# K.1 Contact List

| Agency | Title | First Name | Last Name | Department | Title | Address | City | Province | Postal | Phone | Email | Comments/Notes |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Provincial Agencies** | | | | | | | | | | | | |
| Ministry of the Environment, Conservation and Parks | | | | Environmental Assessment & Approvals Branch | | | | | | | eanotification.wcregion@ontario.ca | |
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| Ministry of Citizenship and Multiculturalism | | Joseph | Harvey | Culture Services Unit | Heritage Planner | 401 Bay Street, Suite 1700 | Toronto | ON | M7A 0A7 | | joseph.harvey@ontario.ca | |
| Infrastructure Ontario | | | | | | | | | | | noticereview@infrastructureontario.ca | |
| Ministry of Transportation | | Alice | Kam | | | | | | | | Alice.Kam@ontario.ca | |
| **Municipal Departments** | | | | | | | | | | | | |
| City of Hamilton | **Rural Team** | Jessica | Abrahamse | Planning and Economic Development | Natural Heritage Planner | | | | | | jessica.abrahamse@hamilton.ca | |
| City of Hamilton | | Lanre | Akindipe | Public Works | Senior Project Manager, Transportation Systems | | | | | | | |
| City of Hamilton | | Carlo | Ammendolia | Planning & Economic Development | Manager, Development Engineering Construction | | | | | | | |
| City of Hamilton | | Anderton | Melanie | Planning & Economic Development | Project Manager | | | | | | | |
| City of Hamilton | | Mushfiqur | Rahman | Public Works | Senior Project Manager, Transportation Engineering | | | | | | | |
| City of Hamilton | | Steve | Molloy | Planning & Economic Development | Manager, Transportation Planning | | | | | | | |
| | | | | | | | | | | | | |
| **Councillors and Administrative Staff** | | | | | | | | | | | | |
| City of Hamilton | | Andrea | Horwath | | Mayor | | | | | | | |
| City of Hamilton | | Karla | Webber-Gallagher | | Mayor Office-Chief of Staff | | | | | | | |
| City of Hamilton | | Stephane | Hamade | | Mayor Office-Scheduling | | | | | | | |
| City of Hamilton | | James | McCleary | | Mayor Office- Receptionist | | | | | | | |
| City of Hamilton | | Maureen | Wilson | | Councillor, Ward 1 | | | | | | | |
| City of Hamilton | | Stephanie | Hilson | | Strategic Initiatives & Engagement Advisor | | | | | | | |
| City of Hamilton | | Mary Louise | Pigott | | Constiturent Navigator | | | | | | | |
| City of Hamilton | | Cameron | Kroetsch | | Councillor, Ward 2 | | | | | | | |
| City of Hamilton | | Hasnain | Khan | | Constituency Coordinator | | | | | | | |
| City of Hamilton | | Liesl | Thomas | | Constituency Coordinator | | | | | | | |
| City of Hamilton | | Nrinder | Nann | | Councillor, Ward 3 | | | | | | | |
| City of Hamilton | | Alexandra | Weinberger | | Executive Assistant | | | | | | | |
| City of Hamilton | | Erin | Carr | | Office Assistant | | | | | | | |
| City of Hamilton | | Tammy | Hwang | | Councillor, Ward 4 | | | | | | | |
| City of Hamilton | | Jacques | Hypolite | | Administrative Assistant | | | | | | | |
| City of Hamilton | | Pascale | Marchand | | Constituency Assistant | | | | | | | |
| City of Hamilton | | Matt | Francis | | Councillor, Ward 5 | | | | | | | |
| City of Hamilton | | Maryana | Ceric | | Executive Assistant | | | | | | | |
| City of Hamilton | | David | Ronald | | Executive Administrator | | | | | | | |
| City of Hamilton | | Tom | Jackson | | Councillor, Ward 6 | | | | | | | |
| City of Hamilton | | Samantha | Kreidl | | Assistant | | | | | | | |
| City of Hamilton | | Nancy | Burden | | Assistant | | | | | | | |
| City of Hamilton | | Esther | Pauls | | Councillor, Ward 7 | | | | | | | |
| City of Hamilton | | Sam | Minniti | | Chief Advisor & Constituency Assistant | | | | | | | |
| City of Hamilton | | Zora | Milovanovic | | Administrative Assistant | | | | | | | |
| City of Hamilton | | John-Paul | Danko | | Councillor, Ward 8 | | | | | | | |
| City of Hamilton | | Nikola | Wojewoda-Patti | | Administrative Assistant | | | | | | | |

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| City of Hamilton | | Brad | Clark | | Councillor, Ward 9 | | | | | | | |
| City of Hamilton | | Rob | Ribaric | | Assistant | | | | | | | |
| City of Hamilton | | Jeff | Beattie | | Councillor, Ward 10 | | | | | | | |
| City of Hamilton | | Jackie | Coffey | | Administrative Assistant | | | | | | | |
| City of Hamilton | | Mark | Tadeson | | Councillor, Ward 11 | | | | | | | |
| City of Hamilton | | Kristen | Demik | | Office Assistant | | | | | | | |
| City of Hamilton | | Craig | Cassar | | Councillor, Ward 12 | | | | | | | |
| City of Hamilton | | Sherri | Brown | | Constituency Coordinator | | | | | | | |
| City of Hamilton | | Nancy | Hurst | | Planning & Initiatives Advisor | | | | | | | |
| City of Hamilton | | Alex | Wilson | | Councillor, Ward 13 | | | | | | | |
| City of Hamilton | | Micaela | Corcoran | | Constituency and Administrative Assistant | | | | | | | |
| City of Hamilton | | Jody | Aberdeen | | Constituency and Administrative Assistant | | | | | | | |
| **Conservation Authority** | | | | | | | | | | | | |
| Hamilton Conservation Authority | | Michael | Stone | Watershed Planni | Manager | 838 Mineral Sprin | Ancaster, ON | | L9G 4X1 | (905) 525-2181 e | Mike.Stone@conservationhamilton.ca | |
| Hamilton Conservation Authority | | Katherine | Menyes | Watershed Planni | Director | 839 Mineral Spring | Ancaster, ON | | L9G 4X2 | **905-525-2181 x13** | **kmenyes@conservationhamilton.ca** | |
| **Utilities** | | | | | | | | | | | | |
| Alectra | Mr | Mark | Jakubowski | Customer Capital | Supervisor, Design | | | | | 905-317-4796 | mark.jakubowski@alectrautilities.com | |
| Alectra | Mr | Scott | Beaudrie | | Supervisor, Engineering Design | | | | | 905-521-4907 | scott.beaudrie@alectrautilities.com | |
| Bell | Mr | Chris | Gill | | Implementation Manager / CAG - Access Network Civil Structures | | | | | 289-260-3934 | chris.gill@bell.ca | |
| Cogeco | Mr | Jordan | Poole | | Network Planner - Permit Design | | | | | 905-407-7554 | jordan.poole@cogeco.ca | |
| Enbridge | Mr | Enzo | Greco | | Advisor, Construction & Project Management | | | | | 289-649-2061 | egreco@uniongas.com | |
| HydroOne | Mr | Robert | Krndija | | Supervising Distribution Engineering Tech | | | | | 905-628-7692 | robert.krndija@hydroone.com | |
| Hydro One Southern Planning Group | | | | | Southern FBC Planning | | | | | | southernFBCplanning@hydroone.com | |
| Rogers | Mr | Richard | Bolliger | | Municipal & Utility Relations | | | | | 519-894-8142 | richard.bolliger@rci.rogers.com | 519-572-9981 |
| **Transportation** | | | | | | | | | | | | |
| Hamilton International Airport | | Diana | Rasula | Coordinator, Administration | | 9299 Airport Road, #2206 | Mount Hope, ON | | L0R 1W2 | | drasula@flyhamilton.ca | |
| Hamilton International Airport | | Cathie | Puckering | | President & CEO | 9300 Airport Road, #2206 | Mount Hope, ON | | L0R 1W1 | | cpuckering@flyhamilton.ca | |
| Hamilton International Airport | | Linda | Castiglione | Contract and Lease Management | Manager, | 9300 Airport Road, #2206 | Mount Hope, ON | | L0R 1W0 | | lcastiglione@flyhamilton.ca | |
| Cycle Hamilton | | Jay | Krause | | Chair | | | | | | chair@cyclehamont.ca | |
| **First Nations** | | | | | | | | | | | | |
| Haudenosaunee Development Institute (HDI) for the Haudenosaunee Confederacy of Chiefs Council (HCCC) | | Todd | Williams | Haudenosaunee Development Institute (HDI) for the Haudenosaunee Confederacy of Chiefs Council (HCCC) | Program Coordinator | 16 Sunrise Court, Suite 600<br>PO Box 714 | Oshweken, ON | | N0A 1M0 | Phone: 519-445-4222<br>Fax: 519-445-2389 | Williams.todde@gmail.com<br>tworowarchaeology@gmail.com | Contacts on Indigenous Monitoring Policy<br>Wayne Hill is no longer with HDI. All correspondence should be sent through Todd Williams.<br><br>https://www.haudenosauneeconfederacy.com/departments/haudenosaunee-development-institute/ |
| Metis Consultation Unit | | | | | Metis Nation of Ontario | 500 Old St. Patrick Street, Unit #3 | Ottawa, ON | | K1N 9G4 | MNO Council and Regional Consultation Committee as the main contact (see email below):<br>consultations@metisnation.org | **Cassidy Shay Press (she/her) (CHECKS the main email box - no need to include her email when sending to the main box).**<br>Branch Coordinator \| Climate Change Advisor<br>Lands, Resources & Consultations Branch<br>Métis Nation of Ontario<br>C: 705-528-4542<br>E: CassidyP@metisnation.org<br>W: www.metisnation.org | Please send all consultations emails to our inbox at consultations@metisnation.org, rather than to individual staff emails. This inbox is regularly monitored by our branch coordinator, who will direct emails to the appropriate staff member or council for consideration.<br><br>Thank you, Merci, Miigwech, Maarsii!<br><br>Cassidy Shay Press (she/her)<br>Climate Change Advisor<br>Lands, Resources & Consultations (LRC) Branch<br>Métis Nation of Ontario<br>C: 705-528-4542<br>E: CassidyP@metisnation.org<br>W: www.metisnation.org |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mississaugas of the Credit First Nation | | Adam | LaForme | Field Liaison Represenative with Department of Consultation and Accommodation (DOCA) | Mississaugas of the Credit First Nation | 2789 Mississauga Road - RR #6 | Hagersville, ON | | N0A 1H0 | http://mncfn.ca/mncfn-department-contacts/ | Please forward all Archaeological inqiries to: Adam.LaForme@mncfn.ca and any Consultation inquires to **abby.laforme@mncfn.ca** or DOCA.Admin@mncfn.ca | Contact on Indigenous Monitoring Policy |
| Six Nations Land and Resources Department, Land Use Unit for the Six Nations of the Grand River Elected Council (SNEC) | | Hill-Montour<br>Bomberry<br>LaForme<br>Vanstone | Tanya<br>Lonny<br>Dawn<br>Robbin | Archaeology Coordinator<br>Director<br>Secretary<br>Consultation Supervisor | Six Nations Land and Resources Department, Land Use Unit for the Six Nations of the Grand River Elected Council (SNEC) | 2498 Chiefswood Road PO Box 5000 | Oshweken, ON | | N0A 1M0 | http://www.sixnations.ca/LandsResources/ContactUs.htm | 1-519-753-0665 & Fax:1-519=753-3449<br>tanyahill-montour@sixnations.ca<br>lonnybomberry@sixnations.ca<br>dlaforme@sixnations.ca<br>Robbin Vanstone (ARCHAEOLOGY ONLY)<br>Consultation Supervisor<br>Lands and Resources<br>Six Nations of the Grand River<br>w. 519-753-0665 ext. 5433<br>c. 226-388-0284<br>rvanstone@sixnations.ca | Contacts on Indigenous Monitoring Policy |
| Huron Wendat First Nation at Wendake | | Dominic<br>Mario<br>Lori-Jeanne<br>Rémy | Ste-Marie<br>Gros-Louis<br>Bolduc<br>Vincent | Huron Wendat First Nation at Wendake | Conseiller en gestion du territoire<br>Grand Chief | 255 Place Chef Michel-Laveau | Wendake, QC | | G0A 4V0 | | **For any new consultation from Ontario, contact:**<br>Dominic Ste-Marie,:<br>dominic.ste-marie@wendake.ca<br>Also copy:<br>Mario Gros-Louis:<br>Mario.GrosLouis@cnhw.qc.ca<br>&<br>Lori-Jeanne Bolduc:<br>lori-jeanne.bolduc@cnhw.qc.ca<br>Stage 1 AA Reports go to<br>Thiefaine.Terrier@wendake.ca | Contacts on Indigenous Monitoring Policy |
| Haudenosaunee Confederacy of Chief's Council | | Todd | Williams | | | | | | | | hdi2@bell.net | |
| Huron-Wendat First Nation | | Maxime | Picard | | | | | | | | maxime.picard@cnhw.qc.ca | |
| Huron-Wendat First Nation | | Tina | | | | | | | | | tina.durand@cnhw.qc.ca | |
| Mississaugas of the Credit First Nation | | Fawn | Sault | | | | | | | | fawn.sault@mncfn.ca | |
| Mississaugas of the Credit First Nation | | Megan | DeVries | | | | | | | | megan.devries@mncfn.ca | |
| Six Nations of the Grand River Council | | Tanya | Hill-Montour | | | | | | | | tanyahill-montour@sixnations.ca | |
| Six Nations of the Grand River Council | | Robin | Linn | | | | | | | | rlinn@sixnations.ca | |
| Six Nations of the Grand River Council | | Lonny | Bomberry | | | | | | | | lonnybomberry@sixnations.ca | |
| Six Nations of the Grand River Council | | Dawn | LaForme | | | | | | | | dlaforme@sixnations.ca | |
| | | | | | | | | | | | | |
| **School Board Contacts** | | | | | | | | | | | | |
| Hamilton-Wentworth District School Board | | Dave | Anderson | Hamilton-Wentworth District School Board | Senior Manager, Facilities Management | 100 King Sreet West - P.O. Box 2558 | Hamilton, ON | | L8N 3L1 | | 905-527-5092 ex 2202<br>daanders@hwdsb.on.ca | |
| French Catholic School Board | | Albert | Beaudin | French Catholic School Board | | 110 Drewry Avenue | North York, ON | | M2M 1c8 | | | |
| McMaster University | | Anthony | Cupido | McMaster University | Adjunct Associate Professor, Civil Engineering | 1280 Main Street West Campus Services Building, Room 109 | Hamilton, ON | | L8S 4L8 | | 905-525-9140 x23054<br>cupidot@mcmaster.ca | |
| Hamilton-Wentworth District School Board | | Dawn | Danko | Hamilton-Wentworth District School Board | Board Chair | 20 Education Court<br>**Mailing address**<br>**PO Box 2558 L8N 3L1** | Hamilton, ON | | L9A 0B9 | | 905-527-5092 x2279<br>ddanko@hwdsb.on.ca | |
| Hamilton-Wentworth Catholic District School Baord | | Patrick J. | Daly | Hamilton-Wentworth Catholic District School Baord | President of the Ontario Catholic School Trustees' Association (OCSTA) | 90 Mulberry Street - P.O. Box 2012 | Hamilton, ON | | L8N 3R9 | | 905-525-2930 x 2162<br>dalyp@hwcdsb.ca | |
| French Public School Board | | Miguel | Ladouceur | French Public School Board | Director of Planning | 116 Cornelius Parkway | Toronto, ON | | M6L 2K5 | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Mohawk College | | Ron | Mckerlie | Mohawk College | President | 135 Fennell Avenue West | Hamilton, ON | | L9C 0E5 | | 905-575-1212 x4170 xAdmin Asst Dir, Office of president@mohawkcollege.ca | |
| Hamilton-Wentworth Catholic District School Baord | | Paola | Pace-Gubekjian | Hamilton-Wentworth Catholic District School Baord | Associate Director of Corporate Services | 90 Mulberry Street - P.O. Box 2012 | Hamilton, ON | | L8N 3R9 | | 905-525- 2930 x2309 pacep@hwcdsb.ca | |
| McMaster University | | Terry | Sullivan | McMaster University | Director, Security and Parking Services | 1280 Main Street West, CUC-102 | Hamilton, ON | | L8S 4K1 | | 905.525.9140 x23372 sullivan@mcmaster.ca | |
| | | | | | | | | | | | | |
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| **Stakeholders** | | | | | | | | | | | | |
| Citizens for Citizens Ward Three Neigbourhoods | | David | Beland | Citizens for Citizens Ward Three Neigbourhoods | Chairperson | 182 St. Clair Boulevard | Hamilton, ON | | L8M 2P1 | 905-549-4407 dbeland@istar.ca | | |
| Lawson Park Ltd | | Graham | Flint | Lawson Park Ltd | Chairman | PO Box 15 R.R.1 | Freelton, ON | | L0R 1K0 | 905-659-5417 info@stopthequarry.ca | | |
| Bruce Trail Conservancy | | Adam | Brylowski | Bruce Trail Conservancy | Land Stewardship Coordinator | PO Box 857 | Hamilton, ON | | L8N 3N9 | Phone: 905-529-6821 ext 26 Fax: 905-529-6823 abrylowski@brucetrail.org | | Physical / courier address: Rasberry House Arboretum Section Royal Botanical Gardens Old Guelph Rd. Dundas, ON L9H 5Y6 |
| Environment Hamilton | | Ian | Borsuk | Environment Hamilton | Executive Director | 22 Wilson Street, Unit 4 | Hamilton, ON | | L8R 1G7 | 905-549-0900 contactus@environmenthamilton.org | | Fslatter |
| Bay Area Restoration Council | | Chris | McLaughlin | Bay Area Restoration Council | Executive Director | LSB-B130F, McMaster University | Hamilton, ON | | L8S 4K1 | 905-527-7111 cmclaughlin@hamiltonharbour.ca | | |
| Citizens at City Hall (CATCH) | | Don | McLean | Citizens at City Hall (CATCH) | Organizer | | | | | 905-664-8796 info@hamiltoncatch.org | | |
| Community Action Program for Children | | Alison | Miller | Community Action Program for Children | Community Outreach/Volunteer Coordinator | 150 Violet Drive | Hamilton, ON | | L8E 6B4 | 905-546-4295 capc@capc.hamilton.on.ca | | |
| Weaver Community Hub | | Alex | Moroz | Weaver Community Hub | Chair | Cathy Weaver Elementary School, 160 Wentworth St. N. | Hamilton, ON | | L8L 5V7 | 905-973-4064 amoroz@cogeco.ca | | |
| Hamilton Wentworth Council of Home & School Associations | | Angela | Murchie | Hamilton Wentworth Council of Home & School Associations | President | | | | | hwcouncil@gmail.com | | |
| Hamilton Waterfront Trust | | Werner | Plessl | Hamilton Waterfront Trust | Executive Director | 47 Discovery Drive | Hamilton, ON | | L8L 8K4 | 905-523-4498 x22 wplessl@hamiltonwaterfront.com | | |
| Hamilton Community Foundation | | Sandra | Stephenson | Hamilton Community Foundation | Chair | 120 King Street West, Suite 700 | Hamilton, ON | | L8P 4V2 | information@hcf.on.ca | | |
| | | | | | | | | | | | | |
| **Public** | | | | | | | | | | | | |
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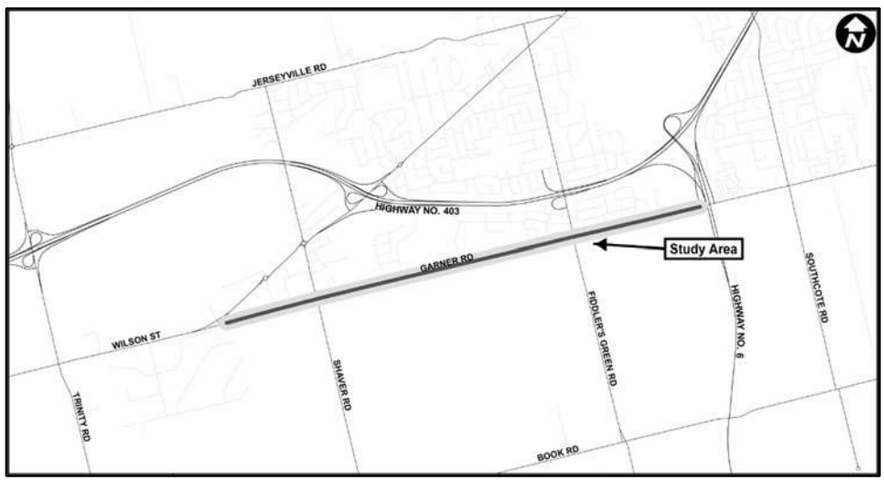
# K.2 Notifications

# Garner Road Municipal Class Environmental Assessment

## Notice of Study Commencement and Public Information Centre #1

### The Study

The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) process to develop and assess alternative solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp) (map below). The EA will assess options to improve traffic, active transportation, and stormwater management throughout the corridor.




### Process

This project is being carried out as a Schedule C project under the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, 2015, and 2023). The purpose of the first Public Information Centre (PIC) will review the problem/opportunity statement, the alternative solutions, and the recommended solution. A second PIC will be held at a later date to review the project's alternative designs and the associated evaluation process.

### How to Participate

| In-Person Public Information Centre | Review Materials Online |
|---|---|
| **DATE:** Monday, December 11, 2023<br>**TIME:** 6:00 p.m. – 8:00 p.m. (open house format)<br>**LOCATION:** Ancaster Old Town Hall, 310 Wilson Street East<br><br>The PIC will be a drop-in style session where information will be provided about the project. Project team members will be available to answer questions. | Visit the project webpage anytime from December 4th, 2023, to January 1st, 2024, to view the information display panels. Following the live event, a recorded presentation will also be posted. Materials are available 24 hours a day, 7 days a week.<br><br>The project website is:<br>https://engage.hamilton.ca/GarnerRoadEA |

**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:

**Megan Salvucci, RPP**
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-546-2424 ext. 2732
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.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 December 1st, 2023, and December 8th, 2023, in the Hamilton Spectator.

# Garner Road Municipal Class EA

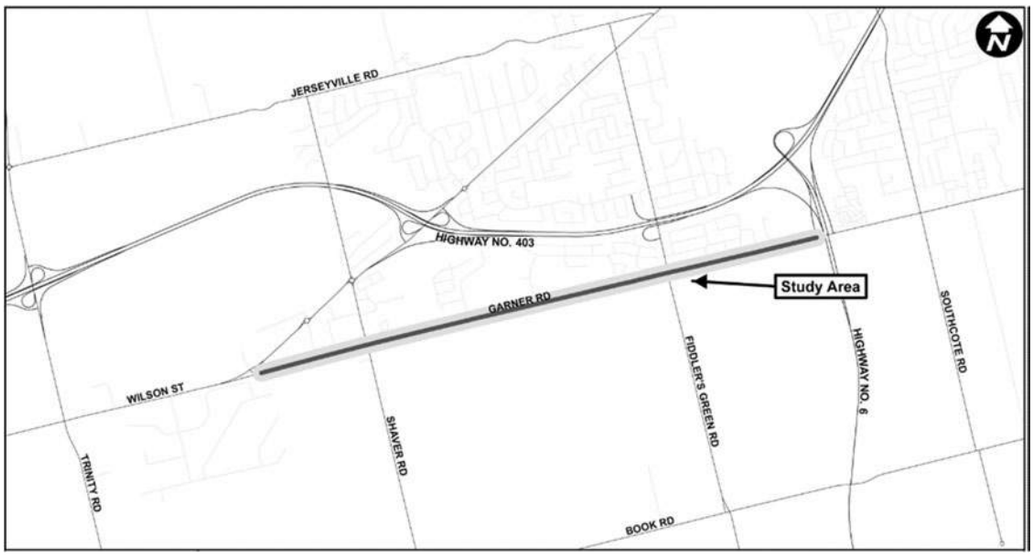
## Public Information Centre (PIC) #2

### The Study

The City has initiated a Municipal Class Environmental Assessment process along Garner Road (Wilson Street to the Highway 6 off-ramp) to improve transportation infrastructure. Falling along the S-Line of the BLAST Rapid Transit Network, the study will ensure that the transit priority corridor supports multi-modal (pedestrians, cyclists, and vehicles) safety, capacity, traffic management and consistency with neighbouring road segments on Garner Road. The EA process is developing and assessing alternative designs to improve traffic, active transportation, and stormwater management throughout the corridor.

### Process

This project is being carried out as a Schedule C project under the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007, 2011, 2015, and 2023).




The purpose of this second Public Information Centre (PIC) is to present the preferred design alternatives and the associated evaluation process.

### How to Participate

| Review Materials Anytime | Join in person PIC |
|---|---|
| Visit the project webpage anytime from August 15th to September 10th to view the information display panels. A comment form will be available until midnight on September 10th. Following the live event, a video recording of the presentation will also be posted. Materials are available 24 hours a day, 7 days a week.<br><br>The project website is:<br>https://engage.hamilton.ca/GarnerRoadEA | **DATE:** Thursday, August 22, 2024<br>**TIME:** 6:00 p.m. – 8:00 p.m. (open house format)<br>**LOCATION:** Ancaster Old Town Hall, 310 Wilson Street East<br>The PIC will be a drop-in style session where information will be provided about the project. Project team members will be available to answer questions. |

**If you have any accessibility requirements in order to be able to review the PIC materials and provide comments, please contact the City Project Manager below as soon as possible.**

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

**Megan Salvucci, RPP**
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-977-1478
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.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 was issued August 9th, 2024 and August 16th, 2024 in the Hamilton Spectator.

# K.3 Public Information Centre 1

# Garner Road

## Municipal Class Environmental Assessment

City of Hamilton

# Public Information Centre 1

December 11, 2023

# Welcome!

The goals of this Public Information Centre (PIC) are to:







- Introduce the project and why it is being undertaken
- Provide an overview of the process that this study is following
- Provide a summary of the Problems and Opportunities
- Present existing conditions within the study area
- Present Alternative Solutions and draft evaluation criteria

# Problem & Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths).







# Natural Environment

## *Existing Conditions*

The study area includes the following significant natural features:

# Transportation Level of Service

*Existing Conditions*

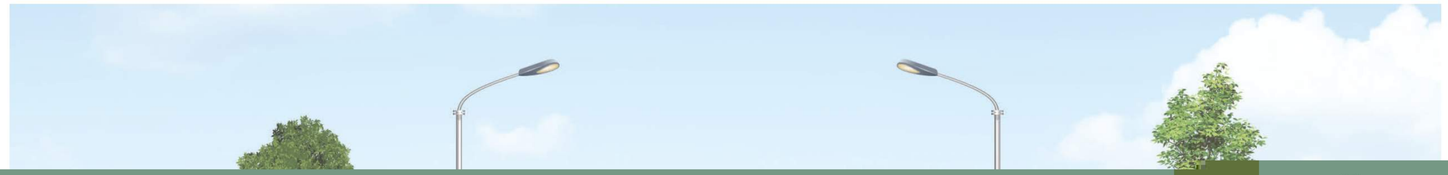
The existing corridor was also reviewed to determine the overall Multi-modal Level of Service (MMLOS) for transit, bicycles, pedestrians, autos and trucks to indicate how well these modes of travel are functioning. The corridor has discontinuous sidewalks and lacks dedicated cycling infrastructure, which resulted in a poor MMLOS for those elements.

| Mode of Travel | Summary of LOS |
|---|---|
| **Transit** | **Poor**<br>Long delays, low levels of reliability |
| **Bicycles** | **Fails**<br>No dedicated cycling infrastructure |
| **Pedestrians** | **Fails**<br>Discontinuous sidewalks throughout corridor |
| **Automobiles** | |

# Recommended Solutions

The following Alternative Solutions will be carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

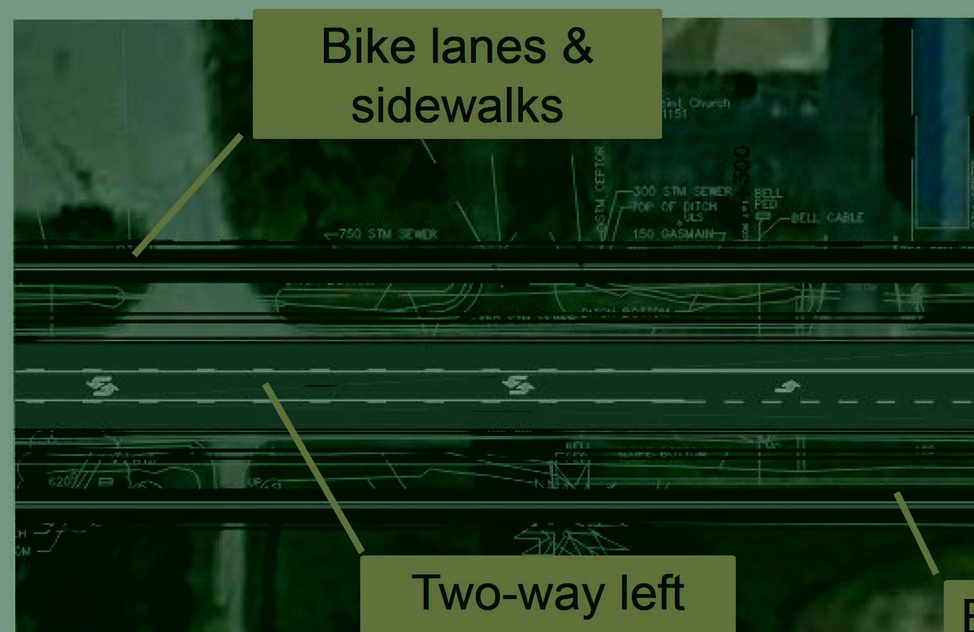
- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.



## *Option 1*




Existing right-of-way

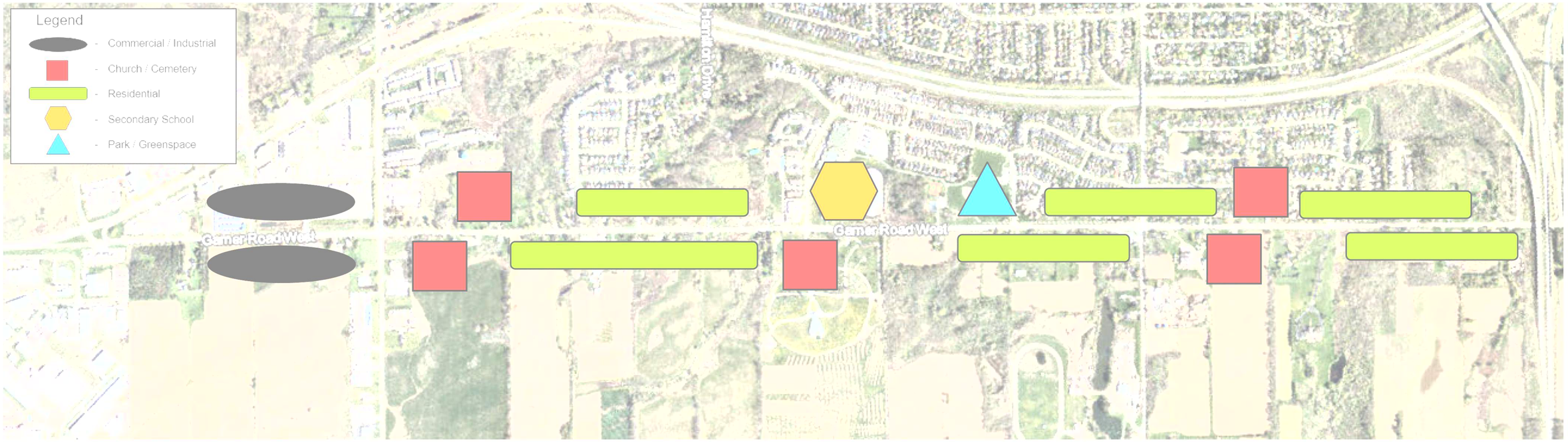


# Potential Alternative Cross-Section

## *Option 2*




Several environmental and technical constraints are located within the study area that will influence the development of Design Alternatives and the decision-making process.




Key constraints include existing commercial/industrial areas, churches, cemeteries, residential properties, secondary school property, and park/greenspace.

The existing right-of-way varies and is approximately 30m wide on average. Additional

# Alternative Design Elements

During Phase 3 of the EA process, the following design elements will be considered as Design Alternatives are developed:

## Physical Design Elements

- Road lane width and alignment
- Transit stop locations and amenities
- Active transportation facilities location, width, and type
- Drainage/stormwater management improvements
- Street lighting
- Landscaping opportunities
- Construction staging

## Operational Design Elements

- Turning movements, access, signal timing
- Intersection accessibility opportunities (i.e., crosswalks, cross-rides)

# Next Steps

Following this PIC, the project team will complete the next steps below:

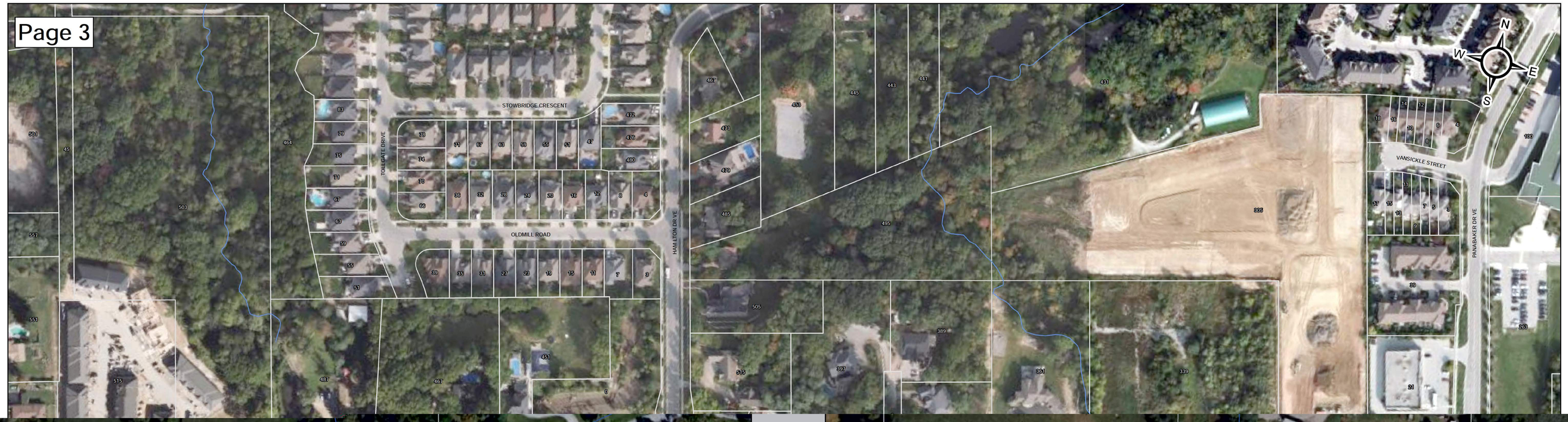
- Review and respond to comments received
- Continue to engage Indigenous communities, and consult with the public and agencies
- Confirm the Preferred Solution

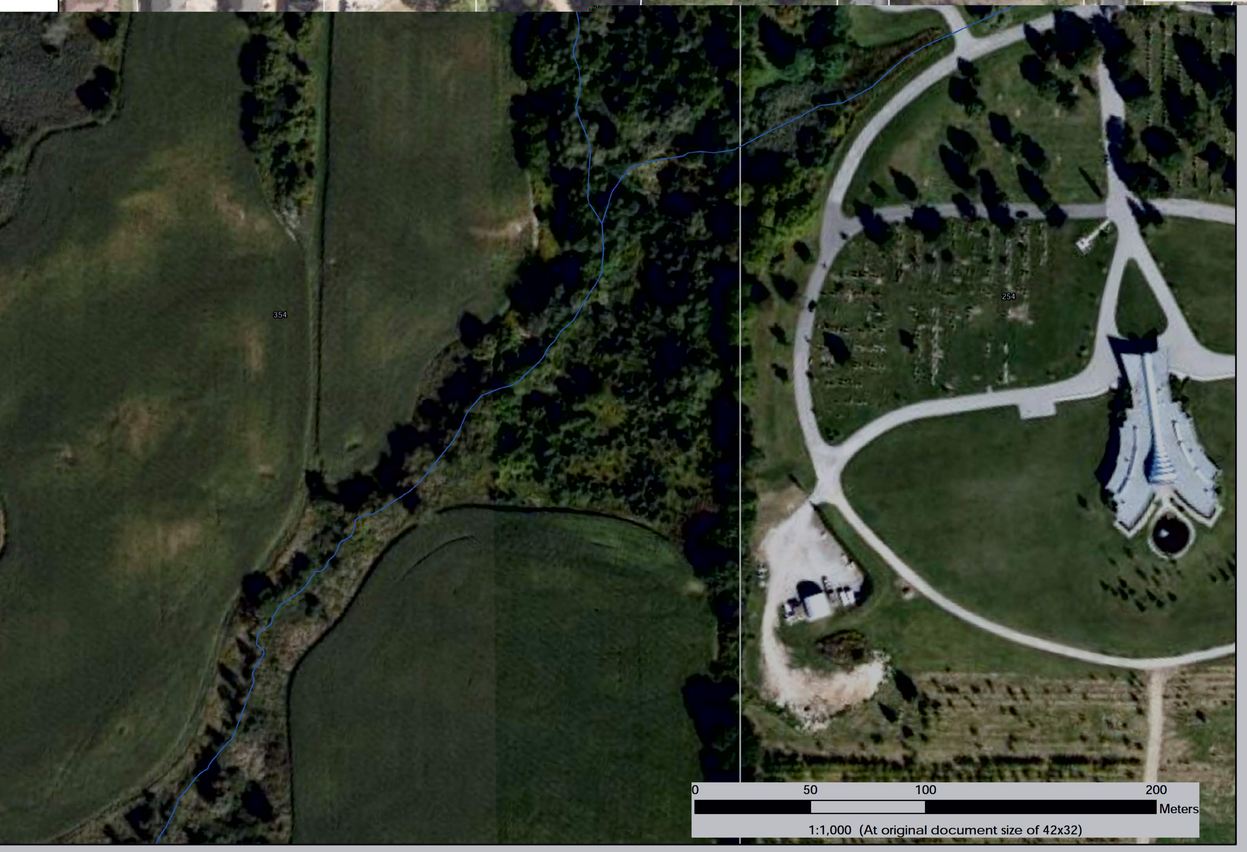

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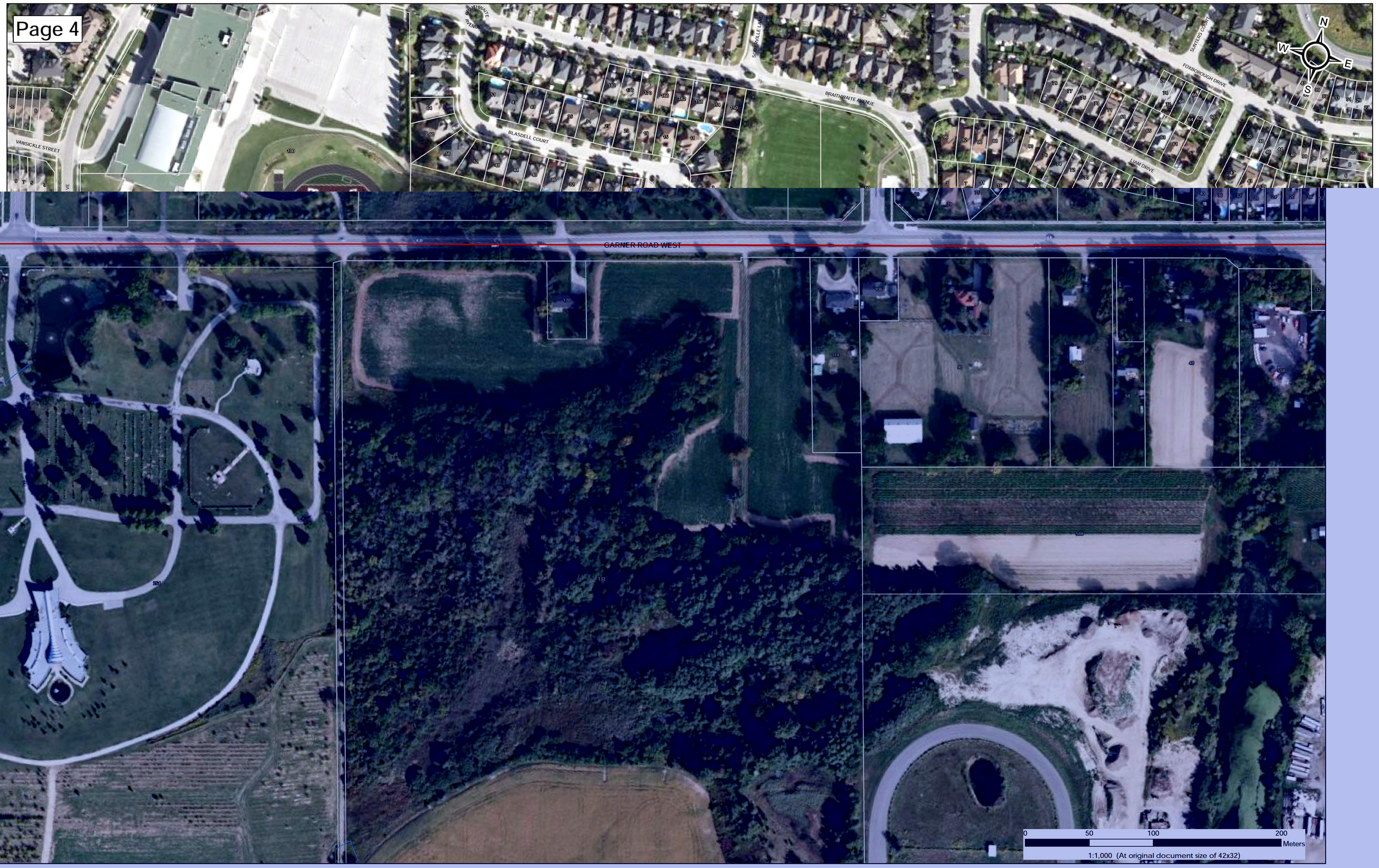

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Page 3

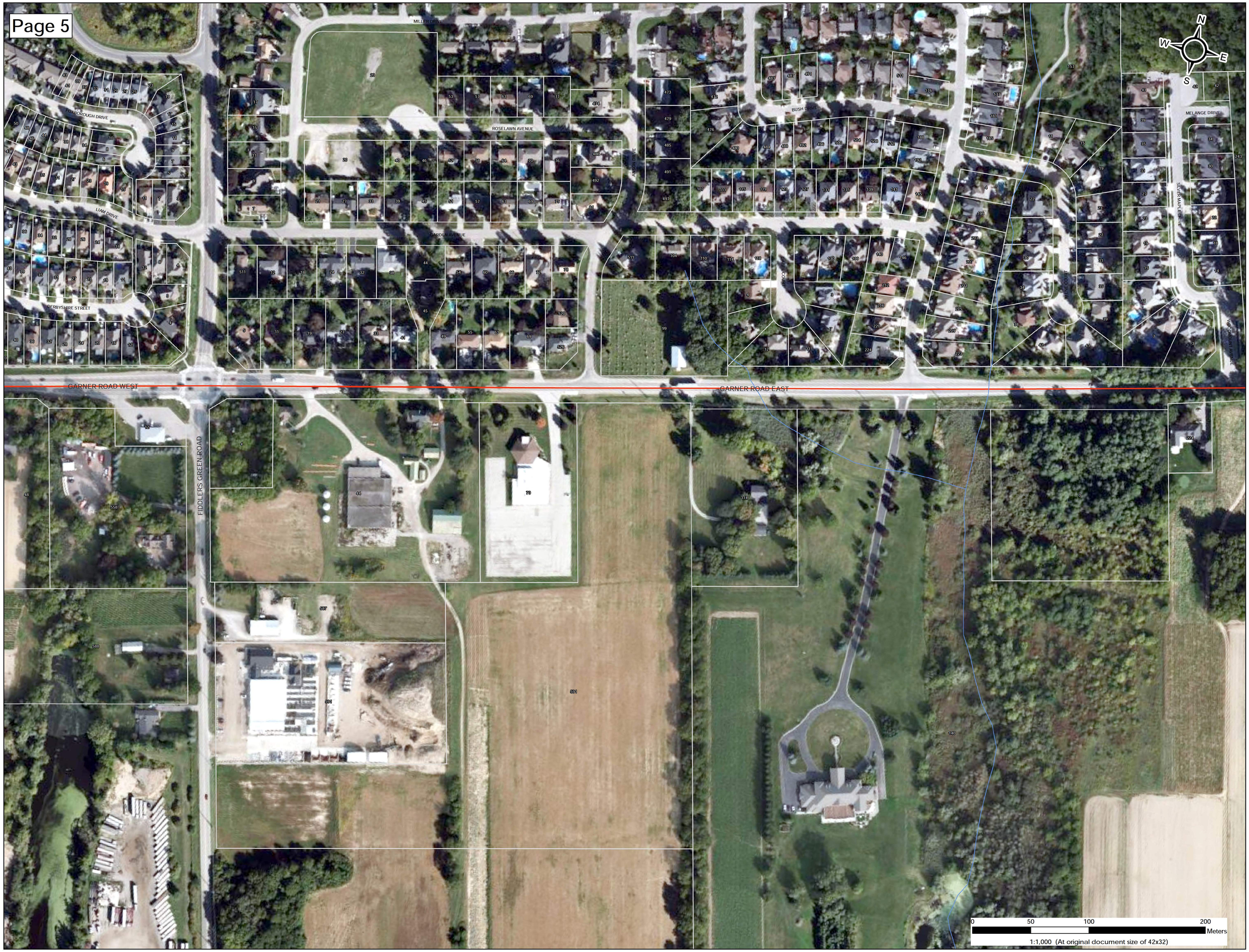

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Page 5


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MELANGE DRIVE
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FARLEY LANE
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SILVER MAPLE DRIVE
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# Frequently Asked Questions

**City of Hamilton, Garner Road Municipal Class Environmental Assessment Study**

| | |
|---|---|
| **Active Transportation** | |
| Will there be improvements to active transportation infrastructure? | Improvements to active transportation are being recommended as part of the project. This may include separated bike lanes, multi-use paths, sidewalks, etc. Separated bike lanes and sidewalks have been included in the potential alternative cross-sections presented at Public Information Centre (PIC) #1. Additional work on possible active transportation options will be included in PIC#2. |
| Will active transportation be separated from vehicular lanes and truck traffic? | At this time, the potential active transportation facilities being considered for the study are separated bike lanes and sidewalks. The conceptual cross-section presented on Slide 12 of the PIC #1 presentation provides a typical cross section of the corridor, showing vehicular lanes, and their separation from the proposed sidewalks and bike lanes. Where feasible, a boulevard will be used to provide physical separation of the active transportation facilities from the vehicular lanes. |
| **Traffic & Safety** | |
| What will be the posted speed limit of Garner Road? | The existing posted speed limit of Garner Road is 60 km/hr. The speed limit is not anticipated to change as part of these improvements but will be confirmed during future phases of the project. |
| Will there be a designated turning lane? | A designated two-way left turn lane is being considered in alternative cross-section Options 1 and 3. |
| How will winter maintenance (i.e., salt, snow removal) impact my property? | Winter maintenance will remain unchanged from the current process. More information about the City's Snow Clearing practices are available at the following link: https://www.hamilton.ca/home-neighbourhood/getting-around/streets-sidewalks/snow-clearing Sidewalks in Ancaster are cleared by the City, and any new bike lanes will also be cleared by the City. ~~The City of Hamilton's Snow and Ice~~ |

| | |
|---|---|
| | By-Law No. 03-296 requires property owners and/or occupants to clear snow and ice within 24 hours after the end of a snow event from sidewalks adjacent to their property, and roofs that overhang the City sidewalk. Should a sidewalk be erected adjacent to your property, this By-Law will be in effect.<br>The City will be responsible for snow clearing on Bike Lanes. |
| **Noise** | |
| I'm concerned about increased traffic-related noise as a result of the road widening. What will be done to mitigate noise impacts? | A Noise Assessment Study is being undertaken as part of the study. The findings will be presented as the study progresses, including the need for noise mitigation measures (i.e. noise barriers, landscaping, etc.). The noise assessment will use current and projected future traffic data to model the sound levels caused by road traffic with and without the proposed improvements. |
| **Natural Environment** | |
| How many trees will be removed? | Tree removal will be required as part of this project. At this time, the quantity of tree removal is not known, but impacts to the trees will be avoided and mitigated to the extent possible. As part of the study, opportunities for streetscaping and landscaping improvements will be taken into consideration where feasible. |
| Will the project impact the Garner Marsh? | The project team is aware of the diverse natural environment surrounding Garner Road. The Garner Marsh has been identified as an Unevaluated Wetland as part of the Natural Environment Existing Conditions assessment. Potential impacts to the natural environment are being considered as part of the evaluation of potential alternative cross-sections. Any potential impacts will be mitigated to the extent possible and will be shared as the study progresses. |
| Will there be wildlife crossings along the corridor? How will species at risk (SAR) be impacted? | Wildlife corridor crossings are being considered as part of the overall improvements to provide safe passage for wildlife to pass under the roadway, and to reduce the risk of collision with motor vehicles. The location of the wildlife crossings will be determined as the study progresses. A Natural Environment Assessment Report is being undertaken as part of this study, and will document potential impacts and appropriate mitigation measures to reduce potential negative |

**Commented [SO1]:** Sidewalks in Ancaster are plowed by the City.
https://www.hamilton.ca/home-neighbourhood/getting-around/streets-sidewalks/sidewalk-snow-clearing
This link shows the map where the sidewalks are plowed by the City. Please review this statement.

| | |
|---|---|
| | effects. This information will be incorporated into the final Environmental Study Report. |
| **Built Heritage Resources and Cultural Heritage Landscapes** | |
| There are many heritage resources and cemeteries along Garner Road. Will these be impacted? | A review of the existing built heritage resources and cultural heritage landscapes within the study area will be completed. The City of Hamilton Heritage Mapping and Resources has identified several heritage properties within the study area. Any potential impacts will be mitigated to the extent possible and will be shared as the study progresses. |
| **Climate Change** | |
| How will this project support the Climate Crisis? | The focus of this study is to assess options to improve active transportation, transit, traffic, and stormwater management throughout the corridor. Through the improvements to active transportation and transit, the public will have better access to additional transportation opportunities throughout the corridor, reducing the quantity of motor vehicle travel. Overall, this shift in transportation methods will help to reduce greenhouse gas emissions. In addition, stormwater management improvements will increase resiliency to climate change events, such as extreme rainfall. The measures implemented as part of the project will better manage stormwater run-off and reduce the risk of flooding. |

Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

- including active transportation (pedestrian + cycling) is problematic - this is due to the increasing truck traffic along the corridor. It is not a pleasant walking experience due to the noise + exhaust from the trucks. I would not feel safe or even enjoy the walk along this route no matter what type of mitigation is put in place.
- my fear is that the traffic noise + pollution will greatly increase if you widen the road or increase the number of lanes.
- * I would prefer that the road is left the way it is.
- I have lived in my home for 12 years and have seen erosion of the enjoyment of my backyard because of the increasing truck traffic + noise. If the corridor is changed, I will have no option but to move.

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by **Thursday, January 4, 2024** to either:


**Megan Salvucci, RPP**
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-546-2424 ext. 2732
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com


Name: [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

Property Location: (if different from mailing address):

Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

I am strongly against this Project, Because

1. Noise level will increase
2. Traffic issue
3. Heritage trees etc being removed
4. Bike lane is unnecessary
5. Green belt being affected
6. Residential property is taken away for widening this road

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Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com


Name: [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

Property Location: (if different from mailing address): [redacted]

Visit the study website at: www.engage.hamilton.ca/GarnerRoadEA

Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

* Save the heritage trees *
Garner is a turtle crossing near 140 Garner so needs safe * wild life crossing *
Data on how busy this road will be is valuable. Garner is really only busy @ 9:00 Am when mom's drive their kids to Bishop Tonnos High, otherwise the road is quiet.

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Name: [redacted]

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**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

Book Road has R.O.W. and setback to accommodate higher volume traffic and future R.O.W needs, as well as through traffic from 403/Wilson to Hwy 6.

Impact of any widening to the existing closely ~~nearby~~ setback residences on Garner Rd and the close mature trees and ecosystems must be prioritized to maintain quality of life in the neighbourhoods along Garner. For these reasons, 3 lane cross section should be the maximum. There is already alot of Hwy 403 + 6 traffic through Ancaster, and widening will worsen so please only three lanes. Walking + bike riding are a very important community needs. Its dangerous without sidewalks and bikepaths.

I would like to learn of how Hamilton manages 403 + 6 traffic flow through Ancaster.

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Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com


Name: [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

Property Location: (if different from mailing address): [redacted]

Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

- This area was just put into green space
- reduce speed limit
- 2 lanes
- schools
- there are walking paths just on one side
- taking peoples property now you deem it green space
- I was refused on a separate driveway because of the effect of the trees - now you can kill them
- this should not be happening

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Name: [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

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Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

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**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

Hi Guys
I am at [redacted]
The street width is very very tight on our frontage and I don't really see how there is room for any widening, except Maybe a sidewalk. Realistically we have many trees along the frontage one of the main reasons we built there.
I am hoping for an "at home" consultation to review and what can be done.
Will the city buy out my house??
We will need some options
Thanx

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**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com


Nam [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

Property Location: (if different from mailing address):
[redacted]

Hamilton
Public Works

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**Monday, December 11, 2023**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**COMMENTS:**

Thank you for meeting with us in the cold and dark.

As stated last night these are our opinions regarding the expansion of Garner Rd from Duff's Corners & the 6 by-pass

From the by-pass to Duff's Corners there needs to be right hand turn lanes into every new complex. A centre lane straight thru with left and right turning into each complex and driveway. A possible ~~fee~~ traffice circle at McNiven Rd into 1040 Garner Rd complex. Buses should be able pull off of the road to load and unload and not block traffic. going east & west And straighten Garner Road at Bennetts garden centre


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Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com


Name: [redacted]

Mailing Address: [redacted]

Telephone: [redacted]

Property Location: (if different from mailing address):

[redacted]
**Date:** Thursday, December 14, 2023 1:56:27 PM
**Attachments:** image001.png

---

Sorry, I guess some more information would be helpful. I returned their call and they provided the information noted below.

The resident would like to have future notifications be mailed to them, their address is:
[redacted]

They also provided the following comments:

- They are not supportive of a three lane cross-section. From their experience as a transit user, if a bus stops, cars then use the centre turning lane to pass. They are concerned from a safety perspective.
    - The exception to this is if there are bus bays for the buses to pull to the side. This prevents the centre turning lane from being used to pass.
- They are supportive of either the four-lane or five-lane cross-section.

Thanks,
Megan

**Megan Salvucci, *MCIP*, *RPP*** (she/her)
Senior Project Manager – Infrastructure Programming and Planning
Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424 Ext.2732

---

**From:** Salvucci, Megan
**Sent:** December 14, 2023 1:43 PM
**To:** Stanciu, Olivia <Olivia.Stanciu@hamilton.ca>
**Subject:** FW: Message from A VIVEIROS (+19053871284)

Hi Olivia,

Could you please add this resident to the Garner Road EA mailing list?

Thanks,

**Megan Salvucci, *MCIP*, *RPP*** (she/her)
Senior Project Manager – Infrastructure Programming and Planning

Infrastructure Renewal
Engineering Services
Public Works, City of Hamilton
(905) 546-2424 Ext.2732

**From:** Cisco Unity Connection Messaging System <unityconnection@ucxpub1.hamilton.ca>
**Sent:** December 14, 2023 10:22 AM
**To:** megan.salvucci@ucxpub1.hamilton.ca
**Subject:** [redacted]

| | |
|---|---|
| **From:** | Bartlett, Isaac |
| **To:** | Hohner, Paula; Micks, Sarah |
| **Cc:** | Wrathell, Melissa |
| **Subject:** | FW: Garner Road EA and potential widening |
| **Date:** | Friday, January 5, 2024 8:20:48 AM |
| **Attachments:** | Garner Road EA 2.pdf<br>Garner Road EA and potential widening.msg |

Please add the attached and below to the project's public correspondence. I have attached the previous submission for our internal records.

**Isaac Bartlett** P. Eng., ENV SP
Sr. Associate, Transportation

Direct: 519-675-6643
Mobile: 519-282-3230
isaac.bartlett@stantec.com

Stantec
400-1305 Riverbend Road
London ON N6K 0J5

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**From:** blodewyks@cogeco.ca <blodewyks@cogeco.ca>
**Sent:** Thursday, January 4, 2024 7:38 PM
**To:** megan.salvucci@hamilton.ca; Bartlett, Isaac <isaac.bartlett@stantec.com>
**Subject:** RE: Garner Road EA and potential widening

You don't often get email from blodewyks@cogeco.ca. Learn why this is important

Hello Megan & Isaac,

Please disregard my previous comment submission and substitute it with the attached.

Thank you,

Brian Lodewyks

**From:** [redacted]
**Sent:** Wednesday, January 3, 2024 7:59 PM
**To:** 'megan.salvucci@hamilton.ca' <megan.salvucci@hamilton.ca>; 'isaac.bartlett@stantec.com' <isaac.bartlett@stantec.com>
**Subject:** Garner Road EA and potential widening

Hello Megan & Isaac,

th

Further to the public meeting held on December 11 , attached are some comments with respect to the upcoming Environmental Assessment of Garner Road.

Thank you,

[redacted]

**Caution:** This email originated from outside of Stantec. Please take extra precaution.

**Attention:** Ce courriel provient de l'extérieur de Stantec. Veuillez prendre des précautions supplémentaires.

**Atención:** Este correo electrónico proviene de fuera de Stantec. Por favor, tome precauciones adicionales.

January 4, 2024

Megan Salvucci, RPP

Isaac Bartlett, P. Eng.

RE: Garner Road EA

Please see below my comments and recommendations for the Garner Road EA and potential widening. I have lived on Garner Road for over 50 years and I am very familiar with the road and surrounding properties.

1. The City move towards a 4-lane road with a center turning lane where possible. There are cars repeatedly passing slow moving vehicles, City equipment such as lawnmowers/tractors, and farm equipment, even on double lines. This is obviously not a safe practice.
2. The City move towards a 4-lane road with a center turning lane to accommodate the current and future development along Garner Road. I understand that The City is scheduling a new 24" round watermain on Garner Road, from Southcote Road to Duff's Corner. This is in addition to the existing watermain and is scheduled for spring of 2024. The City has noted this is needed for future development along Garner Road.
3. The land south of Garner Road between Fiddler's Green Road and Shaver's Road is recently designated Greenbelt. However, this land was originally designated as Whitebelt in 2005 and has flipflopped in and out of the greenbelt over the years based on political choice and will likely be developed to residential use in the future. Therefore, the City should move towards a 4-lane road with a center turning lane to accommodate future growth.
4. I understand that there may be trees affected by the widening of Garner Road. Tree removal is not new to the City and is required for progress. The new development at 515 Garner Road West resulted in probably 200 mature trees being removed without any public opposition.
5. I do not recommend a separate bike lane with the road widening. I do not see a lot of bike traffic and there will likely be no available space for this.
6. Recommend setting the speed limit to 50 kilometers per hour along Garner Road.
7. Recommend pedestrian sidewalks on the north side of Garner Road. With the added number of condo units on Garner, there is an increase in pedestrian traffic. The existing sidewalks and lack thereof is not safe at all.
8. Recommend stoplights at multiple intersections such as Hamilton Drive, 403 off ramp (it is difficult to turn left).

I understand the above proposal is an aggressive approach, however I have seen Garner Road pieced together poorly in the past in an effort to make traffic work. The road should be designed and constructed properly in the future.

Thank you for your time and consideration.

Garner Road Resident

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| [redacted] | **Comment received December 12, 2023**<br>I was unfortunately unable to attend last nights information meeting. I was hoping the meeting was recorded (like the City council meetings are) so I could get a better feel for the project, comments and concerns. Can you please advise if this will become available? We live at [redacted] and are very interested in this project and any impacts it will have. | No action required. | Good morning Sharon,<br><br>Thank you for reaching out. A pre-recorded presentation was prepared and can be accessed on the project webpage. In terms of comments and questions received last night, there is an FAQ section on the webpage that will be updated in the upcoming days to reflect what was heard. |
| | **Comment received December 12, 2023**<br>Hello:<br>Thank you for getting back to me. Yes, I reviewed the presentation already and I am concerned about how wide - wide actually is. Also re the intersection at Hamilton Drive and in general access to and from my property. It is t always the best and sometimes the traffic is ridiculously fast - even some overtaking on a solid lane. With the amount of families moving in to the townhomes, traffic and access is definitely a challenge at times. It is sometimes dangerous to pull out, walk along the road or even consider taking a bike on it.<br><br>It's also concerning that the highschool students, pedestrians etc have a discontinuous sidewalk - that will be a nice improvement to see. It would also be nice if Liv would complete the path promised from Garner back to the conservation trail as was indicated on the plan for the subdivision a few doors up from us. Temporary path markers were placed years ago but nothing was ever completed.<br><br>I look forward to being kept in the loop re this project. | Added contact information to the mailing list. | [redacted]<br><br>Thank you for your comment. I wanted to confirm that it has been received and will be reviewed by the project team. I also wanted to confirm that we have added you to our mailing list so you will receive email notification for future public engagement opportunities tied to the project.<br><br>Thanks,<br>Megan |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 11, 2023**<br>Definitely put in bike lanes and sidewalks. Currently there is no safe way to get to the Walmart side of things via Garner Rd safely. My only concern is if you put in a 4 lane road with a turning lane, people will tend to speed more. It may also make getting a across the street for the residence in the south side harder. Currently our mailbox is on the north side of the road. Progress is important and I just want to let you know that not everyone is a NIMBY and look forward as this project moves along. That one lady does not speak on everyone's behalf. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 9, 2023**<br>Hi I'm a farmer in the area This is a plan that will set us backwards on the fight to preserve farmland. The city has implemented a water tax. This will only make the water run off problem worse and is not a good idea. Hamilton has numerous unfinished business parks. And empty wear-houses now If you expect people to pay a tax you in fact have to help the cause not make it worse. Just stop paving over our food resources! Stop | No action required. | No response required. |
| [redacted] | **Comment received December 11, 2023**<br>Including active transportation (pedestrian & cycling) is problematic – this is due to the increasing truck traffic along the corridor. It is not a peasant walking experience | No action required. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | due to the noise and exhaust from the trucks. I would not feel safe or even enjoy the walk along this route no matter what type of mitigation you put in place.<br>My fear is that the traffic noise and pollution will greatly increase if you widen the road or increase the number of lanes.<br>I would prefer that the road is left the way it is!<br>I have lived in my home for 12 years and have seen erosion of the enjoyment of my backyard because of the increasing truck traffic and noise. If the corridor is changed, I will have option by to move. | | |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 10, 2023**<br>I am for the road widening. We need to optimize traffic flow plus add sidewalks! | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 11, 2023**<br>The project is 1) parallel to a freeway, 2) additional to another arterial road (Wilson) and 3) serving a limited area (there is one commercial / light-industrial cluster, a few small developments and a school along the route). As the background information for the project states, truck and car access is already very good, which makes sense given the number of ways to access the few non-rural uses in this region. I do not see the case for adding any road capacity; if anything we should be trying to shift away from high volumes of traffic here, which conflict with our climate goals as well as the other stated project goals of providing better transit access and walking/cycling amenities. Increasing the capacity of Garner Road can only lead to more car trips, which entails more emissions, more negative effects on the nearby uses and more problems ensuring safety for all users. One concern I'd raise is about the idea of a center turn lane -- while i can imagine this would reduce the instances of delays, doing so necessarily increases the width of the road, requires more hard surfaces which need to be cleaned/drained/plowed, increases opportunities for passing / speeding, and does nothing to mitigate the risks of having drivers turn across a sidewalk, bike facility and opposing traffic lane simultaneously. I think we should be looking for ways to make these turns more controlled using center medians. On lane-width, i noticed the choice of 3.5 meter lanes even for the 2-lane-plus-turns option. Is there value in doing this? It seems to me that with one lane in each direction and 4m of space dividing traffic, there is very little need for extra buffer space to avoid collisions; in this case having wider-than-necessary lanes raises the cost of construction, adds extra cleaned/drained/plowed space and would invite faster top-speed travel. What is the benefit over choosing the minimum possible lane width and achieving a slower and safer design? | No action required. | No response required. |
| [redacted] | **Comment received December 12, 2023**<br>Hello Megan,<br><br>The city has depreciated our property value by deeming it greenbelt and allowed high density housing along this road.<br>People who want to sell are not having an option to get what their land is worth already and have huge restrictions on what can be done on the land.<br><br>Was putting us back into greenbelt… a way so the city could appropriate our property at a lower cost? | No action required. | Good afternoon [redacted]<br><br>Thank you for reaching out!<br><br>The purpose of the Garner Road Environmental Assessment is to identify and evaluate the potential environmental effects regarding the transportation infrastructure improvement. There are many considerations for this, such as ensuring the solution supports all road users, that changes are reflective of Complete Streets, and that |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | Now council are depreciating our property value even further by making it a high traffic road.<br><br>Improve the 403 lanes to handle the traffic. Do more ring roads around the city.<br><br>There are schools on this road it should not be a major highway, it should be reduced to 50 km like all other residential areas.<br><br>What rural green belt area has 5 lanes?<br><br>I agree that the road needs to be repaired but who wants to ride a bike down a major traffic corridor? There is nothing beautiful about making it a major traffic zone.<br><br>Would you want to live on a 5 lane highway?<br><br>We have to cross the road to get our mail every day, it is bad enough with the amount of traffic from all the high density houses.<br><br>Repair the road, reduce the speed limit, either we are greenbelt (not that there was any consultation when we were put into greenbelt) or we are residential the city can't have it both ways!<br><br>[redacted] | | the road accommodates both current and future transportation demands.<br><br>The options we explored during the alternative solutions stage of the project, included:<br>1. Garner Road widened to 3 lanes all the way, including one travel lane in each direction, a center two way left turn lane, and separated cyclist and pedestrian facilities.<br>2. Garner Road widened to 4 lanes all the way, including two travel lanes in each direction, and separated cyclist and pedestrian facilities.<br>3. Garner Road widened to 5 lanes all the way, including two travel lanes in each direction, a two way left turn lane, and separated cyclist and pedestrian facilities.<br><br>No decisions have been made so far; we are currently in the process of reviewing all comments received during the public commenting period. The results of the public engagement will be considered in the context of other key City goals such as supporting multi-modal (pedestrians, cyclists and vehicles) safety, capacity, traffic management and consistency with neighbouring road segments on Garner Road.<br><br>Thank you,<br>Megan |
| [redacted]<br><br>via<br>Engage Hamilton<br><notifications@engagementhq.com | **Comment received on Engage website December 11, 2023**<br>I am against Garner Road widening project due to following concerns: 1. Increased noise level will adversely impact health of mine and other families living adjacent to Garner Road 2. Air quality will deteriorate significantly and it will adversely impact health of mine and other families living adjacent to Garner Road. 3. Green belt will be adversely impacted. Hamilton has fought hard to win our green belt back and the decision to widen Garner road will not be wise decision. 4. I fear that hydro line will be moved closer to my property 5. Building a side walk and bike lane would not be of any use if Garner Road is widened to dump traffic off Hwy 6 and 403. What is the use of walking there or biking when air quality is so poor due to number of vehicles constantly running. 6. Several heritage sites, houses, trees etc will be one way or other way adversely affected by widening Garner road If improving transportation to meet growing demand of Hamilton Airport is the aim than city should consider widening HWY 403, HWY 6 and loop them by widening Book Road.[redacted] | No action required. | Good afternoon [redacted]<br><br>I wanted to reach out to confirm that we received your comments regarding the Garner Road Environmental Assessment that you submitted through our EngageHamilton system. Thank you for taking the time to do so.<br><br>I also want to provide some additional information based on the comments that you had submitted. The purpose of the Garner Road Environmental Assessment is to identify and evaluate the potential environmental effects regarding the transportation infrastructure improvement. There are many considerations for this, such as ensuring the solution supports all road users, that changes are reflective of Complete Streets, and that the road accommodates both current and future transportation demands.<br><br>The options we explored during the alternative solutions stage of the project, included: |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | | | 1. Garner Road widened to 3 lanes all the way, including one travel lane in each direction, a center two way left turn lane, and separated cyclist and pedestrian facilities.<br>2. Garner Road widened to 4 lanes all the way, including two travel lanes in each direction, and separated cyclist and pedestrian facilities.<br>3. Garner Road widened to 5 lanes all the way, including two travel lanes in each direction, a two way left turn lane, and separated cyclist and pedestrian facilities.<br><br>No decisions have been made so far; we are currently in the process of reviewing all comments received during the public commenting period. The results of the public engagement will be considered in the context of other key City goals such as supporting multi-modal (pedestrians, cyclists and vehicles) safety, capacity, traffic management and consistency with neighbouring road segments on Garner Road.<br><br>Kind regards,<br>Megan |
| [redacted] | **Comment received December 12, 2023**<br>Thank you for meeting with us win the cold and dark.<br>As stated last night those are our opinions regarding the expansion of Garner Road from Duff's Croner the by-pass.<br>From the by-pass to Duff's Corner there needs to be righthand turn lanes into every new complex. A centre lane straight thru with left and right turning into each complex and driveway.<br>A possible traffic circle at McNiven Road into 1040 Garner Road complex. Buses should be able pull off of the road to load and unload and not block traffic going east and west. And straighten Garner Road at Bennetts garden centre.<br><br>**Comments received January 18, 2024**<br>Hi Megan,<br><br>Thank you for this confirmation of receipt.<br><br>I would like to add to the comment sheet that my house is a Designated [redacted] historical House. Not sure what difference that may make but want it noted.<br><br>Regards,<br>[redacted] | No action required.<br><br>Added a note that the contacts house is a designated historical house. | Good afternoon [redacted]<br><br>Thank you for attending the public meeting and for submitting your comments. I wanted to confirm that they has been received and will be reviewed by the project team.<br><br>Thank you,<br>Megan<br><br>Hi [redacted]<br><br>We'll add that note to our records as well.<br><br>Thank you,<br>Megan |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 12, 2023**<br><br>Is it possible to add a left turn lane into the developments (just east of Garner W. and Shaver)? It currently has a left turn towards the south but that is rarely used. The development has two entrances and the sidewalk is unsafe and traffic held up with cars entering the complex. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 12, 2023**<br><br>Expansion of roadways has been determined time and again not to decrease traffic, but to increase car usage. In a time of climate crisis, roadway expansion is nothing but climate vandalism. If the city of Hamilton is looking to lower traffic on Garner Road it would be best served by increasing transit capacity on the corridor. This could best be done by working with HSR to identify key locations for infrastructure such as queue jump lanes and signal priority for buses. This would have a smaller environmental effect than a carte-blanche roadway widening, as well as being more fiscally prudent. Expanding roadways create more road-use, more emissions, more toxic runoff, and on and on. Now is not the time for roadway expansion, and doing so is being complicit in human-made climate change. | No action required. | No response required. |
| [redacted] | **Comment received December 6, 2023**<br><br>Hi Meghan,<br><br>Just came to know about the Garner Rd EA PIC from the smart commute newsletter. I am interested in attending this as I live very close to this. Couldn't find the link to the hybrid session on Dec 11th though. Hope you can forward when you get a chance.<br><br>Thanks<br>Ann | No action required. | Hi [redacted]<br><br>Happy to hear you're interested in the project!<br><br>The in-person portion of the event will take place at Old Ancaster Town Hall (310 Wilson Street E) from 6:00-8:00pm.<br><br>The virtual portion consists of a pre-recorded presentation, which is already available online, along with the panels. They can be viewed here: https://engage.hamilton.ca/garnerroadea.<br><br>Hope this helps!<br><br>Thanks,<br>Megan |
| [redacted] | **Comment received December 4, 2023**<br>Hello Ms Salvucci<br>I visited the web page today and see no materials pertaining to the Garner Rd project | No action required. | Good afternoon,<br><br>Thank you for reaching out and apologies for the delay. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | 4) I've enquired several times, and also on the website regarding if the plans will consider putting in sound barrier walls (as the intersection is insanely busy). Also with regards to barriers to ensure vehicles don't come through the fence. This has actually happened before and luckily no one was injured. As recently as a month ago a transport truck at 3am took out the traffic light. Had they been travelling in the opposite direction they would have been in the middle of my backyard.<br><br>**Comment received January 18, 2024**<br>Thanks for the reply Megan.<br><br>Curious when the city is involved with new neighbourhoods and their fence locations.<br>From my perspective I have been paying property tax since 2006 for a chunk of land that is not accessible from my side of the fence.<br><br>I presume the city approved this fenceline no?<br><br>If this is better answered by someone else please pass it along or let me know whom to contact.<br>I am not the original owner (1998) so some of this is new information for me.<br><br>Thank [redacted] | | conducting the study. The study will be conducted in accordance with provincial standards and may results in recommendations for new infrastructure, such as noise walls. The results of this work will likely be available around May/June 2024.<br><br>Thank you,<br>Megan<br><br>Hi [redacted]<br><br>I asked around internally and it was recommended that you reach out to our Roads West team at roadswest@hamilton.ca. Someone from that team will follow up with you and can provide more information.<br><br>Hope this helps!<br><br>Thanks,<br>Megan |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 13, 2023:**<br>I'm a little disappointed that the city of Hamilton would even entertain this project. The city has a $3.2 billion infrastructure deficit and residents are looking at a 14.2% tax increase next year. The city needs to be fiscally responsible to its residents and stop building sprawl infrastructure that only supports the pockets of developers. Hamilton still has acres of brownfields and infill opportunities available that for the most part are fully serviced. Is this what we really want for Hamilton, to be the warehouse capital of Ontario? | No action required. | No response required. |
| [redacted] | **Call received December 14, 2023**<br>• They are not supportive of a three lane cross-section. From their experience as a transit user, if a bus stops, cars then use the centre turning lane to pass. They are concerned from a safety perspective.<br>  ○ The exception to this is if there are bus bays for the buses to pull to the side. This prevents the centre turning lane from being used to pass. | No action required. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | • They are supportive of either the four-lane or five-lane cross-section. | | |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 20, 2023**<br>Leave as is. Keep rural feel. Nothing wrong with the road as is. Doing anything is absolutely the right decision. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 20, 2023**<br>[redacted]. We cannot get out onto Garner safely to pick up our grand kids after 2PM. Garner is used as a 403 bypass every day and it is a very high risk situation. These drivers are NOT using Wilson but Garner as it takes them into Hamilton. It should be widened to 4 lanes with turning lanes and mor traffic lights. Why does Hamilton not use a traffic counter the way Toronto does to confirm the traffic patterns. We pay the highest taxes in Hamilton yet have the worst roads, and the poorest services. Having lived in all the GTA locations we have found that the Hamilton area the worst for dealing with the basic amenities such as roads and sidewalk maintenance, water quality, street lighting and traffic management. Having run a billion dollar organization i can tell you that it all boils down to poor management, and a basic disregard for the needs of Ancaster. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 20, 2023**<br>Garner Rd definitely needs to be widened, but like always, Ancaster seems to allow all the building without considering the infrastructure. There seems to be no actual planning involved, just rushing into a quick plan. We watched several years of Wilson St. being redeveloped without a contiguous turn lane which would at least help with some of the horrible backups we experience every day. And there are still plans to add hundreds more condos to Wilson St in the village area. And if you think condo owners don't own cars, you are kidding yourself. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 20, 2023**<br>We would support widening of Garner Road. Garner Road is an extension of Rymal Road which is a major artery across Hamilton. Our residential street is accessed off Garner Road and we have noticed a significant increase in traffic since moving here 5 years ago. Wilson Street is always mentioned as an alternate route for vehicles travelling on the 403, but it is now apparent that Garner Road has also become an alternate east-west route for drivers wishing to bypass traffic jams on the 403. There are days when it can take us up to 20 minutes to make a left hand turn on Garner Road from our street, which is Silver Maple Drive. When making a left turn lane into our street from Garner, many vehicles will bypass us by going on the shoulder of the road, | No action required. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | with only inches to spare. There is no turning lane into our street from what is becoming an increasingly busy road. Although there is a turning lane for residents on John Frederick Street off Garner, vehicles are lined up during morning and evening rush hours to get out onto Garner or to turn left onto John Frederick. It only makes sense from a planning standpoint to consider widening Garner Road given all the newly constructed townhomes and condos on Garner between Southcote and Shaver. As well, with the plans for developing warehouse complexes between Fiddlers Green and Southcote just south of Garner, the traffic will only get worse and the need for widening this road will increase. A bike lane or pedestrian sidewalk will not be sufficient for long term future growth and will not address the increased traffic that is inevitable. | | |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 22, 2023**<br>The city should be doing its absolute best and anything within its power to ensure that we are not further threatening our local wildlife, habitat and biodiversity - widening the road would be the opposite of that. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 23, 2023**<br>Do nothing. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 31, 2023**<br>The widening of the road is in complete violation of Hamilton's climate change initiatives. The Garner marsh should be a no touch zone as it provides many ecological benefits to the surround area but also massive economic services through water management in the area. We do not need bigger roads. Please fix the current infrastructure without widening the road. I agree with adding multimodal infrastructure that allows people to move freely without the need of a car but we cannot keep making more room for cars. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website December 31, 2023**<br>We are living in unprecedented times with both the climate change and biodiversity crisis devastating ecosystems on Indigenous lands throughout Hamilton and elsewhere. We know from the Hamilton Natural Areas Inventory that formerly 'common' species are trending towards uncommon or even regionally significant species status. Despite work by the Hamilton Naturalists' Club and others since the late 1980s, the traditional style of land use development exemplified by the Garner Road expansion project continue. Perhaps in the past the climate change/biodiversity crisis was less well-understood - that is not the case now, therefore we must shift from an approach led by suggested mitigation measures to just saying no to urban sprawl development, including the expansion of roads and construction of job-poor warehouses, specifically as part of the AEGD area. No more loss of wetlands, not more loss of significant species' habitat (i.e., Blandings turtles, species at risk bats), no more loss of forested and meadow habitats. Having | No action required. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | lost more than 75% of area wetlands, how can we permit development on the final 25%? In the past we failed on Hamilton's Vision 2020 process, construction of the Red Hill Expressway and so much suburban development. Let's now turn the corner and support urban intensification development including employment lands at the former Stelco site on the bay and areas such as McMaster Innovation Park. Brian McHattie, Former Hamilton Ward 1 City Councillor, Board member of the Hamilton Conservation Authority, and former member of the Task Force on Sustainable Development. | | |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 1, 2024**<br>1) How does this project fit with Ancaster's overall transportation priorities & needs? If there haven't been many collisions then maybe just some improvements at key intersections instead of a major redo may be enough. The road is still one of the few ways to get quickly in and out of Ancaster when there is a problem on the 403, which is often. It still seems to work well compared to the other roadways. 2) It is currently a very dangerous road to ride a bicycle or walk along with traffic moving at higher speeds. Both should be separated from traffic for safety. A 2-way separated bicycle path (e.g. Cannon Street) could work, or perhaps a shared path. Another important part is what the cycling infrastructure will connect to at either end of the project, and how it connects to the other roadways. Transitions are very scary and dangerous. Another very dangerous crossing for both walking and cycling is getting across the Hwy 6 on/off ramps. | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 1, 2024**<br>Widening the road causes too many ecological impacts including old trees being taken down, harder for animals to cross (its already very difficult for foxes, coyotes, turtles we see daily/weekly), and the increased danger of widening roads for overall safety (merging, speeding, confusion etc.). I think the main purpose should be safety for kids going to highschool (BT). A sidewalk would be enough to allow people to walk their dogs in safety and allow teens to go to school. Do not widen Garner please! Thank you! | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 2, 2024**<br>Hamilton declared a climate emergency - this will further add to the negative effects of climate change in our community. We have many old trees along this stretch of area that need to be preserved to help with the negative effects of climate change. Widening this roadway further puts the remaining wetlands at risk and the species that live there - especially the turtles. There are many historical buildings that also need to be taken into account - why do we need to change things always for the worse?! Think about future generations… | No action required. | No response required. |
| [redacted]@gmail.com | Please remove any of my personal information from any future distribution of this email.<br><br>Attached are my comments for the proposed Garner Road project. | Contact information removed from future emails. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | I have used some of my own experiences with the recent Southcote road project to ask some questions and outline some of the issues and challenges that local residents experienced during the project.<br><br>I'm a little disappointed that the city of Hamilton would even entertain the Garner Road project.<br>The city has a $3.2 Bllion infrastructure deficit and residents are looking at a 14.2% tax increase in 2024.<br>The city really needs to be fiscally responsible to its residents and stop building unsustainable sprawl infrastructure that serves to only lines the pockets of developers at the taxpayer's expense!<br>Hamilton still has acres of brownfield and infill opportunities available, that for the most part are fully serviced.<br>Developers need to start exploring how to utilize these sites instead of bulldozing over our farms.<br>Do we really want Ancaster, to be the "Warehousing" capital of Ontario?<br><br>If we can use the 2023 Southcote road construction project as a starting point for discussion..<br><br>Cost:<br>How much will this project really cost Hamilton taxpayers? And let's be honest, what is the real return to taxpayers and at what environmental cost?<br>The former Ancaster councillor went to council in 2022 asking for $6m for the Southcote road project I find it strange that the former head of one of the province's largest construction companies would ask council to approve and fund a project and within months needed to go back and ask for more funding , twice!<br>Was he not supplied with the correct numbers by staff? This is a significant issue that the original financial numbers presented to our council to approve the Southcote road project are now 3x higher than they were lead to believe!<br>The city had to use reserve funds to support these changes that ended up pushing the cost of the project to about $14.9 million as of August 2022. I suspect the project will be closer to $20 million when it's finally completed…<br>While still on cost issues, how was the existing soil deemed as not suitable but somehow was not an issue during several major road construction projects in the last 15 years on Southcote? This decision added significant cost to the project .<br>Are we going to be surprised by the same financial and soil issues along Garner?<br><br>Tree Preservation Plan:<br>Trees, lots and lots of trees… I guess that Hamilton's recent Urban Forestry Strategy is just a dream. Let's be honest, planting saplings will not begin to | | |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | replace the swath of trees that need to be cut to accommodate the widening of Garner road .<br><br>Homes/ Churches/ Heritage buildings :<br>How many structures along Garner Road will you impact?<br>Does the city really have the money to expropriate or move any of these buildings that stand in the way of this project?<br>It is sad to see how the face of Ancaster has changed in the last 20 years and the unfortunate disappearance of a large number of vintage or heritage buildings.<br>Snow removal and Road maintenance:<br>Again, we can hardly afford to maintain our existing roads system let alone the replacement cost that future generations will incur.<br>How is the city prepared to remove the Snow from such a wide roadway and at what cost?<br>Piling snow on residential front lawns or melting it with road salt is not the answer.<br>I can only imagine the impact of road salt on my own front lawn let alone what the impact would be to some of the environmentally sensitive areas along Garner Road.<br><br>Project Timelines:<br>And lastly, the duration of the Southcote Road project was ridiculous! Residents were told at initial information meetings that Southcote was such an important road and that it had to be upgraded. The City put the contractor's profits ahead of the residents and allowed the project to run for months longer than was necessary as road construction crews were often pulled off this project to work on other projects for the contractor.<br>There were days/ weeks where there was no "road construction" activity. I'm not including the installation of signage, street lights , poles etc. in this observation… I guess this project just wasn't that important….<br><br>Traffic Management:<br>There was little and most of it was ineffective. The amount of non-resident traffic was unacceptable. The weekends were especially bad with speeding and lots of dust. On some summer weekends the dust was so bad that you lost the right to enjoy your own property!<br>I'm not sure how you would manage the volume of traffic that uses Garner Road. The last road closures for construction on Garner by Hamilton drive lasted most of the summer and had to be extended and the traffic was diverted onto Wilson Street. When there were accidents on the 403 the entire town became gridlocked for hours.<br><br>Local Residents Impact: | | |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
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| | From the planning aspect, Southcote has to be one of the most poorly managed and communicated projects that i have seen in Ancaster in 40 years.<br>There was little in the way of a single point of communication to the key stakeholders I.e., the local residents.<br>You know, there is nothing more frustrating than having someone knock on your door at 7am telling you that you won't have access to your driveway or suddenly you have your driveway blocked for the weekend without any warning.<br>But you would have to live on Southcote to enjoy that experience… There were numerous delays that frustrated both contractors and residents and significant grading issues that could have been and should have been addressed and resolved before the shovels hit the ground. These issues were poorly communicated and left the impacted residents less than happy with the outcome and caused major design changes to the project.<br>The city's "on site" team did as best as they could trying to keep residents informed and their efforts were much appreciated !<br>I would hope that our city's project management and communication skills are improved going forward with any future projects. | | |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 2, 2024:**<br>Hamilton declared a climate emergency - this will further add to the negative effects of climate change in our community. We have many old trees along this stretch of area that need to be preserved to help with the negative effects of climate change. Widening this roadway further puts the remaining wetlands at risk and the species that live there - especially the turtles. There are many historical buildings that also need to be taken into account - why do we need to change things always for the worse?! Think about future generations | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 3, 2024:**<br>The Garner marsh is one of the last biodiversity havens as well as a natural flood preventing reservoir on the Hamilton mountain. Any activity to diminish its area (square footage as well as significance) will cause permanent, irreversible damage to this unique system. In my opinion this is of more importance than the capacity of the road. So, let's find other options for the flow of traffic and preserve Garner Marsh !! Thank you. [redacted] | No action required. | No response required. |
| Anonymous User via Engage Hamilton <notifications@engagementhq.com | **Comment received on Engage website January 3, 2024:**<br>Please don't move the wetland. Do your best to work around it. If it can't be avoided there must be a replacement, hopefully before the other one is destroyed so the wildlife can be transferred as much as possible. | No action required. | No response required. |
| Marie Covert marie.p.covert@gmail.com | **Comment received January 3, 2024**<br>Hello Megan,<br><br>Thank you very much to you and your team for your valiant effort to continue with the PIC on the Garner Road Municipal Class Environmental Assessment | No action required. | No response required. |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | on December 11, 2023. It must have been very difficult to persevere under so many difficult circumstances, as the venue changed, the time was considerably shortened, and the whole thing was conducted in front of a noisy library desk.<br><br>I expect that when you re-convened on Tuesday morning for a de-brief, that you all realized that the PIC had been less than successful and requires re-scheduling.<br><br>I have attached below my comments and observations, not in any prioritized order, although I do think the team is working in a vacuum, without input from the many other groups who are stakeholders and who should be at the table as decisions are made.<br><br>Thank you listening to my suggestions. I appreciate your time and patience and look forward to PIC #2 repeated later this year.<br><br>*Attached Comments:*<br><br>Overall Observations:<br>• Absolutely NO mention was made of the Climate Crisis although the City of Hamilton declared itself in a climate crisis in 2019.<br>• NO mention of the need to reduce the use of fossil fuels and GHG emissions – only an emphasis on moving goods faster. No mention of where they are going, but we all know these trucks are supposed to move faster to deliver goods to warehouses scheduled for development on Garner Road. Was this simply an honest omission? Citizens have the right to know that this road widening is the Drug Gateway to Sprawl in their backyards.<br>• The climate crisis will worsen exponentially over time, yet there was no mention of Adaptation and Mitigation – 2 key features which the Office Of Climate Change is espousing.<br>• There were NO comments from the City's new Office of Climate Change. The Director and staffers should be major team players in this project as the widening of the Truck route has the potential to obliterate natural heritage features, thus destroying any ability to mitigate flooding and erosion.<br>• And Do NO Harm: this should be the overriding mantra of any City project at this critical time in our history. Any change which destroys wildlife habitats, thickets, woodlands, wetlands, and trees runs contrary to everything that the City is trying to save. | | |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | • Hamilton has a Tree Canopy Program. How will it be honoured? Have you worked with proponents so you understand how you can cooperate and meet their objectives?<br>• In general, the team seemed to be working in an absolute vacuum, with no input from any other group. Early conversations with other teams may have negated the need for this project completely and saved the City time, money, and energy.<br><br>Garner Road itself:<br>• If the Road needs work, re-surface it. It's only 3 km.<br>• There is no need for 3 – 5 lanes + bicycle lanes + sidewalks which may eat up 36 – 46 metres of space that is already occupied by hydro lines, pipelines, cemeteries and people's homes.<br>• Speeding trucks along Garner Rd. should not be allowed as there is a school along the route. Speed limits around schools are generally 40 km/hr. – not 60 or 100 regardless of whether this is a transit-priority route or not.<br>• How can you justify a TRUCK route at the edge of the Greenbelt and urban sprawl? This design may suit the transit model in 2024 but it will be outdated in 10 years and Hamiltonians will still be paying the toll of a ghost highway which cost millions of dollars.<br><br>The Natural Environment:<br>• One poster explained that "an inventory of the existing natural environment in the area will be completed through field investigations, background research and consultation with the Hamilton Conservation Authority. A Natural Heritage Assessment Report will be prepared to summarize the findings." **And then what happens**? Once the natural features have been inventoried and identified, is there a proposal to save them? Much more of an explanation is required, please!!<br>• What will be done to save the trees, the habitat for birds/bees/bats, many of which are at risk?<br>• What about the small animals living in the area? How will you deal with them? You must have a plan…..there was discussion of animal crossings. Has Hamilton ever designed/built one before?<br>• Also of major consideration is the time of year, not only for the creation of the inventory but also for construction. Consider nesting time for birds, migration for swans…….there is much at stake here. | | |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | • Hamilton has a Biodiversity Action Plan. Have you liaised with this team to determine if your goals are aligned? They will certainly have input in your plans.<br><br>Environmental Assessment:<br>• The original EA was done in 2011 and has absolutely NO relevance today. We need surfaces that are permeable, that will hold water to prevent flooding and soil erosion, that will hold carbon emissions. The paved surfaces recommended throughout the presentation boards offer no protection from flooding, no suggestion that we need to change strategies in the midst of this global environmental breakdown.<br>• When extreme weather events occur, the torrents of rain will simply wash across the acres of pavement and asphalt and find their way into peoples' basements and living rooms. This is not a sustainable model. (I have refrained from mentioning the floods which will drain from the warehouse parking lots and flat-roofed buildings. This overflow will head directly north into the subdivisions on the other side of Garner Road.)<br><br>Storm Water Management Ponds<br>• These are the Developer's answer to the destruction of wetlands and they are a poor substitute<br>• They are full of contaminants, road salt, oil runoff from vehicles. They have no ability to actively absorb water or carbon emissions like a wetland.<br>• They must be monitored, managed and eventually de-watered. Who has this responsibility?<br><br>City of Hamilton Concepts:<br>• Hamilton is conscientiously working to develop "walkable communities" where everything a citizen needs to live, work, and play can be found within a 20-minute walk. This concept of a multi-lane highway where the only goal is speed does not address this issue.<br>• Many have argued that the warehouses within the AEGD are wrongly placed. They should be in the industrial lands on the bayfront where there is easy access to rail, marine shipping, and major highway routes to move freight.<br><br>The Urban Boundary: | | |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | • It has been well-documented that Hamiltonians will hold the urban boundary. This is the decision of residents and City Council.<br>• This highway widening is not consistent with holding the urban boundary.<br>• Experience has shown that once a highway is built into rural lands, sprawl will soon follow.<br><br>Do the Least Harm:<br>• The document on Engage.Hamilton specifically mentions properties still using wells for drinking water and septic beds, etc., yet admits that this is beyond the scope of the study. There were people in attendance on Monday evening who were worried about their wells, their property values, and what the future holds. The team seems absolutely determined to go forward with this project, regardless of the impact on people's lives and the fact that you are not part of the solution.<br>• In the same vein, Engage.Hamilton recognizes that the ROW may impact some property owners but the "project team will ensure early and thorough communication with impacted property owners." Can you please expand on this to explain what it really means. How much advance notice do they actually receive?<br><br>Indigenous People:<br>• One of the display boards listed all the archaeological sites, and there were many. Have the Indigenous People been consulted, not only on the overall project but on the fate of the archaeological findings?<br>• They should have been one of the first groups to be included in this EA and should have been at the table from the earliest stages. They may have input that could halt this project NOW. Please pay them respect and attention.<br>• A 3-km highway is not more important than the history of our Indigenous People.<br><br>Project Plan:<br>• On the Project Plan, there was no decision point, nothing that would cause the project to be paused, re-scheduled, or stopped completely.<br>• What would it take to stop this project? That should be part of your decision tree: a go/no go decision. | | |
| Anonymous User via | **Comment received on Engage website January 4, 2024:** | No action required. | No response required. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| Engage Hamilton <notifications@engagementhg.com | In the hope for a sustainable climatic future, Ontario and all cities should be making a great effort to move away from car-centered societies. Building major infrastructure that will promote the status quo use of fossil-fuel supported transportation is terribly irresponsible in today's world. If we want to see more extreme climate events in Canada, keep paving greenspaces to make room for more gas-driven vehicles. These new highways and expansion plans in Ontario and Hamilton are so disappointing for my family who all live here, and have been waiting for real climate-emergency leadership from all levels of government. Any Environmental Impact Assessment worth it's salt would not allow the building or expansion of more paved roads over wetlands. I lose hope for my children every time your 'development' plans remain stagnant without any progressive creativity. Canada wants to solve the climate emergency -- I wish our Premier would start acting like he cares, even a little bit. Change course - build EV stations instead of wasting our money on paving over wetlands... again and again. Canada Geese used to nest in a wetland beside Garner Rd. that was filled in to build housing long ago - I hope the Garner Marsh in Ancaster will not meet the same fate. I do not trust any company to do a proper environmental impact assessment if they are hired or related in any way to the corporations that want to build Amazon warehouses on our wetlands in the Hamilton region. These warehouses are mini-deserts that will serve to accelerate the climate emergency. I don't want them, they are a blight on the landscape and cause worse air quality, increased heat, worse air and ground pollution and damage our important life-sustaining natural heritage. Think harder about our future before deciding our fate for us, please. And there is a wetland used by Provincially endangered Red-headed Woodpeckers that is right beside Highway #6 where the proposed widening is to take place. The Ontario Breeding Bird Atlas project has documentation on these sightings which were submitted by more than one volunteer Atlas observer. | | |
| [redacted] | **Comment Received January 5, 2024:**<br>Please see below my comments and recommendations for the Garner Road EA and potential widening. I have lived on Garner Road for over 50 years and I am very familiar with the road and surrounding properties.<br>1. The City move towards a 4-lane road with a center turning lane where possible. There are cars repeatedly passing slow moving vehicles, City equipment such as lawnmowers/tractors, and farm equipment, even on double lines. This is obviously not a safe practice.<br>2. The City move towards a 4-lane road with a center turning lane to accommodate the current and future development along Garner Road. I understand that The City is scheduling a new 24" round watermain on Garner Road, from Southcote Road to Duff's Corner. This is in addition to the existing watermain and is scheduled for spring of 2024. The City has noted this is needed for future development along Garner Road.<br>3. The land south of Garner Road between Fiddler's Green Road and Shaver's Road is recently designated Greenbelt. However, this land was | No action required. | Good afternoon [redacted]<br><br>Thank you for your comments. I wanted to confirm that they have been received and will be reviewed by the project team.<br><br>Thank you,<br>Megan |

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | originally designated as Whitebelt in 2005 and has flipflopped in and out of the greenbelt over the years based on political choice and will likely be developed to residential use in the future. Therefore, the City should move towards a 4-lane road with a center turning lane to accommodate future growth.<br>4. I understand that there may be trees affected by the widening of Garner Road. Tree removal is not new to the City and is required for progress. The new development at 515 Garner Road West resulted in probably 200 mature trees being removed without any public opposition.<br>5. I do not recommend a separate bike lane with the road widening. I do not see a lot of bike traffic and there will likely be no available space for this.<br>6. Recommend setting the speed limit to 50 kilometers per hour along Garner Road.<br>7. Recommend pedestrian sidewalks on the north side of Garner Road. With the added number of condo units on Garner, there is an increase in pedestrian traffic. The existing sidewalks and lack thereof is not safe at all.<br>8. Recommend stoplights at multiple intersections such as Hamilton Drive, 403 off ramp (it is difficult to turn left).<br><br>I understand the above proposal is an aggressive approach, however I have seen Garner Road pieced together poorly in the past in an effort to make traffic work. The road should be designed and constructed properly in the future.<br>Thank you for your time and consideration. | | |

# K.4 Public Information Centre 2

# Garner Road

## Municipal Class Environmental Assessment

City of Hamilton

## Public Information Centre 2

*Ancaster Old Town Hall (210 Wilson Street E, Ancaster)*
*6:00 pm – 8:00 pm*
*August 22, 2024*

# 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, neighbors, partners and caretakers.

# Welcome!

The goals of this Public Information Centre (PIC) are to:

- Review the Project Background
- Provide an overview of the process that this study is following
- Review the Problems and Opportunities
- Review the Alternative and Recommended Solutions presented in PIC 1
- Review feedback and comments received in PIC 1
- Present Alternative Design Concepts and Draft Evaluation Criteria
- Present Preliminary Recommended Design Concept
- Answer questions and provide an opportunity to get involved

Comments received will be used to help identify the approach for improvements within the study area.

# Project Summary

The City of Hamilton initiated a Schedule ‘C’ Municipal Class Environmental Assessment (EA) to develop and assess Alternative Solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).



# Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended) and includes Phases 1 to 4.

**Phase 1: Problem and Opportunity**

- Review background planning and policy documents
- Identify study area needs, problems and opportunities

**Phase 2: Alternative Planning Solutions**

- Complete inventories of existing conditions (socio-economic, natural and cultural environments)
- Identify and evaluate feasible alternative solutions
- Select Recommended Alternative Solution
- Present to public and agencies for comment

**Phase 3: Alternative Design Concepts**

*We are here*

- Develop and evaluate Design Alternatives
- Identify Impacts and Mitigation Measures
- Select a Recommended Design Alternative
- Present to public and agencies for comment

**Phase 4: Environmental Study Report**

- Document the decision-making process in an Environmental Study Report (ESR)
- Circulate draft ESR to agencies for review
- Publish Notice of Study Completion for 30-day comment period

**Phase 5: Implementation**

- Complete Contract Drawings and Tender Documents
- Construction and Operation
- Monitoring for Environmental Provisions and Commitments

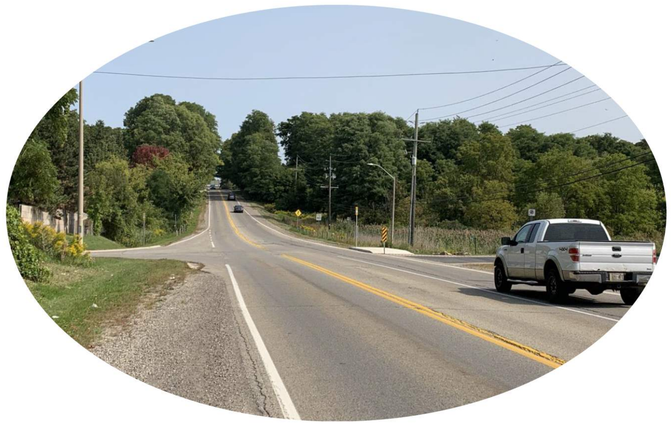
Continuous Consultation

# Phase 1: Problem and Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths).



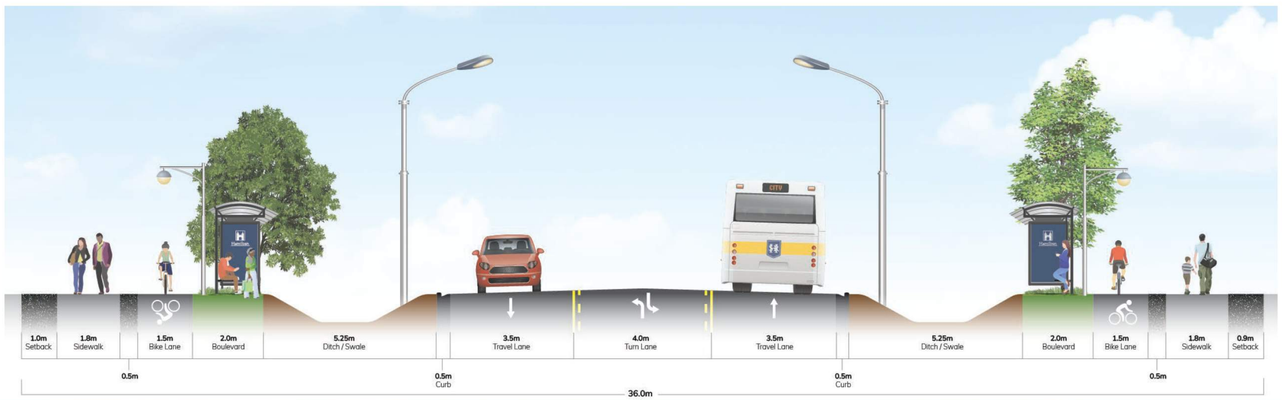


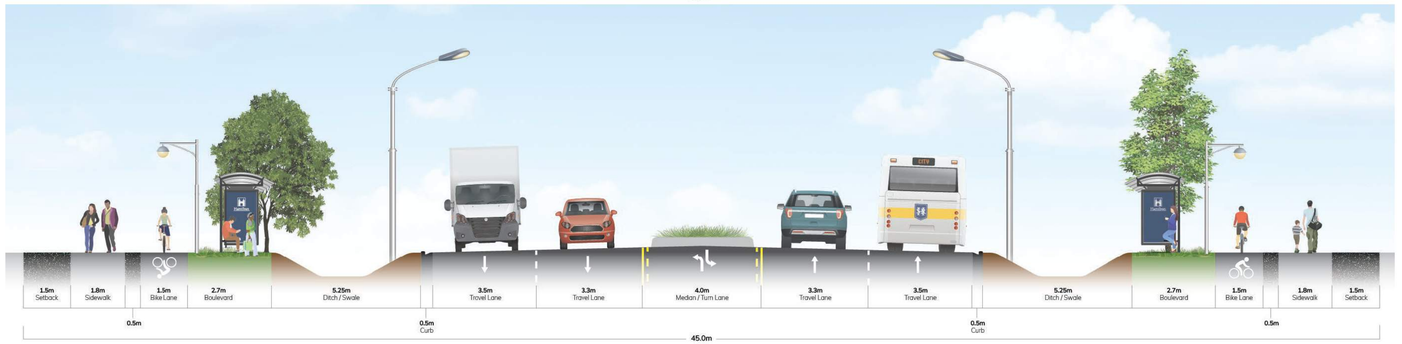


# Phase 2: Recommended Solution

The following Alternative Solutions have been carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.




Notes:
- Conceptual cross-section elements shown here are from the AEGD update.
- The cross-section configurations are conceptual, context sensitive and, where applicable, subject to refinements during Phases 3 & 4 of the EA process.
- The road cross-section options will incorporate these elements into the three Alternative Designs.

# Public Information Centre #1 Summary

The first PIC was held in-person on December 11, 2023 to present and receive public input on Phase 1 and 2 of the study. The following key themes and comments were received following PIC #1:

- **Road Safety and Expansion**
  - ✓ Mixed responses on desire for road widening
  - ✓ Safety concerns for pedestrians and cyclists
  - ✓ Safety concerns relating to the current design and speed
  - ✓ Concerns about Garner Road being an alternate route for 403 traffic

- **Pedestrian Facilities**
  - ✓ Mixed responses for new sidewalk and cycling facilities in a busy traffic corridor
  - ✓ Support for active transportation facilities

- **Climate Change and Stormwater Management**
  - ✓ Concern for water runoff from acquired property
  - ✓ Concern for climate change impacts

- **Natural Environment**
  - ✓ Concern for impacts to existing trees
  - ✓ Concern for wildlife

# Phase 3: Alternative Designs

## *Alternative Cross-Sections*

The recommended alternative solution to **Widen Garner Road** considers 3, 4, or 5 lane cross-sections.
The following three cross-sections were presented at PIC #1:




**Alternative 1: 3 Lane Cross-Section**

- Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width




**Alternative 2: 4 Lane Cross-Section**

- Widen Garner Road to four lanes, including two travel lanes in each direction, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width.




**Alternative 3: 5 Lane Cross-Section**

- Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

# Evaluation Criteria

As presented in PIC 1, the Alternatives were assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous Nations and members of the public will be integrated as required.

## Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics and complete livable better streets
- Compatibility with existing and proposed developments

## Natural Environment

- Vegetation and wildlife
- Water resources
- Air quality
- Climate change
- Stormwater management

## Transportation/Engineering

- Accommodate future travel demands (capacity)
- Safety for all users
- Public transit service
- Road network compatibility / connectivity
- Accommodate pedestrians / cyclists
- Response times / access for emergency vehicles
- Accommodate truck traffic
- Services / utilities
- Cost (i.e., capital cost, operational costs)

## Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

# Evaluation of Alternative Cross-Sections

The Alternative Cross-Sections are evaluated below:

| Evaluation Criteria | **Alternative 1**<br>3 Lane Cross-Section<br>36m Right-of-Way | **Alternative 2**<br>4 Lane Cross-Section<br>36m Right-of-Way | **Alternative 3**<br>5 Lane Cross-Section<br>45m Right-of-Way |
|---|---|---|---|
| **Transportation** | Least preferred | Most preferred | Moderately preferred |
| **Cultural Environment** | Moderately preferred | Moderately preferred | Least preferred |
| **Socio-Economic Environment** | Most preferred | Moderately preferred | Least preferred |
| **Natural Environment** | Moderately preferred | Most preferred | Least preferred |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

**Alternative 2: 4 Lane Cross-Section (36m Right-of-Way)** is recommended for the Garner Road corridor. The cross-section will be implemented using a best-fit approach to avoid and/or reduce impacts along the corridor.

The 36m right-of-way provides some flexibility for design improvements: to allow for additional turning lanes approaching intersections where the road footprint allows; to avoid and/or reduce impacts to existing trees and utilities; to incorporate low-impact-develop (LID) measures rather than using roadside ditching for stormwater management; and to protect for future uses (i.e., rapid transit).

# Active Transportation Alternatives

As part of the 4 lane cross-section, active transportation facilities will be included within the right-of-way. This will include both pedestrian and cycling facilities.

To determine the suitable cycling facility type for the corridor, the 3-stage Recommended Facility Selection Process in the Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021) was used. An overview of the 3-stage process is outlined below.

OTM Book 18 is a traffic engineering and control reference manual produced by the Ministry of Transportation and developed in association with the Ontario Traffic Council.




**Stage 1: Pre-Select Facility Type Option**

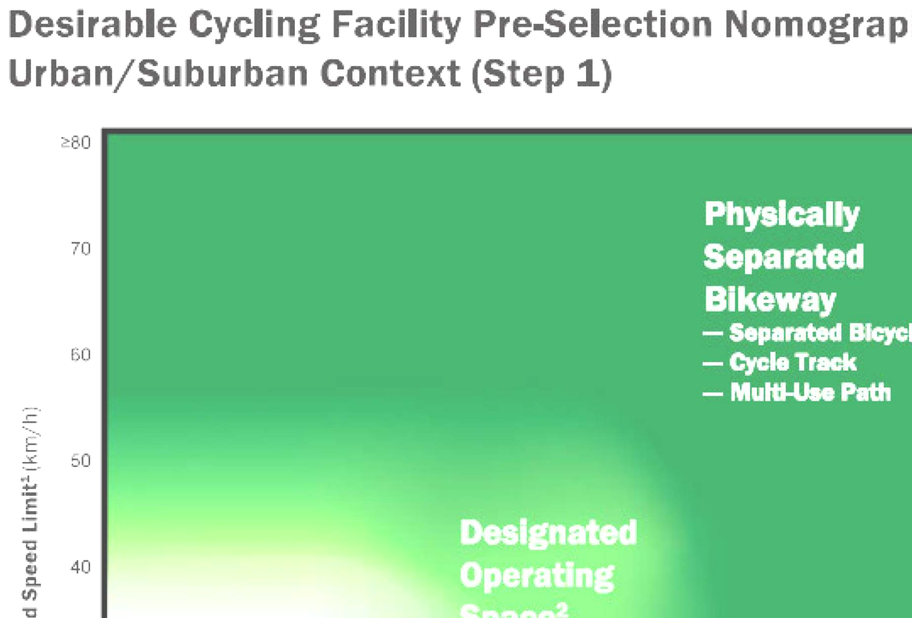
## *Stage 1 – Pre-Select Facility Type Option*

Stage 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume.

Based on the road designation, either the urban/suburban or rural nomograph is used to pre-select the applicable facility type.

**Garner Road Conditions:**

- Garner Road falls under the urban/suburban nomograph



# Active Transportation Alternatives

## *Stage 2 – Detailed and Contextual Evaluation*

Once the pre-selected facility has been identified, Stage 2 evaluates the cycling route to understand site specific characteristics. Characteristics were grouped into the following functional groups and evaluated:

| Characteristic Group | Description | Garner Road Characteristics |
|---|---|---|
| **Roadway Characteristics** | Vehicle speed, traffic volume, road function (street, road, highway), vehicle mix, pedestrian activity, on-street parking, and frequency of intersections and crossings | Garner Road poses high risk for users, options separating pedestrians and cyclists from vehicle traffic were preferred |
| **Feasibility** | Available space, anticipated costs, and type of roadway improvement project | Mixed facilities were preferred for lower costs and aligning with existing infrastructure |
| **Attractiveness** | User skill and stress tolerance, level of cycling usage, function of route in cycling network | Lack of existing cycling facilities prioritized low-stress facilities that are able to accommodate increased cyclist traffic of all ages |

**A Physically Separated Bikeway (i.e. a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for Garner Road.**

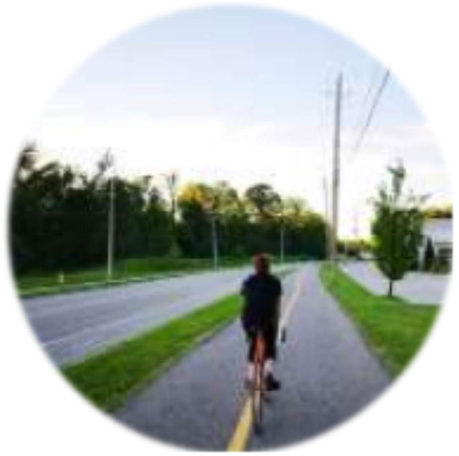
# Active Transportation Alternatives

## *Stage 3 – Justify and Document Rationale*

Following Stages 1 & 2, a Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for this Study.

Three Alternative Designs were developed based on the selected facility type:

**Alternative A:**



3.5m Multi-Use Pathway on Both Sides

**Alternative B:**



3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side

**Alternative C:**



2.0m Sidewalk and 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer)

These Alternatives were assessed and justified using the Evaluation Criteria.

# Evaluation of Active Transportation Alternatives

The evaluation of Active Transportation Alternatives is presented below.

| Evaluation Criteria | Alternative A<br>3.5m Multi-Use Pathway on Both Sides | Alternative B<br>3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side | Alternative C<br>2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer) |
|---|---|---|---|
| **Transportation** | Least preferred | Most preferred | Most preferred |
| **Cultural Environment** | Moderately preferred | Moderately preferred | Least preferred |
| **Socio-Economic Environment** | Most preferred | Moderately preferred | Least preferred |
| **Natural Environment** | Moderately preferred | Most preferred | Least preferred |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

**Alternative B: 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side is selected as the Recommended Active Transportation Alternative for the following reasons:**

- Provides a physical separation for cyclists and pedestrians from traffic
- Multi-Use Pathway is accommodating for several levels of users
- Has the least impact on the existing trees, property and heritage resources
- It is consistent with the recommended improvements along the corridor outside of the study area

# Intersection Improvements

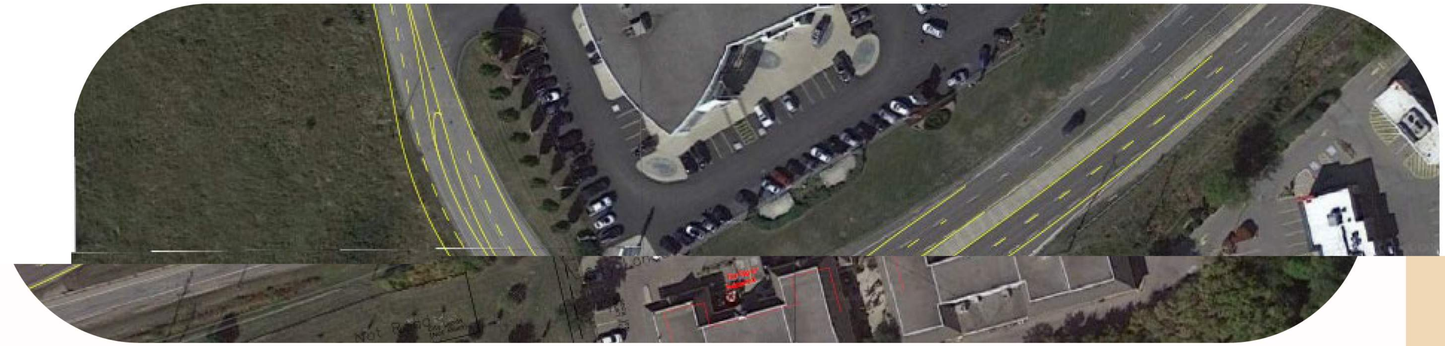
## *Garner Road and Wilson Street West*

Improvements to the intersection of Garner Road and Wilson Street West are required as part of the study. A 2 lane roundabout was reviewed and compared to the current signalized intersection.

Operationally, the traffic signals were found to function well into the future, though a roundabout offered a slight increase in serviceability. Collision history was reviewed for this location, and it was found that the collision trends for this intersection were less than the rest of the Garner corridor, and did not indicate an issue where a roundabout would greatly improve safety.

A roundabout was not recommended as it would have significant property impacts in order to accommodate the unique road geometry of the intersection. A

**integrated as part of the next phase.**

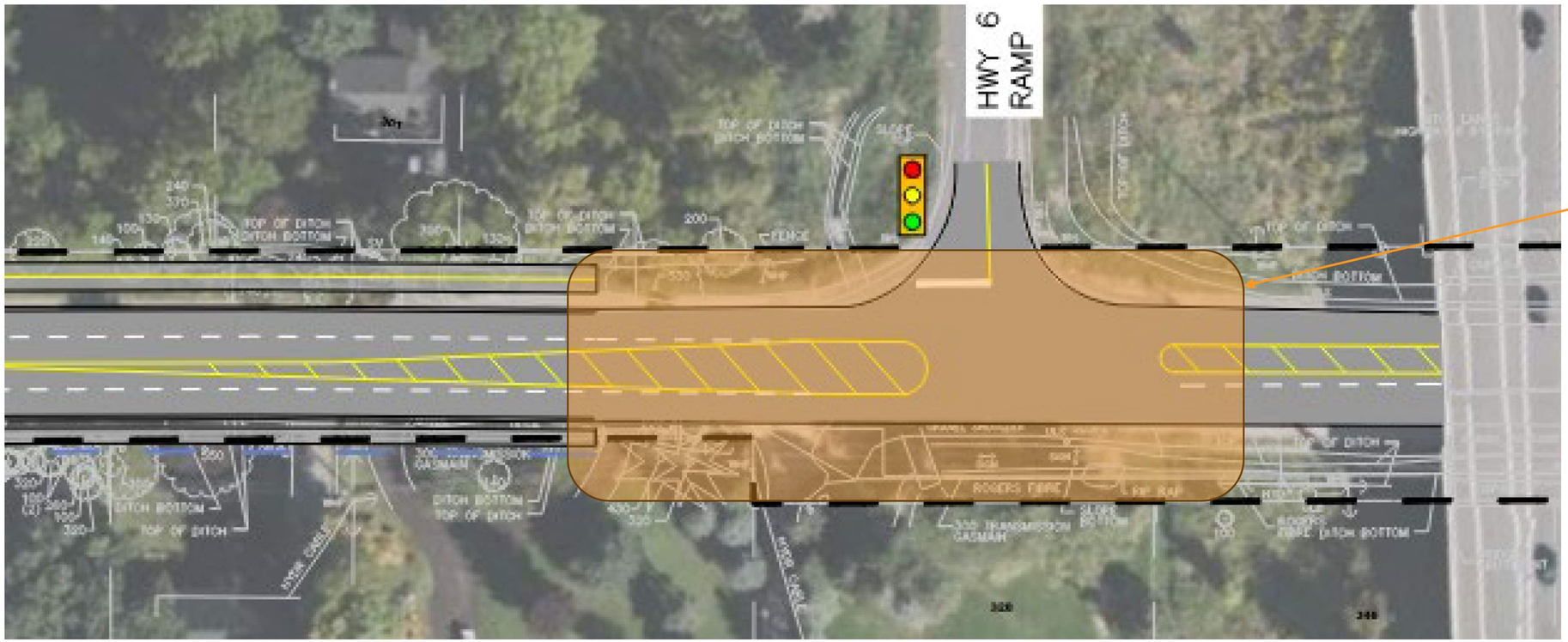


# Intersection Improvements

## *Garner Road and Highway 6 West Ramp Terminal*

Adjustments to the intersection of Garner Road and the Highway 6 West Ramp Terminal are required to incorporate the recommended design. The four-lane cross section will transition west of the ramp terminal, and the existing single lane in each direction under the structure will remain.

The City of Hamilton and the Ministry of Transportation are currently examining the potential to add traffic signals to both ramp terminals on Garner Road. The recommendations from this Municipal Class Environmental Assessment can be integrated into a future signalized intersection during detail design.




Transitioning of the Active Transportation into the intersection will be determined through consultation with MTO and the development of the signalized intersection.

# Overall Recommended Design

As a result of the evaluation of alternative cross-sections, and active transportation alternatives, the following design is recommended for the Garner Road corridor:

- 4 Lane Cross-Section within a 36m ROW
- 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side
- Signalized intersections at Garner Road and Wilson Street West, and at Garner Road and Highway 6 West Ramp Terminal

The proposed Garner Road corridor is presented on the printed roll plan, available in-person at the PIC and on the project website.

**Stormwater Management**

As part of the overall design, stormwater management measures will be [illegible] meet quantity and quality control.



# Preliminary Mitigation Measures

Impacts resulting from this project will be minimized to the extent possible. Preliminary mitigation measures have been identified below, and will be further refined in the Environmental Study report and during detail design. Investigations are ongoing and will continue to help confirm environmental impacts, refine mitigation measures

# Next Steps

Following this PIC, the project team will complete the next steps below:

- Complete Field Investigations and Studies
- Review and Consider Feedback Received During PIC 2
- Confirm Recommended Design
- Phase 4: Environmental Study Report
- 30-day Public Review Period Early 2025

At the end of the study, a Notice of Study Completion will be issued with the Environmental Study Report (ESR). The ESR will document the decision-making process and public feedback, and will be made available for a 30-day comment period.

# Thank you!

Thank you for participating in this PIC for the Garner Road Municipal Class Environmental Assessment study. Your feedback is valuable and appreciated.

Please provide comments by filling out the comment form or by contacting a member of the project team below by September 12, 2024:


**Megan Salvucci**
Senior Project Manager – Capital Infrastructure Planning
City of Hamilton
71 Main Street West, Hamilton, ON L8P 4Y5
Phone: 905-546-2424 extension 2732
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett**
Sr. Associate, Transportation
Stantec Consulting
400-1305 Riverbend Road, London, ON N6K 0J5
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com

# Frequently Asked Questions

## City of Hamilton, Garner Road Municipal Class Environmental Assessment Study

| | |
|---|---|
| **Active Transportation** | |
| Why is a sidewalk being recommended for the south side when all of the large communities are on the north side of Garner Road? | This EA is being completed to support the current and future growth within Hamilton, specifically the Airport Employment Growth District (AEGD). A 2.0 m sidewalk is being recommended for the south side of Garner road to improve active transportation options that will not only support the residents in the larger communities to the north but will also support the anticipated future growth. The sidewalk on the south side can be constructed in phases to meet the demand and as part of the development along the corridor. |
| **Traffic & Safety** | |
| Garner Road is often used as an alternate route for Highway 403 traffic. What is being done to mitigate traffic congestion, specifically in the surrounding communities? | The Garner Road corridor serves as the Provincial Emergency Detour Route for Highway 403 between Wilson Street (Interchange 58) and Highway 6 (Interchange 61). Outside of emergency situations, the traffic along the corridor is monitored for efficiency and traffic signal timing can be adjusted to accommodate peak period trends as required. |
| What will be the posted speed limit of Garner Road? | The existing posted speed limit of Garner Road is 60 km/hr. The speed limit is not anticipated to change as part of these improvements and will be confirmed during future phases of the project. |
| Will a sanitary sewer be installed to support development? | The design of additional sanitary sewers to the corridor is being undertaken as part of a separate project. In order to reduce impacts to the public, the construction of the road works will include the construction of the sanitary sewers. |
| **Noise** | |

| | |
|---|---|
| I'm concerned about increased traffic-related noise as a result of the road widening. Will a noise barrier be included to mitigate noise impacts on residents? | A Noise Assessment Study is being undertaken as part of the study. The findings will be presented as the study progresses, including the need for noise mitigation measures (i.e. noise barriers, landscaping, etc.). The noise assessment will use current and projected future traffic data to model the sound levels caused by road traffic with and without the proposed improvements. |
| **Natural Environment** | |
| What is being done to preserve the green spaces, walking trails, trees, and other important natural features such as the Greenbelt within the corridor? | The project team is aware of the diverse natural environment surrounding Garner Road. For this project, tree removal will be required to accommodate the new transportation facilities, though impacts to the trees will be avoided and mitigated to the extent possible. As part of the study, opportunities for streetscaping and landscaping improvements will be taken into consideration where feasible. Potential impacts to the natural environment are being considered as part of the evaluation of potential alternative cross-sections. Any potential impacts will be mitigated to the extent possible and will be shared as the study progresses.<br><br>In regard to the Greenbelt, this study follows the requirements and policies identified under the Ontario Greenbelt Plan (2017) to ensure the protection and preservation of agricultural lands and natural heritage features located within the Greenbelt. |
| Will there be wildlife crossings along the corridor? How will species at risk (SAR) be impacted? | Wildlife corridor crossings are being considered as part of the overall improvements to provide safe passage for wildlife to pass under the roadway, and to reduce the risk of collision with motor vehicles. A Natural Environment Assessment Report is being undertaken as part of this study and will document potential impacts and appropriate mitigation measures to reduce potential negative effects. This information will be incorporated into the final Environmental Study Report. |
| **Built Heritage Resources and Cultural Heritage Landscapes** | |

| | |
|---|---|
| There are many heritage features including a historical cemetery and church along Garner Road. Will these be impacted? | A review of the existing built heritage resources and cultural heritage landscapes within the study area will be completed. The City of Hamilton Heritage Mapping and Resources has identified several heritage properties within the study area. Any potential impacts will be mitigated to the extent possible and will be shared as the study progresses. |
| **Evaluation Criteria** | |
| We noticed that some items currently under review in the EA process were previously approved through the Garner Road/Rymal Road and Garth Street EA. Specifically, the new traffic signal at Garner Road East and the Highway 6 off-ramp. Could you clarify why these are being re-evaluated? | This EA includes a recommendation for traffic signals at the Highway 6 off-ramp, which is consistent with the Garner Road/Rymal Road and Garth Street EA. Our project team is working with the Ministry of Transportation (MTO) to integrate our recommendations along with their ongoing Highway 6 Provincial Class EA, as well as the proposed signalization design that the City and MTO are currently progressing. |
| **Construction Phase** | |
| When does the City of Hamilton anticipate beginning construction on the Garner Road improvements identified through this EA? | The construction phase for this project is anticipated to start in 2028. |
| Current construction in the area is already causing traffic congestion and delays. What will be done to alleviate traffic during the construction phase of this project? | At this time details on the anticipated construction phase are not available and will be assessed following the completion of this study and detailed design phase.<br><br>The City has standard mitigation measures and specifications for contractors to follow during construction to minimize the noise and impacts to the lands adjacent to the roadway. |
| What will be done to mitigate noise and property impacts during the construction phase of this project? | |
| What will be done to mitigate impacts to wildlife during the construction phase of this project? | |

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**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Thursday, August 22, 2024**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

Please consider a dedicated left hand turning lane into Woodmount Avenue as soon as possible.

There are safety issues to be considered due to the current volume & traffic. An accident is waiting to happen.

Garner has many beautiful trees. The landscape will be significantly changed. Hopefully consideration will be given to preserving a "community" environment & bike lanes, green space, walking trails - not just a ~~transportation~~ "transportation" corridor.

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Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-977-1478
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
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Email: isaac.bartlett@stantec.com


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**Phone Number:** [redacted]

Property Location: (if different from mailing address):

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**COMMENTS:**

The widening of the culvert at my address to go under Garner Rd is very important to guarantee the flow of the increasing water in the last 30 years. Also the wildlife + turtles, deer, fish, racoons etc. must have access to navigate under the road, so the passage must be wider than the creek and fenced on both sides to persuade the ~~[illegible]~~ wildlife to go under the road especially with increased traffic and 4 lanes by it sits now I pick up several dead animals each week.
The water main is in the process of going under the creek and if it is not deep enough to allow widening in a westerly direction that will hold up that progress, so immediate attention is necessary to communicate to water Dept.

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(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

- 2 LANE & TURN LANE ONLY OPTION.
- PROBLEMS AT THIS LOCATION @ HAMILTON DR. INTERSECTION
  - DROP OFF 10-15' ON SOUTH SIDE INCLUDES A BUS STOP ON BOTH SIDES OF GARNER.
- THERE SHOULD BE NO SIDEWALKS ON THE SOUTH SIDE AND NO BIKE LANES.
- THE GAS COMPANY NEXT DOOR TO THE EAST NEEDS MORE LAND FOR SERVICE VEHICLES ETC.
- WATER RUN OFF FROM THE FILLED-IN POND @ THE BISHOP TONAS. (YEARS AGO FILLED IN) IS NOW IN OUR SIDE YARD & WILL ONLY GET WORSE.

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(Please Print)

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**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

My husband and I are concerned about the proximity of the sidewalk ~~on~~ that is scheduled to be constructed in front of our house. Our house is on the list of inventoried historical properties in Ancaster. [redacted] As the plan exists now, this sidewalk is going to be in the middle of our living room. At this meeting we talked to Isaac Bartlett and he advised us that the curb face could be changed.
We are also concerned about the noise levels and construction vibration that could damage our heritage property. What measures is the city going to take to insure that our home will not be damaged.

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(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

Due to the proximity of the sidewalk on the southside of the road being within 6ft of the front of our house, I think it would be advisable to eliminate it in front of our house. Maybe eliminate it all together? Maybe phase this sidewalk in when it is warranted in the future?

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(Please Print)

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**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address): [redacted]

If you wish to be added to the City's study mailing list, please enter your **email** address below:

[redacted]

**COMMENTS:**

This cemetery and Church are very historical to the area. The church will be 200 years old and the Cemetery 240 years appox. I have been in charge of this Cemetery for over 28 years there are many grave sites that are within a foot or two from the edge of the embankment. You are destroying our history. The wild life has been put down by your development on the Northside are you willing to destroy more wild life turtles Bats, deer and squirrels these are animals That you are disrupting as well This stuff is downtown Hamilton and stop designing and fixing things that are not broken.

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## COMMENT SHEET

(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

4 lanes with a school + a park speed limit needs to be reduced. Traffic already flows well past the speed limit.
If you are going to construct sewers should be put in at that time. It is currently at the corner of Fiddlers + Garner Rd.

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**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

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**COMMENTS:**

- mail walking across the 4 lanes to get mail
- speed people already travel 70-80 down that road speed should be reduced to 50
- sanitary sewers should be done in the section of fiddlers green to Hamilton
- huge inconvenience should compensate by reducing taxes
- we have schools, parks, churches high capacity housing speed should be reduced to 50 so they drive 60

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**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

**COMMENTS:**

I like the new design

Please add more street lights ~~at~~ road intersections so that pedestrians and drivers can be more easily seen and cross the road

Do not put in the yellow-flashing pedestrian lights on this road. These are not safe to use on large roads. People do not know what they mean. So many cars and trucks never stop.

I like that this will become a 4 lane + road. Hamilton needs larger infrastructure especially since we do not have 403 service roads. Other larger cities (Burlington) have large wide roads going in the midst of the city's Hamilton should be.

Hopefully this widening will redirect overflow traffic away from Wilson Street which is narrow and crowded

Thank you!

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**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

[redacted]

**COMMENTS:**

Alternative 1 – adding a middle lane on Garner Road W/E is really needed. The existing road shoulders will be absorbed by the third lane. However, the deep ditches along Garner Road W/E need to be kept for water runoff. Have you seen how seasonal water can rise in the ditch behind Ancaster Storage on Garner Rd W at McClure Road? When my street was lowered in 1988 or 1989 to accommodate gas pipeline for new survey at Old Mill Rd/Tollgate Drive, our neighbourhood lost most of our ditches. There are places where Hamilton Drive has ponding near a sharp corner and on three properties.

Truck traffic / Transit / Construction / Just in time deliveries / oversize loads ie wind power propellers (2014)

– There really is no space for a multi-use path nor continuous sidewalk. Right now there are HSR stops that are on the shoulders. Enbridge has a gas plant just past a deep ditch/slope where my eastbound bus stop is.

– Let's face the fact that Wilson St W/E had bike lanes installed in the past 7 years (incl. on Wilson St E hill). There is not enough staff/equipment/budget to provide snowplowing for these paths.

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**Mailing Address:**

**Phone Number:**

Property Location: (if different from mailing address):

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**COMMENTS:** [redacted]

To preserve more trees (70 ~~100~~ ish) don't build the 2m sidewalk on the south side. Wait till development occurs on the south side & let them build it. Only build the 3.5m path on the north side for the kids/residents there. Add PXO's at the bus stops.

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(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below: [redacted]

**COMMENTS:**

① Please consider the fact that the current congestion on 403 causes a large volume of cars to use GARNER as an alternate route.
- If you can't widen Garner for 5 years then we will have catastrophic issues daily :( You should use traffic counters on Garner to validate that high volume

② Please consider putting in a turning lane on Woodmount. Lennar is planning a huge development that is linked to Woodmount. Please consider a turning lane on Woodmount before the current 15 year time frame. There is plenty of space to create the lane currently.

③ The airport employment lands will cause huge volumes on Garner. The family that owned the lands showed me a prospectus that included a Medical Office building as an example of the added volume.

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**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

[redacted]

**COMMENTS:**

My major concern ~~th~~ is that there is no provision for a off ramps from Hwy 6 to west bound 403. This means that all west bound traffic ~~form~~ from Hwy 6 to 403 must use Book Road → Fiddlers → Garner → to Hemilton Drive. ~~This is traffic could easily~~

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**Megan Salvucci, RPP**
Project Manager, Infrastructure Renewal
City of Hamilton
Phone: 905-977-1478
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett, P. Eng.**
Project Manager (Consultant)
Stantec Consulting
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com

Hamilton
Public Works

## PUBLIC INFORMATION CENTRE

**Garner Road (Wilson Street to Highway 403 off-ramp) EA**
**Thursday, August 22, 2024**
**Ancaster Old Town Hall – 310 Wilson Street East**
**6:00 pm – 8:00 pm**

## COMMENT SHEET

(Please Print)

**Name:** [redacted]

**Mailing Address:** [redacted]

**Phone Number:** [redacted]

Property Location: (if different from mailing address):

If you wish to be added to the City's study mailing list, please enter your **email** address below:

[redacted]

**COMMENTS:**

(1) Please consider adding a turning lane at the end of Woodmount (Silver Maple Dr.) as it is impossible to exit our street onto Garner during rush hour or when Garner is used as an alternate route to the 403 EAST which is occurring almost daily. Losani Homes have bought the lands to the east of Woodmount and it is inevitable that a turning lane is needed or will be needed.

(2) There needs to be a west bound lane to the 403 off Garner. Traffic would decrease because people use Garner between the current 403 ramp & Hamilton & Wilson Rds to get on the 403 west ramps. This will help decrease traffic on Garner.

(3) During the construction of widening the road please have the construction company consider building a temporary lane for vehicles so that there are minimal delays for construction. Experience of current states of construction give evidence of this.

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Please drop these comments in the box provided or forward them by **Thursday, September 12, 2024** to either:


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Garner Road Municipal Class Environmental Assessment – PIC #2

Overall Observations:

- Absolutely NO mention was made of the Climate Crisis although the City of Hamilton declared itself in a climate crisis in 2019.
- NO mention of the need to reduce the use of fossil fuels and GHG emissions – only an emphasis on moving goods faster. No mention of where they are going, but we all know these trucks are supposed to move faster to deliver goods to warehouses scheduled for development on Garner Road. Was this simply an honest omission? Citizens have the right to know that this road widening is the Drug Gateway to Sprawl in their backyards.
- The climate crisis will worsen exponentially over time, yet there was no mention of Adaptation and Mitigation – 2 key features which the Office Of Climate Change is espousing.
- There were NO comments from the City's new Office of Climate Change. The Director and staffers should be major team players in this project as the widening of the Truck route has the potential to obliterate natural heritage features, thus destroying any ability to mitigate flooding and erosion.
- And Do NO Harm: this should be the overriding mantra of any City project at this critical time in our history. Any change which destroys wildlife habitats, thickets, woodlands, wetlands, and trees runs contrary to everything that the City is trying to save.
- Hamilton has a Tree Canopy Program. How will it be honoured? Have you worked with proponents so you understand how you can cooperate and meet their objectives?
- In general, the team seemed to be working in an absolute vacuum, with no input from any other group. Early conversations with other teams may have negated the need for this project completely and saved the City time, money, and energy.

Garner Road itself:

- If the Road needs work, re-surface it. It's only 3 km.
- There is no need for 3 – 5 lanes + bicycle lanes + sidewalks which may eat up 36 – 46 metres of space that is already occupied by hydro lines, pipelines, cemeteries and people's homes.
- Speeding trucks along Garner Rd. should not be allowed as there is a school along the route. Speed limits around schools are generally 40 km/hr. – not 60 or 100 regardless of whether this is a transit-priority route or not.
- How can you justify a TRUCK route at the edge of the Greenbelt and urban sprawl? This design may suit the transit model in 2024 but it will be outdated in 10 years and Hamiltonians will still be paying the toll of a ghost highway which cost millions of dollars.

The Natural Environment:

- One poster explained that "an inventory of the existing natural environment in the area will be completed through field investigations, background research and consultation with the Hamilton Conservation Authority. A Natural Heritage Assessment Report will be prepared to summarize the findings." **And then what happens**? Once the natural features have been inventoried and identified, is there a proposal to save them? Much more of an explanation is required, please!!
- What will be done to save the trees, the habitat for birds/bees/bats, many of which are at risk?
- What about the small animals living in the area? How will you deal with them? You must have a plan…..there was discussion of animal crossings. Has Hamilton ever designed/built one before?
- Also of major consideration is the time of year, not only for the creation of the inventory but also for construction. Consider nesting time for birds, migration for swans there is much at
  stake here.
- Hamilton has a Biodiversity Action Plan. Have you liaised with this team to determine if your goals are aligned? They will certainly have input in your plans.

Environmental Assessment:

- The original EA was done in 2011 and has absolutely NO relevance today. We need surfaces that are permeable, that will hold water to prevent flooding and soil erosion, that will hold carbon emissions. The paved surfaces recommended throughout the presentation boards offer no protection from flooding, no suggestion that we need to change strategies in the midst of this global environmental breakdown.
- When extreme weather events occur, the torrents of rain will simply wash across the acres of pavement and asphalt and find their way into peoples' basements and living rooms. This is not a sustainable model. (I have refrained from mentioning the floods which will drain from the warehouse parking lots and flat-roofed buildings. This overflow will head directly north into the subdivisions on the other side of Garner Road.)

Storm Water Management Ponds

- These are the Developer's answer to the destruction of wetlands and they are a poor substitute
- They are full of contaminants, road salt, oil runoff from vehicles. They have no ability to actively
  absorb water or carbon emissions like a wetland.
- They must be monitored, managed and eventually de-watered. Who has this responsibility?

City of Hamilton Concepts:

- Hamilton is conscientiously working to develop "walkable communities" where everything a citizen needs to live, work, and play can be found within a 20-minute walk. This concept of a multi-lane highway where the only goal is speed does not address this issue.
- Many have argued that the warehouses within the AEGD are wrongly placed. They should be in the industrial lands on the bayfront where there is easy access to rail, marine shipping, and major highway routes to move freight.

The Urban Boundary:

- It has been well-documented that Hamiltonians will hold the urban boundary. This is the decision of residents and City Council.
- This highway widening is not consistent with holding the urban boundary.
- Experience has shown that once a highway is built into rural lands, sprawl will

soon follow. Do the Least Harm:

- The document on Engage. Hamilton specifically mentions properties still using wells for drinking water and septic beds, etc., yet admits that this is beyond the scope of the study. There were people in attendance on Monday evening who were worried about their wells, their property values, and what the future holds. The team seems absolutely determined to go forward with this project, regardless of the impact on people's lives and the fact that you are not part of the solution.
- In the same vein, Engage. Hamilton recognizes that the ROW may impact some property owners but the "project team will ensure early and thorough communication with impacted property owners." Can you please expand on this to explain what it really means. How much advance notice do they actually receive?

Indigenous People:

- One of the display boards listed all the archaeological sites, and there were many. Have the Indigenous People been consulted, not only on the overall project but on the fate of the archaeological findings?
- They should have been one of the first groups to be included in this EA and should have been at the table from the earliest stages. They may have input that could halt this project NOW. Please pay them respect and attention.

- A 3-km highway is not more important than the history of our Indigenous

People. Project Plan:

- On the Project Plan, there was no decision point, nothing that would cause the project to be paused, re-scheduled, or stopped completely.
- What would it take to stop this project? That should be part of your decision tree: a go/no go decision.

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**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| [redacted] | **Electronic comment form received on September 2, 2024:**<br>Concern regarding closure of Garner Road for construction citing other recent closures to facilitate construction. Noted that they do not believe there is enough traffic to warrant widening the road. Expressed support for construction of a sidewalk. Asked which side of the road the sidewalk and widening would occur on. Asked when construction is anticipated. Noted that they rarely see bikes on the road so expressed that they feel bike lanes are not necessary. Requested to be added to the project mailing list. | Added contact information to the mailing list. | No response required. |
| [redacted] | **Email received on August 26, 2024:**<br>Noted that they are the development managers representing the owners of [redacted]. Asked the following questions:<br>• The Environmental Assessment (EA) is expected to conclude in early 2025. Once the EA is complete, what are the next steps? Will the detailed design of the approved option be initiated immediately?<br>• How long is the detailed design phase expected to take?<br>• When does the City of Hamilton anticipate beginning construction on the Garner Road improvements identified through this EA?<br>• We noticed that some items currently under review in the EA process were previously approved through the Garner Road/Rymal Road and Garth Street EA. Specifically, the new traffic signal at Garner Road East and the Highway 6 off-ramp. Could you clarify why these are being re-evaluated?<br>• Are there any differences in the proposed traffic signal design between this EA and the previous one?<br><br>**Email response received on August 29, 2024:**<br>Noted they mapped out the schedule and that it appears that detailed design would be completed by approximately the end of Q1 2027. Asked if the remainder of the year would be dedicated to the tender and budget approval at Council. Also asked the following questions:<br>• Will construction begin in early 2028 (January) or will it begin in the spring of 2028?<br>• Is phased construction anticipated?<br>• Will construction start at Highway 6 and work westward?<br>• Are there opportunities to accelerate some of the Garner Road work to support our development and, if so, who can we speak to about this specifically? | No action required. | **City of Hamilton response sent via email on August 28, 2024:**<br>Provided the following answers to their questions:<br>• The EA is expected to conclude Q1 2025. The next phase is detail design, which will start after the conclusion of the EA<br>• Usually, detail design takes about 2 years<br>• The construction phase should start in 2028<br>• The traffic signal has not been re-evaluated, it has been proposed in the previous EA as well<br>Asked for Stantec to respond to their fifth question.<br><br>**Stantec response sent via email on September 4, 2024:**<br>Response to question five:<br>This EA includes a recommendation for traffic signals at the Highway 6 off-ramp, which is consistent with the Garner Road/Rymal Road and Garth Street EA. Our project team is working with the Ministry of Transportation (MTO) to integrate our recommendations along with their ongoing Highway 6 Provincial Class EA, as well as the proposed signalization design that the City and MTO are currently progressing.<br><br>**City of Hamilton response sent via email on September 5, 2024:**<br>Responded to questions asked on August 29, 2024.<br><br>Noted that the scheduling for detailed design is tentative and that Q1 2027 is the earliest that it would be completed, but that it is also dependent on how utility relocations and any property acquisitions proceed. Indicated that tendering would occur as soon as possible thereafter but that it depends on the workplan of the construction staff, seasonal timing, coordination with subsurface components, and coordination with neighbouring segments (i.e., would not begin construction on Wilson Street to Highway 6 until the Highway 6 to Upper Paradise Road portion is constructed).<br><br>Indicated that there is no anticipated construction phasing yet and that this is typically determined by the construction contractor. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | **Email response received on September 4, 2024:**<br>Followed up, questing answers to their questions submitted on August 29.<br><br>**Email response received on September 9, 2024:**<br>Asked if construction of the improvements under the previous Garner Road/Rymal Road EA is complete. Noted that their understanding is that it may be complete and that it should not impact the start date of the construction work for this project. | | Noted that, at this time, because timelines are tentative, the Project Team is not aware of any opportunities to accelerate work. Indicated that, as the project proceeds, the Project Team can pass along contact information of design staff so that they may check in when there is more information available. |
| General Public 1 | **Email received on September 3, 2024:**<br>Provided the following comments/recommendations:<br>1. Recommended a 4-lane cross-section with a centre turning lane, where possible, to accommodate current and future development along Garner Road<br>2. Expressed safety concerns regarding cars passing slower moving vehicles (e.g., farm equipment)<br>3. Noted the land south of Garner Road between Fiddler's Green Road and Shaver Road is designated as Greenbelt<br>4. Recommended that consideration be given to replacing trees removed to facilitate the project<br>5. Noted they do not support a separate sidewalk on the south side of Garner Road, as there are few residential properties there and they can use the north sidewalk<br>6. Recommended a 50 km/h speed limit on Garner Road<br>7. Noted support for a pedestrian/bike sidewalk on the north side of Garner Road and expressed concern for the lack of an existing sidewalk<br>8. Recommended stoplights at Garner Road intersections with Hamilton Drive and the Highway 403 off-ramp | No action required. | No response required. |
| [redacted] | **Electronic comment form received on September 2, 2024:**<br>Does not support construction of a sidewalk on the south side of Garner Road, as the largest communities are on the north side of the road. Recommended construction of a bike lane on the south side of Garner Road and a sidewalk on the north side. Expressed concern regarding traffic noise and indicated that a sound barrier is required at Woodmount for residents on Silver Maple Drive. Requested to be added to the project mailing list. | No action required. | No response required. |
| [redacted] | **Electronic comment form received on September 11, 2024:**<br>Expressed support for improvements to Garner Road but noted that widening should continue past the Highway 6 off-ramp to Upper Paradise Road so that additional bottlenecks are not created. Noted that they are in favour of the 4 or 5 lane cross-sections but would prefer that multi-use paths be installed on both the north and south | No action required. | No response required. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | sides of Garner Road. Indicated concern that having only one multi-use path on the north side will encourage cyclists to travel on the eastbound lanes of Garner Road and that they have witnessed this on Southcote Road where only one multi-use path exists. Expressed concerns regarding construction impacts on residents and commuters. Asked how long the project would take to construct. Asked if construction will be broken down into closed segments or if a complete closure of Garner Road will be undertaken. Noted the current work on Garner Road is causing delays and frustration. Asked how the tender process will work for the project and noted that GIP is currently working on several city projects and that they seem ill-prepared to complete multiple projects at once. Noted that Southcote Road is not yet complete and there is minimal, or no work being conducted at many sections of Garner Road. Lastly, asked how the project will affect property taxes. Requested to be added to the project mailing list. | | |
| [redacted] | **Electronic comment form received on September 2, 2024:** Asked that they be kept informed of the project and that water service not be interrupted into Ancaster and beyond. Noted concern for environmental impacts as a result of construction. Requested to be added to the project mailing list. | No action required. | No response required. |
| [redacted] | **Electronic comment form received on September 14, 2024:** Requested no additional construction in the area. Expressed concern with traffic caused by recent construction. Requested to be added to the project mailing list. | No action required. | No response required. |
| [redacted] | **Email received on September 12, 2024:** Submit a letter on behalf of the owner of [redacted]. Noted they are the authorized planning consultant acting on behalf of Beedie Development Services Ltd., who manages the lands municipally known as [redacted], on behalf of the owner, Ontari Holdings Inc.<br><br>Indicated that [redacted] is designated as Airport Prestige Business – Special Policy Area H on Map B.8-1 of the Airport Employment Growth District of the City's Urban Hamilton Official Plan, and it is located in the Airport Prestige Business (M11, 26, H57) Zone within the City's Zoning By-law No. 05-200. Noted that to develop the lands, UrbanSolutions has submitted a Draft Plan of Subdivision application to establish a new public road intersecting with Garner Road and Woodmount Avenue together with blocks to accommodate 123,590 $m^2$ of industrial space. Indicated that the submission included a comprehensive range of | | **City of Hamilton response sent via email on September 13, 2024:** Requested an agenda for an upcoming meeting with the commenter.<br><br>**City of Hamilton response sent via email on September 17, 2024:** Noted that the City is able to meet on October 10 and provided potential meeting times. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | supporting studies and reports from a multi-disciplinary project team.<br><br>Indicated the purpose of the letter is to acknowledge and monitor the Garner Road Class EA given the relationship of the proposed development and road works included in the Class EA. Noted they attended PIC 2 for the project, that they can share findings from their Transportation Impact Study, and believe that there is an opportunity to collaborate with the project team on improvements in the vicinity of 140 Garner Road.<br><br>**Email response received on September 9, 2024:**<br>Provided an agenda for the upcoming meeting.<br><br>**Email response received on September 9, 2024:**<br>Provided their preferred meeting time. | | |
| General Public 2 | **Provided written comments at PIC 2 on August 22, 2024:**<br>Comments were provided in point form. Asked if sewers will be available to everyone. Indicated notices should be equal, unbiased, and undiscriminating. Point form comments included “rural mail, move to south”, “all other services”, “width and location”, “expropriation and payment for lands”, “green belt”, and “speed limit”. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:**<br>Requested consideration of a dedicated left turn lane onto Woodmount Avenue as soon as possible. Expressed concern regarding safety related to current traffic volumes. Noted there are many trees along the corridor. Indicated that consideration should be given to preserving a “community” environment of bike lanes, green space, and walking trails, and that Garner Road should not just be a “transportation” corridor. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:**<br>Noted that the culvert near their address requires increased capacity to accommodate water flows. Also indicated that the culvert should also be wide enough to allow access for wildlife to navigate under Garner Road and that fencing should be installed to direct wildlife to the culvert. Noted that they find roadkill several times a week. Lastly, noted that the City’s Water Department should be made aware that if the watermain being placed under the creek is not deep enough to allow widening in a westerly direction, it will cause delays. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** | No action required. | No response required. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| [redacted] | Expressed support only for a two-lane cross section with a turn lane. Noted problems at the Hamilton Drive intersection include a drop off of 10 to 15 feet on the south side and bus stop on both sides of Garner Road. Expressed that there should be no sidewalks on the south side of Garner Road and no bike lanes. Indicated the gas company in the Study Area requires more land for service vehicles. Noted that run off from the fenced-in pond at Bishop Tonnas (years ago filled in) will only get worse.<br><br>**Provided written comment form at PIC 2 on August 22, 2024:** Expressed concern regarding the cemetery and church in the area, noting that they are historical, with the church being 200 years old and the cemetery being 240 years old. Noted that they are in charge of the cemetery. Noted that there are grave sites that are only a foot or two from the embankment. Expressed concern regarding impacts to wildlife (e.g., turtles, bats, deer, owls, etc.). Expressed concern regarding densification in the area. | | |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted concern regarding the proximity of the proposed sidewalk to their house. Indicated their house is on the list of inventoried historical properties in Ancaster and is located on the corner of Fiddler's Green Road and Garner Road. Noted that, at the PIC, the Project Team advised that the curb face can be changed. Also expressed concern regarding noise levels and construction vibration that could damage their house/property. Asked what measures will be taken to ensure homes will not be damaged by vibration during construction.<br><br>**Provided written comment form at PIC 2 on August 22, 2024:** Noted concern regarding the proximity of the proposed sidewalk to their house. Recommended either eliminating the proposed sidewalk from the front of their property or eliminating the sidewalk altogether. Recommended phasing in the sidewalk when it is warranted in the future. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted that the speed limit needs to be reduced given the school and park in the area and that traffic in the area does not obey the current speed limit. Noted that if sewers are to be constructed, they should be done at the same time as the road construction. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted concern with location of mailbox and having to cross four lanes of traffic to access it. Recommended reducing the speed limit to 50 km/h and that people speed currently. Recommended that | No action required. | No response required. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | sanitary sewers be installed in the section of Fiddlers Green Road to Hamilton. Indicated that taxes should be reduced due to inconvenience of construction. | | |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted support for the design and that the city needs more, larger roads to better access the city. Recommended adding more traffic lights at intersections to increase safety for drivers and pedestrians. Indicated that they do not support installation of yellow flashing pedestrian lights citing the road being four lanes and a lack of public knowledge on what they indicate. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted support for a middle turning lane on Garner Road. Expressed that ditches along Garner Road need to be kept for drainage and that seasonal water levels near McClure Road can be high. Noted that Hamilton Drive has ponding near a sharp corner and on three properties. Indicated that there is no space for a multi-use path or continuous sidewalk. Noted that Wilson Street had bike lanes installed and there is not enough staff/equipment/budget to provide snowplowing for these paths. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Recommended not building the sidewalk on the south side to preserve more trees and to build it in the future when there is more development. Noted support for the 3.5 m path on the north side of Garner Road. Recommended adding crossings at the bus stops. | No action required. | No response required. |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Noted travelers use Garner Road as an alternate route when Highway 403 is congested. Suggested using traffic counters on Garner to validate high volumes. Recommended consideration for a turning lane at Woodmount as there is a development set to occur there. Lastly noted that development of the airport employment lands will add to future traffic volumes.<br><br>**Provided written comment form at PIC 2 on August 22, 2024:** Recommended consideration for a turning lane at the end of Woodmount on Silver Maple Drive, as it is difficult to turn onto Garner Road when it is busy. Noted that they believe the development to the east of Woodmount will require a turning lane.<br><br>Recommended consideration for construction of a westbound lane to Highway 403 off of Garner Road. Noted people use Garner Road between the current Highway 403 ramp, Hamilton Drive, and Wilson Road to access the Highway 403 westbound ramps, and that this will decrease traffic on Garner Road. | No action required. | No response required. |

**Garner Road Improvements**
**Municipal Class Environmental Assessment**

| Contact Information | Issue/Concern | Action Taken | Commitment/Response |
|---|---|---|---|
| | Recommended that the contractor consider building a temporary lane for vehicles during construction so that delays are minimized. | | |
| [redacted] | **Provided written comment form at PIC 2 on August 22, 2024:** Expressed concern that there is no provision for an off-ramp from Highway 6 to westbound Highway 403, and that this means that traffic from Highway 6 to Highway 403 must use Book Road, Fiddlers Green Road, Garner Road, to Hamilton Drive. | No action required. | No response required. |

# K.5 Agency Engagement

## K.5.1 Technical Advisory Committee Meeting #1

# Garner Road

## Municipal Class Environmental Assessment

*City of Hamilton*

**TAC Meeting** 1

October 17, 2023

# Welcome!

The goals of this Public Information Centre (PIC) are to:



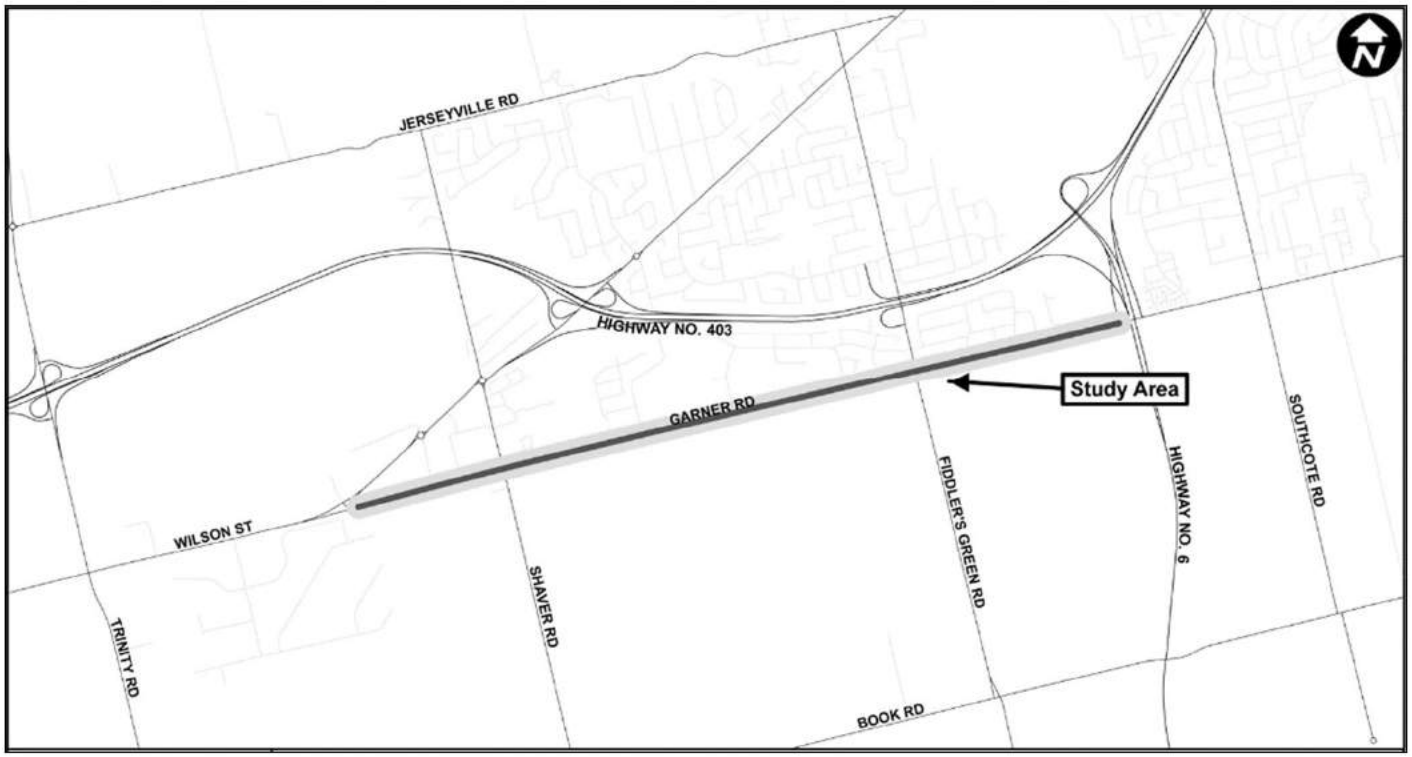
- Introduce the project and why it is being undertaken
- Provide an overview of the process that this study will follow for the project
- Provide a summary of the problems and opportunities to address
- Present existing conditions within the study area
- Present alternative solutions and draft evaluation criteria
- Answer any questions you may have and provide an opportunity to get involved in the project

**Comments received during this study will be used to help identify the approach for current and future improvements within The City of Hamilton.**

# Project Summary

## What are we doing?

The City of Hamilton has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) to develop and assess alternative solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).

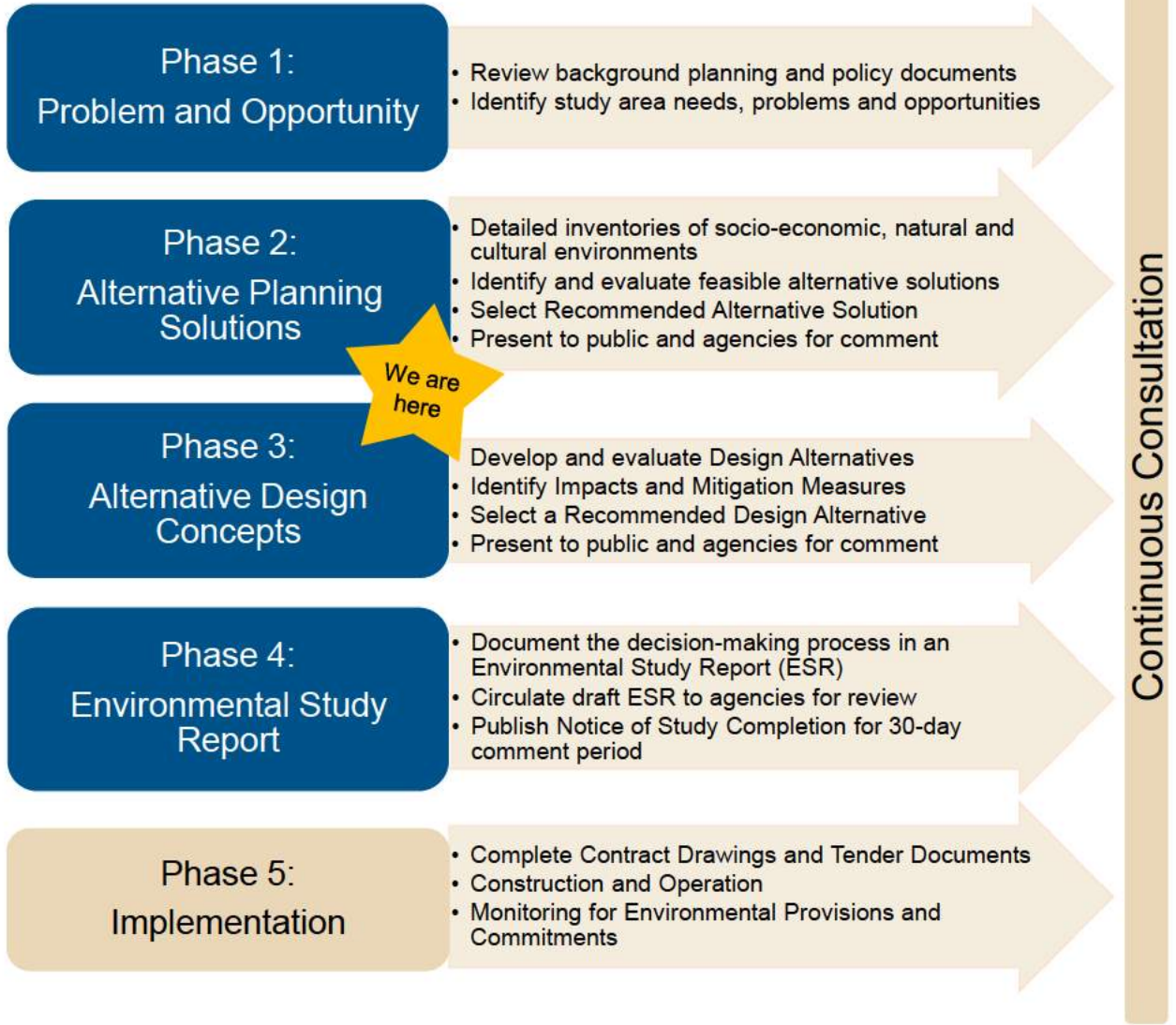


# Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This MCEA Study is being conducted as a Schedule 'C' project under the MCEA document (October 2000, as amended).

This EA covers Phases 1 to 4.



# Planning and Policy Context

## Hamilton Airport Employment Growth District (AEGD) Transportation Master Plan

An AEGD Transportation Master Plan (TMP) was developed to prepare a transportation strategy that would accommodate employment projections within the AEGD (displayed on the map below). Growth is estimated to increase by over 28,000 people/employees by the year 2031. The AEGD and TMP recommend road widening, rapid transit, cycling infrastructure and transportation demand management (TDM) measures along Garner Road.

## Ancaster Transportation Master Plan (ATMP)

The 2011 ATMP identifies improvements to support mobility to the year 2031. The ATMP identifies Garner Road as a Major Arterial road and Full Time Truck Route, and identified improvements along Garner Road including road widening, and adding left turn lanes as required.



# Problem & Opportunity

Garner Road from Wilson Street to the Highway 403 Ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users: pedestrians, cyclists, transit, truck, and auto users. Garner Road has no cycling facilities, and discontinuous sidewalks. The existing Garner Road corridor does not support the projected growth within the AEGD.

Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include the implementation of planned rapid transit, active transportation (i.e., bike lanes, sidewalks, multi-use paths), and road widening.





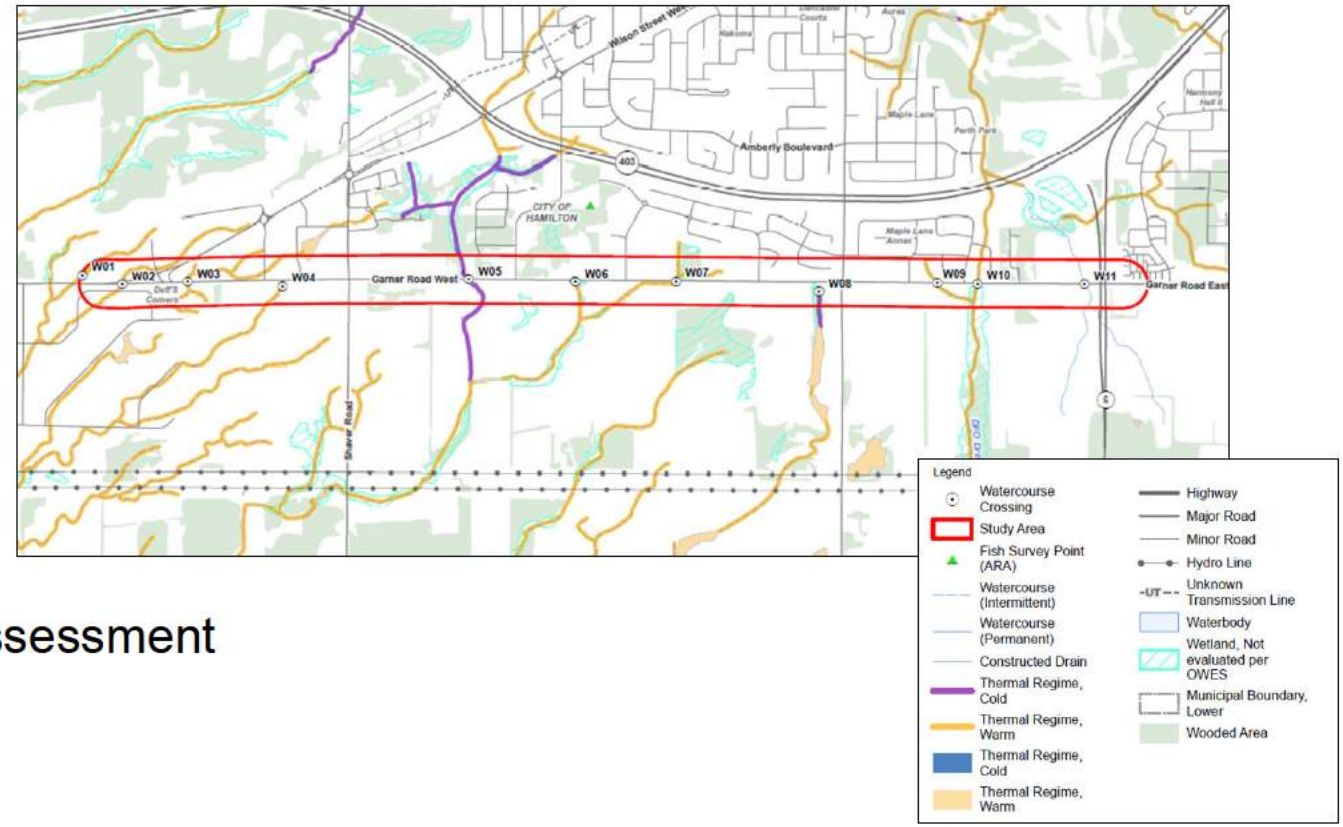


# Natural Environment

*Existing Conditions*

The study area includes the following natural environment features:

- Multiple watercourses and watercourse crossings
- Wetlands, evaluated and unevaluated
- Significant woodland
- Wooded areas




Field surveys include:

- Amphibian calls
- Bats
- Vegetation
- Breeding bird
- Headwater drainage assessment
- Fish habitat

# Cultural Environment

*Existing Conditions*

The study will review and consider other resource material such as:

**Archaeological Resources**

A Stage 1 Archaeological Assessment was completed as part of this study.

- 21 archaeological assessments have been previously carried out within the study area
- 132 archaeological sites have been identified within one kilometer of the study area. Of those, nine were located within the study area, all of which are pre-contact Indigenous.
- Approximately 40.31% of the study area still retains potential for the recovery of archaeological resources and requires a Stage 2 Archaeological Assessment.

**Cultural Heritage Resources**

A review of existing built heritage resources and cultural heritage landscapes within the study area will be completed. The project team is aware of existing heritage features, such as churches and cemeteries, adjacent to Garner Road.

# Transportation

*Existing Conditions*

The existing corridor is comprised of a two lane roadway with turning lanes at select intersection, which are either stop controlled or signalized.




| Intersection | Collisions (C) | Volume (V) | Data Period (N) | Collision Rate (R) |
|---|---|---|---|---|
| RAMP WILSON EB TO GARNER EB @ GARNER RD W | 2 | 22,114 | 5 | 0.05 |
| WILSON ST W @ RAMP WILSON EB TO GARNER EB | 1 | 16,583 | 5 | 0.03 |
| GARNER RD W @ MCCLURE RD | 2 | 14,743 | 5 | 0.07 |
| GARNER RD W @ SHAVER RD | 5 | 22,551 | 5 | 0.12 |
| GARNER RD W @ HAMILTON DR | 3 | 27,171 | 5 | 0.06 |
| GARNER RD W @ PANABAKER DR | 2 | 27,289 | 5 | 0.04 |
| FIDDLER'S GREEN RD @ GARNER RD W | 9 | 30,761 | 5 | 0.16 |
| ANSON DR @ GARNER RD E | 1 | 22,551 | 5 | 0.02 |
| GARNER RD E @ MILLER DR | 2 | 23,517 | 5 | 0.05 |
| GARNER RD E @ RAMP 403 WB TO GARNER | 2 | 77,478 | 5 | 0.01 |

Historical collision data indicates that the corridor has a relatively low collision rate overall. The highest recorded collisions were observed at the intersection of Fiddler's Green Road and Garner Road.

# Transportation

*Existing Conditions*

The existing corridor was also reviewed to determine the overall Multi Modal Level of Service (MMLOS) for vehicles, trucks, cyclists, pedestrians, and transit. The corridor has discontinuous sidewalks and lacks dedicated cycling infrastructure, which resulted in a poor MMLOS for those elements.

| Mode | Level of Service |
|---|---|
| **Transit**  | **Poor**<br>Long delays, low levels of reliability |
| **Bicycles**  | **Fails**<br>No dedicated cycling infrastructure |
| **Pedestrians**  | **Fails**<br>Discontinuous sidewalks throughout corridor |
| **Automotive**  | **Good - Fair**<br>Low lane utilization, short delays |
| **Trucks**  | **Good - Fair**<br>Unimpeded movement, short delays |

LOS **A, B, C** = Good

LOS **D** = Fair

LOS **E, F** = Poor

**Table 3.7 – Existing Conditions (2021) Segment MMLOS Results**

| Segments | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Ped LOS | Bike LOS | Transit LOS | Truck LOS | Car LOS | Ped LOS | Bike LOS | Transit LOS | Truck LOS | Car LOS |
| Mason Dr to McClure Rd | Fails | Fails | F | C | C | Fails | Fails | F | C | B |
| McClure Rd to Shaver Rd | Fails | Fails | E | C | C | Fails | Fails | F | C | B |
| Shaver Rd to Hamilton Dr | Fails | Fails | F | C | C | Fails | Fails | F | C | C |
| Hamilton D to Panabaker D | Fails | Fails | E | C | C | Fails | Fails | F | C | C |
| Panabaker Dr to Braithwaite Ave | Fails | Fails | F | C | C | Fails | Fails | E | C | B |
| Braithwaite Ave to Fiddlers Green Rd | Fails | Fails | F | D | D | Fails | Fails | F | B | A |
| Fiddlers Green Rd to Anson Dr. | Fails | Fails | F | D | D | Fails | Fails | F | D | D |
| Anson Dr to Miller Dr | Fails | Fails | F | C | C | Fails | Fails | F | C | B |
| Miller Dr to Woodmount Ave | Fails | Fails | F | C | B | Fails | Fails | F | C | C |
| Woodmount Ave to HWY 403 Off-Ramp | Fails | Fails | F | D | D | Fails | Fails | F | D | D |
| HWY 403 Off-Ramp to HWY 403 On-Ramp | Fails | Fails | F | B | A | Fails | Fails | F | B | A |

# Alternative Solutions

The following Alternative Solutions were developed and assessed to determine their ability to address the problems and opportunities identified within the study area:

| | |
|---|---|
| **Do Nothing**<br>No improvements would be undertaken, only regular maintenance and planned improvements will be in place. | ☒ **Does not** address the needs and opportunities for the study area. **Do not carry forward.** |
| **Limit Development**<br>Limit development adjacent to the study area to reduce traffic congestion on the existing network. | ☒ **Does not** address the needs and opportunities for the study area. **Do not carry forward.** |
| **Operational Improvements**<br>Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes. | ☑ **Partially Addresses** the needs and opportunities for the study area. **Carry forward.** |
| **Improve Other Roadways**<br>Widen/enhance municipal arterial roads other than Garner Road to improve capacity and operations and provide congestion relief on existing facilities through additional lanes to increase the performance of the transportation network. | ☒ **Does not** address the needs and opportunities for the study area. **Do not carry forward.** |
| **Widening Garner Road**<br>Widen Garner Road to include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and commercial vehicles. | ☑ **Addresses** the needs and opportunities for the study area. **Carry forward.** |

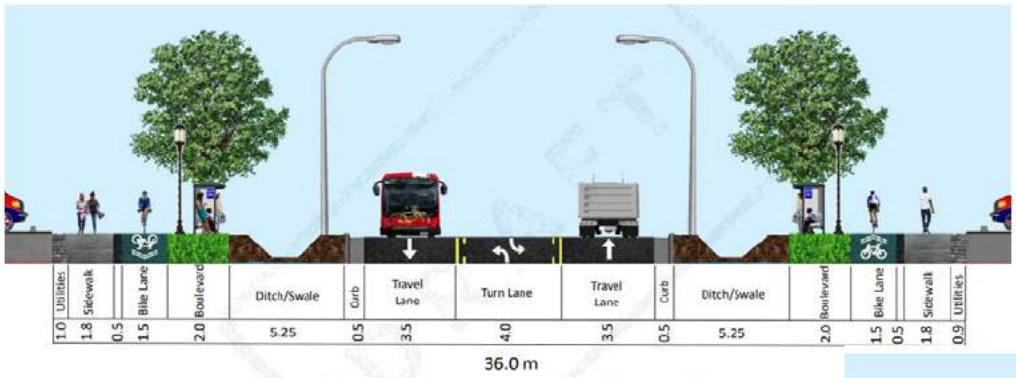
The recommended alternative solution for the study area includes both **Operational Improvements** and **Widening Garner Road**. These will be carried forward to Phase 3 of the EA study – development of design alternatives.

# Alternative Solutions

The following Alternative Solutions will be carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented on the next slide.

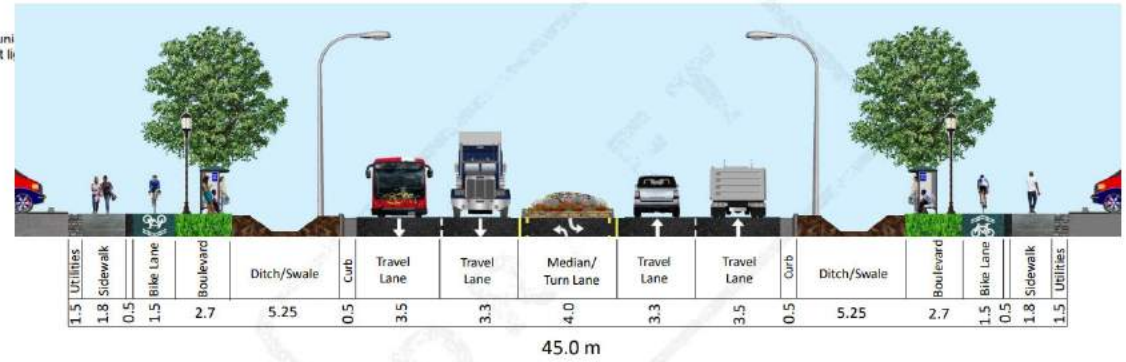
- **Operational Improvements and Transportation Management:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.

- **Widen Existing Right-of-Way to Provide Additional Travel Lanes:** Widen Garner Road to include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right of way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.




**NOTE:** The cross section configuration is conceptual, context sensitive and, where applicable, subject to refinements at phases 3 & 4 of the Muni
Assessment or Planning Applications. All cross-section elements shall conform to the City master plans, policies and standards, including street li
landscaping etc.

Concept cross sections shown from AEGD update




**NOTE:** The cross section configuration is conceptual, context sensitive and, where applicable, subject to refinements at phases 3 & 4 of the Municipal Class Environmental Assessment or Planning Applications. All cross-section elements shall conform to the City master plans, policies and standards, including street lighting, stormwater, landscaping etc.

# Potential Alternative Cross Section

## *Option 1*




Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
Widen/protect right-of-way to standard 36m width.

# Potential Alternative Cross Section

## *Option 2*




Widen Garner Road to three lanes, including two travel lanes in each direction, separated bike lanes and sidewalks. Widen/protect right-of-way to standard 45m width.

# Potential Alternative Cross Section

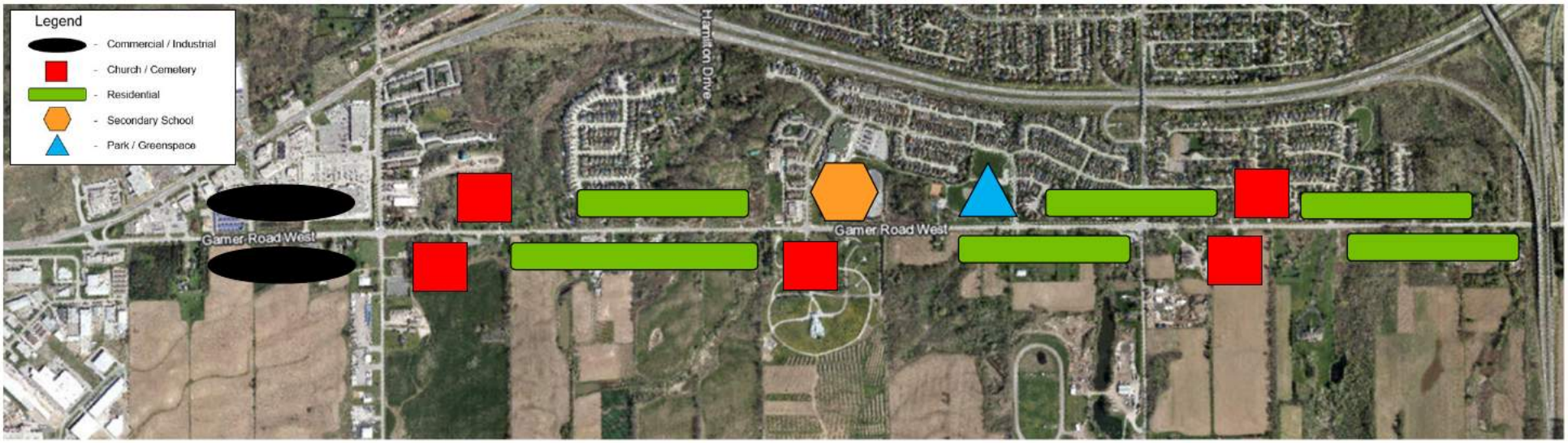
## *Option 3*




Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks. Widen/protect right-of-way to standard 45m width.

# Garner Road Corridor Constraints

Several environmental and technical constraints are located within the study area that will influence the development of design alternatives and the decision-making process.

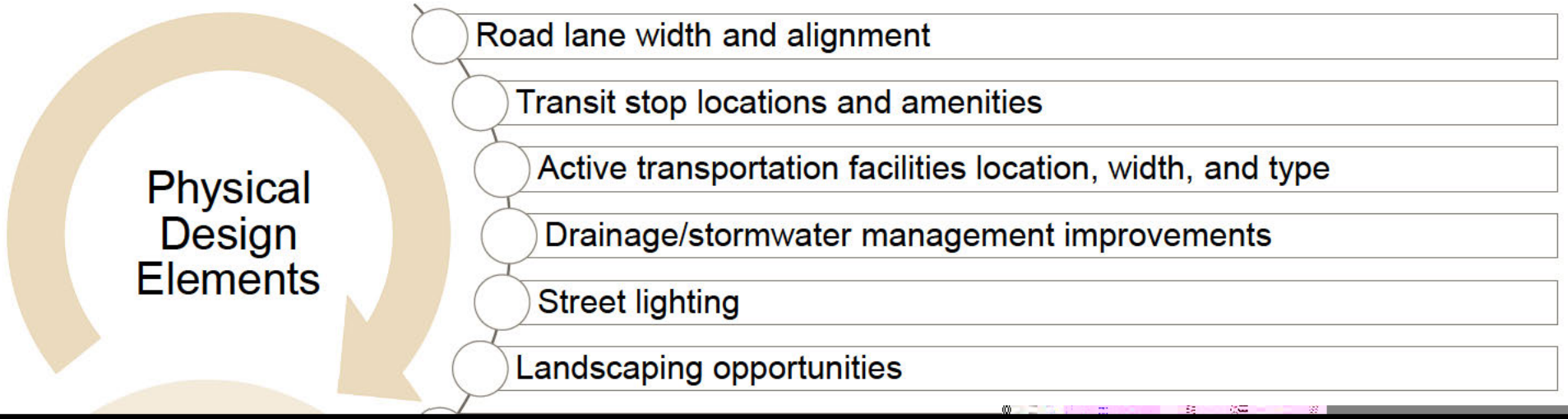



Key constraints include existing commercial/industrial areas, churches, cemeteries, residential properties, secondary school property, and park/greenspace.

The existing right-of-way varies and is approximately 30m wide on average. Additional width is required to accommodate cycling facilities, sidewalks, multi-use paths and lane capacity for cars and commercial vehicles. The location of constraints varies throughout the study area and may restrict improvement opportunities.

# Phase 3: Alternative Design Elements

During Phase 3 of the EA process, the following design elements will be considered as design alternatives are developed:



# Thank you!

Thank you for participating in Public Information Centre for the City of Hamilton, Municipal Class Environmental Assessment for the Garner Road study. Your feedback is valuable and appreciated.

Please provide comments by filling out the comment form or by contacting a member of the project team below by DATE:


**Megan Salvucci**
Project Manager – Capital Infrastructure Planning
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Email: isaac.bartlett@stantec.com

Stantec

# Meeting Notes

**Garner Road MCEA -TAC Meeting #1**

| | | |
|---|---|---|
| Project/File: | 165001196 | |
| Date/Time: | October 17, 2023 / [10:30] | |
| Location: | Microsoft Teams | |
| Attendees: | Megan Salvucci | City of Hamilton, Project Manager (Project Team) |
| | Olivia Stanciu | City of Hamilton, Capital Infrastructure Analyst (Project Team) |
| | Danny Pinmentel | City of Hamilton, Active Transportation |
| | Sam Brush | City of Hamilton, Urban Forest Health Technician |
| | Roger Silva | City of Hamilton, Roadway Safety |
| | Jessica Abrahamse | City of Hamilton, Heritage & Urban Design |
| | Bakir Fayad | City of Hamilton, Pedestrian & Cycling Engineering |
| | Brian Le | City of Hamilton, Traffic Signal Technologist |
| | Sarath Vala | City of Hamilton, Senior Project Manager, Design |
| | Nick Piedigrossi | City of Hamilton, Infrastructure Programming Technologist |
| | Mushfiqur Raham | City of Hamilton, Superintendent – Transportation Engineering |
| | Dawn Bingham | City of Hamilton, Traffic Signal Technologist |
| | Cory Manning | City of Hamilton, District Superintendent - Parks |
| | Hanna Daniels | City of Hamilton, Manager, Water & Wastewater Systems |
| | Harry Krinas | City of Hamilton, Senior Project Manager, Infrastructure |
| | Andrew Johnson | City of Hamilton, Transit Planning & Infrastructure |
| | Omar Shams | City of Hamilton, Transportation Planning – New Initiatives |
| | Isaac Bartlett | Stantec, Project Manager (Project Team) |
| | Paula Hohner | Stantec, Senior Environmental Planner (Project Team) |
| | Sarah Micks | Stantec, Environmental Planner (Project Team) |
| Distribution: | All attendees | |

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| Item | Action |
|---|---|
| **Introduction**<br>The purpose of this meeting was to introduce the Technical Advisory Committee to the Garner Road Municipal Class Environmental Assessment (MCEA) study (Wilson Street to the Highway 403 off-ramp) being undertaken by the City of Hamilton. | |

| Item | Action |
|---|---|
| **Study Background – Project Overview**<br>Using a presentation (attached to these minutes), Stantec and the City Project Manager provided an overview of the Garner Road MCEA study, including study background, existing conditions, alternative solutions, and evaluation criteria. The presentation will be used for Public Information Centre 1, tentatively scheduled for December 2023. *[Post Meeting Note: PIC 1 is scheduled for Monday, December 11, 2023.]*<br>The project team highlighted the need for additional corridor capacity in the study area to accommodate existing and future travel demand and to incorporate active transportation infrastructure. | |
| **Evaluation of Alternative Lane Widening**<br>The project team presented the preliminary draft evaluation of alternative cross-section lane widening options: 3-lanes, 4-lanes, and 5-lanes. It was noted that the evaluation is still preliminary, and subject to change.<br>It was noted that all alternatives would require land acquisition to accommodate the right-of-way (ROW) widening, though some mitigation may be possible under some alternatives. | |
| **Discussion**<br>The project team noted that the lane widening alternatives/cross-sections were derived from the Airport Employment Growth District (AEGD). The evaluation of alternative cross-sections used the 36m ROW and 45m ROW arterial roadways as provided in the AEGD. These AEGD cross-sections use the Complete Street guidelines. Elements of the Complete Street guidelines included in the cross-section will be determined during the alternative designs phase of the study (following PIC 1), using the City's audit tool.<br>The current AEGD cross-section figures will be provided to the project team without the 'draft' watermark once approved by City Council.<br>There is potential to reduce the stormwater management (SWM) facilities and Low Impact Developments (LIDs) footprint proposed in the AEGD cross-sections, to best fit the needs of the Garner Road corridor. Garner Road is a border road of the AEGD, so it is understood that the recommendations of the AEGD may need to be altered to accommodate road constraints. This could include exploring alternative SWM options, that could reduce the footprint of the overall ROW. This will be further considered in the alternative designs phase of the study.<br>It was noted that the SWM facilities for Garner Road would only be developed to accommodate the ROW. Any SWM for developments outside of the ROW (for residential developments, etc.) would require a separate study.<br>It was noted that the connectivity of active transportation facilities between Garner Road and the Rymal Road EA recommended improvements should provide consistency to users. This will be further considered during the alternative designs phase of the study.<br>The study area contains wildlife and wildlife features, with local residents and Ward Councillor advocating to conserve these species and areas. The project team will further consult with the AEGD staff to understand how the AEGD area is supporting the natural environment (i.e., wildlife crossings, mitigation measures, etc.). | Omar Shams<br>Project Team<br>Project Team<br>Project Team |

| Item | Action |
|---|---|
| Mature tree canopy is located within the study area and should be retained where possible. The Forestry group will be engaged during the alternative designs phase of the study to understand how the recommended improvements may impact tree canopy. | Project Team / Forestry |
| The TAC expressed interest towards a 'hybrid' cross-section/ROW approach; 36m ROW, 4-lanes, with 5-lanes provided where there are more common turning movements. This would allow a smaller footprint and potentially reduced impact to adjacent properties. In addition, TAC indicated that active transportation facilities can remain flexible, and do not need to be symmetrical on both sides of the road. The project team will further consider this option during the alternative designs phase. | Project Team |

The meeting adjourned at 11:00am.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Regards,

**STANTEC CONSULTING LTD.**

**Isaac Bartlett, P.Eng, ENV SP**
Project Manager
Isaac.Bartlett@stantec.com

Attachment: Presentation

## K.5.2 Technical Advisory Committee Meeting #2

# Garner Road

## Municipal Class Environmental Assessment

City of Hamilton

## TAC Meeting 2

*June 24, 2024*

# 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.

# Welcome!

The goals of this Public Information Centre (PIC) are to:

- Review the Project Background
- Provide an overview of the process that this study is following
- Review the Problems and Opportunities
- Review the Alternative and Recommended Solutions presented in PIC 1
- Review feedback and comments received in PIC 1
- Present Alternative Design Concepts and Draft Evaluation Criteria
- Present Preliminary Recommended Design Concept
- Answer questions and provide an opportunity to get involved

Comments received will be used to help identify the approach for improvements within the study area.

# Project Summary

The City of Hamilton initiated a Schedule ‘C’ Municipal Class Environmental Assessment (EA) to develop and assess Alternative Solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).



# Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended) and includes Phases 1 to 4.

**Phase 1: Problem and Opportunity**

- Review background planning and policy documents
- Identify study area needs, problems and opportunities

**Phase 2: Alternative Planning Solutions**

- Complete inventories of existing conditions (socio-economic, natural and cultural environments)
- Identify and evaluate feasible alternative solutions
- Select Recommended Alternative Solution
- Present to public and agencies for comment

**Phase 3: Alternative Design Concepts**

- Develop and evaluate Design Alternatives
- Identify Impacts and Mitigation Measures
- Select a Recommended Design Alternative
- Present to public and agencies for comment

*We are here*

**Phase 4: Environmental Study Report**

- Document the decision-making process in an Environmental Study Report (ESR)
- Circulate draft ESR to agencies for review
- Publish Notice of Study Completion for 30-day comment period

**Phase 5: Implementation**

- Complete Contract Drawings and Tender Documents
- Construction and Operation
- Monitoring for Environmental Provisions and Commitments

Continuous Consultation

# Phase 1: Problem & Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths).



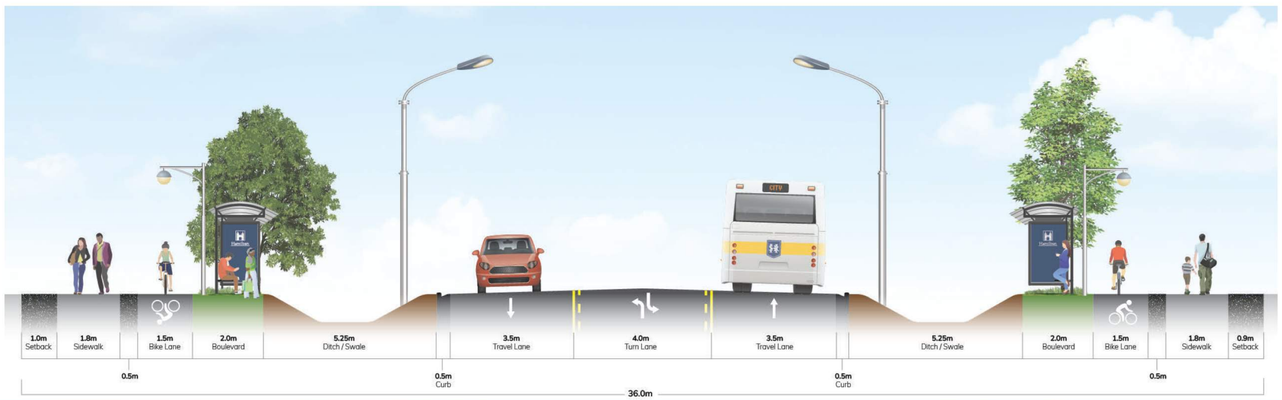


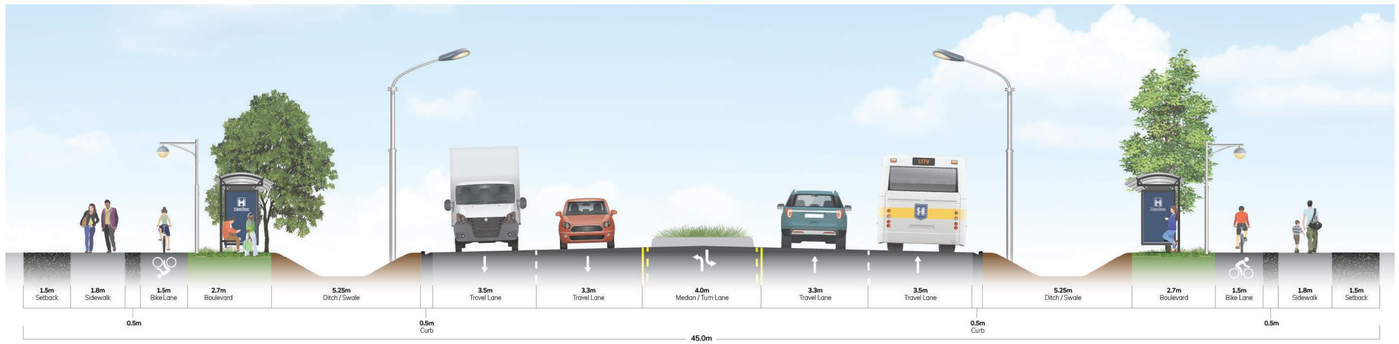


# Phase 2: Recommended Solution

The following Alternative Solutions have been carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.




Notes:
- Conceptual cross-section elements shown here are from the AEGD update.
- The cross-section configurations are conceptual, context sensitive and, where applicable, subject to refinements during Phases 3 & 4 of the EA process.
- The road cross-section options will incorporate these elements into the three Alternative Designs.

# Public Information Centre #1 Summary

The first PIC was held in-person on December 11, 2023 to present and receive public input on Phase 1 & 2 of the study. The following key themes and comments were received following PIC #1:

- **Road Safety and Expansion**
  - ✓ Mixed responses on desire for road widening
  - ✓ Safety concerns for pedestrians and cyclists
  - ✓ Safety concerns relating to the current design and speed
  - ✓ Concerns about Garner Road being an alternate route for 403 traffic

- **Pedestrian Facilities**
  - ✓ Mixed responses for new sidewalk and cycling facilities in a busy traffic corridor
  - ✓ Support for active transportation facilities

- **Climate Change and Stormwater Management**
  - ✓ Concern for water runoff from acquired property
  - ✓ Concern for climate change impacts

- **Natural Environment**
  - ✓ Concern for impacts to existing trees
  - ✓ Concern for wildlife

# Phase 3: Alternative Designs

## *Alternative Cross-Sections*

The recommended alternative solution to **Widen Garner Road** considers 3, 4, or 5 lane cross-sections. The following three cross-sections were presented at PIC #1:




**Alternative 1: 3 Lane Cross-Section**

- Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width




**Alternative 2: 4 Lane Cross-Section**

- Widen Garner Road to four lanes, including two travel lanes in each direction, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.




**Alternative 3: 5 Lane Cross-Section**

- Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

# Evaluation Criteria

As presented in PIC 1, the Alternatives were assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous Nations and members of the public will be integrated as required.

## Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics & complete livable better streets
- Compatibility with existing and proposed developments

## Natural Environment

- Vegetation and wildlife
- Water resources
- Air quality
- Climate change
- Stormwater management

## Transportation/Engineering

- Accommodate future travel demands (capacity)
- Safety for all users
- Public transit service
- Road network compatibility / connectivity
- Accommodate pedestrians / cyclists
- Response times / access for emergency vehicles
- Accommodate truck traffic
- Services / utilities
- Cost (i.e., capital cost, operational costs)

## Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

# Evaluation of Alternative Cross-Sections

The Alternative Cross-Sections are evaluated below:

| Evaluation Criteria | **Alternative 1**<br>3 Lane Cross-Section<br>36m Right-of-Way | **Alternative 2**<br>4 Lane Cross-Section<br>45m Right-of-Way | **Alternative 3**<br>5 Lane Cross-Section<br>45m Right-of-Way |
|---|---|---|---|
| **Transportation** | Least preferred | Most preferred | Moderately preferred |
| **Cultural Environment** | Moderately preferred | Least preferred | Least preferred |
| **Socio-Economic Environment** | Most preferred | Moderately preferred | Least preferred |
| **Natural Environment** | Moderately preferred | Most preferred | Least preferred |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

**Alternative 2: 4 Lane Cross-Section (45m Right-of-Way)** is recommended for the Garner Road corridor. The cross-section will be implemented using a best-fit approach, and will allow for adjustment to add additional turning lanes approaching intersections where the road footprint allows.

# Active Transportation Alternatives

As part of the 4 lane cross-section, active transportation facilities will be included within the right-of-way. This will include both pedestrian and cycling facilities.

To determine the suitable cycling facility type for the corridor, the 3-step Recommended Facility Selection Process in the Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021) was used. An overview of the 3-step process is outlined below.

OTM Book 18 is a traffic engineering and control reference manual produced by the Ministry of Transportation and developed in association with the Ontario Traffic Council.




**Stage 1: Pre-Select Facility Type Option**

- Step 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume

**Stage 2: Detailed and Contextual Evaluation**

- Stage 2 evaluates the cycling route through a desktop review and field investigations to understand site specific characteristics

**Stage 3: Justify and Document Rationale**

- Stage 3 identifies and evaluates the preferred facility type

# Active Transportation Alternatives
## *Stage 1 – Pre-Select Facility Type Option*

Step 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume.

Based on the road designation, either the urban/suburban or rural nomograph is used to pre-select the applicable facility type.

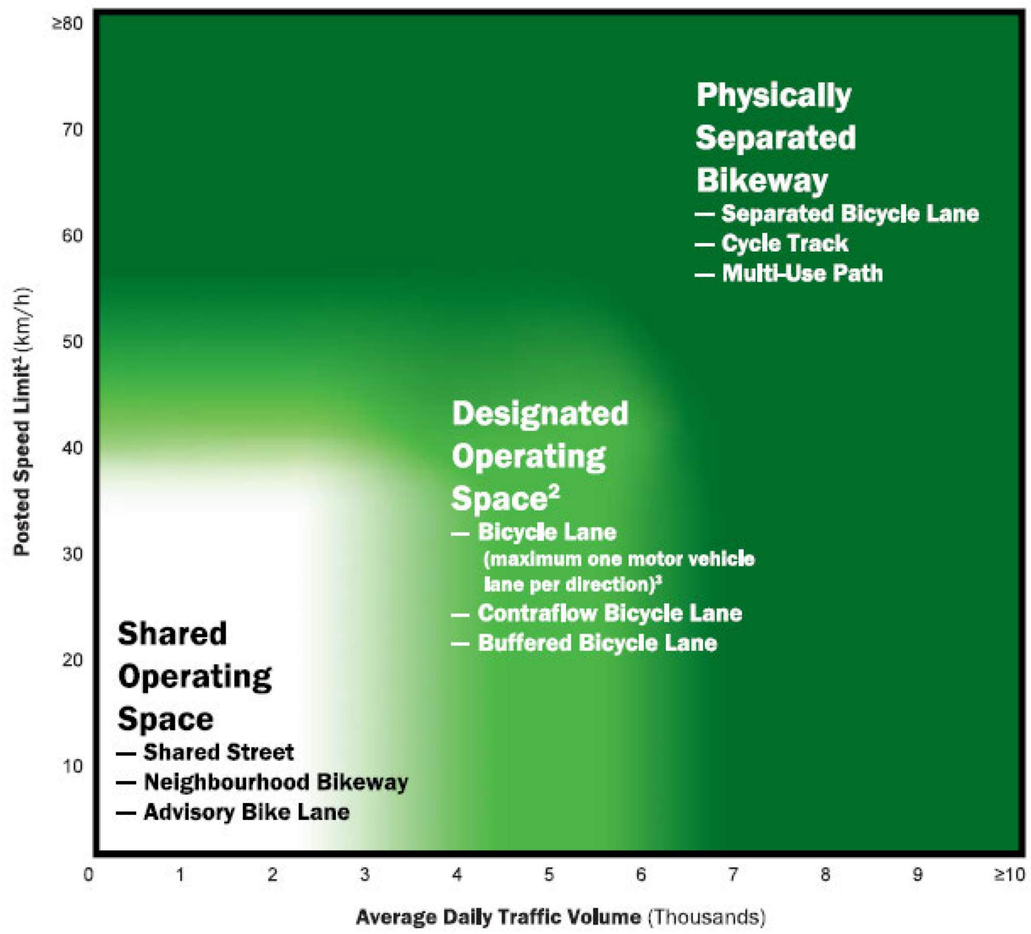
**Garner Road Conditions:**

- Garner Road falls under the urban/suburban nomograph
- Traffic Volume: exceeds 10,000 vehicles per day
- Speed limit: Ranges 60 to 70 km/h

**A Physically Separated Bikeway is identified as the pre-selected facility type. These include:**

- **Separated Bicycle Lanes,**
- **Cycle Tracks, and/or**
- **Multi-Use Paths**

**Desirable Cycling Facility Pre-Selection Nomograph**
**Urban/Suburban Context (Step 1)**



# Active Transportation Alternatives

## *Stage 2 – Detailed and Contextual Evaluation*

Once the pre-selected facility has been identified, Stage 2 evaluates the cycling route to understand site specific characteristics. Characteristics were grouped into the following functional groups and evaluated:

| Characteristic Group | Description | Garner Road Characteristics |
|---|---|---|
| **Roadway Characteristics** | Vehicle speed, traffic volume, road function (street, road, highway), vehicle mix, pedestrian activity, on-street parking, and frequency of intersections and crossings | Garner Road poses high risk for users, options separating pedestrians and cyclists from vehicle traffic were preferred |
| **Feasibility** | Available space, anticipated costs, and type of roadway improvement project | Mixed facilities were preferred for lower costs and aligning with existing infrastructure |
| **Attractiveness** | User skill and stress tolerance, level of cycling usage, function of route in cycling network | Lack of existing cycling facilities prioritized low-stress facilities that are able to accommodate increased cyclist traffic of all ages |

**A Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for Garner Road.**

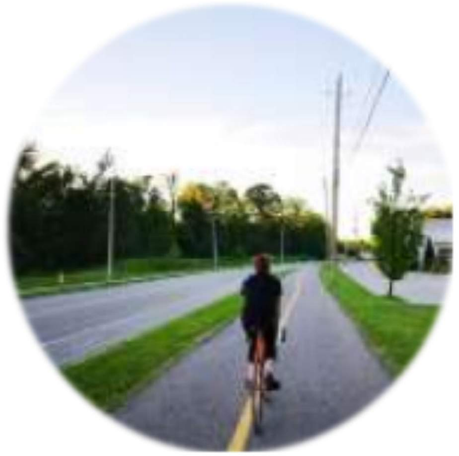
# Active Transportation Alternatives

## *Stage 3 – Justify and Document Rationale*

Following Stages 1 & 2, a Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for this Study.

Three Alternative Designs were developed based on the selected facility type:

**Alternative A:**



3.5m Multi-Use Pathway on Both Sides

**Alternative B:**



3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side

**Alternative C:**



2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer)

These Alternatives were assessed and justified using the Evaluation Criteria.

# Evaluation of Active Transportation Alternatives

The evaluation of Active Transportation Alternatives is presented below.

| Evaluation Criteria | Alternative A<br>3.5m Multi-Use Pathway on Both Sides | Alternative B<br>3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side | Alternative C<br>2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer) |
|---|---|---|---|
| **Transportation** | Moderately preferred | Most preferred | Moderately preferred |
| **Cultural Environment** | Most preferred | Most preferred | Least preferred |
| **Socio-Economic Environment** | Moderately preferred | Most preferred | Least preferred |
| **Natural Environment** | No preference | No preference | No preference |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

**Alternative B: 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side is selected as the Recommended Active Transportation Alternative for the following reasons:**

- Provides a physical separation for cyclists and pedestrians from traffic
- Multi-Use Pathway is accommodating for several levels of users
- Has the least impact on the existing trees, property and heritage resources
- It is consistent with the recommended improvements along the corridor outside of the study area

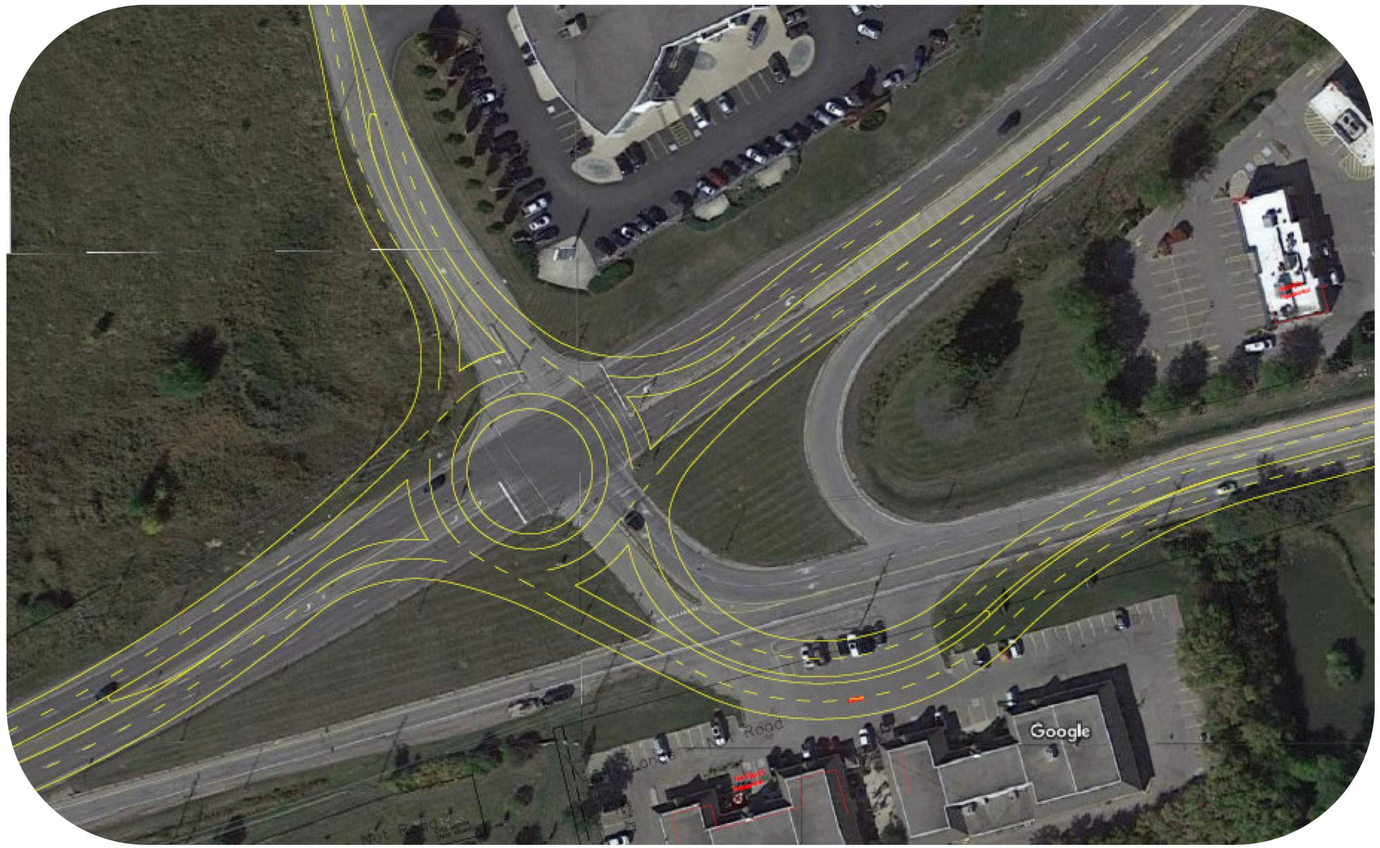
# Intersection Improvements

## *Garner Road and Wilson Street West*

Improvements to the intersection of Garner Road and Wilson Street West are required as part of the study. A 2 lane roundabout is recommended to be constructed. A conceptual drawing of the roundabout is provided below, and will be refined during detail design.

Roundabouts provide the following benefits:

- Fewer points of conflict and slower speeds, which decrease the risk of serious car crashes or injury
- Roundabouts make left hand turns more efficient
- Allow high volumes of traffic to travel through the area
- Eliminate maintenance and electricity costs affiliated with traffic signals



# Overall Recommended Design

As a result of the evaluation of alternative cross-sections, and active transportation alternatives, the following design is recommended for the Garner Road corridor:

- 4 Lane Cross-Section
- 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side
- Roundabout at Garner Road and Wilson Street West intersection

The proposed Garner Road corridor is presented on the printed roll plan, available in-person at the PIC and on the project website.

**Stormwater Management**

As part of the overall design, stormwater management measures will be included along the corridor to mitigate impacts of the proposed improvements. Water quality and quantity controls will be implemented.

Where possible, LID features (such as bioretention or enhanced grass swales) will be implemented where boulevard space and property permits. Underground infiltration chambers are a potential solution where space is limited. More traditional stormwater measures will also be considered, including storm sewers and oil and grit separators to meet quantity and quality control.





# Preliminary Mitigation Measures

Hamilton

Impacts resulting from this project will be minimized to the extent possible. Preliminary mitigation measures have been identified below, and will be further refined in the Environmental Study report and during detail design. Investigations are ongoing and will continue to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.



**Natural Environment**

Species surveys have been undertaken to identify wildlife present within the study area. Wildlife crossings are not recommended as a mitigation measure for the species identified. Impacts to the existing natural environment will be minimized to the extent possible.



**Utilities**

Utility conflicts with the Recommended Design will be determined. Relocations or mitigation measures will be completed in advance of construction through consultation with individual utility organizations.



**Noise Impacts**

The potential changes in traffic noise associated with the Recommended Design is currently being reviewed. A Noise Assessment is being completed to determine if measures are required to mitigate potential increases in traffic noise (i.e., noise wall, landscaping, etc.).



**Tree Impacts**

Trees and vegetation will need to be removed and will be minimized to the extent possible. Opportunities for new plantings and landscape enhancements will be identified during detail design.



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# Next Steps

Following this PIC, the project team will complete the next steps below:

- Complete Field Investigations and Studies
- Review and Consider Feedback Received During PIC 2
- Confirm Recommended Design
- Phase 4: Environmental Study Report
- 30-day Public Review Period Early 2025

At the end of the study, a Notice of Study Completion will be issued with the Environmental Study Report (ESR). The ESR will document the decision-making process and public feedback, and will be made available for a 30-day comment period.

# Thank you!

Thank you for participating in this PIC for the Garner Road Municipal Class Environmental Assessment study. Your feedback is valuable and appreciated.

Please provide comments by filling out the comment form or by contacting a member of the project team below by September 12, 2024:


**Megan Salvucci**
Senior Project Manager – Capital Infrastructure Planning
City of Hamilton
71 Main Street West, Hamilton, ON L8P 4Y5
Phone: 905-546-2424 extension 2732
Email: megan.salvucci@hamilton.ca

**Isaac Bartlett**
Sr. Associate, Transportation
Stantec Consulting
400-1305 Riverbend Road, London, ON N6K 0J5
Phone: 519-675-6643
Email: isaac.bartlett@stantec.com

Stantec

# Meeting Notes

**Garner Road MCEA - TAC Meeting #2**

| | | |
|---|---|---|
| Project/File: | 165001196 | |
| Date/Time: | June 24, 2024 / [10:30] | |
| Location: | Microsoft Teams | |
| Attendees: | Megan Salvucci | City of Hamilton, Project Manager (Project Team) |
| | Olivia Stanciu | City of Hamilton, Capital Infrastructure Analyst (Project Team) |
| | Danny Pinmentel | City of Hamilton, Active Transportation |
| | Sam Brush | City of Hamilton, Urban Forest Health Technician |
| | Roger Silva | City of Hamilton, Roadway Safety |
| | Bakir Fayad | City of Hamilton, Pedestrian & Cycling Engineering |
| | Brian Le | City of Hamilton, Traffic Signal Technologist |
| | Mushfiqur Raham | City of Hamilton, Superintendent – Transportation Engineering |
| | Dawn Bingham | City of Hamilton, Traffic Signal Technologist |
| | Omar Shams | City of Hamilton, Transportation Planning – New Initiatives |
| | Kara Bunn | City of Hamilton, Manager of Parks and Cemeteries |
| | Nicholas Chaloux | City of Hamilton, Senior Project Manager |
| | Tanvir Chowdhury | City of Hamilton, Transportation Engineering |
| | Steve Hasselman | City of Hamilton, District Superintendent Parks |
| | Melissa Kiddie | City of Hamilton, Heritage & Urban Design |
| | Steve Molloy | City of Hamilton, Manager Transportation Planning |
| | Evan Nopper | City of Hamilton, Active Transportation Technologist |
| | John Perrotta | City of Hamilton, Superintendent of Cemeteries |
| | Parham Salehi | City of Hamilton, Project Manager-Design |
| | Tina Sha | City of Hamilton, Project Manager |
| | Michael Votruba | City of Hamilton, Program Lead Urban Design |
| | Isaac Bartlett | Stantec, Project Manager (Project Team) |
| | Paula Hohner | Stantec, Team Lead, Assessment and Permitting (Project Team) |
| | Sarah Micks | Stantec, Environmental Planner (Project Team) |
| Distribution: | All attendees | |

| Item | Action |
|---|---|
| **Introduction**<br>The purpose of this meeting was to provide an update since TAC Meeting #1 (held in October 2023) to the Technical Advisory Committee (TAC) on the Garner Road Municipal Class Environmental Assessment (MCEA) study (Wilson Street to the Highway 403 off-ramp) being undertaken by the City of Hamilton. | |
| **Project Overview**<br>Using a presentation (attached to these minutes), Stantec and the City Project Manager provided an overview of the Garner Road MCEA study, including an overview of the recommended alternative solution, Public Information Centre (PIC) 1 summary, alternative cross-sections, active transportation alternatives, intersection improvements, and the overall recommended design. The presentation will be used for PIC 2, scheduled for August 22, 2024. | |
| **Evaluation of Alternative Cross-Sections**<br>The project team presented the results of the evaluation of alternative cross-sections with the recommendation of a 4-Lane cross-section within a 45m protected right-of-way.<br><br>Property acquisition and utility relocations will be required to achieve the 45m right-of-way. It was noted by the project team that the 4-lane cross-section will not be built out to the extents of the 45m right-of-way, and the road corridor/impermeable surface will be minimized where possible. As part of the design, the larger right-of-way will allow the project team to shift the active transportation facilities to avoid some impacts to existing trees and utilities and will allow for protection of the road corridor for potential future uses (i.e., rapid transit, etc.). | |
| **Evaluation of Active Transportation Alternatives**<br>The project team presented the results of the evaluation of alternative cross-sections with the recommendation of a 3.5m multi-use pathway on the north side and 2.0m sidewalk on the south side.<br><br>The minimum setback for the active transportation facilities is 1m and will be adjusted throughout the corridor to avoid impacts to trees where possible. Some localized areas of curb face facilities are recommended to mitigate impacts. | |
| **Intersection Improvements**<br>The project team presented a draft conceptual drawing for a potential roundabout at Garner Road and Wilson Street West. A roundabout workshop is being held internally to discuss the need for the roundabout and design considerations. | |
| **Overall Recommended Design**<br>The overall recommended design for the Garner Road corridor includes the following:<br>• 4 Lane cross-section within a 45m protected right-of-way<br>• 3.5m multi-use pathway on the north side and 2.0m sidewalk on the south side | |

| Item | Action |
|---|---|
| • Roundabout at Garner Road and Wilson Street West intersection<br>The Garner Road corridor improvements will be constructed under one contract, as an urbanized cross-section. | |
| **Discussion**<br>The project team noted that stormwater management measures are currently being looked at for the Garner Road corridor. The 45m right-of-way will provide flexibility to incorporate low-impact-develop (LID) measures, rather than using roadside ditching. It was recommended that the stormwater management report be circulated to the conservation authority as part of the EA process. | Project Team |
| The project team will consult with the City of Hamilton's development engineering department to understand if any commitments have been made to private developers along Garner Road regarding right-of-way extents. | Project Team |
| Forestry noted that while there is no ideal solution for road widening along Garner Road due to the existing tree canopy, flexibility within the 45m right-of-way will provide flexibility to avoid and/or reduce impacts. | |
| It was noted that the City of Hamilton has acquired the White Brick Church cemetery, and there are burials very close to the existing property line. | |
| The City of Hamilton project team clarified that the current watermain works being undertaken on Garner Road will **not** include the recommendations identified in this EA study (i.e., widening, active transportation). | |
| The project team noted that this study area is on the border of the Airport Employment Growth District (AEGD) boundary. Elements of the AEGD cross-section are being considered where feasible to fit the needs of the Garner Road corridor. | |
| Wildlife crossings are not warranted as part of the improvements along Garner Road. It was recommended that the project team consider noting that natural environment improvements will consider the Hamilton Biodiversity Action Plan, which was presented to council on June 18, 2024 for approval. | Project Team |
| The project team noted the following tentative timeline for this project:<br>• Early 2025 – completion of environmental assessment<br>• 2025-2027 – design<br>• 2027-2028 – construction | |

The meeting adjourned at 11:30am.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Regards,

**STANTEC CONSULTING LTD.**

**Isaac Bartlett, P.Eng, ENV SP**
Project Manager
Isaac.Bartlett@stantec.com

Attachment: Presentation

## K.5.3 Agency Correspondence

# Garner Road

## Municipal Class Environmental Assessment

*City of Hamilton*

## MTO Meeting #1

October 3, 2023

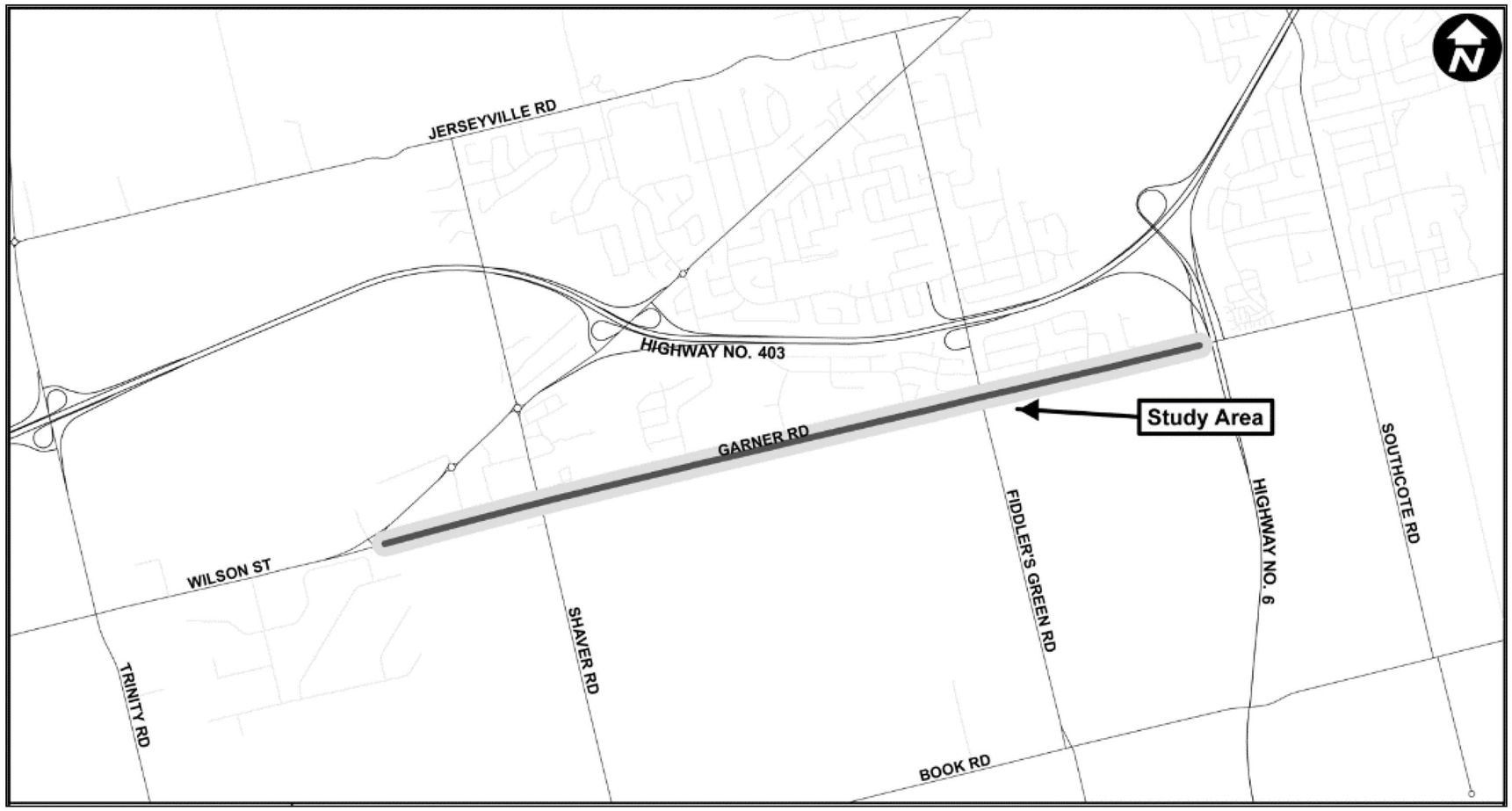
# Agenda

1. Introductions
2. Study Background
3. Project Overview
4. Existing Conditions
5. Transportation
6. Project Schedule
7. Next Steps

# Study Area Overview

## What are we doing?

The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) to develop and assess alternative solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 N-W/E ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).

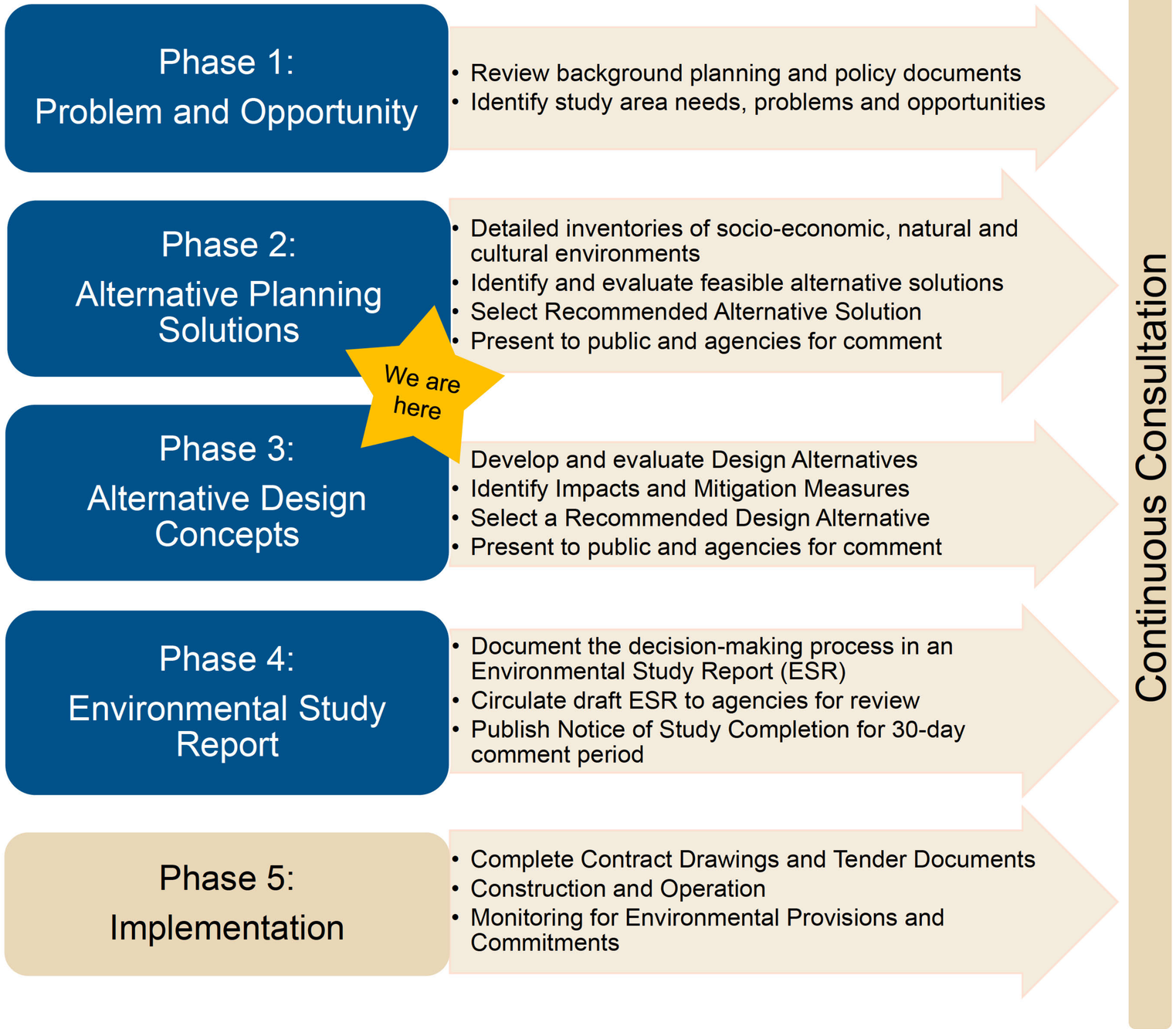


# Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This MCEA Study is being conducted as a Schedule 'C' project under the MCEA document (October 2000, as amended).

This EA covers Phases 1 to 4.



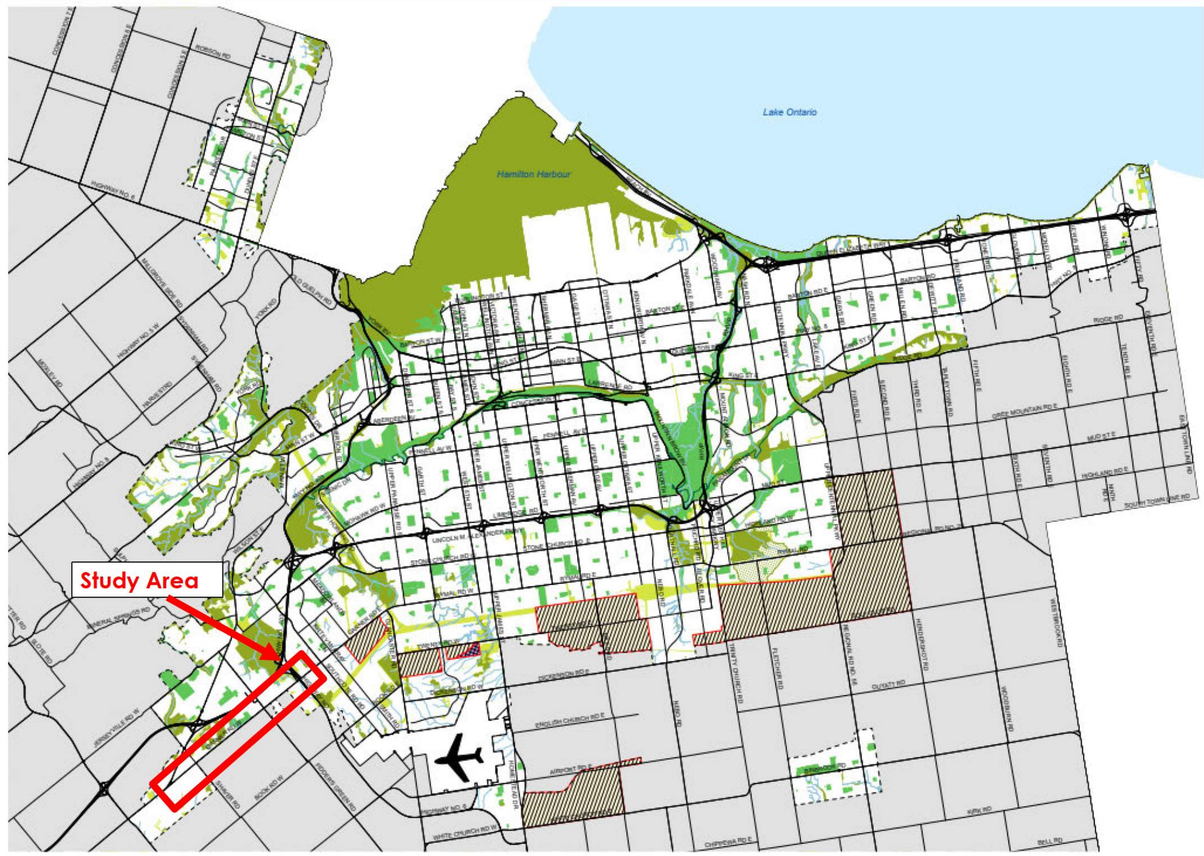
# Study Background – Land Use

**City if Hamilton Official Plan (Consolidated, 2013)**

- The Study area is located with the City of Hamilton Urban Official Plan.

- Garner Road is a rural cross-section with no cycling facilities, and a discontinuous sidewalk on one side of the road. It is a major arterial road that divides Urban Hamilton from Rural Hamilton.

- Designated Urban Area lands are within existing and planned growth areas of the study area.

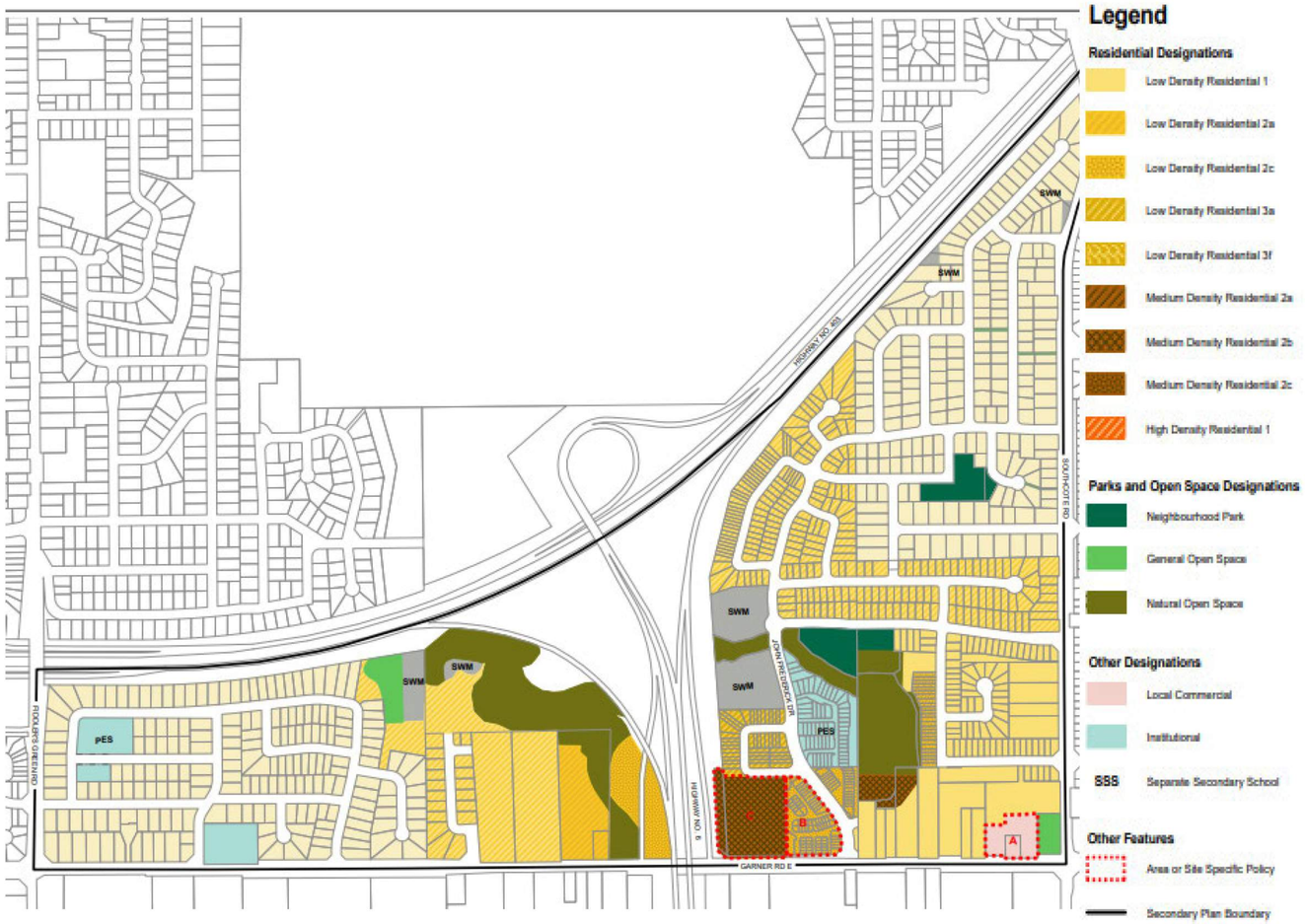


# Study Background – Land Use

## Garner Neighbourhood Secondary Plan (February 2021)

- This secondary plan is bounded by Fiddlers Green to the west, Garner Road to the south, Southcote Road to the east, and extends to the Highway 403 corridor north.

- Within this area, the majority of lands have been designated as low density residential. Medium density residential, natural open space, neighbourhood park, high density residential, and institutional lands are also present within this area.



# Transportation Planning

## Hamilton Airport Employment Growth District (AEGD) Transportation Master Plan (TMP)

An AEGD Transportation Master Plan (TMP) was developed to prepare a transportation strategy that would accommodate employment projections within the AEGD (displayed on the map below). Growth is estimated to increase by over 28,000 people/employees by the year 2031. The AEGD and TMP recommend road widening, rapid transit, cycling infrastructure and transportation demand management (TDM) measures along Garner Road.

## Ancaster Transportation Master Plan (ATMP)

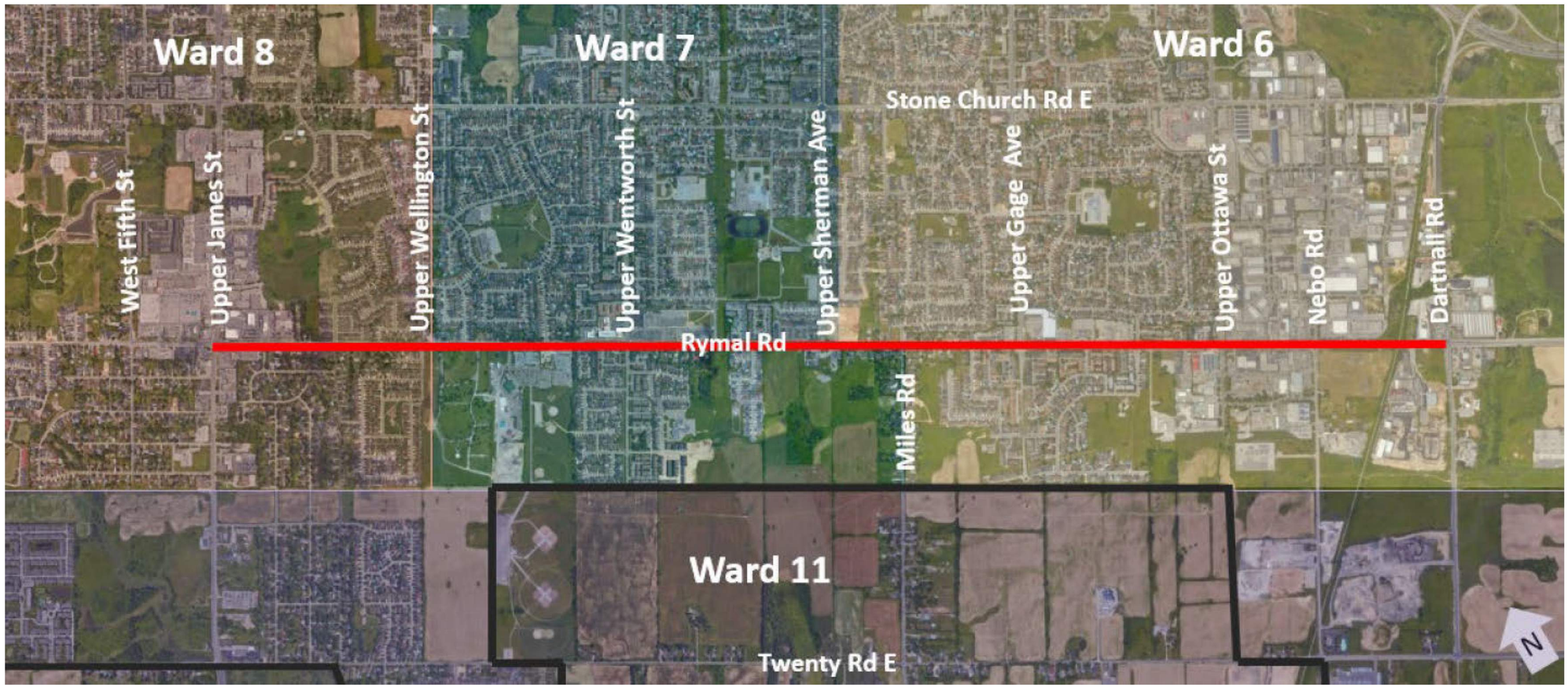
The 2011 ATMP identifies improvements to support mobility to the year 2031. The ATMP identifies Garner Road as a Major Arterial road and Full Time Truck Route, and identified improvements along Garner Road including road widening, and adding left turn lanes as required.



# Rymal Road EA

## Rymal Road (Upper James St to Dartnall Rd) EA

The City is currently undertaking an EA along Rymal Road to improve safety and efficiency, and create a well-connected, multi-modal transportation corridor that balances all modes of transportation. The current recommended alternative solution of the Rymal Road EA is to Create Additional Travel Lanes to support transit, provide infrastructure consistency, and support future development.

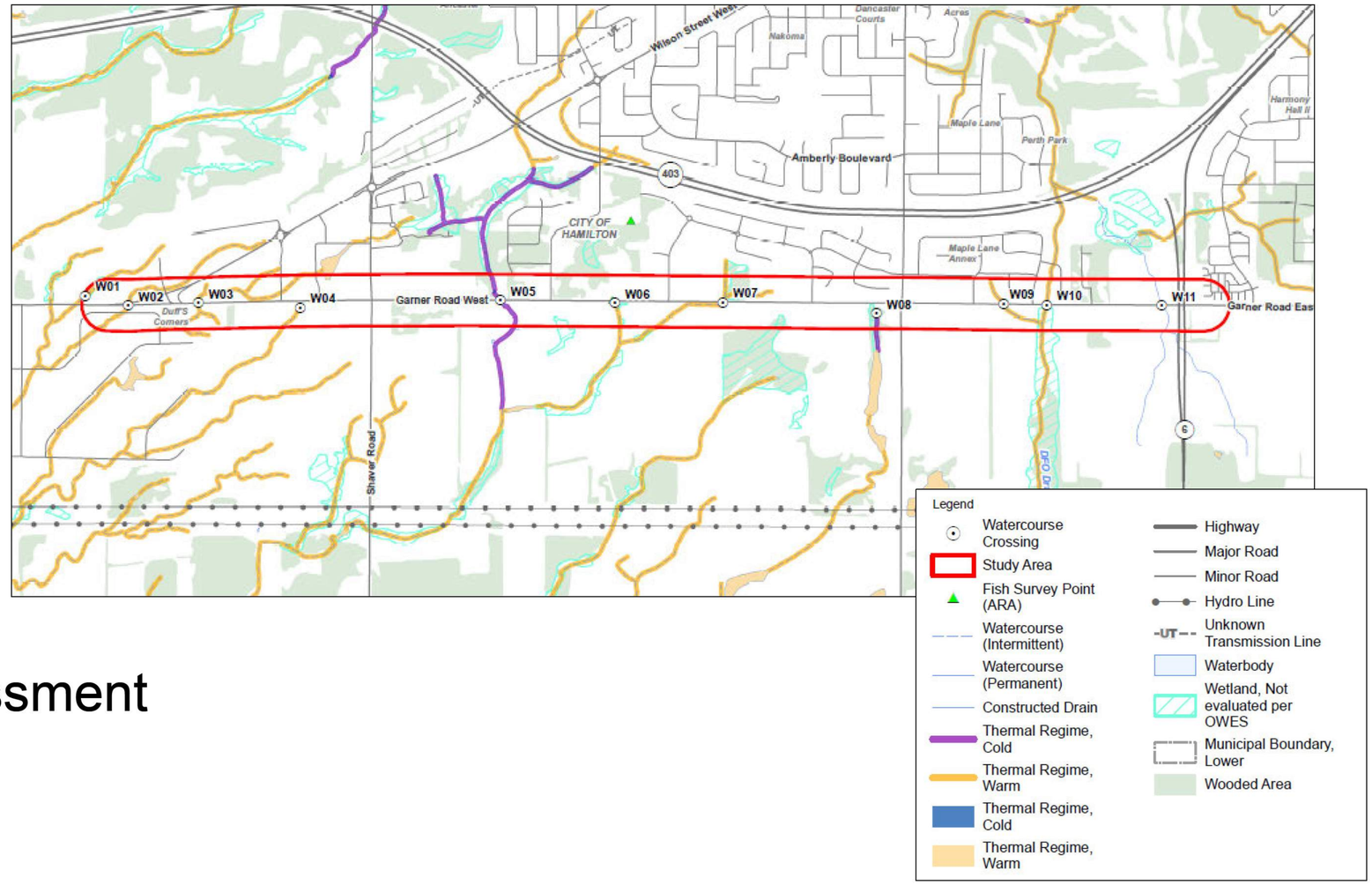


# Natural Environment

*Existing Conditions*

The study area includes the following natural environment features:

- multiple watercourses and watercourse crossings
- Wetlands, evaluated and unevaluated
- significant woodland
- wooded areas




Field surveys will include:

- Amphibian calls
- Bats
- Vegetation
- Breeding bird
- Headwater drainage assessment
- Fish habitat

# Cultural Environment

*Existing Conditions*

The study will review and consider other resource material such as:

**Archaeological Resources**

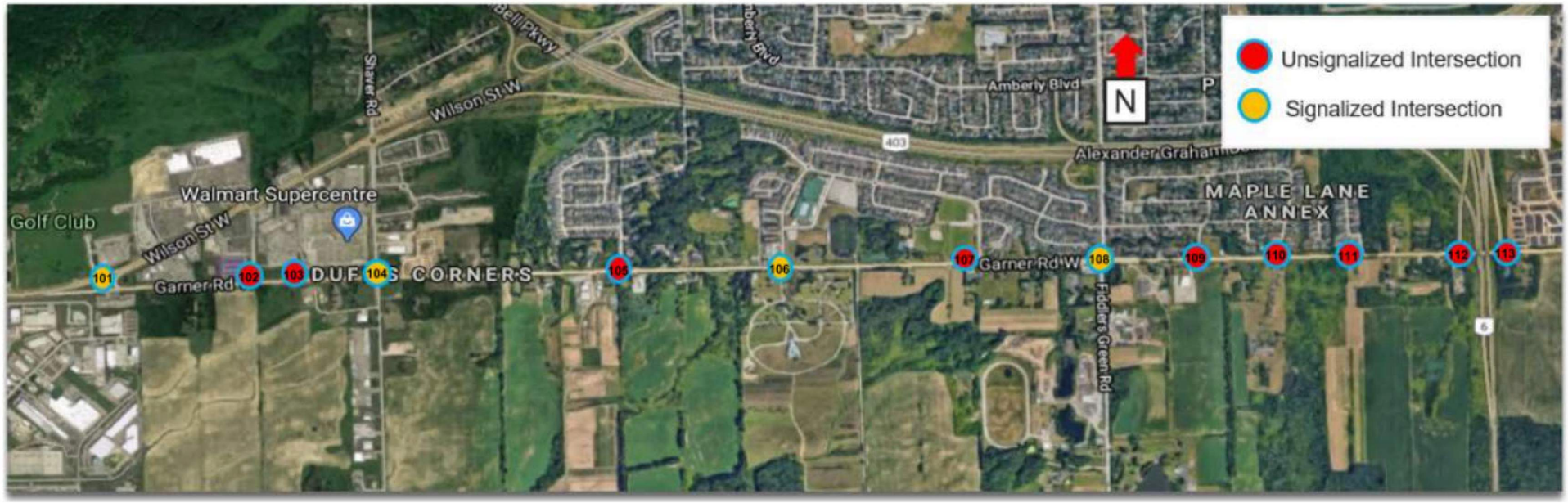
A *Stage 1 Archaeological Assessment* was completed as part of this study. A total of 21 archaeological assessments have been previously carried out within the study area, and total of 132 archaeological sites identified within one kilometre of the study area. Of those, nine were located within the study area, all of which are pre-contact Indigenous. Approximately 40.31% of the study area still retains potential for the recovery of archaeological resources and requires a *Stage 2 Archaeological Assessment.*

**Cultural Heritage Resources**

The project team will undertake a review of existing cultural heritage resources within the study area.

# Transportation

*Existing Conditions*




- Majority of intersections unsignalized
- No major trends in collision history

| Intersection | Collisions (C) | Volume (V) | Data Period (N) | Collision Rate (R) |
|---|---|---|---|---|
| RAMP WILSON EB TO GARNER EB @ GARNER RD W | 2 | 22,114 | 5 | 0.05 |
| WILSON ST W @ RAMP WILSON EB TO GARNER EB | 1 | 16,583 | 5 | 0.03 |
| GARNER RD W @ MCCLURE RD | 2 | 14,743 | 5 | 0.07 |
| GARNER RD W @ SHAVER RD | 5 | 22,551 | 5 | 0.12 |
| GARNER RD W @ HAMILTON DR | 3 | 27,171 | 5 | 0.06 |
| GARNER RD W @ PANABAKER DR | 2 | 27,289 | 5 | 0.04 |
| FIDDLER'S GREEN RD @ GARNER RD W | 9 | 30,761 | 5 | 0.16 |
| ANSON DR @ GARNER RD E | 1 | 22,551 | 5 | 0.02 |
| GARNER RD E @ MILLER DR | 2 | 23,517 | 5 | 0.05 |
| GARNER RD E @ RAMP 403 WB TO GARNER | 2 | 77,478 | 5 | 0.01 |

# Transportation

*Existing Travel Demand*

MMLOS analysis noted:

- Pedestrians LOS F
- Cyclists LOS F
- LOS A-C at all others, except for Transit at LOS D at signals
- Segment between ramps LOS F except Auto/Truck

**Table 3.4 – Existing (2021) ICA Analysis (Unsignalized)**

| Unsignalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & McClure Rd | EBL | A | 8.4 | 0.02 | 0.6 | A | 8.5 | 0.03 | 0.8 |
| | SBLR | B | 14.4 | 0.08 | 1.9 | C | 24.2 | 0.22 | 6.4 |
| Garner Rd W & Access Rd | EBL | A | 8.5 | 0.01 | 0.3 | A | 8.7 | 0.06 | 1.5 |
| | SBLR | C | 16.3 | 0.12 | 3.0 | D | 30.2 | 0.51 | 20.8 |
| Garner Rd W & Hamilton Dr | EBL | A | 8.9 | 0.01 | 0.3 | A | 9.0 | 0.04 | 0.9 |
| | SBLR | D | 34.8 | 0.53 | 21.6 | D | 28.6 | 0.34 | 10.9 |
| Garner Rd W & Braithwaite Ave | EBL | B | 10.2 | 0.02 | 0.5 | A | 8.9 | 0.03 | 0.6 |
| | SBLR | F | 105.7 | 0.84 | 39.8 | C | 21.3 | 0.12 | 3.0 |
| Garner Rd W & Anson Dr | EBL | A | 0.3 | 0.01 | 0.2 | A | 0.2 | 0.01 | 0.1 |
| | SBLR | F | 95.5 | 0.46 | 14.0 | C | 21.8 | 0.06 | 1.4 |
| Garner Rd W & Miller Dr | EBL | B | 10.6 | 0.01 | 0.3 | A | 9.5 | 0.01 | 0.3 |
| | SBLR | F | 77.4 | 0.45 | 14.0 | D | 31.7 | 0.12 | 3.0 |
| Garner Rd W & Woodmount Ave | EBL | A | 0.0 | 0.00 | 0.0 | A | 0.1 | 0.00 | 0.1 |
| | SBLR | D | 26.4 | 0.05 | 1.2 | C | 22.5 | 0.03 | 0.7 |
| Garner Rd W & 403 EB off-ramp | SBLR | F | 219.2 | 1.16 | 58.0 | F | 148.1 | 1.10 | 76.6 |
| Garner Rd W & 403 EB on-ramp | EBL | B | 12.0 | 0.19 | 5.1 | B | 10.1 | 0.04 | 0.9 |

**Table 3.7 – Existing Conditions (2021) Segment MMLOS Results**

| Segments | Eastbound | | | | | Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Ped LOS | Bike LOS | Transit LOS | Truck LOS | Car LOS | Ped LOS | Bike LOS | Transit LOS | Truck LOS | Car LOS |
| Mason Dr to McClure Rd | Fails | Fails | F | C | C | Fails | Fails | F | C | B |
| McClure Rd to Shaver Rd | Fails | Fails | E | C | C | Fails | Fails | F | C | B |
| Shaver Rd to Hamilton Dr | Fails | Fails | F | C | C | Fails | Fails | F | C | C |
| Hamilton D to Panabaker D | Fails | Fails | E | C | C | Fails | Fails | F | C | C |
| Panabaker Dr to Braithwaite Ave | Fails | Fails | F | C | C | Fails | Fails | E | C | B |
| Braithwaite Ave to Fiddlers Green Rd | Fails | Fails | F | D | D | Fails | Fails | F | B | A |
| Fiddlers Green Rd to Anson Dr. | Fails | Fails | F | D | D | Fails | Fails | F | D | D |
| Anson Dr to Miller Dr | Fails | Fails | F | C | C | Fails | Fails | F | C | B |
| Miller Dr to Woodmount Ave | Fails | Fails | F | C | B | Fails | Fails | F | C | C |
| Woodmount Ave to HWY 403 Off-Ramp | Fails | Fails | F | D | D | Fails | Fails | F | D | D |
| HWY 403 Off-Ramp to HWY 403 On-Ramp | Fails | Fails | F | B | A | Fails | Fails | F | B | A |

# Transportation

*Future Travel Demand*

Future 2031 MMLOS analysis noted:

- Pedestrians LOS F to LOS C or D
- Cyclists LOS F to LOS C
- LOS A-C at all others, except for Transit at LOS D at signals
- Segment between ramps improved (varies)

Alternative 1 follows the “Do Nothing” traffic and examines inclusion of sidewalks and bicycle lanes (separated)

**Table 4.2 – Future Do Nothing (2031) Unsignalized Intersection Capacity Analysis Results**

| Unsignalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & McClure Rd | EBL | A | 8.6 | 0.03 | 0.7 | A | 9.7 | 0.05 | 1.3 |
| | SBLR | C | 19.2 | 0.13 | 3.5 | F | 51.2 | 0.46 | 16.1 |
| Garner Rd W & Access Rd | EBL | A | 8.6 | 0.02 | 0.4 | B | 10.6 | 0.11 | 2.8 |
| | SBLR | D | 25.4 | 0.23 | 6.5 | F | 222.9 | 1.26 | 82.7 |
| Garner Rd W & Hamilton Dr | EBL | A | 9.1 | 0.02 | 0.4 | B | 11.0 | 0.07 | 1.7 |
| | SBLR | F | 155.7 | 1.10 | 70.0 | F | 99.3 | 0.82 | 39.1 |
| Garner Rd W & Braithwaite Ave | EBL | B | 10.5 | 0.03 | 0.6 | B | 10.5 | 0.04 | 1.0 |
| | SBLR | F | 610.2 | 2.05 | 102.5 | F | 52.2 | 0.39 | 12.3 |
| Garner Rd W & Anson Dr | EBL | A | 1.5 | 0.02 | 0.4 | A | 0.2 | 0.01 | 0.2 |
| | SBLR | F | 750 | 9.83 | Err | F | 66.9 | 0.27 | 7.3 |
| Garner Rd W & Miller Dr | EBL | B | 11.4 | 0.02 | 0.4 | B | 11.2 | 0.02 | 0.5 |
| | SBLR | F | 351.5 | 1.17 | 35.2 | F | 69.2 | 0.28 | 7.6 |
| Garner Rd W/ Woodmount Ave | EBL | A | 0.1 | 0.00 | 0.0 | A | 0.2 | 0.01 | 0.2 |
| | SBLR | D | 33.5 | 0.12 | 3.0 | F | 58.1 | 0.15 | 3.8 |
| Garner Rd W & 403 EB exit-ramp | SBLR | F | 750 | 3.18 | Err | F | 750 | 3.28 | Err |

**Table 4.3 – Intersection Capacity Analysis Results for Signalization of Garner Road/ Highway 403 Exit-Ramp (Future Do Nothing 2031)**

| Signalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & 403 EB entr-rmp | EBT | C | 26.3 | 0.97 | #335.7 | A | 9 | 0.74 | 130.9 |
| | WBT | A | 6.3 | 0.72 | 113.7 | B | 14.3 | 0.86 | #217.2 |
| | SBL | D | 47.5 | 0.53 | 32.6 | C | 25.8 | 0.53 | 37.6 |
| | SBR | D | 42.5 | 0.03 | 8.9 | C | 22.6 | 0.12 | 14.1 |
| | **Overall** | **B** | **19.3** | **0.92** | | **B** | **13.4** | **0.79** | |

The results show that the intersection operates within capacity across both peak hours and that all movements operate at a LOS of D or better. However, due to the high EBT traffic volumes in the AM peak hour and the high WBT traffic volumes in the PM peak hour, these movements operate at high V/C values and with significant levels of queueing in the respective peak hour.

# Transportation

## *Future Travel Demand*

Table 5.5 – Future Alternative 2 (2031) Unsignalized Intersection Capacity Analysis Results

| Unsignalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & Miller Dr | EBL | B | 11.4 | 0.02 | 0.4 | B | 11.2 | 0.02 | 0.5 |
| | SBLR | D | 30 | 0.25 | 7.1 | C | 21.6 | 0.09 | 2.2 |
| Garner Rd W/ Woodmount Ave | EBL | B | 10.6 | 0 | 0 | B | 11.2 | 0.01 | 0.2 |
| | SBLR | C | 20.4 | 0.07 | 1.7 | C | 21.5 | 0.05 | 1.2 |
| Garner Rd W & 403 EB exit-ramp | SBLR | F | 60 | 0.74 | 36.9 | F | 151.9 | 1.17 | 100.8 |
| Garner Rd W & 403 EB entr-rmp | EBL | B | 14.2 | 0.25 | 7.6 | B | 12.7 | 0.07 | 1.7 |

Table 5.6 – Intersection Capacity Analysis Results for Signalization of Garner Road/ Highway 403 Exit-Ramp (Alternative 2, 2031)

| Signalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & 403 EB exit-rmp | EBT | C | 26.3 | 0.97 | #335.7 | A | 9 | 0.74 | 130.9 |
| | WBT | A | 6.3 | 0.72 | 113.7 | B | 14.3 | 0.86 | #217.2 |
| | SBL | D | 47.5 | 0.53 | 32.6 | C | 25.8 | 0.53 | 37.6 |
| | SBR | D | 42.5 | 0.03 | 8.9 | C | 22.6 | 0.12 | 14.1 |
| | **Overall** | **B** | **19.3** | **0.92** | | **B** | **13.4** | **0.79** | |

Alternative 2 looks at widening to three lanes and include a two way left turn lane, in addition to new sidewalks and bicycle lanes (separated)

Table 5.8 – Future Alternative 3 (2031) Unsignalized Intersection Capacity Analysis Results

| Unsignalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & McClure Rd | EBL | A | 8.6 | 0.03 | 0.7 | A | 9.7 | 0.05 | 1.3 |
| | SBLR | B | 14.2 | 0.09 | 2.3 | D | 31.9 | 0.33 | 10.3 |
| Garner Rd W & Access Rd | EBL | A | 8.6 | 0.02 | 0.4 | A | 9.9 | 0.1 | 2.4 |
| | SBLR | C | 16.8 | 0.15 | 3.8 | E | 46.5 | 0.7 | 35.9 |
| Garner Rd W & Hamilton Dr | EBL | A | 9.2 | 0.02 | 0.5 | B | 11.3 | 0.07 | 1.8 |
| | SBLR | E | 42.5 | 0.67 | 33.3 | E | 46.6 | 0.58 | 23.8 |
| Garner Rd W & Braithwaite Ave | EBL | B | 10.5 | 0.03 | 0.6 | B | 10.5 | 0.04 | 1.1 |
| | SBLR | F | 149.9 | 1.04 | 59.3 | D | 31.6 | 0.26 | 7.5 |
| Garner Rd W & Anson Dr | EBL | A | 0.6 | 0.02 | 0.4 | A | 0.3 | 0.01 | 0.2 |
| | SBLR | D | 28.3 | 0.17 | 4.4 | C | 23 | 0.09 | 2.4 |
| Garner Rd W & Miller Dr | EBL | B | 11.8 | 0.02 | 0.5 | B | 11.3 | 0.02 | 0.5 |
| | SBLR | F | 83.2 | 0.53 | 17.6 | E | 39.6 | 0.17 | 4.4 |
| Garner Rd W/ Woodmount Ave | EBL | A | 0 | 0 | 0 | A | 0.2 | 0.01 | 0.2 |
| | SBLR | C | 18.2 | 0.06 | 1.4 | E | 35 | 0.09 | 2.2 |
| Garner Rd W & 403 EB exit-ramp | SBLR | F | 311.5 | 1.43 | 82.1 | F | 507.1 | 1.96 | 170.6 |

Table 5.9 – Intersection Capacity Analysis Results for Signalization of Garner Road/ Highway 403 Exit-Ramp (Alternative 3, 2031)

| Signalized Intersection | Movement | AM Peak Hour | | | | PM Peak Hour | | | |
|---|---|---|---|---|---|---|---|---|---|
| | | LOS | Delay (s) | V/C | Queue (m) 95th | LOS | Delay (s) | V/C | Queue (m) 95th |
| Garner Rd W & 403 EB exit-rmp | EBT | B | 17.5 | 0.78 | 84.5 | B | 18.2 | 0.61 | 60.5 |
| | WBT | B | 13.3 | 0.58 | 55.2 | C | 20.2 | 0.72 | 74.1 |
| | SBL | B | 17.9 | 0.16 | 19.5 | B | 13.8 | 0.21 | 32 |
| | SBR | B | 16.7 | 0.03 | 5.9 | B | 12.8 | 0.1 | 14 |
| | **Overall** | **B** | **15.9** | **0.53** | | **B** | **18.6** | **0.46** | |

Alternative 3 looks at widening to four lanes, in addition to new sidewalks and bicycle lanes (separated)

# Transportation

*Garner Road and Highway 403*

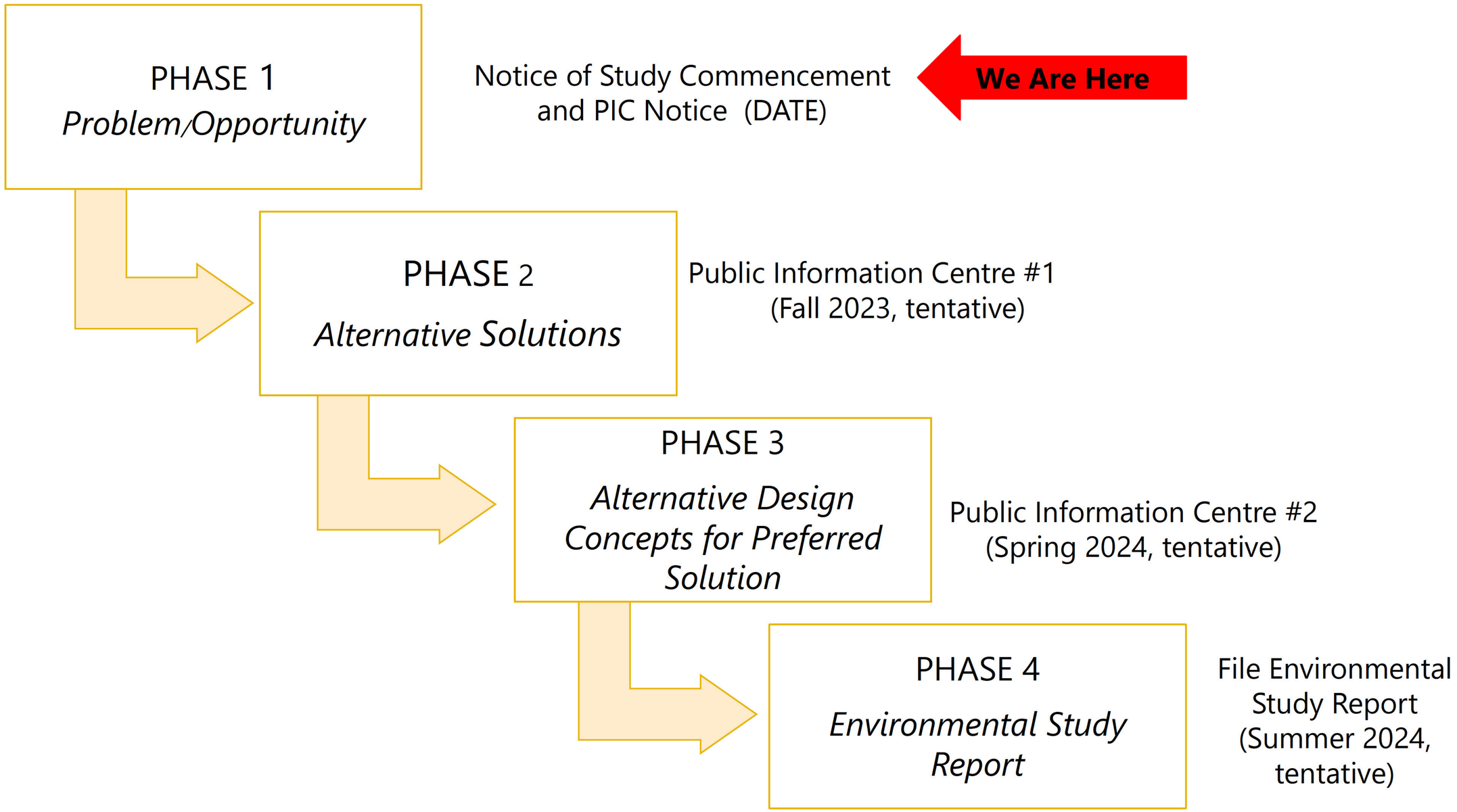








# Study Schedule



# Next Steps

- Address MTO comments
- Draft Transportation Report
- PIC #1 – Fall 2023

Stantec

# Meeting Notes

**Garner Road MCEA - MTO Meeting #1**

| | | |
|---|---|---|
| Project/File: | 165001196 | |
| Date/Time: | October 3, 2023 / 10:00 am | |
| Location: | Microsoft Teams | |
| Attendees: | Megan Salvucci | City of Hamilton, Project Manager |
| | Olivia Stanciu | City of Hamilton, Capital Infrastructure Analyst |
| | Alice Kam | MTO, Senior Project Engineer |
| | Paul Nunes | MTO, Senior Project Manager |
| | Margaret Pak | MTO, Environmental Planner |
| | Brian Barrett | AECOM, Highway Engineering |
| | Felipe Sapateiro | AECOM, Project Manager |
| | Julia DeDecker | AECOM, Environmental Planner |
| | Isaac Bartlett | Stantec, Project Manager |
| | Sarah Micks | Stantec, Environmental Planner |
| Distribution: | All attendees | |

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| Item | Action |
|---|---|
| **Introduction**<br>The purpose of this meeting is to introduce the Garner Road Municipal Class Environmental Assessment (MCEA) (Wilson Street to the Highway 403 off-ramp) being undertaken by the City of Hamilton.<br>The focus of the meeting was to discuss how the study may impact the Highway 403 off-ramp with the Ministry of Transportation (MTO). | |
| **Study Background – Project Overview**<br>Using a presentation (attached to these minutes), Stantec and the City provided an overview of the Garner Road MCEA Study, including study background and existing conditions.<br>The project team highlighted the need for additional roadway capacity along the Garner Road corridor to accommodate existing and future traffic volumes. | |
| **Transportation – Garner Road and Highway 403**<br>MTO noted that the City of Hamilton has submitted a permit to signalize the intersection at Highway 403 off-ramp and Garner Road. The City noted that this signalization may be completed in conjunction with subsurface works along Garner Road scheduled for 2024. The City is to confirm timing. | City of Hamilton |

| Item | Action |
|---|---|
| MTO is completing an EA for the twinning of Highway 6. It was noted that their analyses has assumed the need for signalization at Highway 403 and Garner Road and that this will be considered their base condition. Their Recommended Plan includes the signalization of the intersection, to be completed by the City. MTO noted that CIMA completed the design for the intersection in 2017.<br>No changes to the Highway 6 structures (overhead of Garner Road) are anticipated. | |
| **Discussion**<br>MTO does not anticipate the Garner Road EA PIC 1 material will require Senior Management endorsement as we are not anticipating impacting the structures.<br>The City of Hamilton noted that 5-laning of Garner Road is a consideration for the alternative solutions as a result of the potential Greenbelt developments, and to accommodate potential future populations, though this option may get screened out. | |
| **Next Steps**<br>Public Information Centre (PIC) 1 is planned for December 2023. PIC 2 is tentatively scheduled for Spring 2024, and the Environmental Study Report anticipated for late 2024. The City noted this schedule may permit 2025/2026 detailed design, and 2027 construction.<br>PIC materials are to be circulated to MTO 1-2 weeks prior to going to the public. | Stantec/City of Hamilton |

The meeting adjourned at 11:00am.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Regards,

**STANTEC CONSULTING LTD.**



**Isaac Bartlett, P.Eng, ENV SP**
Project Manager
Isaac.Bartlett@stantec.com

Attachment: Presentation

# Garner Road

## Municipal Class Environmental Assessment

*City of Hamilton*

**MTO Meeting #2**

July 10, 2024

# Agenda

1. Introductions & Project Summary
2. Project Update – PIC 1 Recommendations
3. Alternative Design Overview & Evaluation Criteria
4. Ramp Terminal Details
5. Next Steps

# Project Summary

The City of Hamilton initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) to develop and assess Alternative Solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).



# Project Summary: Problem & Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths).



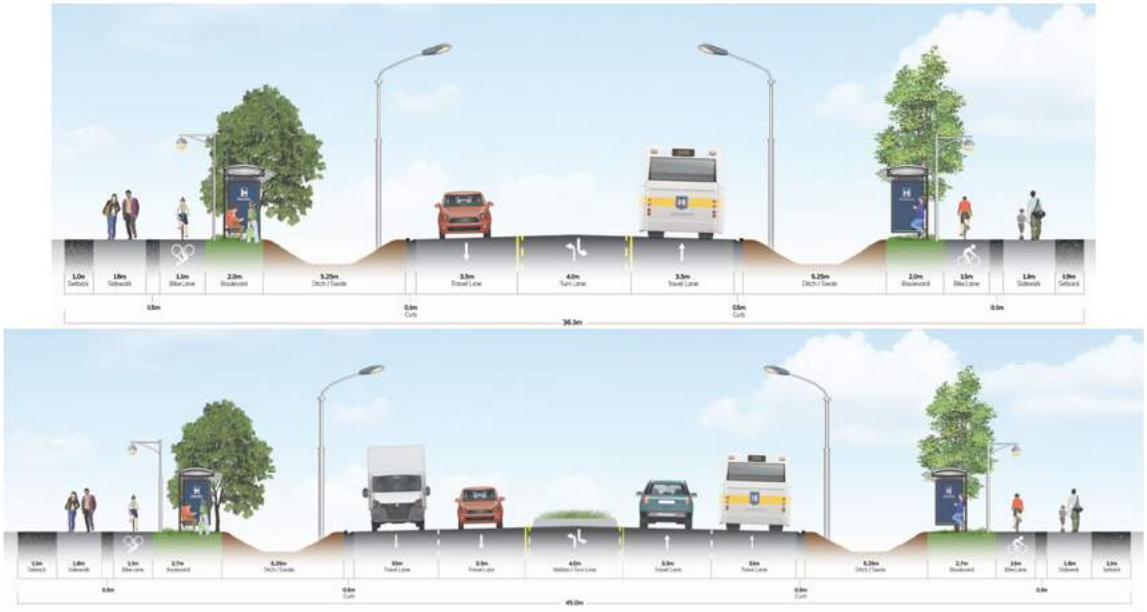




# PIC 1 Recommended Solution

The following Alternative Solutions have been carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.



Notes:
- Conceptual cross-section elements shown here are from the AEGD update.
- The cross-section configurations are conceptual, context sensitive and, where applicable, subject to refinements during Phases 3 & 4 of the EA process.
- The road cross-section options will incorporate these elements into the three Alternative Designs.

# Public Information Centre #1 Summary

The first PIC was held in-person on December 11, 2023 to present and receive public input on Phase 1 & 2 of the study. The following key themes and comments were received following PIC #1:

- **Road Safety and Expansion**
  - ✓ Mixed responses on desire for road widening
  - ✓ Safety concerns for pedestrians and cyclists
  - ✓ Safety concerns relating to the current design and speed
  - ✓ Concerns about Garner Road being an alternate route for 403 traffic

- **Pedestrian Facilities**
  - ✓ Mixed responses for new sidewalk and cycling facilities in a busy traffic corridor
  - ✓ Support for active transportation facilities

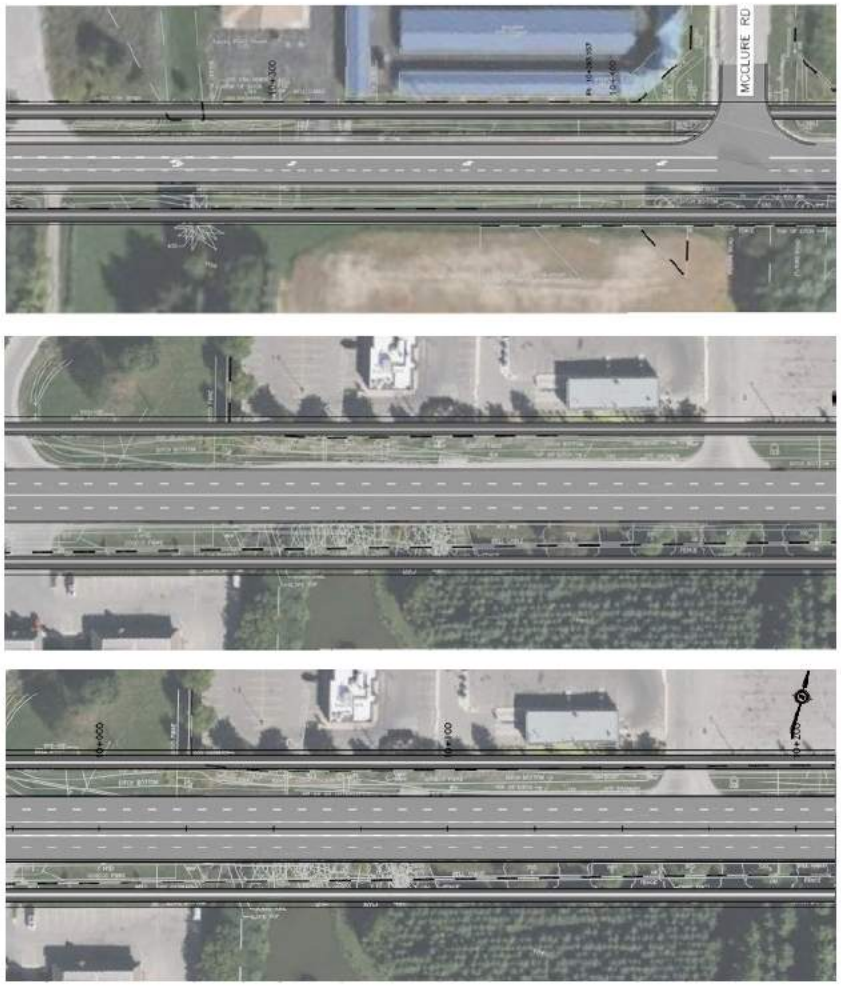
- **Climate Change and Stormwater Management**
  - ✓ Concern for water runoff from acquired property
  - ✓ Concern for climate change impacts

- **Natural Environment**
  - ✓ Concern for impacts to existing trees
  - ✓ Concern for wildlife

# Alternative Designs

## *Alternative Cross-Sections*

The recommended alternative solution to **Widen Garner Road** considers 3, 4, or 5 lane cross-sections. The following three cross-sections were presented at PIC #1:




**Alternative 1: 3 Lane Cross-Section**

- Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width

**Alternative 2: 4 Lane Cross-Section**

- Widen Garner Road to four lanes, including two travel lanes in each direction, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

**Alternative 3: 5 Lane Cross-Section**

- Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

# Evaluation Criteria

As presented in PIC 1, the Alternatives were assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous Nations and members of the public will be integrated as required.

## Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics & complete livable better streets
- Compatibility with existing and proposed developments

## Natural Environment

- Vegetation and wildlife
- Water resources
- Air quality
- Climate change
- Stormwater management

## Transportation/Engineering

- Accommodate future travel demands (capacity)
- Safety for all users
- Public transit service
- Road network compatibility / connectivity
- Accommodate pedestrians / cyclists
- Response times / access for emergency vehicles
- Accommodate truck traffic
- Services / utilities
- Cost (i.e., capital cost, operational costs)

## Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

# Evaluation of Alternative Cross-Sections

The Alternative Cross-Sections are evaluated below:

| Evaluation Criteria | Alternative 1<br>3 Lane Cross-Section<br>36m Right-of-Way | Alternative 2<br>4 Lane Cross-Section<br>45m Right-of-Way | Alternative 3<br>5 Lane Cross-Section<br>45m Right-of-Way |
|---|---|---|---|
| **Transportation** | Least preferred | Most preferred | Moderately preferred |
| **Cultural Environment** | Moderately preferred | Moderately preferred | Least preferred |
| **Socio-Economic Environment** | Most preferred | Moderately preferred | Least preferred |
| **Natural Environment** | Moderately preferred | Most preferred | Least preferred |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

**Alternative 2: 4 Lane Cross-Section (45m Right-of-Way)** is recommended for the Garner Road corridor. The cross-section will be implemented using a best-fit approach to avoid and/or reduce impacts along the corridor. The 4-lane cross-section will not be built out to the extents of the 45m right-of-way, and the paved footprint of the road will be minimized where possible.

The 45m right-of-way provides flexibility for design improvements: to allow for additional turning lanes approaching intersections where the road footprint allows; to avoid and/or reduce impacts to existing trees and utilities; to incorporate low-impact-develop (LID) measures rather than using roadside ditching for stormwater management; and to protect for future uses (i.e., rapid transit).

# Active Transportation Alternatives

As part of the 4 lane cross-section, active transportation facilities will be included within the right-of-way. This will include both pedestrian and cycling facilities.

To determine the suitable cycling facility type for the corridor, the 3-step Recommended Facility Selection Process in the Ontario Traffic Manual (OTM) Book 18: Cycling Facilities (2021) was used. An overview of the 3-step process is outlined below.

OTM Book 18 is a traffic engineering and control reference manual produced by the Ministry of Transportation and developed in association with the Ontario Traffic Council.




**Stage 1: Pre-Select Facility Type Option**

- Step 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume

**Stage 2: Detailed and Contextual Evaluation**

- Stage 2 evaluates the cycling route through a desktop review and field investigations to understand site specific characteristics

**Stage 3: Justify and Document Rationale**

- Stage 3 identifies and evaluates the preferred facility type

# Active Transportation Alternatives

## *Stage 1 – Pre-Select Facility Type Option*

Step 1 of the Facility Selection process selects a desirable facility type based on motor vehicle speed and average daily traffic volume.

Based on the road designation, either the urban/suburban or rural nomograph is used to pre-select the applicable facility type.

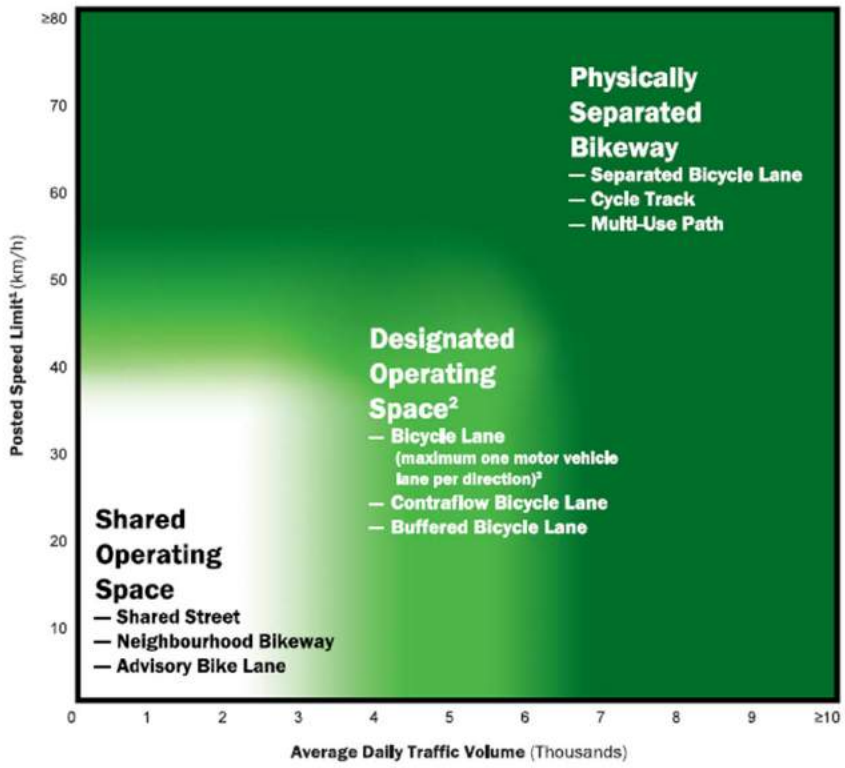
**Garner Road Conditions:**

- Garner Road falls under the urban/suburban nomograph
- Traffic Volume: exceeds 10,000 vehicles per day
- Speed limit: Ranges 60 to 70 km/h

**A Physically Separated Bikeway is identified as the pre-selected facility type. These include:**

- **Separated Bicycle Lanes,**
- **Cycle Tracks, and/or**
- **Multi-Use Paths**

**Desirable Cycling Facility Pre-Selection Nomograph Urban/Suburban Context (Step 1)**



# Active Transportation Alternatives

## *Stage 2 – Detailed and Contextual Evaluation*

Once the pre-selected facility has been identified, Stage 2 evaluates the cycling route to understand site specific characteristics. Characteristics were grouped into the following functional groups and evaluated:

| Characteristic Group | Description | Garner Road Characteristics |
|---|---|---|
| **Roadway Characteristics** | Vehicle speed, traffic volume, road function (street, road, highway), vehicle mix, pedestrian activity, on-street parking, and frequency of intersections and crossings | Garner Road poses high risk for users, options separating pedestrians and cyclists from vehicle traffic were preferred |
| **Feasibility** | Available space, anticipated costs, and type of roadway improvement project | Mixed facilities were preferred for lower costs and aligning with existing infrastructure |
| **Attractiveness** | User skill and stress tolerance, level of cycling usage, function of route in cycling network | Lack of existing cycling facilities prioritized low-stress facilities that are able to accommodate increased cyclist traffic of all ages |

**A Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for Garner Road.**

# Active Transportation Alternatives

## *Stage 3 – Justify and Document Rationale*

Following Stages 1 & 2, a Physically Separated Bikeway (i.e., a Separated Bicycle Lane, Cycle Track, and/or Multi-Use Path) is the preferred facility type for this Study.

Three Alternative Designs were developed based on the selected facility type:

**Alternative A:**



3.5m Multi-Use Pathway on Both Sides

**Alternative B:**



3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side

**Alternative C:**



2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer)

These Alternatives were assessed and justified using the Evaluation Criteria.

# Evaluation of Active Transportation Alternatives

The evaluation of Active Transportation Alternatives is presented below.

| Evaluation Criteria | Alternative A<br>3.5m Multi-Use Pathway on Both Sides | Alternative B<br>3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side | Alternative C<br>2.0m Sidewalk & 2.0m Cycle Track on Both Sides of the Road (+0.6m Buffer) |
|---|---|---|---|
| **Transportation** | Moderately preferred | Most preferred | Moderately preferred |
| **Cultural Environment** | Most preferred | Most preferred | Least preferred |
| **Socio-Economic Environment** | Moderately preferred | Most preferred | Least preferred |
| **Natural Environment** | No preference | No preference | No preference |
| **OVERALL SUMMARY** | Moderately preferred | Most preferred | Least preferred |

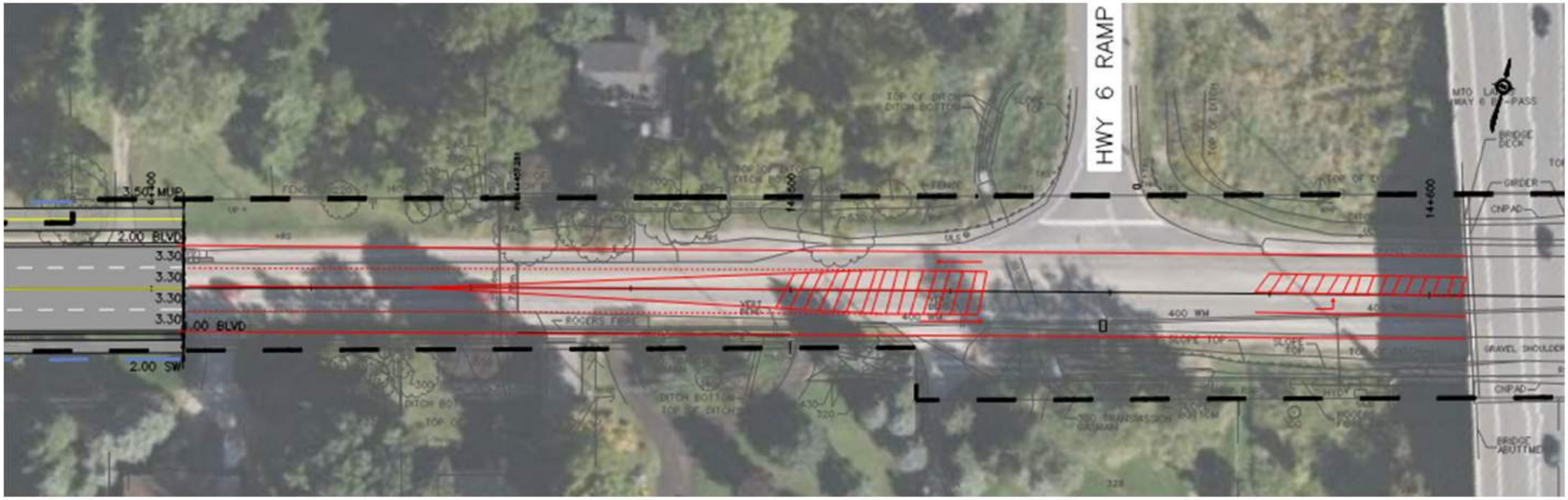
**Alternative B: 3.5m Multi-Use Pathway on North Side and 2.0m Sidewalk on South Side is selected as the Recommended Active Transportation Alternative for the following reasons:**

- Provides a physical separation for cyclists and pedestrians from traffic
- Multi-Use Pathway is accommodating for several levels of users
- Has the least impact on the existing trees, property and heritage resources
- It is consistent with the recommended improvements along the corridor outside of the study area

# Ramp Terminal Details

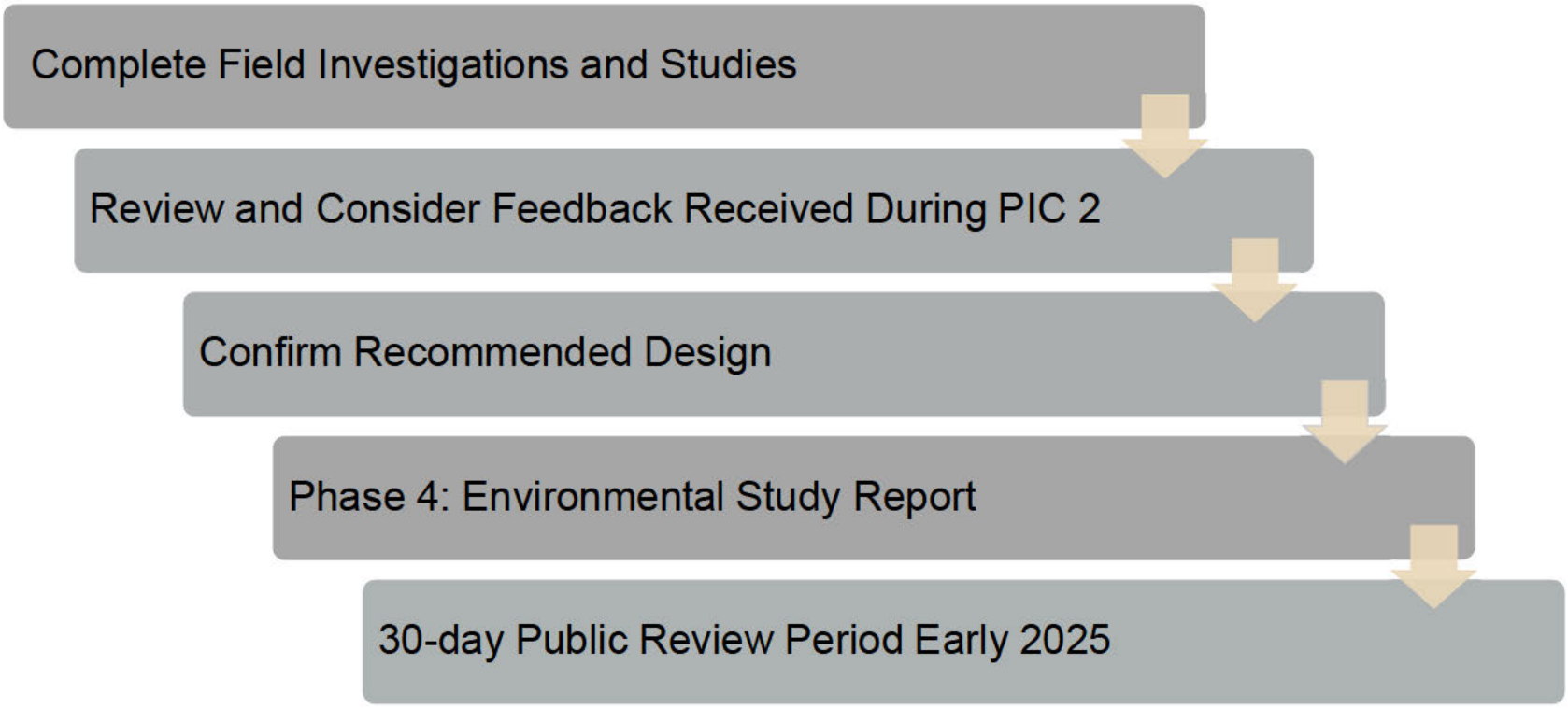
Ahead of the PIC #2 in August, the project team would appreciate MTO input on how best to represent tying into the Highway 6 ramp terminal:

- Transition from 4 lanes to 3 lanes
- Integration of AT



# Next Steps

Following this PIC, the project team will complete the next steps below:




At the end of the study, a Notice of Study Completion will be issued with the Environmental Study Report (ESR). The ESR will document the decision-making process and public feedback, and will be made available for a 30-day comment period.

# Meeting Notes

**Garner Road Municipal Class Environmental Assessment - MTO Meeting #2**

| | | |
|---|---|---|
| Project/File: | 165001196 | |
| Date/Time: | July 10, 2024 / 11:00 AM | |
| Location: | Microsoft Teams | |
| Attendees: | Megan Salvucci | City of Hamilton, Project Manager |
| | Olivia Stanciu | City of Hamilton, Capital Infrastructure Analyst |
| | Margaret Pak | MTO, Environmental Planner |
| | Jonathan Pasquali | MTO, Project Engineer |
| | Neave Constantine | MTO, Team Lead, Corridor Management West |
| | David Pillay | MTO, Corridor Management Officer |
| | Saumya John | MTO, Corridor Management EDP |
| | Vereen Rattigan | MTO, Corridor Management Engineer |
| | Christian Villanueva | MTO, Engineering Associate |
| | Felipe Sapateiro | AECOM, Project Manager |
| | Julia DeDecker | AECOM, Environmental Planner |
| | Isaac Bartlett | Stantec, Project Manager |
| | Paula Hohner | Stantec, Senior Environmental Planner |
| | Shane Vanhell | Stantec, Environmental Planner |
| Distribution: | All attendees | |

| Item | Action |
|---|---|
| **Introductions**<br>1. All meeting attendees were introduced. | |
| **Project Summary and Update**<br>2. Using a presentation (attached to these minutes), Stantec provided a summary of the Garner Road Municipal Class Environmental Assessment (MCEA) (Wilson Street to the Highway 403 off-ramp) being undertaken by the City of Hamilton.<br>Stantec provided an overview of the alternative designs, evaluation criteria, and recommended solution that were presented as part of Public Information Centre (PIC) 1. A summary of the key themes and comments that were received following PIC 1 was also presented.<br>The evaluation of alternative cross-sections, and an overview and the evaluation of active transportation alternatives were also presented. | |

| Item | Action |
|---|---|
| **Transportation Discussion**<br>3. Regarding the Highway 6 ramp terminal, Stantec noted that the City of Hamilton is helping to signalize the intersection. Stantec requested input from the Ministry of Transportation (MTO) as to where the pedestrian facilities should be terminated.<br>MTO indicated that the ramp terminal intersection must include a pedestrian crossing facility, but that it has not been determined whether a crossing will be provided on both sides of the terminal intersection or only across the ramp terminal itself. | |
| 4. Stantec asked whether MTO has plans to replace or widen the Highway 6 structure over Garner Road.<br>MTO indicated that there are no plans for improvements to the Highway 6 structure over Garner Road at this time. | |
| 5. Stantec asked if MTO had any concerns with showing the preferred alternative as having a four lane to three lane transition and minor widening through the Highway 6 ramp terminal intersection as part of the presentation for PIC 2. The road width would be matched at the structure. It was also noted that the City of Hamilton is currently in the process of applying for a permit to signalize the ramp terminal. The MTO noted that if traffic signals were introduced, they would be required to meet AODA standard and accommodate active transportation users.<br>MTO noted that the proposed alternative will need to be reviewed and modifications approved by their Traffic Department. MTO requested a copy of the presentation to circulate to their team. A copy of the presentation has been appended to the minutes.<br>Stantec noted that the PIC 2 slides can indicate that the design is to be confirmed, should additional consultation with MTO be required. | MTO and Stantec/City of Hamilton |
| 6. Stantec asked if a presentation by the City of Hamilton to MTO Senior Management is required prior to PIC 2 or if circulation of the PIC 2 slides is sufficient.<br>MTO noted that review of the slides is likely sufficient and that a meeting with MTO Senior Management is not envisioned to be required at this time. MTO indicated, however, that a meeting may be required with MTO staff should any of their departments have questions about the proposed design/project. MTO will confirm. | MTO |
| 7. Stantec noted that there is the option of transitioning the four lane section of Garner Road and terminating the pedestrian infrastructure further west of the Highway 6 ramp temporarily, should MTO identify any operational issues with the proposed design. | |
| **Project Schedule Discussion**<br>8. MTO asked what the timeline is for construction of the proposed improvements.<br>City of Hamilton noted that the tentative schedule includes completion of the MCEA in the first quarter of 2025, design and property acquisition and | |

| Item | Action |
|---|---|
| relocation of utilities in 2025 and 2026, and construction in 2027 at the earliest. They indicated that these proposed improvements are being coordinated with work to the east of the study area, which may impact the construction timeline. | |
| **Noise Discussion**<br>9. MTO asked if a Noise Study has been conducted for the project.<br>Stantec indicated that a Noise Study is ongoing.<br>MTO requested that the results or reporting be shared with them and noted that there have been noise complaints from residents in the area of the project.<br>Stantec asked if MTO has completed a Noise Study for the area and, if so, requested that it be shared with the Project Team.<br>MTO indicated that a Noise Study has been completed for interim four lane widening of Highway 6 and that the results of the study will be shared with the Project Team. | MTO and Stantec/City of Hamilton |
| **Next Steps**<br>10. City of Hamilton noted that PIC 2 is tentatively scheduled for the middle of August 2024 and that any feedback from MTO on the project information/slides provided would be appreciated so that updates can be made prior to the PIC.<br>MTO requested that relevant information be sent to Saumya John. | Stantec/City of Hamilton |

The meeting adjourned at 11:32 AM.

The foregoing is considered to be a true and accurate record of all items discussed. If any discrepancies or inconsistencies are noted, please contact the writer immediately.

Regards,

**STANTEC CONSULTING LTD.**

**Shane Vanhell** B.Sc.
Environmental Planner
Phone: (289) 212-8045
shane.vanhell@stantec.com

Attachment: Garner Road Municipal Class Environmental Assessment – MTO Meeting #2 Presentation