The City of Hamilton

Additional Access to Brantford-bound Highway 403
Class Environmental Assessment
Public Information Centre No. 1

March 6, 2014
Background

The Ancaster Transportation Master Plan (TMP) was completed in 2011. Following that:

- A preliminary technical assessment was completed by the City in conjunction with the Ministry of Transportation (MTO) on the feasibility of where a new Brantford-bound on-ramp could be provided.

- A ramp at Golf Links Road was found to have operational concerns and its design would not meet MTO geometric standards.

- A new ramp was potentially feasible (subject to detailed study and an Environmental Assessment (EA) study being done) at Mohawk Road.

- City Council directed staff to study a new Brantford-bound access ramp from Mohawk Road.
Study Area

Additional Access to Brantford-bound Highway 403
Purpose, Goals and Objectives

Purpose

• Complete a feasibility study and Class Environmental Assessment process for the proposed ramp

Goals and Objectives

• Confirm the need and justification for improvements

• Determine the operational and geometric feasibility of the proposed ramp

• Assess the impact of the proposed ramp on Highway 403 operations

• Assess the impact of the proposed ramp on the natural and socio-economic environment, and provide for mitigation of impacts

• Complete Phases 1 to 4 of the Municipal Class EA process
Class Environmental Assessment Process

- The Study will follow the Municipal Engineers Association Municipal Class EA process (October 2000, as amended in 2007 and 2011)

- This Study has been initiated as a Schedule C project, which will fulfill Phases 1 to 4 of the Municipal Class EA process

- At present, the Study is in Phase 2

- Study updates will be posted to the project website at [www.hamilton.ca/Mohawkroadramp](http://www.hamilton.ca/Mohawkroadramp)
Public Consultation

- Notices regarding this study will be advertised in the newspaper and mailed to interested public and agencies.
- Notice of Study Commencement was advertised in September 2013.
- Notice of PIC No. 1 was advertised in February 2014 for the PIC scheduled on March 6, 2014.
- The Ancaster Community Council (ACC) is acting as the Community Liaison Committee for this project. The first meeting with the ACC was held in December, 2013.
- Two Public Information Centres (PICs) will be held to receive public input on the study. The first PIC is scheduled on March 6, 2014.
- Meetings with agencies such as the MTO and Ministry of Natural Resources will be held to review project impacts.
- The Environmental Study Report will be prepared and filed for public review toward the end of the study.

Study Commencement: Sept. 2013
First PIC: ~ March 2014
Second PIC: ~ June 2014
Study Completion: ~ Sept. 2014

Phase 1: Problem and/or Opportunity
Phase 2: Alternative Solutions
Phase 3: Alternative Design Concepts
Phase 4: Environmental Study Report

Additional Access to Brantford-bound Highway 403
Existing Conditions

Significant Natural Areas
- Iroquoia Heights Conservation Area
- Niagara Escarpment (included in the Greenbelt)
- Bruce Trail

Terrestrial Environment
- One provincially rare forested community:
  - Fresh-Moist Black Walnut Lowland Deciduous Forest
- Two Species at Risk under the provincial *Endangered Species Act* were observed:
  - Butternut Tree (endangered)
  - Barn Swallow (threatened)

Fish and Fish Habitat
- Tiffany Creek subwatershed of the Spencer Creek watershed
- Two drainage structures:
  - Culvert under Brantford-bound on-ramp from Lincoln Alexander Parkway (Linc);
  - Inlet approximately 25 m south of Mohawk Road within the west ditch of the Linc
- No direct or indirect fish habitat within 30 m of the project site

Socio-economic Environment
- Urban settlement area
Existing Conditions

**Mohawk Road**
- Two-lane arterial with Toronto-bound access to Highway 403
- Crosses over Highway 403 and connects to the Linc
- 70 km/h posted speed at the highway interchange

**Lincoln Alexander Parkway (Linc)**
- Four-lane, divided parkway with Toronto-bound and Brantford-bound access to Highway 403
- 90 km/h posted speed

**Highway 403**
- Five-lane (2 Toronto-bound; 3 Brantford-bound including truck climbing lane), divided highway
- Access to Mohawk Road/The Linc from Brantford-bound Highway 403
- Access to Linc from Toronto-bound Highway 403
- No access to Mohawk Road from Toronto-bound Highway 403
- 100 km/h posted speed
Traffic Volumes Accessing Hwy. 403

**LEGEND**

- **AM (PM)** Traffic Entering Hwy 403
- **AM (PM)** Hwy 403 Mainline Directional Traffic
- **AM (PM)** City of Hamilton Traffic
- **Provincial Highway**
- **Interchange Ramp**
- **City of Hamilton Roadway**
- **Vehicle Movement**
Traffic Analysis

• Traffic forecasting process has been completed

• Addition of a Mohawk Road on-ramp would remove over 300 vehicles per day out of the Ancaster Village core (Wilson Street)

• Further detailed analysis will be done to ensure no impact on Highway 403 traffic
Problem and/or Opportunity

- A Brantford-bound ramp from Mohawk Road to Highway 403 was removed when the Highway 403/Lincoln Alexander Parkway interchange was constructed.

- Removal of the Brantford-bound ramp has left a missing link in access to and from Ancaster.

- Residents have requested that the Brantford-bound ramp be placed due to increasing traffic demands on Wilson Street in the Ancaster core.

- Therefore, there is a need to provide an additional Brantford-bound ramp to improve access to Highway 403 and relieve traffic on Wilson Street.
Alternative Solutions

Alternative 1: Do Nothing
(i.e., no additional Brantford-bound access to Highway 403)

Alternative 2: Improve access to Highway 403 by adding a Brantford-bound ramp from Mohawk Road to Highway 403

Alternative 3: Improve access to Highway 403 by adding a Brantford-bound ramp from Main Street to Highway 403

Alternative 4: Improve access to Highway 403 by adding a Brantford-bound ramp from Golf Links Road to Highway 403

Alternative 5: Introduce or enhance programs and facilities that promote the use of other modes of transportation, such as transit and active transportation
## Evaluation Criteria

### Technical:
- Improved access to Highway 403 without impacting Highway operations
- Improved traffic flow within local road network
- Opportunities for other modes of transportation (e.g., transit)
- Supports local, regional, provincial planning policies
- Meets provincial design standards and criteria
- Drainage Impacts
- Utility Impacts

### Natural:
- Impact on watercourses
- Impact on aquatic species/habitat
- Impact on vegetation
- Impact on wildlife species/habitat
- Impact on significant natural areas
- Impact on Species at Risk (SAR)
- Impact on Air Quality

### Cultural:
- Impact on archaeological resources
- Impact on cultural heritage resources

### Social:
- Impact on existing and/or future land uses
- Noise Impacts
- Lighting Impacts

### Economic:
- Property acquisition costs
- Construction costs
### Evaluation of Alternative Solutions

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<thead>
<tr>
<th>Alternatives/Criteria</th>
<th>Alternative 1: Do Nothing</th>
<th>Alternative 2: Brantford-bound Access at Mohawk Road</th>
<th>Alternative 3: Brantford-bound Access at Main Street</th>
<th>Alternative 4: Brantford-bound Access at Golf Links Road</th>
<th>Alternative 5: Other Modes of Transportation</th>
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<td>Summary</td>
<td><strong>Does not resolve problem</strong>&lt;br&gt;<strong>Carried forward for comparison</strong>&lt;br&gt;<strong>Resolves problem</strong>&lt;br&gt;<strong>Carried forward as part of solution</strong>&lt;br&gt;<strong>Partially resolves problem</strong>&lt;br&gt;<strong>Not carried forward due to environmental impacts, design and construction issues, and high costs</strong>&lt;br&gt;<strong>Resolves problem</strong>&lt;br&gt;<strong>Not carried forward due to heritage impacts, operational issues, design and construction issues, and cost</strong>&lt;br&gt;<strong>Partially resolves problem</strong>&lt;br&gt;<strong>Does not add access to Highway 403</strong>&lt;br&gt;<strong>Does not significantly reduce traffic impacts to downtown core</strong>&lt;br&gt;<strong>Carried forward as part of solution</strong></td>
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A combination of the following alternatives is recommended as the preferred solution:

Alternative 2: Improve access to Highway 403 by adding a Brantford-bound ramp from Mohawk Road to Highway 403

Alternative 5: Introduce or enhance programs and facilities that promote the use of other modes of transportation, such as transit and active transportation
Next Steps

Following this PIC, we will:

- Review your comments
- Meet with the Ancaster Community Council to review PIC results
- Select the preferred solution based on the evaluation of alternatives and consideration of public and agency input
- Identify and evaluate alternative design concepts for the preferred solution
- Plan for the second PIC to obtain public input
Questions and Comments

Submit your comments by March 20, 2014:

Mohan Philip, M.Eng., P.Eng.
Project Manager
City of Hamilton
77 James Street North, Suite 400
Hamilton, Ontario  L8R 2K3
Phone:  (905) 546-2424 ext. 3438
Fax:  (905) 546-2093
Email:  tplanning@hamilton.ca

David Sinke, P.Eng.
Project Manager
AMEC Environment & Infrastructure
3215 North Service Road
Burlington, Ontario  L7N 3G2
Phone:  (905) 335-2353
Fax:  (905) 335-1414
Email:  david.sinke@amec.com

Thank you!