feel safe and it's very enjoyable to ride.
Please continue connecting the safe "pockets" so we can ride in more areas, separated from car/truck traffic.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

WARE OF MONEY - THERE ARE ALREADY TWO SAFE PEDESTRIAN ACCESS POINTS FROM MCQUESTON AREA TO MAIN ROADS - AT UP. WENT & AT UP. SHERMAN - IF ITS SAFE FOR PEDESTRIANS, ITS SAFE FOR CYCLISTS.

3. Are there any other comments/questions/suggestions the study team should consider?

ADD PEDESTRIAN CROSSING LIGHT SYSTEM AT UP. WENTWORTH & AT UPPER SHERMAN WHEN CROSSING FROM SOUTH SIDE TO MAIN ROADS - LIKE THE ONE ON UPPER SHERMAN, SOUTH OF THE LINK.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

1. My interest in this study is related to: (please check all that apply)

- ☐ Neighbourhood Resident
- ☐ Development Property
- ☐ Commercial/Industrial Property
- ☐ General Interest
- ☒ Other CYCLIST / RESIDENT / PARK USER /

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

GREAT, EXCITING PROPOSAL AND A KEY LINK TO FURTHER DEVELOPING AN ACTIVE TRANSPORTATION NETWORK ON THE MOUNTAIN.
THE PROPOSED BRIDGE WILL LINK UP ON WITH THE ESCARPMENT RAILTRAIL THE TRAIL ON THE SOUTH SIDE OF THE LINC BETWEEN UPPER OTTAWA AND UPPER WENTWORTH AND COMPLEMENT THE EXISTING PEDISTRIAN BRIDGES - ARBOR ROAD AND WEST OF WEST 5TH. PEDISTRIAN BRIDGES LINK NEIGHBOURHOODS HELPING TO OVERCOME THE RUPTURE CAUSED BY THE LINK ~~[illegible]~~ DECADES AGO.

3. Are there any other comments/questions/suggestions the study team should consider?

(1) THE TRAIL ALONG THE S/S OF THE LINC (U. OTTAWA - U. WENTWORTH) SHOULD BE NAMED - HOW ABOUT "TOM JACKSON TRAIL"?

(2) - THE ARBOUR PEDESTRIAN BRIDGE - SHAKES - NOT SURE WHY THE BRIDGE SHAKES, BUT THE SHAKE BOTHERS USERS. HOPEFULLY THE PROPOSED BRIDGE WILL NOT SHAKE.

(3) CITY SHOULD'VE AQUIRED THE FORMER MCDONALDS SITE WHEN THE CITY SETTLED WITH THEM YEARS AGO.

(4) HOPEFULLY A TRAIL ALONG THE HYDRO CORRIDOR CAN BE NEGOTIATED WITH HYDRO ONE ~~ASAP~~ ASAP TO CREATE MORE ACTIVE TRANSPORTATION LINKS

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

This bridge is not necessary. Limeridge road is not a safe option for a bike lane due to the presence of the Linc expressway on ramps. This fact alone should encourage the city to find an alternate option or location for the bike path. There does not need to be a connection between the north & South run.

The bike path should be installed along the existing McQuesten path where crossings are safer!

3. Are there any other comments/questions/suggestions the study team should consider?

(1) What are the proposed cost
(2) When will the decision be made?
(3) What affect will this have on traffic in the area
(4) What safety measures are you proposing up or down stream to ensure other bikers along the Linc are safe to cross
(5) What are the negatives to do nothing?
(6) How can you justify the cost.
(7) Timeline.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted]

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [ ] General Interest
- [ ] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

I think this will be a great new option for access to Limeridge Mall and McQuesten park.

I am also keen on seeing improved connectivity of the cycling network with connection to the bus terminal.

3. Are there any other comments/questions/suggestions the study team should consider?

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

1. My interest in this study is related to: (please check all that apply)

- [x] Neighbourhood Resident
- [ ] Development Property
- [ ] Commercial/Industrial Property
- [x] General Interest
- [x] Other

2. Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.

* Will this bridge provide direct access to park, especially with events occurring at McQuesten over the Summer / Autumn months. * ~~Will we have~~
* What is time line to have this bridge completed.
* Can we park at Time Ridge and access the park ~~by~~ through accessing bridge.

3. Are there any other comments/questions/suggestions the study team should consider?

~~* Will~~ * Option One appears to be a great alternative; ~~When~~ will the final decisions be made.

4. If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below. (All personal information will be kept confidential. Response is optional)

[redacted] [redacted]

Table 2: Online Comment Forms

My interest in this study is related to: (please check all that apply)	Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.	Are there any other comments/questions/suggestions the study team should consider?	If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below.
Neighbourhood resident	I am very excited about this idea. We live across the road from McQueston Park. This bridge will provide a safe access to the mall as well as offer parking at the mall for sports, festivals and events at the park.	The pedestrian bridge further down the Linc by the bowling alley doesn't create any traffic issues that I am aware of. I assume the impact will be similar. (?) but not sure. Thanks	Name and email address were removed for confidentiality
Neighbourhood resident	My preference would be the Eastern option. I would also like to see a prefabricated truss with shape or colour modifications (complimentary aesthetics) or include a unique landmark designs, such as cable-stayed or arched bridges (elaborate aesthetics) If your going to do it, do it right.	Will Limeridge Mall have issues with people parking in their lot during events happening in T. B. McQuesten park. Parking has always been an issue during large events at the park, going forward I see people parking at the mall lot and walking over the pedestrian bridge to access the park.	Name and email address were removed for confidentiality
Neighbourhood resident	The idea is great and well in need. Living and often walking to and from the mall or transit hub I understand just how busy it can get around the on off ramps. Using my bike at this intersection is just plan dangerous. Even though this could take years to implement I like to know it’s in the future.	Nothing was entered for this question	Nothing was entered for this question
Neighbourhood resident ;An avid walker who currently uses Upper Wentworth or Upper Sherman to walk north of Limeridge Road.	It’s about time. A pedestrian bridge should have been constructed many years ago. This bridge is a much safer alternative for pedestrians to use than Upper Wentworth or Upper Sherman, as long as it is clear of snow and ice in the winter.	Perhaps the bridge should be covered. This would reduce the costs of winter maintenance and regular repairs.	Name and email address were removed for confidentiality

My interest in this study is related to: (please check all that apply)	Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.	Are there any other comments/questions/suggestions the study team should consider?	If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below.
Neighbourhood resident	I think it is a great idea. I would like safer access to McQuestin park and a bridge would allow me to avoid using the, dangerous for pedestrians, Upper Wentworth overpass. My wife and I regularly walk our dog from the Thorner survey south on Upper Sherman, across the multi-use pathway, through McQuestin Park and then back along Upper Wentworth. I also actively cycle throughout the city on a regular basis and that connection allows an alternate route for me to travel across to the Chippewa Trail when I head out that way. I'm in my 60's and hope to see the project come to fruition in my lifetime.	Regarding bridge design, I think a basic 2-pillar structure, similar to the one at Arbor Rd., is all that is needed. Welded steel handrails to avoid metal theft, and simple protected overhead lighting to avoid damage. In addition, a multi-use pathway connection running north to Mohawk Rd. would add even more value to the bridge. If Hydro won't allow access to their property for a pathway, maybe the mall owner would consider one on their property that abuts the hydro corridor?	Name and email address were removed for confidentiality
Neighbourhood resident	I was unfortunately unable to attend in person at the Sackville information night. As I live closer to Upper Wentworth, I would prefer option 2 just because it would be closer. I understand that may cause some disruption to the ball diamond which would have to be remedied as it is well used. I'm very happy that a pedestrian bridge is planned because crossing the on and off ramps to get to the mall is very dangerous.	I drive along the LINC almost daily and I always notice the bridges that cross. The esthetics of the Garth bridge always stand out because of its slight arch. I would appreciate the appearance being considered along with the structure	Nothing was entered for this question
Neighbourhood resident ;General Interest;financial and environmental concerns	I am extremely concerned that public funds are being wasted on a solution that does not address the real safety issues at this location. The hazards still exist, as pedestrians are required to cross very busy on- and off-ramps along the Linc. This approach fails to correct or improve the underlying safety risks, and does not provide a meaningful or effective resolution.	Will all proposed bike lanes that cross over the linc be addressed and what is the cost with each pedestrian bridge	Nothing was entered for this question
Neighbourhood resident	As a local resident of the Rushdale neighbourhood, I want to communicate my positive enthusiasm for this project! Based on the publicly shared presentation materials, I'm also most supportive of the most preferred option (option 1). Thanks for moving this project forward!	How long would the construction be expected to last? To what degree, and for how long, would there be disruption to LINC traffic and/or restricted access to (parts of) McQuesten Park?	Name and email address were removed for confidentiality

My interest in this study is related to: (please check all that apply)	Please provide your comments on the new pedestrian bridge being proposed to facilitate Active Transportation across the Lincoln Alexander Parkway.	Are there any other comments/questions/suggestions the study team should consider?	If you wish to add your contact information to the Project Contact List to receive future updates about the study, please provide your full name and email address below.
Neighbourhood resident	This bridge is not necessary waste of my tax dollars there is ample access for walking pedestrians and cyclist on upper wentworth,money for bridge can be used for other more important needs not wants .Special snow equipment will be needed for snow removal more money for equipment spent I can't understand were City Hall comes up with these ideas,we are on a fixed income and our property tax have more than doubled we are considering moving this city's taxes is just getting out of reach.	I think this bridge would be a visual distraction to drivers east and west on the Linc hence more accidents.	Name and email address were removed for confidentiality
Neighbourhood resident	I think this is great and fully support this. Anyone who has walked between to and from the park along Upper Wentworth can testify that it is not a pleasant or safe experience. Having a direct pedestrian route around this area would be the safest approach. I would agree that the preferred alternative is logical as a shorter span is more cost effective.	I noticed that both alternatives notes that the north end of the bridge (both options - Limeridge Road) would be on private property and that acquisition is required. How will this be addressed? Have negotiations already happened or is the the City contemplating expropriation? Will that affect implementation schedule?	Name and email address were removed for confidentiality