

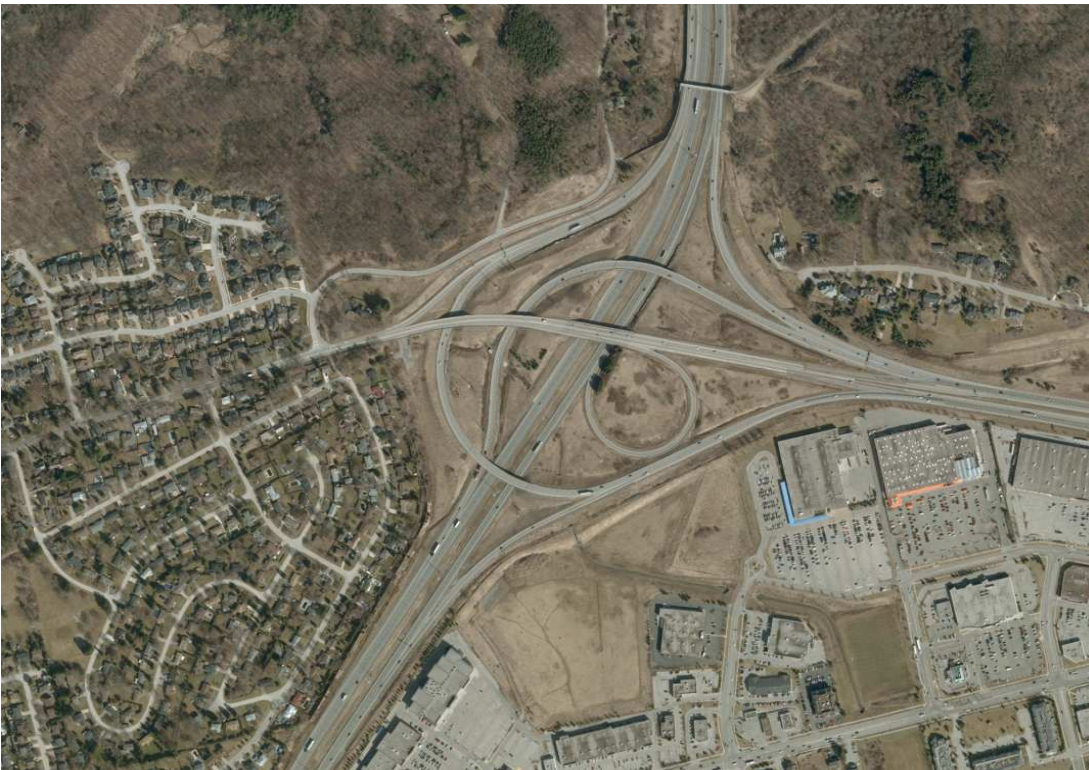


The City of Hamilton

## Additional Access to Brantford-bound Highway 403

### Class Environmental Assessment

Public Information Centre No. 1



March 6, 2014



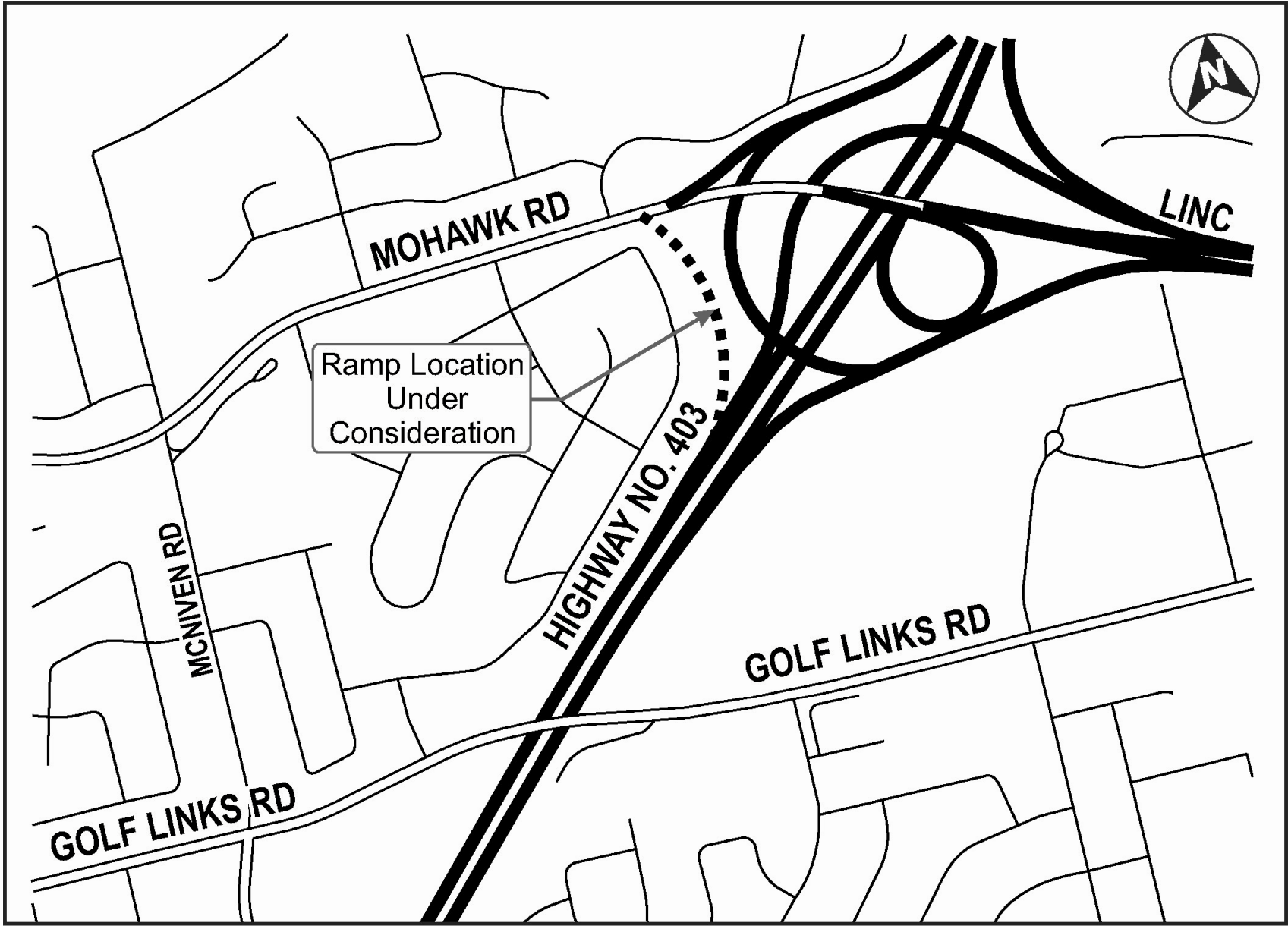
# Background

**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



# 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

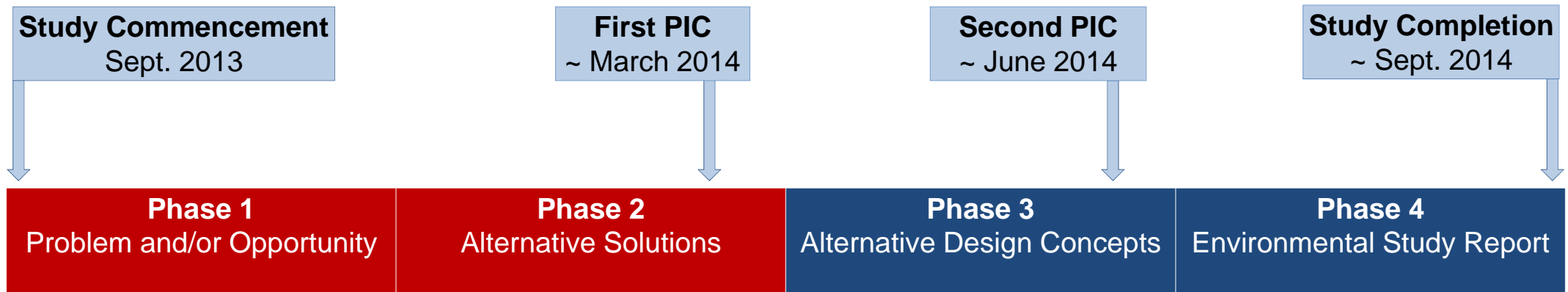


- Study updates will be posted to the project website at [www.hamilton.ca/Mohawkroadramp](http://www.hamilton.ca/Mohawkroadramp)



# 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.





# 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



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4788000  
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4785000

**LEGEND**

- 120 m Study Area
- Buried Watercourse
- Intermittent Watercourse
- Permanent Watercourse
- Waterbody
- ANSI
- Niagara Escarpment
- Conservation Area
- Wetland**
- Non-Significant
- Locally Significant
- Provincially Significant

NOTES:  
-Topographic data extracted from Land Information Ontario (LIO)



**Mohawk Ramp**

**Significant Natural Areas**

ANSI - Area of Natural and Scientific Interest

Datum & Projection:  
NAD 1983 UTM Zone 17N



PROJECT N<sup>o</sup>: TP113070

FIGURE: 5-1

SCALE: 1:25,000

Date: December 2013



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# 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

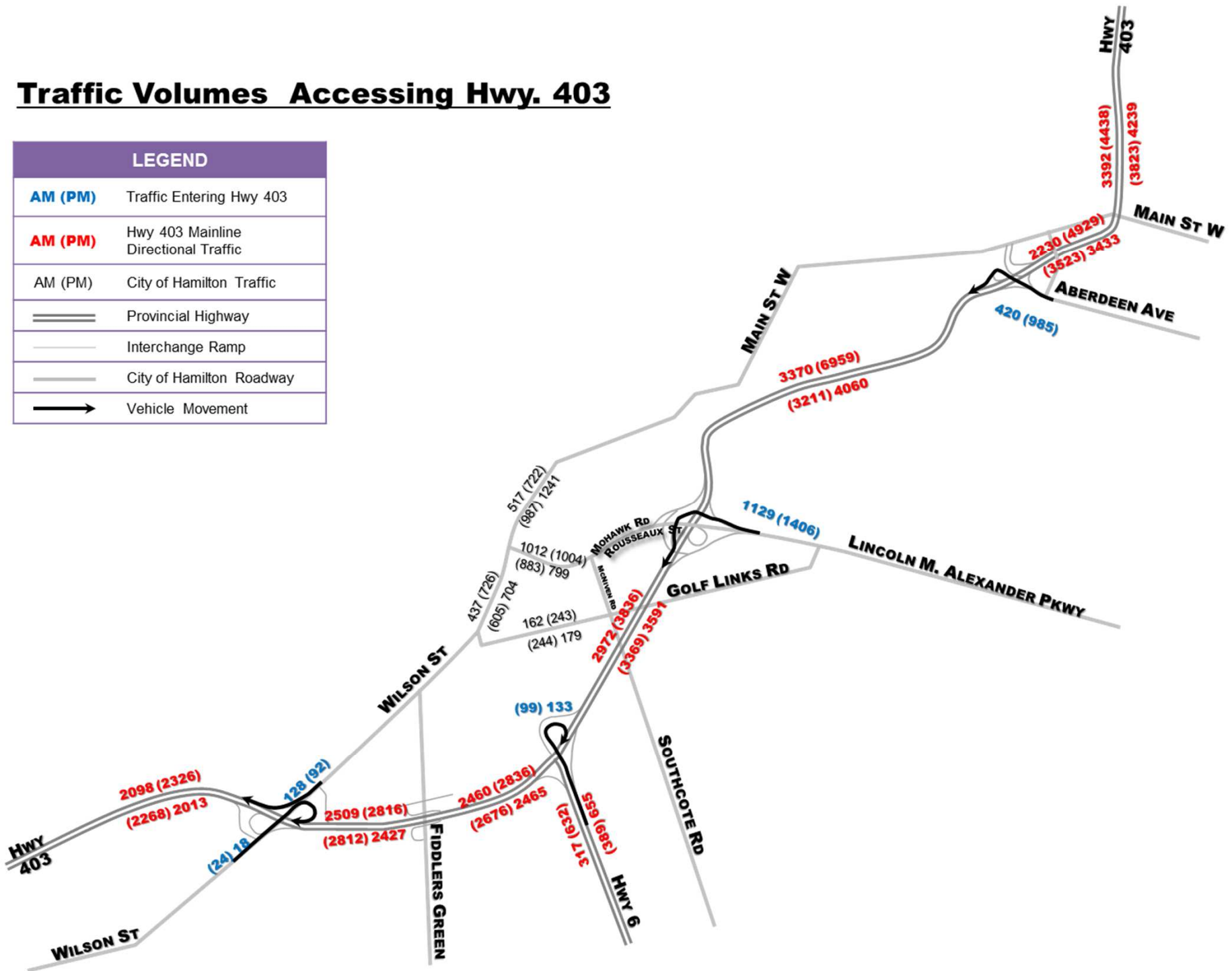
## Highway 403

- 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

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- 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

Alternatives/ Criteria	Alternative 1: Do Nothing	Alternative 2: Brantford-bound Access at Mohawk Road	Alternative 3: Brantford- bound Access at Main Street	Alternative 4: Brantford-bound Access at Golf Links Road	Alternative 5: Other Modes of Transportation
Technical					
Natural					
Cultural					
Social					
Economic					
Summary	<ul style="list-style-type: none"> <li>• Does not resolve problem</li> <li>• Carried forward for comparison</li> </ul>	<ul style="list-style-type: none"> <li>• Resolves problem</li> <li>• Carried forward as part of solution</li> </ul>	<ul style="list-style-type: none"> <li>• Partially resolves problem</li> <li>• Not carried forward due to environmental impacts, design and construction issues, and high costs</li> </ul>	<ul style="list-style-type: none"> <li>• Resolves problem</li> <li>• Not carried forward due to heritage impacts, operational issues, design and construction issues, and cost</li> </ul>	<ul style="list-style-type: none"> <li>• Partially resolves problem</li> <li>• Does not add access to Highway 403</li> <li>• Does not significantly reduce traffic impacts to downtown core</li> <li>• Carried forward as part of solution</li> </ul>



Very Poor



Poor



Neutral



Good



Very Good



# Preliminary Preferred Solution

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:

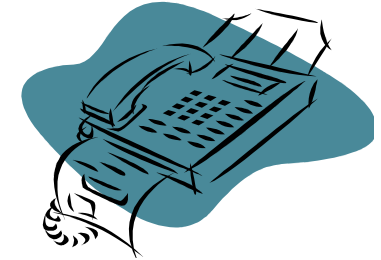
- ❑ Review your comments
- ❑ Meet with the Ancaster Community Council to review PIC results
- ❑ Select the preferred solution based on the evaluation of alternatives and consideration of public and agency input
- ❑ Identify and evaluate alternative design concepts for the preferred solution
- ❑ Plan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



# Questions and Comments



**Submit your comments by March 20, 2014:**



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**Thank you!**

