APPENDIX A
CONSULTATION

- A.1 – Notice of Commencement and Public Information Centre #1 (PIC #1)
- A.2 – Public Information Centre #2 (PIC #2)
- A.3 – First Nations Consultation
- A.4 – Notice of Completion
APPENDIX A.1
NOTICE OF COMMENCEMENT AND PUBLIC INFORMATION CENTRE #1 (PIC #1)

- Notice of Commencement and PIC #1
- PIC Advertisement – April 15, 2011
- PIC #1 – Displays
- PIC #1 – Comment Sheet
- PIC #1 Summary – Comments and Responses
Notice of Commencement and
PIC #1
THE STUDY

The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) to address the transportation needs for Garner Road/Rymal Road and Garth Street in response to recent land use and transportation planning studies that have documented the justification for improvements in these corridors (see accompanying map for subject area). The purpose of this study is to develop and assess design alternatives that address the identified transportation issues along these roads.

THE 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). All requirements for Schedule C projects within the Study Area will be fulfilled.

PUBLIC INFORMATION CENTRE

Public consultation is an important component of the EA process. Accordingly, the first Public Information Centre (PIC) to receive public input will be held as follows:

DATE: Thursday, April 28, 2011
TIME: 6:00 p.m. – 8:00 p.m. (open house format)
LOCATION: Redeemer University College, Room 212 AD, 777 Garner Road E., Ancaster

The purpose of this information session is to present alternative design concepts that address the identified transportation needs, and the evaluation criteria that will be used to assess the alternative design concepts.

A second PIC will be held at a later date to present the evaluation of the alternative design concepts and identify the preferred design concept.

The study results will be documented in an Environmental Study Report, which will be available for public review and comment upon completion of the study. Another advertisement will be published at that time, indicating where the report can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Lorissa Skrypniak, MCIP, RPP
Senior Project Manager
Transportation Planning
Environment & Sustainable Infrastructure
Public Works
City of Hamilton

Ian Upjohn, MCIP, RPP
Project Manager
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON, M9C 5K1

lan.Upjohn@snclavalin.com
PARK PLANNING

The City of Hamilton is conducting a master plan for the Shaver Estates Park, located at 33 Brooking Court, Ancaster. The City is seeking public input regarding the proposed park development. In addition, the City is planning a trail to connect Shaver Estates Park with Tollgate Drive to the east, through the natural open space lands, to provide a pedestrian connection to the neighbourhood. Park and trail development panels will also be on display, and staff on hand to answer questions and receive comments.

For park or trail related inquiries:
Cynthia Graham, MLA, OALA, CSLA
Landscape Architect
Landscape Architectural Services
Environment & Sustainable Infrastructure
Public Works
City of Hamilton ON, L8R 2K3
Cynthia.graham@hamilton.ca
Phone: 905-546-2424 ext. 2337
Fax: 905-546-4515

Information will be collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

If you have any accessibility requirements in order to participate in this program or event, please contact Cynthia Graham by January 7, 2011. Advance requests are highly encouraged to enable us to meet your needs adequately.

This Notice issued April 15 and 22, 2011.
PIC Advertisement – April 15, 2011
Municipal Class Environmental Assessment
Centennial Parkway Bridge and Drainage Improvements
Notice of Study Commencement

The City of Hamilton needs to make improvements to the Centennial Parkway Bridge structure, which the City owns, and is utilized by CN Rail for machine traffic in the Lakeshore corridor in addition, the drainage infrastructure in the area needs to be addressed. This Notice is shown on the accompanying Location Map. In order to accomplish this, the City must complete an Environmental Assessment.

The Study

The amendment to the Centennial Parkway Bridge and roadway, it is also proposed to update the drainage system in the area along these roads. The purpose of this study is to develop and assess justifications for improvements in those areas that have documented the following:
- This study will be available for public review and comment upon completion of the study. Another meeting will be held at that time, where information on the current study will be presented.

PUBLIC COMMENTS INVITED

The City wishes to hear from the public, environmentalists, and other interested persons in relation to the Centennial Parkway Bridge. The City will make every effort to accommodate the views of interested persons.

The City of Hamilton has initiated a Municipal Class Environmental Assessment (MCEA) to address identified problems and needs in the area.

The purpose of this assessment is to present innovative design concepts that address identified problems and needs. The evolution of the assessment process is to examine the alternative design concepts and identify the preferred design concept.

Further information for the notices providing any site or project managers, or contact: Nahed Ghbn, Director of Transportation Planning, 195 The West Mall, Hamilton, ON, L8R 2K3 Phone: 905-546-4435. With the exception of personal information, all comments will become part of the public record.

Drainage

The City of Hamilton has initiated a Municipal Class Environmental Assessment (MCEA) to address identified problems and needs in the area.

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Drainage

The City of Hamilton requires property owners to provide access to property for the purposes of inspection and public consultation. This Notice issued on April 8, 2011, and April 15, 2011.

Notice is given of the following:
- 2.2 Nangate Drive
  - LT 38, PL 1280; As in AB 109940
  - Irregular 50.00 ft X 150.42 ft more or less
  - Assessed Value: Residential $ 46,127.50
  - Minimum Bid $ 19,100.00

- 2.25 Brighton Avenue
  - LT 17, PL 705
  - City of Hamilton
  - FBA #17389 (Lot 28, PL 17357)
  - 41.07 ft X 112.20 ft more or less
  - Assessed Value: Residential $ 127,350
  - Minimum Bid $ 57,303.10

- 629 – 631 Barton Street East
  - PT LT 58, PL 245, As in AB 109940
  - 22.75 ft X 132.00 feet more or less
  - Assessed Value: Residential $ 16,349.00
  - Minimum Bid $ 6,044.00

- 1035 Gordon Drive
  - PT LT 32, PL 52, As in AB 172793; Hamilton City of
  - City of Hamilton
  - FBA #17389 (Lot 28, PL 133128)
  - 42.50 ft X 125.20 ft more or less
  - Assessed Value: Residential $ 52,255.00
  - Minimum Bid $ 36,605.00

- 9. Minimum Bid $ 11,997.80

City of Hamilton
390 Victoria Avenue North
HAMILTON, ON, L8P 1B3
Phone: 905-546-4435
Fax: 905-546-4435

For further information regarding this sale, including an updated list of properties still available for sale, and a schedule of dates for open houses, please contact: Nahed Ghbn, Director of Transportation Planning, 195 The West Mall, Hamilton, ON, L8R 2K3 Phone: 905-546-4435. With the exception of personal information, all comments will become part of the public record.

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PIC #1 – Displays
Welcome to Public Information Centre

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011

The City of Hamilton and SNC-Lavalin Inc. (the Consultant) would like to welcome you and thank you for attending this evening.

Please sign the register for future mail-outs.

- Representatives from the City and the Consultant are available to answer your questions and to hear your comments and concerns.
- Background information and technical reports pertaining to the study are available to review with resource staff.
- We would like your comments. Please complete a Comment Sheet and drop it in the Comment Sheet box before leaving, or return it via mail/email by May 12, 2011.

Information for this study is being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act to assist the City of Hamilton in meeting the requirements of the Ontario Environmental Assessment Act. Comments and information will be maintained on file for use during the study and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.
Study Background and Purpose

Land use and transportation planning studies completed within the last ten years have provided the rationale for addressing transportation needs and improving traffic carrying capacity in the Garner Road/Rymal Road and Garth Street corridors to accommodate future traffic demand. The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) in response to these needs. The accompanying map shows the subject area under consideration.

The purpose of this study is to develop and assess design alternatives that address the identified transportation issues along these roads.

The following displays present:
- An outline of the Class EA process;
- The need and justification for the roadway improvements;
- Alternative design concepts for widening the roadway corridors; and
- The proposed evaluation criteria for assessing the alternative design concepts.
Overview of Municipal Class EA Process

This study is being conducted in accordance with the Municipal Engineers Association Municipal Class Environmental Assessment (October 2000, as amended in 2007) (“Municipal Class EA”) for Road Projects.

Under the Municipal Class EA, there are four types of projects or activities:

Schedule “A” Municipal maintenance, operational and emergency activities. These projects are pre-approved and allow the municipality to proceed without further approval under the EA Act.

Schedule “A+” The environmental effects are usually minimal. However, the public is to be advised prior to implementation. These projects are also pre-approved.

Schedule “B” Projects may have minimal environmental effects on the environment. These projects are approved subject to a screening process, including consultation with directly affected public and agencies.

Schedule “C” Projects may have significant effects on the environment and must proceed under the full planning and documentation procedures outlined in the Municipal Class EA document.

This study is being conducted as a Schedule “C” undertaking (please also refer to the accompanying display for information on the phased approach to the study process).

If, after reviewing the project proposals and discussing any concerns with the City of Hamilton, you still have concerns with the proposed project, you may request the Minister of the Environment to require the City to comply with Part II of the Environmental Assessment Act (which addresses individual Environmental Assessments), before proceeding with the proposed undertaking. This is known as a “Part II Order” request. The Minister determines whether or not this is necessary, with the Minister’s decision being final.
Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment. Phases 1 and 2 are deemed to have been completed through other (master planning) studies that included public review processes (please refer to subsequent display boards).
Results of Previous and Adjacent Planning Studies

The following planning studies have provided the rationale for widening the segments of Garner Road/Rymal Road and Garth Street under consideration, or otherwise exert some influence on the development of design concepts for transportation improvements in these corridors.

MEADOWLANDS (NEIGHBOURHOODS 3, 4 AND 5) CLASS EA (FEBRUARY 2000)

A study prepared for Meadowlands of Ancaster to satisfy Environmental Assessment Act master planning level requirements. Various recommendations came from this study.

**Recommendations:**
- Identified the need to widen Garner Road to 4 lanes, and include additional left-turn lanes, between Southcote Road and Glancaster Road.
- Consider an additional connection to Garner Road and/or Southcote Road, or increased left-turn storage lanes on Garner Road, if Ancaster Fairgrounds are developed.

The study was reviewed by Town of Ancaster staff, an independent Peer Review Team retained by the Town, Region of Hamilton-Wentworth staff, and a broad range of regulatory agency and interest group stakeholders. Also included two public meetings.
Results of Previous and Adjacent Planning Studies (Cont’d)

SOUTH MOUNTAIN AREA TRANSPORTATION MASTER PLAN STUDY (SMATMP) (MAY 2000)

Included the current Garner/Rymal corridor study area east of Southcote Road as part of a much broader study area extending from Southcote Road to Upper Centennial Parkway and from Twenty Road to the Niagara Escarpment. Focused on problems and opportunities associated with traffic carrying capacity, road and corridor safety, and road structural condition.

Problem/opportunity analysis identified Rymal Road as a congestion area based on 2006 and 2021 traffic forecasts and possible traffic diversions from the Lincoln Alexander Parkway (Linc) as it becomes congested. Stated the expectation that traffic volumes on Garth Street will double in the next 20 years (daily traffic of 16,000); would require reconstruction in 8-10 years; and would benefit from the addition of a left-turn lane for improved traffic operations and accessibility.

Assessed a range of transportation planning alternatives on a network basis and concluded that expanding and upgrading existing roadways to incorporate enhancements for all users is the preferred solution.

Recommendations:
- Widen Rymal Road to 4 or 5 lanes from the limit of the 4-lane section recommended as part of the Meadowlands development to West 5th Street.
- Widen Garth Street south of Stone Church Road to 3 lanes, with Two-Way Left-Turn Lane (TWLTL).

The SMATMP was vetted through public consultation and endorsed by Regional Council with only minor changes.
AIRPORT EMPLOYMENT GROWTH DISTRICT (AEGD) STUDY (SEPTEMBER 2010)

This study presents a transportation system to guide the transportation infrastructure and strategic policies of the Hamilton International Airport area up to the 2031 planning horizon year. The study area was bounded by Garner Road and Twenty Road to the north, Fiddler’s Green Road to the west, Upper James Street to the east and White Church and Carluke Road to the south.

The specific objectives of the study included:

- preparing a transportation strategy that supports development of the AEGD;
- identifying any problems or opportunities, including future transportation corridors; and
- developing a Transportation Master Plan for the AEGD area.

The study concluded that, with the ultimate build-out of the AEGD study area, the existing road network capacity will be constrained, especially on the east-west links within the AEGD. Other constraints include limited Highway 6 access and the location of the Hamilton International Airport relative to major municipal road access.

The study evaluated a number of alternatives for accommodating transportation demand, including the “Do Nothing” option.

**Recommendations:**

- Future transportation scenario included widening existing roads, enhancing transit service delivery, improving the bike lane network and implementing Transportation Demand Management measures.
- The road network improvements included widening Garner Road to 4-lanes between Fiddler’s Green and Glancaster Road and extending Garth Street, as a 4-lane road, from Twenty Road to Dickenson Road.
CITY OF HAMILTON TRUCK ROUTE MASTER PLAN STUDY (APRIL 2010)

A City-wide study, initiated to develop a comprehensive truck route master plan, recognizing the City’s role as a major transportation centre (road, rail, air, port) and the economic need for efficient goods movement.

Recognized that King's Highway 53 (now Garner Road/Rymal Road), constructed in 1935 by the Province of Ontario and downloaded to the Regional Municipality of Hamilton Wentworth in 1997, has been a legal truck route from the day it officially opened for public use (1935). Also recognized that Garner Road/Rymal Road is a preferred corridor for oversize loads.

Recommendations:

- Acknowledged concerns expressed by residents about through truck traffic on Garner Road/Rymal Road between Upper James Street and Highway 6, but still envisaged this corridor remaining a legal full-time truck route.
- Envisaged the section of Garth Street under consideration being part of a designated part-time truck route in the long term (after urbanization of the cross-section).
Existing Environmental Conditions and Constraints

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011
Existing Peak Hour Traffic Conditions

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011

Environment & Sustainable Infrastructure Division
Strategic Planning & Rapid Transit Group
www.hamilton.ca/cpi
Future Peak Hour Traffic Conditions (2031)
## Traffic Study Findings

### Garner Road/Rymal Road and Garth Street Improvements

#### Schedule “C” Class Environmental Assessment

Public Information Centre No.1

April 28, 2011

### Performance Measure – Summary – Existing Traffic Condition (2008)

<table>
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<th>Intersection</th>
<th>Weekday AM Peak</th>
<th>Weekday PM Peak</th>
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<tr>
<td></td>
<td>V/C</td>
<td>Avg. Delay (s)</td>
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<tr>
<td>Garner Road / Fiddler’s Green Road</td>
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<td>16.1</td>
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<td>Garner Road / Southcote Road</td>
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<td>Garner Road / Glancaster Road</td>
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<td>Garner Road/ Upper Paradise Road</td>
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<td>Garner Road/ Garth Street</td>
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<td>Garner Road/ West 5th Street</td>
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<td>Garth Street/ Stone Church Road West</td>
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### Performance Measure – Summary – Future Traffic Condition (2031)

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<th>Weekday PM Peak</th>
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<tr>
<td></td>
<td>V/C</td>
<td>Avg. Delay (s)</td>
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<tr>
<td>Garner Road / Fiddler’s Green Road</td>
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<td>Garner Road/ West 5th Street</td>
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<td>Garth Street/ Stone Church Road West</td>
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- **V/C** represents the ratio of demand volumes at an intersection during the weekday peak hour (morning/afternoon) to the available capacity at the intersection;
- **Avg. Delay** at any intersection represents the average waiting time for the demand volumes to pass through that intersection during the weekday peak hour;
- **LOS** represents the overall “Level of Service” of any intersection during the weekday peak hours. The “Levels of Service” are generally governed by the Avg. Delay at the intersection. The transportation level of service (LOS) system uses the letters ‘A’ through ‘F’, with ‘A’ being best and ‘F’ being worst.
Required Road/Intersection Improvements

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011

Environment & Sustainable Infrastructure Division
Strategic Planning & Rapid Transit Group
www.hamilton.ca/cpi
Land use and transportation planning studies completed within the last ten years have provided the rationale for widening Garner Road/Rymal Road and Garth Street to accommodate future traffic demand. Most recently, the AEGD Transportation Master Plan indicated that Garner Road and Garth Street will require 4 through lanes, and additional turning lanes at intersections. In particular, these studies drew attention to future potential traffic carrying capacity problems associated with:

- Additional trip-making resulting from the intensification of existing land uses immediately adjacent to the Garner Road/Rymal Road corridor;
- Additional trip-making resulting from new development on vacant lands surrounding the John C. Munro Hamilton International Airport (i.e., AEGD lands);
- Increased travel demand in the corridor as a result of other major transportation corridors (e.g., the Linc) reaching their carrying capacity; and
- Retention of the Garner/Rymal corridor as a designated/preferred full-time truck route, and future designation of the section of Garth Street under consideration as a part-time truck route in the long term.
Problem/Opportunity Statement (Cont’d)

Daily traffic volumes in the Garner/Rymal and Garth corridors are expected to increase from approximately 10,000 vehicles in 2008 to approximately 25,000 vehicles by 2031, subject to full build-out of the AEGD area and proposed developments to the north of Garner Road East/Rymal Road West. If the roadway is not widened to provide additional capacity, the Garner/Rymal Road and Garth Street corridors will operate over their respective capacities. The overall traffic volumes at major intersections on Garner Road will approach or exceed double the available capacity, resulting in much higher waiting times, and the respective level of service (LOS*) will drop well below the acceptable level. The traffic volumes at the Garth Street/Stone Church Road intersection will be well in excess of the available capacity, resulting in high delay and an unacceptable LOS.

Adopting a road widening strategy represents an opportunity to develop and implement other City of Hamilton transportation and servicing strategies for the Garner/Rymal and Garth corridors in a coordinated manner. These include:

- Enhanced transit service (Rapid Transit S Line) in the Garner/Rymal corridor.
- Enhanced opportunities for active transportation (dedicated pedestrian and cyclist facilities).
- Construction of improved municipal services (water, sewer) in conjunction with construction of the roadway.
- Policies as to the number of access provisions for new development in the Garner-Rymal corridor to complement the policy for reduced/limited access.

* LOS represents the overall “Level of Service” of any intersection during the weekday peak hours. The “Levels of Service” are generally governed by the Avg. Delay at the intersection. The transportation level of service (LOS) system uses the letters ‘A’ through ‘F’, with ‘A’ being best and ‘F’ being worst.
Road Widening Cross-Section Alternatives

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011

ALTERNATIVE – 1

ALTERNATIVE – 2

GARNER ROAD/RYMAL ROAD

Environment & Sustainable Infrastructure Division
Strategic Planning & Rapid Transit Group
www.hamilton.ca/cpi
Road Widening Cross-Section Alternatives

Garner Road/Rymal Road and Garth Street Improvements
Schedule “C” Class Environmental Assessment
Public Information Centre No.1
April 28, 2011

GARTH STREET
Development and Assessment of Conceptual Design Options

Following are the major considerations for the development and assessment of the alternative design concepts for improving traffic operations in the Garner Road/Rymal Road and Garth Street corridors.

**Natural Environment**
- Potential impacts to Ancaster Creek and Tiffany Creek subwatersheds and Tiffany Creek Environmentally Significant Area (ANCA-13).
- Potential impacts to roadside vegetation, including significant individual tree specimens.

**Historical and Cultural Environment**
- Potential for discovery of archaeological resources and impacts to built heritage features and cultural landscapes if the roadway infrastructure is physically expanded onto previously undisturbed areas or improved properties.

**Socio-Economic Environment**
- Garner Road/Rymal Road’s economic function as an important intra- and inter-regional arterial road connector.
- Compatibility with the City’s broad-based growth management plan (GRIDS) and Official Plan land use designations.
- Property requirements, and affects on the viability of adjacent existing and proposed land uses.
- Access requirements for large approved/planned developments.
- Need to accommodate social and recreational linkages in and across the corridor, including transit service, emergency services, school bus routes, and trail systems.
- Potential impacts to noise sensitive areas/receptors.
Development and Assessment of Conceptual Design Options (Cont’d)

Technical Considerations

- Special design standards for truck traffic and future rapid transit operations (over-dimensional truck loads; transit stops, transit vehicle movement priority).
- Need to enhance existing intersections and incorporate new intersections for major planned development.
- MTO requirements governing operation of the Highway 6 interchange ramp terminals at Garner Road.
- Balance of cross-section requirements with respect to safety, drainage and relocation of existing utilities.
- Need to enhance and incorporate opportunities for active transportation (sidewalks, bike lanes, multi-use trails).
- Strategic implementation of a drainage and stormwater management plan in cooperation with approved planned developments, that also addresses Hamilton Conservation Authority surface water management objectives.
- Existing or planned major municipal services (water, sewer) and private utilities that must also be located within the road right-of-way.
- How construction of the roadway expansion will be staged in relation to need (year of construction).
- How construction will be staged to ensure that traffic flows can be maintained in a manageable fashion.

Financial Implications

- Estimated construction and operations/maintenance costs in relation to the City of Hamilton’s Capital and Operating Budgets (affordability).
- Relationship of the design schemes’ benefits against their capital and operating costs (value for money).
- Project staging to facilitate other future infrastructure works and minimize throw-away costs.
The following preliminary list of Evaluation Criteria for assessing alternative design concepts has been developed. The Evaluation Criteria will be refined, including the development of quantitative and qualitative measures, based on ongoing technical investigations and stakeholder consultation. Your comments are considered important input to this refinement process.

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<td>Transit Operations</td>
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<td>Provincial Highway Operations</td>
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<td>Safety</td>
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<td>Drainage/Stormwater Management</td>
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<td>Constructability (site-specific design issues)</td>
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<td>Land Requirements</td>
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Next Steps

Thank you for attending this information session.

The Project Team will conduct the following activities leading up to the next Public Information Centre, scheduled for Summer 2011:

- Consider all input from Public Information Centre No. 1.
- Conduct additional consultation as follow-up to PIC No. 1 to fill initial information gaps.
- Complete all inventories for this phase of the study.
- Refine the proposed alternative design concepts and conduct a systematic assessment of the advantages and disadvantages of these options, including undertaking additional field investigations.
- Select the Technically Preferred design concept.
- Conduct consultation activities associated with Public Information Centre No. 2 (present the refinement and assessment of alternative design concepts and the rationale for the Technically Preferred design concept).
- Place information on the project website (www.hamilton.ca/Garner-Rymal-Garth-EA).
PIC #1 – Comment Sheet
Please provide your comments on the following information available for review tonight:

1. Considerations for Development and Assessment of Project Alternatives

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

2. Alternative Design Concepts for Widening the Roadways:

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

3. Preliminary Evaluation Criteria:

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

Other comments:

____________________________________________________________________
____________________________________________________________________
____________________________________________________________________

PLEASE CHECK HERE IF A RESPONSE TO YOUR COMMENTS IS NOT REQUIRED. ☐

Comments and information received will be considered in the analysis and will be kept on file for use during the study. Information is being gathered to assist the City of Hamilton in meeting the requirements of the Environmental Assessment Act. Under the Municipal Freedom of Information and Protection of Privacy Act, all personal information, such as name, address, telephone number and property location included in all submissions, will be kept confidential. Only comments will become part of the public record files for this project.

Please drop these comments in the Comment Sheet box provided, or return them by May 12, 2011 to:

Lorissa Skrypniak, MCIP RPP
Senior Project Manager
Transportation Planning
Strategic Planning & Rapid Transit
Environment & Sustainable Infrastructure Division
Public Works
77 James Street North ~ Suite 400
Hamilton, L8R 2K3
Phone: 905-546-2424 ext 2732
Fax: 905-546-4435
Email: Lorissa.Skrypniak@hamilton.ca

Mr. Ian K. Upjohn, MCIP, RPP
Principal Planner
Environment Division
SNC-Lavalin Inc.
195 The West Mall
Toronto, ON M9C 5K1
Phone: (416) 679-6289
Fax: 416.231.5356
Email: ian.upjohn@sncalavalin.com

PREFERRED METHOD OF CONTACT: ☐ MAIL ☐ EMAIL

Name:

Mailing/Email Address:

Telephone:

Property Location: (if different from mailing address):
PIC #1 Summary – Comments and Responses
<table>
<thead>
<tr>
<th>NO.</th>
<th>COMMENT</th>
<th>RESPONSE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Public Information Meeting lacked information regarding the environmental impact of the project.</td>
<td>With respect to your comment on the absence of information on potential impacts of the proposed road widening, the study is still in the formative stages with respect to the development of conceptual design alternatives. Therefore, the Project Team has only a general idea of potential changes to the environment. More detailed information on the potential effects of the project, including proposed mitigation treatments, will be presented at the next information session.</td>
</tr>
</tbody>
</table>
| 2   | Concern about the impact development will have on the headwaters of both Ancaster Creek and Tiffany Creek. | Your concerns about the sensitivity and previous disturbance of the upper reaches of the Ancaster and Tiffany Creek systems are shared by the Project Team. You may have noted this in the summary rationale for selection of the criteria against which conceptual design alternatives will be assessed, which was presented at the public information centre. Currently, we have recognized the following sensitivities and potential impacts in this regard:  
  - The west end of the project corridor lies within the headwater areas of the Ancaster Creek and Tiffany Creek subwatersheds and expansion of the corridor may result in additional stresses on these sensitive ecosystems.  
  - Tiffany Creek crosses the Garner Road corridor several times and is a receiver for stormwater runoff from the roadway.  
  - The Tiffany Creek subwatershed immediately north of the Garner Road corridor includes the designated Tiffany Creek Environmentally Significant Area (ESA) (ANCA-13), which may be affected by the corridor expansion proposals. The ESA includes a Provincially Significant Wetland, supports vascular plants and wildlife species that are locally uncommon or rare, and provides habitat for a species of special concern to the Committee on the Status of Endangered Species in Canada (COSEWIC). A number of common herpetofauna, breeding birds and mammals also use the natural features in the Tiffany Creek ESA.  
The project corridor lies within the headwaters of Ancaster Creek and Tiffany Creek. The headwaters of both of these watercourses have been affected by adjacent development, including serving as receivers for stormwater management facilities. These watercourses are classified as warmwater intermittent, likely supporting common warmwater fish communities. |
| 3   | What steps will be taken | Specific measures to prevent further degradation of water quality and address water quantity |

128039-4E-Rev PA
<table>
<thead>
<tr>
<th></th>
<th>Concern about how the roadway expansion may affect a local business.</th>
<th>The Project Team recognizes that the configuration of the roadway expansion (symmetrical/asymmetrical), intersection treatments and provisions for multi-modal operations within the designated road right-of-way width may result in differential property requirements, thereby affecting the viability of adjacent land uses, including a number of existing business operations such as yours. Determining the potential effects of the conceptual design alternatives for widening the roadway on adjacent business operations will be an integral part of the impact assessment phase of the study. Once the design options have been developed in more detail, we would appreciate the opportunity to meet with you and Mr. Todd Bennett at your business site to discuss the site features/sensitivities; the potential implications of implementing the design alternatives; construction timing/staging; and other concerns that you may have with respect to this project.</th>
</tr>
</thead>
</table>
|4 | Concern about how the development will affect local business, specifically with regard to:  
  - Retail parking lot  
  - Retail sign location  
  - Construction timing/staging | The information that you provided with respect to number of employees and your specific concerns with respect to potential impacts to your retail parking area and business signage is greatly appreciated. Once the design options have been developed in more detail, we would appreciate the opportunity to meet with you and Mr. Richard Bennett at your business site to discuss these and other site features/sensitivities; the potential implications of implementing the design alternatives; construction timing/staging; and other concerns that you may have with respect to this project. |
|5 | Preference for road widening Alternative 2 due to pedestrian safety | Your concern with pedestrian safety and your related preference for road widening Alternative 2 are noted. |
| 7 | Consider the use of roundabouts instead of stop signs. | You have raised a question related to the potential use of roundabouts instead of stop signs for traffic operations control. Although this consideration was initially included in the study terms of reference, following further deliberation on this matter, the Project Team has concluded that, given Rymal Road’s status as an over-dimensional truck route and the City’s desire to maintain this function, roundabouts will not be investigated in either the Garner Road/Rymal Road or Garth Street corridors, due to the sizeable diameter requirements needed to facilitate oversized movements within limited rights-of-way. |
| 8 | Interested in municipal service access for property in the vicinity of Rymal Road East. | You have noted concerns with the extent of and possible cost sharing arrangements for municipal services (particularly sewer lines) along Rymal Road East in the vicinity of your property. Although it is not within the scope of this study to address individual site servicing needs/agreements, the general implications of the need to install major municipal services within the road right-of-way are being assessed with respect to location and construction staging/timing. Your concerns have been forwarded to development control staff at the City and will be addressed in the context of your site development application. |
| 9 | Concern about changes to headwaters, environmental impact and proper stewardship of UNESCO World Heritage Site. | You have raised several concerns pertaining to protection of natural heritage features in or adjacent to the Garner Road/Rymal Road corridor. I can advise you that the Project Team has recognized the following sensitivities and potential impacts in this regard:  
- The west end of the project corridor lies within the headwater areas of the Ancaster Creek and Tiffany Creek subwatersheds and expansion of the corridor may result in additional stresses on these sensitive ecosystems.  
- Tiffany Creek crosses the Garner Road corridor several times and is a receiver for stormwater runoff from the roadway.  
- The Tiffany Creek subwatershed immediately north of the Garner Road corridor includes the designated Tiffany Creek Environmentally Significant Area (ESA) (ANCA-13), which may be affected by the corridor expansion proposals. The ESA includes a Provincially Significant Wetland, supports vascular plants and wildlife species that are locally uncommon or rare, and provides habitat for a species of special concern to the Committee on the Status of Endangered Species in Canada (COSEWIC). A number of common herpetofauna, breeding... |
### 10
- **Request for future development improvements to be made to the St. Elizabeth Village property.**

You have identified in some detail a number of questions and requirements/proposals for future development and improvements to the St. Elizabeth Village property at 393 Rymal Road West, including transit service, new on-site roadways and associated intersections with Rymal Road, intersection traffic controls, frontage impacts, and municipal services. It is not my intent to address all of these in this response. I believe it would be more appropriate to do so in a meeting to be convened after the alternative road widening concepts have been refined and superimposed on base mapping for the corridor, in order to address potential impacts to individual properties.

### 11
- **Concern about pedestrian and cyclist safety near Hamilton District Christian High.**
  - Poor placement of bus stops in the vicinity creates an additional safety hazard for students.

You have raised a number of specific questions and concerns with respect to student safety and transit service in the vicinity of the Hamilton District Christian High School (HDCH), including the absence of sidewalks and the location of Hamilton Street Railway (HSR) bus stops.

As shown in the exhibits on display at the public information centre, the proposed cross-section for widening Garner Road/Rymal Road will include sidewalks and provision for bicycle lanes on both sides of the roadway, which will enhance pedestrian and cyclist safety in the corridor. In addition, street lighting in the corridor may be upgraded, as warranted by traffic and land use conditions.

At this point in the study process, HSR has advised me as follows with respect to HSR transit service matters in the vicinity of HDCH.
• HSR established bus stops for the #44 RYMAL bus route at the following locations when the route was extended westerly in September 2009:
  - Eastbound bus stop opposite #1131 Garner Road East; and
  - Westbound bus stop at #1131 Garner Road East.

The positioning of these stops was established to take advantage of small sections of paved shoulder, giving buses the ability to diverge from the traveled lanes of Garner Road East and providing a level, well-drained surface for transit customers to board and alight.

• As part of roadway improvements on Garner/Rymal, the addition of the following roadway elements would allow the subject bus stops to be relocated to the southwest and northwest corners of the Rymal/Glancaster/Garner signalized intersection:
  - paved shoulders at each relocated bus stop; minimum length of 34 m;
  - installation of paved landing pads at each relocated bus stop; 9 m x 2.1 m.

  or

  - urbanization of the subject intersection that includes:
    - curb and gutter;
    - concrete landing pad at each relocated bus stop, measuring 9 m x 2.1 m;
    - connecting concrete sidewalk, 180 m in length, from Rymal/Glancaster/Garner intersection southerly to existing bus turning loop on west side of Glancaster Road;
    - lighting upgrades, if required, as per City policy.

• With respect to #34 UPPER PARADISE, this route could be bought closer to the HDCH building, through the relocation of the existing bus turning loop facility. This would require that HDCHS undertake the following:
  - construction of a new bus-only lane along the south side of the HDCH private access road;
  - construction of a new HSR layover/turnaround loop, to be situated east of the HDCH existing south car park;
  - negotiation of an acceptable licence agreement between HDCHS, HSR and Hydro One (ORC), wherein HDCH agrees to pay for construction of new facilities, demolition
of the existing HSR loop, land rental fees with ORC, ongoing maintenance of new facility and snow/ice control.

HSR has advised that they look forward to working with all interested stakeholders, including HDCH, to improve transit accessibility in the corridor.

| 12 | Concern about potential loss of property frontage | The next phase of the study will involve refinement of the alternative design concepts for widening the roadway, and overlaying these concepts on a study area mapping to determine potential impacts, including the amount of land required to expand the roadway. At that time, the Project Team will be in a better position to identify the effects on individual properties. These impacts and possible means of reducing them will be presented at the next public information session. |
| What is the time frame of the project? | With respect to implementation of the project, no time frame has been established for construction. The study scope includes determining when the road improvements will be required and how the construction will be staged along the corridor. This will depend on traffic demand in the corridor and the availability of funds to allocate to construction. |
| 13 | Questions about the need for widening of Garner Road, as it has no foreseeable traffic congestion problems. | You have raised a question with respect to the need for widening to a 4/5 lane facility in the Garner/Rymal corridor, as well as concerns about the potential for high speed traffic and reduced safety levels.

As summarized in the background information presented at the information session, land use and transportation planning studies completed within the last ten years have provided the rationale for widening Garner Road/Rymal Road to accommodate future traffic demand. Most recently, the Airport Employment Growth District (AEGD) Transportation Master Plan indicated that Garner Road will require 4 through lanes, and additional turning lanes at intersections. In particular, these studies drew attention to future potential traffic carrying capacity problems associated with:

- Additional trip-making resulting from the intensification of existing land uses immediately adjacent to the Garner Road/Rymal Road corridor;
- Additional trip-making resulting from new development on vacant lands surrounding the John C. Munro Hamilton International Airport (i.e., AEGD lands);
- Increased travel demand in the corridor as a result of other major transportation corridors (e.g., the Linc) reaching their carrying capacity; and
- Retention of the Garner/Rymal corridor as a designated/preferred full-time truck route.
Daily traffic volumes in the Garner/Rymal corridor are expected to increase from approximately 10,000 vehicles in 2008 to approximately 25,000 vehicles by 2031, subject to full build-out of the AEGD area and proposed developments to the north of Garner Road East/Rymal Road West. If the roadway is not widened to provide additional traffic carrying capacity, the Garner/Rymal corridor will not operate efficiently. The overall traffic volumes at major intersections on Garner Road will approach or exceed double the available capacity, resulting in much higher waiting times, and the respective level of service will drop well below the acceptable level.

- **Safety concerns associated with increasing speed limit/widening Garner Road to a 4-lane highspeed expressway.**

  The widened roadway will not operate as a “highspeed expressway”. In Canada, “expressway” is synonymous with “freeway” and is used to mean limited-access divided-highways with no at-grade intersections, with both terms used interchangeably. With the exception of possible restrictions on access to new developments, the Garner/Rymal corridor will still provide extensive access to abutting land uses, including access to existing individual homes and businesses. In addition, it is not expected to become a divided roadway (i.e., no raised centre median to restrict access).

  With respect to the potential for increased speeds along the corridor after widening, the posted speed will be similar to the existing (60 km/h). Traffic modelling for the future planning horizon year (2031) suggests that traffic will actually be operating at speeds ranging from 35-56 km/h during the morning and evening peak travel periods.

- **Locating the bike lane next to the sidewalk on Garner Road and Rymal Road may improve safety for cyclists.**

  Your concurrence with the proposal to introduce bike lanes in the corridor is noted and this provision will be included as space permits. With respect to your question as to the possibility of incorporating an off-road bike lane, this would likely have to be integrated as part of a combined pedestrian/cyclist (multi-use) pathway. The Project Team will investigate this potential during refinement of the conceptual design alternatives.

- **Widening may not be possible at Bowman United Church due to**

  Your comments and concerns with respect to the “tightness” of the corridor through the segment containing Bowman United Church are duly noted, as are your observations with respect to the safety benefits of introducing a dedicated two-way turning lane. I can advise you that the church
<table>
<thead>
<tr>
<th>Concern</th>
<th>Details</th>
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<tbody>
<tr>
<td>Placement of the church building and cemetery.</td>
<td>The building and cemetery are being considered as “hard” controls (constraints on widening) at this time. Therefore, the most feasible option may be to widen the roadway asymmetrically to the north.</td>
</tr>
<tr>
<td>Left turning lanes would improve safety for both Bowman Church and Bennett’s Apples.</td>
<td>The refinement of the conceptual widening options shown at the April 28 Public Information Centre will account for potential site-specific impacts to adjacent sensitive features, property access needs, as well as the broader traffic service needs in the corridor, in an attempt to achieve a balanced solution. Once the design options have been developed in more detail, we would appreciate the opportunity to meet with you at the church site to discuss site features/sensitivities; the potential implications of implementing the design alternatives; construction timing/staging; and other concerns that you may have with respect to this project.</td>
</tr>
<tr>
<td>Concern about impact the road improvements will have on Bowman United Church property.</td>
<td>Your comments and concerns with respect to the “tightness” of the corridor through the segment containing Bowman United Church, your barn and Bennett’s Apples are duly noted. The Project Team recognizes that optional configurations of the roadway expansion (symmetrical/asymmetrical), and provisions for multi-modal operations within the designated road right-of-way width, may result in differential property requirements, thereby affecting the viability of adjacent land uses, including a number of existing business operations such as yours. Determining the potential effects of the conceptual design alternatives for widening the roadway on adjacent business operations will be an integral part of the impact assessment phase of the study.</td>
</tr>
<tr>
<td>Concerns about the impact of road widening on property and business, due to constraints on the south side of the road.</td>
<td>Your specific concern with respect to potential impacts to your water well is also of great interest to the Project Team. Once the design options have been developed in more detail, we would appreciate the opportunity to meet with you at your barn site to discuss this and other site features/sensitivities; the potential implications of implementing the design alternatives; construction timing/staging; and other concerns that you may have with respect to this project. Having a better understanding of the degree of impact will assist our team in identifying possible mitigation/compensation measures.</td>
</tr>
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</table>
APPENDIX A.2
PUBLIC INFORMATION CENTRE #2 (PIC #2)

- Notice of PIC #2
- PIC #2 – Displays
- PIC #2 – Comment Sheet
- PIC #2 Summary – Comments and Responses
Notice of PIC #2
THE STUDY

The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) to address the transportation needs for Garner Road/Rymal Road and Garth Street in response to recent land use and transportation planning studies that have documented the justification for improvements in these corridors (see accompanying map for subject area on back). The purpose of this study is to develop and assess design alternatives that address the identified transportation issues along these roads.

THE 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). All requirements for Schedule C projects within the Study Area will be fulfilled.

PUBLIC INFORMATION CENTRE

Public consultation is an important component of the EA process. Accordingly, the second Public Information Centre (PIC) will be held as follows:

DATE: Tuesday, April 3, 2012
TIME: 6:00 p.m. – 8:00 p.m. (open house format)
LOCATION: St. Thomas More Secondary School, 1045 Upper Paradise Road, Cafeteria

The first PIC was held to present alternative design concepts that address the identified transportation needs, and the evaluation criteria that will be used to assess the alternative design concepts.

The second PIC is being held to present the evaluation of the alternative design concepts and identify the preferred design concept.

The study results will be documented in an Environmental Study Report, which will be available for public review and comment upon completion of the study. Another advertisement will be published at that time, indicating where the report can be viewed.

PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Managers. If you have any questions or comments, or wish to be added to the study mailing list, please contact:

Lorissa Skrypniak, MCIP, RPP  Ian Upjohn, MCIP, RPP
Senior Project Manager  Project Manager
Transportation Planning  SNC-Lavalin Inc.
Environment & Sustainable Infrastructure  195 The West Mall
Public Works  Toronto, ON, M9C 5K1
City of Hamilton  Ian.Upjohn@snclavalin.com
ON, L8R 2K3  Phone: 416-679-6289
tplanning@hamilton.ca  Fax: 416-231-5356
Phone: 905-546-2424 ext. 2732
Fax: 905-546-4435

Information will be collected in accordance with the Municipal 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 issued March 23 and 30, 2012.
PIC #2 – Displays
GARNER ROAD / RYMAL ROAD AND GARTH STREET
SCHEDULE “C” CLASS ENVIRONMENTAL ASSESSMENT
Welcome to Public Information Centre

PUBLIC INFORMATION CENTRE
St. Thomas More Catholic Secondary School
Tuesday April 3, 2012
6:00 P.M. – 8:00 P.M.

The City of Hamilton and SNC-Lavalin Inc. (the Consultant) would like to welcome you and thank you for attending this evening.

Please sign the register for future mail-outs.

- Representatives from the City and the Consultant are available to answer your questions and to hear your comments and concerns.
- Background information and technical reports pertaining to the study are available to review with resource staff.
- We would like your comments. Please complete a Comment Sheet and drop it in the Comment Sheet box before leaving, or return it via mail/email by April 17, 2012.

Information for this study is being collected in accordance with the Municipal Freedom of Information and Protection of Privacy Act to assist the City of Hamilton in meeting the requirements of the Ontario Environmental Assessment Act. Comments and information will be maintained on file for use during the study and may be included in project documentation. With the exception of personal information, all comments will become part of the public record.
Study Background and Purpose

Land use and transportation planning studies completed within the last ten years have provided the rationale for addressing transportation needs and improving traffic carrying capacity in the Garner Road/Rymal Road and Garth Street corridors to accommodate future traffic demand. The City of Hamilton has initiated a Municipal Class Environmental Assessment (EA) in response to these needs. The accompanying map shows the subject area under consideration.

The purpose of this study is to develop and assess design alternatives that address the identified transportation issues along these roads.

The following displays present:
- An outline of the Class EA process
- Alternative design concepts for widening the roadway corridors
- A summary assessment of the advantages and disadvantages of the alternative design concepts
- Identification and rationale for the preferred design concepts
Overview of Municipal Class EA Process

This study is being conducted in accordance with the Municipal Engineers Association *Municipal Class Environmental Assessment* (October 2000, as amended in 2007) (“Municipal Class EA”) for Road Projects.

Under the Municipal Class EA, there are four types of projects or activities:

- **Schedule “A”** Municipal maintenance, operational and emergency activities. These projects are pre-approved and allow the municipality to proceed without further approval under the EA Act.

- **Schedule “A+”** The environmental effects are usually minimal. However, the public is to be advised prior to implementation. These projects are also pre-approved.

- **Schedule “B”** Projects may have minimal environmental effects on the environment. These projects are approved subject to a screening process, including consultation with directly affected public and agencies.

- **Schedule “C”** Projects may have significant effects on the environment and must proceed under the full planning and documentation procedures outlined in the Municipal Class EA document.

This study is being conducted as a **Schedule “C”** undertaking (please also refer to the accompanying display for information on the phased approach to the study process).

If, after reviewing the project proposals and discussing any concerns with the City of Hamilton, you still have concerns with the proposed project, you may request the Minister of the Environment to require the City to comply with Part II of the *Environmental Assessment Act* (which addresses individual Environmental Assessments), before proceeding with the proposed undertaking. This is known as a “Part II Order” request. The Minister determines whether or not this is necessary, with the Minister’s decision being final.
Municipal Class EA Process for Schedule “C” Projects

Schedule “C” projects generally involve the construction of new facilities and the major expansion of existing facilities, and have the potential for significant environmental effects. Therefore, the study must complete Phases 1 through 4 as shown in the accompanying flow chart, culminating with the preparation of an Environmental Study Report, which will be made available for public comment. Phases 1 and 2 are deemed to have been completed through other (master planning) studies that included public review processes.

WE ARE AT THIS STAGE IN THE PROJECT

PHASE 1
PROBLEM OR OPPORTUNITY

PHASE 2
ALTERNATIVE SOLUTIONS

PHASE 3
ALTERNATIVE DESIGN CONCEPTS FOR PREFERRED SOLUTION

PHASE 4
ENVIRONMENTAL STUDY REPORT

PHASE 5
DETAIL DESIGN CONSTRUCTION MONITORING

OPTIONAL
MANDATORY
MANDATORY
MANDATORY
OPTIONAL

CONSULTATION REQUIREMENTS
At the April 18, 2011 Public Information Centre, comments on the following project-related elements were received.

- Agreement with the incorporation of enhanced cycling and pedestrian facilities.
- Need for left-turn lanes for increased safety.
- The need for signalization and pedestrian crossing facilities at the entrance to Redeemer College.
- Provision of additional intersection improvements and pedestrian crossing facilities for St. Elizabeth Village.
- Potential impacts to Bowman United Church/Cemetery.
- Potential impacts to commercial/agricultural business operations (signage; parking; access).
- Potential impacts to individual properties (loss of frontage).
- Potential for use of roundabouts instead of stop signs at intersections.
- Staging and cost-sharing for municipal servicing (storm/sanitary sewers) in the Garner/Rymal corridor.
- Safety concerns associated with increased traffic speed and proximity of cyclists/pedestrians to travelled lanes on an approved truck route that is preferred by carriers with wide loads.
- Protection of Ancaster Creek and Tiffany Creek headwaters and associated natural areas.
- HSR bus stop locations and service provisions.

The Project Team addressed these comments and questions verbally, provided a written response to all written comments received, convened site meetings with a number of property owners, and posted information on the City’s project website.

The comments received were considered by the Project Team in the development and assessment of the conceptual design alternatives.
Existing Environmental Conditions and Constraints

Garner Road/Rymal Road and Garth Street
Schedule “C” Class Environmental Assessment
Public Information Centre No. 2
April 3, 2012

Environment & Sustainable Infrastructure Division
Strategic Planning & Rapid Transit Group
www.hamilton.ca/Garner-Rymal-Garth-EA
Cultural Heritage Resources

Garner Road/Rymal Road and Garth Street
Schedule “C” Class Environmental Assessment
Public Information Centre No. 2
April 3, 2012

Environment & Sustainable Infrastructure Division
Strategic Planning & Rapid Transit Group
www.hamilton.ca/Garner-Rymal-Garth-EA
Required Road/Intersection Improvements
Development and Assessment of Alternative Design Concepts

Following are the major considerations that have been incorporated in the development and assessment of the alternative design concepts for improving traffic operations in the Garner Road/Rymal Road and Garth Street corridors.

**Natural Environment**
- Potential impacts to Upper Ottawa Creek, Upper Twenty Mile Creek, Ancaster Creek and Tiffany Creek subwatersheds and Tiffany Creek Environmentally Significant Area (ANCA-13).
- Potential impacts to roadside vegetation, including significant individual tree specimens and Species at Risk.

**Historical and Cultural Environment**
- Potential for discovery of archaeological resources and impacts to built heritage features and cultural landscapes if the roadway infrastructure is physically expanded onto previously undisturbed areas or improved properties.

**Socio-Economic Environment**
- Garner Road/Rymal Road’s economic function as an important intra- and inter-regional arterial road connector.
- Compatibility with the City’s broad-based growth management plan (GRIDS) and Official Plan land use designations.
- Property requirements, and affects on the viability of adjacent existing and proposed land uses.
- Access requirements for large approved/planned developments.
- Need to accommodate social and recreational linkages in and across the corridor, including transit service, emergency services, school bus routes, and pedestrian and cycling networks.
- Potential impacts to noise sensitive areas/receptors.
Development and Assessment of Alternative Design Concepts (Cont’d)

**Technical Considerations**

- Special design standards for truck traffic and future rapid transit operations (over-dimensional truck loads; transit stops, transit vehicle movement priority).
- Need to enhance existing intersections and incorporate new intersections for major planned development.
- MTO requirements governing operation of the Highway 6 interchange ramp terminals at Garner Road.
- Balance of cross-section requirements with respect to safety, drainage and relocation of existing utilities.
- Need to enhance and incorporate opportunities for active transportation (sidewalks, bike lanes, multi-use trails).
- Strategic implementation of a drainage and stormwater management plan in cooperation with approved planned developments, that also addresses Hamilton Conservation Authority and Niagara Peninsula Conservation Authority surface water management objectives.
- Existing or planned major municipal services (water, sewer) and private utilities that must also be located within the road right-of-way.
- How construction of the roadway expansion will be staged in relation to need (year of construction).
- How construction will be staged to ensure that traffic flows can be maintained in a manageable fashion.

**Financial Implications**

- Estimated construction and operations/maintenance costs in relation to the City of Hamilton’s Capital and Operating Budgets (affordability).
- Relationship of the design schemes’ benefits against their capital and operating costs (value for money).
- Project staging to facilitate other future infrastructure works and minimize throw-away costs.
Road Cross-Section Improvement

Alternatives

**Alternative 1**
- Four 3.75 m through lanes
- Two 1.5 m bike lanes
- 5.0 m continuous median that accommodates left turn lanes and raised medians at most intersections
- Exclusive right-turn lanes as per the recommendations from the Traffic Study report (SLI, 2010)
- Curb and gutter
- 3.5 m continuous boulevard width

**Alternative 2**
- Four 3.75 m through lanes
- Two 1.5 m bike lanes
- Exclusive right- and left-turn lanes, as per recommendations from Traffic Study report (SLI, 2010)
- Curb and gutter
- 6.0 m continuous boulevard width except at two exceptions:
  - Between Stations 1+100 to 1+200, the boulevard width has been reduced to 3.5 m on the north side with an offset of 0.5 m to sidewalk, eliminating impacts to the Garners Corners Cemetery (Garner Road/Southcote Road)
  - Between Stations 2+330 to 2+570, the boulevard width has been reduced to 3.5 m on the south side with an offset of 0.5 m to sidewalk, eliminating property impacts to the Bowman United Church/Cemetery

**Alternative 2A**
- Four 3.75 m through lanes
- Two 1.5 m bike lanes
- Exclusive right- and left-turn lanes, as per the recommendations from Traffic Study report
- Curb and gutter
- 3.5 m continuous boulevard width

**Horizontal & Vertical Alignment**
- The existing horizontal and vertical alignments have been maintained for all options, with the widening being symmetrical about the centerline, except at one location, where an alignment shift to the north has been implemented to mitigate property constraints at the Bowman United Church/Cemetery location.
- Alternative 1 has an alignment shift to the north at the Bowman United Church/Cemetery by a maximum of 8.0 m between Stations 2+076 to 2+784.
- Alternative 2 and 2A have an alignment shift to the north at the Bowman United Church/Cemetery of a maximum of 5.5 m between stations 2+130 to 2+730.
- The proposed standard 36.0 m right-of-way will be required within most of the project limits, with additional property being required at locations where there is an alignment shift or where the grading limit exceeds the 36.0 m.

**Drainage**
- Garner Road/Rymal Road and Garth Street currently have rural cross-sections, with drainage primarily by ditching with short sections of urban storm sewers. All options above include converting the existing rural cross-section from Highway 6 to West 5th Street to an urban one. This will eliminate the majority of the existing ditching, and drainage via storm sewer systems will be required. Some ditching may be retained/reinstalled as required. In areas where there are existing sewers (between West Lawn Drive and West 5th Street), with adequate capacity, the existing drainage infrastructure may be retained and/or relocated/modified as needed.
In consideration of the foregoing alternatives development and assessment consideration, following are the Evaluation Criteria against which the relative advantages and disadvantages of the alternative design concepts have been assessed and scored.

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<tbody>
<tr>
<td>Natural Environment</td>
<td>• Aquatic Habitat</td>
<td>Technical Considerations</td>
<td>• Traffic Operations</td>
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<td></td>
<td>• Terrestrial Habitat/Roadside Vegetation</td>
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<td>• Transit Operations</td>
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<td>• Designated Areas</td>
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<td>Socio-Economic Environment</td>
<td>• Conformity with Planning/Development Policies</td>
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<td>• Safety</td>
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<td>• Impacts to Existing Adjacent Land Uses</td>
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<td>• Pedestrian/Cyclist Facilities</td>
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<td>• Compatibility with Future Land Uses</td>
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<td>• Drainage/Stormwater Management</td>
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<td>• Community Access and Linkages</td>
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<td>• Other Municipal Infrastructure / Utilities</td>
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<td></td>
<td>• Noise Impacts</td>
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<td>• Constructability (site-specific design issues)</td>
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<tr>
<td>Cultural Heritage Environment</td>
<td>• Archaeological Resources</td>
<td>Financial Implications</td>
<td>• Staging of Implementation to Meet Growth Needs</td>
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<td>• Built Heritage Features</td>
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<td>• Cultural Landscapes</td>
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</table>
### Summary Assessment of Alternative Design Concepts (Garner/Rymal)

#### Natural Environment

- **Wetland Vegetation**
  - No impact: Alternative 1 scored the best for wetland vegetation conservation, with Alternative 2A and 2 scoring the same. Alternative 2 would require some remediation due to the presence of wetland vegetation in the project area.
  - Significant impact: Alternative 3 scored the worst for wetland vegetation conservation due to the removal of wetland vegetation during the construction phase.

- **Aquatic Habitat**
  - Alternative 1 scored the best for aquatic habitat conservation due to the maintenance of wetland vegetation along the wetland corridor.
  - Alternative 2A scored the worst for aquatic habitat conservation due to the removal of wetland vegetation.

- **Agricultural Resources**
  - No impact: Alternative 3 scored the worst for agricultural resources conservation due to the removal of wetland vegetation.
  - Significant impact: Alternative 1 scored the best for agricultural resources conservation due to the maintenance of wetland vegetation.

#### Built Heritage Features and Landscapes

- **Built Heritage Features**
  - Alternative 1 scored the best for built heritage features conservation due to the maintenance of cultural heritage resources.
  - Alternative 2A scored the worst for built heritage features conservation due to the removal of cultural heritage resources.

- **Landscapes**
  - Alternative 1 scored the best for landscape conservation due to the maintenance of wetland vegetation.
  - Alternative 3 scored the worst for landscape conservation due to the removal of wetland vegetation.

#### Community Linkages

- **Traffic Flow**
  - Alternative 1 scored the best for traffic flow due to the reduction of traffic impacts.
  - Alternative 3 scored the worst for traffic flow due to the increase in traffic impacts.

- **Pedestrian/Cycling Movement**
  - Alternative 1 scored the best for pedestrian/cycling movement due to the maintenance of wetland vegetation.
  - Alternative 3 scored the worst for pedestrian/cycling movement due to the removal of wetland vegetation.

### Summary

- **Alternative 1**
  - Score: 4/5
  - Summary: A balanced design option with significant benefits for the environment and local community. Maintains cultural heritage resources and wetland vegetation while reducing traffic impacts.

- **Alternative 2**
  - Score: 3/5
  - Summary: A design option with some positive effects, particularly in terms of cultural heritage resources and wetland vegetation conservation. However, it has limitations in traffic flow and pedestrian/cycling movement.

- **Alternative 2A**
  - Score: 2/5
  - Summary: A design option with significant limitations, particularly in terms of traffic flow and pedestrian/cycling movement. Displaces cultural heritage resources and wetland vegetation.

- **Alternative 3**
  - Score: 1/5
  - Summary: A design option with the least benefits, particularly in terms of environmental conservation and pedestrian/cycling movement. Displaces cultural heritage resources and wetland vegetation.

### Preferred Alternative

- **Alternative 1**
  - Preferred Alternative: Most comprehensive option for environmental and community benefits. Maintains cultural heritage resources and wetland vegetation while reducing traffic impacts.

### Total Score

- **Total Score: 15/20**

---

**Note:** The table and graphs represent the assessment criteria and results for each alternative, with scores ranging from 1 (least preferred) to 5 (most preferred) for various environmental and community aspects. The summary provides a high-level overview of the performance of each alternative, highlighting the key benefits and limitations.
## Summary Assessment of Alternative Design Concepts (Garner/Rymal) (Cont’d)

### Alternative 3: No Continuous Median, 3.5m Blvd.

- **Traffic Operations:**
  - Traffic study report dated April 2011. Increasing storage lengths, if required, will have significant traffic impacts.
  - Additional traffic and construction staging compared to Alternative 1 due to no median.

- **Operational/Utility Management:**
  - The existing rural ditch cross-section on Garner/Rymal Road will be replaced by an urban cross-section with catch basins and storm sewers within the project limits.
  - The storm sewer system will require additional traffic and construction staging compared to Alternative 1 due to no median.

- **Other Municipal Services:**
  - Water, waste, and other utilities will be significantly impacted.

### Alternative 2A: No Continuous Median, 3.5m Blvd.

- **Traffic Operations:**
  - Traffic study report dated April 2011. Increasing storage lengths, if required, will have significant traffic impacts.

- **Operational/Utility Management:**
  - The existing rural ditch cross-section on Garner/Rymal Road will be replaced by an urban cross-section with catch basins and storm sewers within the project limits.
  - The storm sewer system will require additional traffic and construction staging compared to Alternative 1 due to no median.

### Alternative 2B: Continuous Median, 3.5m Blvd.

- **Traffic Operations:**
  - Traffic study report dated April 2011. Increasing storage lengths, if required, will have significant traffic impacts.
  - Continuous median lane may be used for queue jumping.

### Preferred Alternative

Alternative 1 is the preferred alternative since it allows for incorporating future development and could accommodate future plans for Rapid Transit.

### Impact Assessment Scoring Scheme

1. **Major negative effect**
   - No positive effect
2. **Some negative effect**
   - Very little positive effect
3. **Fair (little negative or positive effect)**
4. **Very little negative effect**
   - Some positive effect
5. **No negative effect**
   - Major positive effect
### Summary Assessment of Alternative Design Concepts (Garth)

**Garner Road/Rymal Road and Garth Street Schedule “C” Class Environmental Assessment**  
**Public Information Centre No. 2**  
**April 3, 2012**

#### Traffic Impacts

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Conformity with the City’s road network growth management plan (CORE) and Provincial use designations.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1</td>
<td>Requires a total of 11.4 ha of property acquisition and may require any property buyouts.</td>
</tr>
<tr>
<td>Alternative 2</td>
<td>Requires a total of 9.3 ha of property acquisition and may require any property buyouts.</td>
</tr>
<tr>
<td>Alternative 3</td>
<td>Requires a total of 6.9 ha of property acquisition. No property buyouts are required.</td>
</tr>
</tbody>
</table>

#### Technical Considerations

- **Alternative 2 - No Continuous Median, 6m Blvd.**
  - Per the traffic study report dated April 2011. Increasing storage lengths, if required, will have significant traffic impact on side roads and vertial and horizontal gradients.
  - The storm sewer system will tie into Ottawa Creek.
  - The impacts due to increasing traffic range from 3 dB to 4 dB. In cases where the future road centerline is offset from the existing road centerline (asymmetrical widening), there will be increases or decreases in the impacts noted above. Moving the centerline closer will increase the impact.
  - Hydro, Bell, Gas and other utilities: Continuous median lane may be used for queue jumping.

#### Summary

- Alternative 1 is the preferred alternative since it allows for incorporating future development and is the easiest to construct.

#### Financial Implications

<table>
<thead>
<tr>
<th>Description</th>
<th>Preferred Alternative Total Cost</th>
<th>N/A</th>
<th>Preferred Alternative Total Cost</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Score</td>
<td>5</td>
<td></td>
<td>5</td>
<td></td>
</tr>
<tr>
<td>PREFERRED ALTERNATIVE</td>
<td>1</td>
<td>6B</td>
<td>NOT RECOMMENDED FOR FURTHER STUDY</td>
<td>98</td>
</tr>
<tr>
<td>Alternate 1</td>
<td>Approximately $6.1M construction costs</td>
<td></td>
<td>Approximately $200,000 for all utility relocation work</td>
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</tr>
</tbody>
</table>

#### Environment & Sustainable Infrastructure Division

- Strategic Planning & Rapid Transit Group

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**Environment & Sustainable Infrastructure Division**

**Strategic Planning & Rapid Transit Group**

**www.hamilton.ca/Garner-Rymal-Garth-EA**
Rationale for Technically Preferred Design Concepts

Alternative 1 (4-lane Widening with Two-Way Left-Turn Lane) received the highest overall scores and has been identified as the technically preferred design concept for both the Garner Road/Rymal Road and Garth Street corridors for the following reasons:

- The continuous median lane provides the maximum storage lengths for left turns and access points for entrances and side roads, including the flexibility to accommodate future developments (e.g., Airport Employment Growth District).
- The widened cross-section as a result of the continuous median facilitates bus transit operations, current and anticipated truck traffic and provides for easier future incorporation of alternate transit technologies.
- Provides the necessary room for locating municipal services within the road cross-section and clearances to other utilities and appurtenances.
- Is the easiest alternative to construct, as the 5 m median provides the greatest flexibility to shift traffic lanes to facilitate the road widening and storm sewer installation, with the fewest impacts to traffic operations.
- Provides opportunities for potential streetscaping in median areas and replacement of roadside trees on boulevards.
- Potential property requirements can be reduced through strategic modification of grading requirements.
Next Steps

Thank you for attending this information session.

The Project Team will conduct the following activities to complete the requirements of Phase 3 and Phase 4 of the Municipal Class Environmental Assessment process:

- Public Information Centre No. 2 material will be placed on the City’s project website (www.hamilton.ca/Garner-Rymal-Garth-EA).
- Consider all input from Public Information Centre No. 2.
- Conduct additional consultation as follow-up to PIC No. 2, if required, to refine the assessment of the alternative design concepts and confirm or alter the choice of the technically preferred design concepts accordingly.
- Refine the selected alternative design concepts for incorporation in the Environmental Study Report.
- The ESR will be prepared, presented to Council and filed in the Public Record for review and comment.
- Place other project information updates on the project website, including the Environmental Study Report (ESR) once it has been filed in the Public Record.
- The Project Team will respond to comments received during the ESR public review period and attempt to resolve any outstanding issues.
PIC #2 – Comment Sheet
PUBLIC INFORMATION CENTRE NO. 2
St. Thomas More Catholic Secondary School
Tuesday April 3, 2012
6:00 P.M. – 8:00 P.M.

COMMENT SHEET
(Please Print)

COMMENTS:
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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 Tuesday, April 17, 2012 to either:

Lorissa Skrypniak, MCIP, RPP  Ian Upjohn, MCIP, RPP
Project Manager  Project Manager
City of Hamilton  SNC-Lavalin Inc.
77 James Street North, Ste 400  195 The West Mall
Hamilton, Ontario, L8R 2K3  Toronto, Ontario, M9C 5K1
Ph.: 905-546-2424 ext. 2732  Ph.: 1-416-679-6289
Fax: 905-546-4435  Fax: 1-416-231-5356
Email: tplanning@hamilton.ca  Email: Ian.Upjohn@snclavalin.com

Name:

Mailing Address:

Telephone:

Email:

Property Location: (if different from mailing address):
PIC #2 Summary – Comments and Responses
As summarized in the background information presented at the April 2011 public information session, land use and transportation planning studies completed within the last ten years have provided the rationale for widening Garner Road/Rymal Road to accommodate future traffic demand. Most recently, the Airport Employment Growth District (AEGD) Transportation Master Plan indicated that Garner Road will require 4 through lanes, and additional turning lanes at intersections. In particular, these studies drew attention to future potential traffic carrying capacity problems associated with:

- Additional trip-making resulting from the intensification of existing land uses immediately adjacent to the Garner Road/Rymal Road corridor;
- Additional trip-making resulting from new development on vacant lands surrounding the John C. Munro Hamilton International Airport (i.e., the AEGD lands);
- Increased longer term travel demand in the corridor as a result of other major transportation corridors (e.g., the Linc) reaching their carrying capacity; and
- Retention of the Garner/Rymal corridor as a designated/preferred full-time truck route.

Daily traffic volumes in the Garner/Rymal corridor are expected to increase from approximately 10,000 vehicles in 2008 to approximately 25,000 vehicles by 2031, subject to full build-out of the AEGD area and proposed developments to the north of Garner Road East/Rymal Road West. If the roadway is not widened to provide additional traffic carrying capacity, the Garner/Rymal corridor will not operate efficiently. The overall traffic volumes at major intersections on Garner Road will approach or exceed double the available capacity, resulting in much higher waiting times, and the respective level of service will drop well below the acceptable level.

Implementation of the three-lane cross-section you have suggested for use in the Garner/Rymal corridor would not be consistent with the projected requirements and recommendations for improving traffic operations.

The incorporation of bike lanes and sidewalks in the Garner/Rymal corridor is consistent with the City’s Cycling Master Plan (*Shifting Gears 2009* - proposed bike lane from the City’s west limit to West 5th Street). The proposed design option for widening the road maintains and/or enhances cycling movement/ connectivity in the Garner/Rymal corridor and provides opportunities for connection to proposed north/south cycling routes (West 5th Street to Upper James Street; Garth Street; Upper Paradise Road; Glancaster; Kitty Murray Drive; Southcote Road; numerous points southerly into the planned Airport Employment Growth District).
The inclusion/addition of sidewalks on both sides of the road will improve the pedestrian environment in the corridor and assist the City in meeting its active transportation goals and objectives, as established in the Step Forward: Pedestrian Mobility Master Plan (i.e., to create pedestrian environments throughout the City that are safe, attractive, accessible to community institutions, recreation/leisure opportunities, employment, and retail services; to increase the number of people walking in the City; to improve public health; and to create a walkable City to attract new residents and employers).

It is acknowledged that the proposed road widening scheme will displace, and has the potential to damage, a number of roadside trees, as you have suggested. The City is committed to the protection and preservation of such resources, where possible. The following mitigation measures will be considered to minimize the effects of construction of the road widening on those natural and/or semi-natural vegetative assemblages found within the project area:

- Minimize encroachment on, or avoid remnant woodlots and large healthy trees where possible. Individual specimens to be saved will be marked on the ground before construction takes place;
- Trees and areas to be preserved within and adjacent to the ROW will be identified in a Tree Protection Plan and protected with snow fence defining Tree Protection Zone(s);
- Inclusion of hard and soft landscaping in the corridor, including planting of additional street trees, where opportunities present themselves;
- Where practicable, use only native species for landscaping efforts along the road right-of-way;
- Provide dense edge plantings in areas of fresh forest edge exposure to protect from drying winds, sun exposure (desiccation and spread of invasive sun-tolerant plant species), and salt spray. These plantings may constitute an exception to the native species mandate, since non-native conifers may provide better screening/protection than native options.
- Approval will be obtained, and compensation/reimbursement will be provided, as required, for displacement of publicly owned roadside trees on public property, in compliance with City of Hamilton's Public Tree Removal Policy, the Forest Management Plan (Reforestation Policy) and By-Law 06-151 (Public Trees By-Law), as amended.
- Designated staging and construction vehicle maintenance/refuelling areas will be identified and enforced;
- Siltation control in areas where sedimentation could potentially affect vegetation not scheduled
for removal;

- Stormwater management to maximize runoff water quality, and provide some peak flow controls, which will benefit nearby natural features;
- The movement of construction machinery will be limited to within the boundaries of the ROW and operated in a manner that minimizes damage to adjacent vegetation;
- Roots and branches, if damaged, will be treated using approved horticultural methods;
- Tree management, as needed, to remove any potentially hazardous trees along new wooded edges, and maintain forest health and balance;
- Trees felled will be dropped to fall within the ROW to avoid damage to the remaining vegetation, where practicable; and
- Wherever possible, construction activities will be restricted within the dripline of all trees not scheduled for removal.

| 2 | Concern of southbound traffic on Garth Street at Stonechurch in the right turn lane. |

With respect to your concern over southbound traffic on Garth Street at Stonechurch Road, the outside lane on the north leg of the intersection is not marked as right-turn only, and southbound through traffic must merge with the inside lane prior reaching the one-lane section of Garth Street south of Stonechurch Road, near the townhouse entrance. This requirement is signed south of Stonechurch. The proposed widening of Garth Street south of Stonechurch Road will add one through lane in each direction, plus a centre two-way turning lane, which will eliminate the current merge requirement and facilitate right-turns into the townhouse complex. This is expected to alter the type of drive behavior and confusion you have cited. These improvements will also provide additional roadway capacity and the flexibility for through traffic to pass vehicles stopped in the curb lane (buses, emergency response vehicles, garbage trucks), thereby reducing delays and associated unsafe manoeuvres by impatient drivers.

The City has a management plan and budget for regular maintenance and repair of its capital assets, including road infrastructure. With respect to your suggestion that City repair the section of Garth Street in front of the Highland Baptist Church, we can advise you that this portion of road is proposed to be reconstructed in 2015.
Your support for reconstruction of the Garner/Rymal corridor is noted and appreciated.

You have expressed a desire to see the introduction of a multi-modal corridor, including facilities for both cyclist and pedestrian traffic. I can advise you that, in addition to the 5-lane vehicular section of the roadway, the corridor cross-section includes bicycle lanes and sidewalks on both sides. This will enhance cycling movement/connectivity in the Garner/Rymal corridor and provide opportunities for connection to proposed north/south cycling routes (West 5th Street to Upper James Street; Garth Street; Upper Paradise Road; Glancaster; Kitty Murray Drive; Southcote Road; numerous points southerly into the planned Airport Employment Growth District).

The inclusion/addition of sidewalks on both sides of the road will improve the pedestrian environment in the corridor and assist the City in meeting its active transportation goals and objectives, as established in the *Step Forward: Pedestrian Mobility Master Plan* (i.e., to create pedestrian environments throughout the City that are safe, attractive, accessible to community institutions, recreation/leisure opportunities, employment, and retail services; to increase the number of people walking in the City; to improve public health; and to create a walkable City to attract new residents and employers).

Your comments supporting the plan for widening the road to two lanes, with an additional turning lane are noted and appreciated.

The City has a management plan and budget for regular maintenance and repair of its capital assets, including road infrastructure. With respect to your question on the City’s plans to maintain and repair the section of Rymal Road between West 5th Street and Garth Street, I can advise you that this portion of road is proposed to be replaced in 2016.

In response to your question on whether the City is contemplating the introduction of any traffic lights, the results of the consultant’s traffic analysis suggest that new traffic signals are only required at the intersection of Garner Road and the Highway 403 access/egress ramps at the west end of the project. This information was presented at the April 3 Public Information Centre as part of the display showing the required road/intersection improvements, and is currently available on the City’s website for this project ([www.hamilton.ca/Garner-Rymal-Garth-EA](http://www.hamilton.ca/Garner-Rymal-Garth-EA)).

The Project Team appreciates the character of the Garner Road-Rymal Road corridor, as you have described it. The road widening alternatives have been developed in a manner that
| removal of trees. | generally avoids a number of the features you have cited (cemeteries, farm markets, Bowman United Church, St. Elizabeth Village).

It is acknowledged that the proposed road widening scheme will displace a number of roadside trees, as you have suggested. The City is committed to the protection and preservation of such resources, where possible. The following mitigation measures will be considered to minimize the effects of construction of the road widening on those natural and/or semi-natural vegetative assemblages found within the project area:

- Minimize encroachment on, or avoid remnant woodlots and large healthy trees where possible. Individual specimens to be saved will be marked on the ground before construction takes place;
- Trees and areas to be preserved within and adjacent to the ROW will be identified in a Tree Protection Plan and protected with snow fence defining Tree Protection Zone(s);
- Inclusion of hard and soft landscaping in the corridor, including planting of additional street trees, where opportunities present themselves;
- Where practicable, use only native species for landscaping efforts along the road right-of-way;
- Provide dense edge plantings in areas of fresh forest edge exposure to protect from drying winds, sun exposure (desiccation and spread of invasive sun-tolerant plant species), and salt spray. These plantings may constitute an exception to the native species mandate, since non-native conifers may provide better screening/protection than native options.
- Approval will be obtained, and compensation/reimbursement will be provided, as required, for displacement of publicly owned roadside trees on public property, in compliance with City of Hamilton’s Public Tree Removal Policy, the Forest Management Plan (Reforestation Policy) and By-Law 06-151 (Public Trees By-Law), as amended.
- Designated staging and construction vehicle maintenance/refuelling areas will be identified and enforced;
- Siltation control in areas where sedimentation could potentially affect vegetation not scheduled for removal;
- Stormwater management to maximize runoff water quality, and provide some peak flow controls, which will benefit nearby natural features; |
The movement of construction machinery will be limited to within the boundaries of the ROW and operated in a manner that minimizes damage to adjacent vegetation;

- Roots and branches, if damaged, will be treated using approved horticultural methods;

- Tree management, as needed, to remove any potentially hazardous trees along new wooded edges, and maintain forest health and balance;

- Trees felled will be dropped to fall within the ROW to avoid damage to the remaining vegetation, where practicable; and

- Wherever possible, construction activities will be restricted within the dripline of all trees not scheduled for removal.

Therefore, it is expected that the significant landscape impacts that you have described can be avoided.

With respect to the need for the accommodating increased traffic in the corridor, I would refer you to the project need and justification described in my June 13, 2011 response to your comments from the April 2011 Public Information Centre. Traffic projections suggest that the three-lane configuration that you have suggested would not adequately serve future travel demand (i.e., 4-lanes of through traffic plus a centre two-way turning lane and additional turning lanes at intersections are required). It is the City’s intent to retain the corridor as a designated full-time truck route based on current and project use by heavy commercial vehicles and recommendations in the Hamilton Truck Route Master Plan. I would also refer you to my June 13, 2011 response to your concerns over the potential for increased speeds in the corridor.

Further in this regard, the introduction of additional signalized intersection controls in the corridor, both in association with this project and the introduction of intersecting roads to serve the Airport Employment Growth District (which will be bounded on the north by the Garner Road corridor), should serve to reduce the potential for excessive vehicular speeds.
APPENDIX A.3
FIRST NATIONS CONSULTATION
April 21, 2011

Lorissa Skrypniak, MCIP, RPP
Senior Project Manager
Transportation Planning
Environmental & Sustainable Infrastructure
Public Works
City of Hamilton
400-77 James Street North
Hamilton ON L8R 2K3

Re: “Notice of Study Commencement and Public Information Centre Garner Road/Rymal Road and Garth Street Municipal Class Environment Assessment”

The Assembly of First Nations (AFN) is in receipt of your notice postmarked April 11, 2011 regarding the Notice of Study Commencement. The AFN is a national representative organization of over 630 First Nations communities in Canada. The AFN is designed to present the views of various First Nations through their leaders in areas such as: Aboriginal and Treaty Rights, Economic Development, Education, Languages and Literacy, Health, Housing, Social Development, Justice, Taxation, Land Claims, Environment, and a whole array of issues that are of common concern which arise from time to time. The First Nation Leaders meet quarterly to set national policy and direction through resolution.

Please be advised that the AFN functions only as a representation organization. As such the organization cannot be construed as a government, agent, principal, administrator and/or contractor for any of the First Nation Communities who are members of the AFN. As AFN does not have any entitlement to the lands in question and cannot speak on behalf of the First Nations communities in your area, nor are we in a position to provide any comments on the Municipal Class Environmental Assessment.

I would recommend that you provide the information you have given the AFN to the First Nation communities in the vicinity of the Hamilton area. You should also personally contact the First Nation communities in the area to provide them with more detailed information. It is these First Nation communities who may be impacted by the management plan or who may have outstanding claims in within your area. I have provided a list of the First Nation communities in your area for your reference now and in the future as an attachment to this letter.
Please be advised that the Supreme Court of Canada has recently issued a number of judgments that provides clarity on the duty to consult and accommodate. In *Haida Nation v. British Columbia (Minister of Forests) and Weyerhaeuser* the Supreme Court held that there is a duty to consult and accommodate where there is knowledge of the potential existence of an Aboriginal right to title and conduct that may adversely affect it. Furthermore, the Supreme Court held in *Taku River Tlingit First Nation v. British Columbia* that where the potential for negative derivative impact on aboriginal claims is high, First Nations are entitled to something significantly deeper than minimal consultation and to a level of responsiveness that can be characterized as accommodation.

It is in the nature of respect for the first peoples that consultation and accommodation should be pursued. I commend Hamilton Public Works for being proactive in attempting to inform us of your plans. I would strongly recommend that you please extend this courtesy to the First Nation Communities in your area for now and any future projects your office undertakes that has the potential to involve local First Nations communities.

Sincerely,

Donald Sharp, Dr.P.H.
A/Director, Environmental Stewardship Unit
Assembly of First Nations

c.c.:
I. Upjohn, MCIP, RPP
Project manager
SNC Lavalin Inc.
First Nations Communities in the Hamilton Region

Mississaugas of Scugog First Nation
Administration Building
22521 Island Road
Port Perry, ON
L9L 1b6

Six Nations Band Administration Office
1695 Chiefwood, Ohsweken,
ON N0A 1M0 (519) 445-2201
APPENDIX A.4
NOTICE OF COMPLETION
Garner Road/Rymal Road and Garth Street  
Municipal Class Environmental Assessment  
Notice of Project Completion

THE PROJECT AND PROCESS  
The City of Hamilton has completed a Municipal Class Environmental Assessment (EA), Schedule C to develop and assess design alternatives that address the identified transportation issues along the following streets, Garner Road, Rymal Road and Garth Street.

The EA identified Alternative 1 as preferred alternative for all of these streets:
- Four (4) – through lanes
- Two (2) – bike lanes (off road for Rymal and Garner Roads – on road for Garth St)
- A continuous median that accommodates left turn lanes and raised medians at most intersections
- Exclusive right-turn lanes as per the recommendations for the Traffic Study report
- Curb and gutter
- A continuous boulevard

PUBLIC REVIEW PERIOD  
The study has met the Municipal Class EA requirements and the Environmental Study Report has been completed. The study has been placed on public record for a review period starting March 7, 2014 to April 11, 2014. It will be available for public review at:

1. Terryberry Library at 100 Mohawk Road West; Tel: 905-546-3921  
2. Westmount Recreation Centre at 35 Lynbrook Drive; Tel: 905-546-4932  
3. Ancaster Municipal Service Centre, at 300 Wilson St. East; 905-546-1708  
4. Redeemer College University, at 777 Garner Road E, Library main building, 905-648-2131  
5. City Centre Public Works Dept. at 77 James St. N., Suite 400 Reception;  
   Tel: 905-546-CITY  
6. City Hall Clerk’s Dept. at 71 Main St. E.; Tel: 905-546-CITY

Please check on line to confirm hours of operation. The Report is also available online at: http://www.hamilton.ca/Garner-Rymal-Garth-EA

If you have any outstanding concerns about this project, please address them to the City staff people below:

Lorissa Skrypniak, BA, MCIP, RPP  
Project Manager  
Transportation Planning  
Public Works  
City of Hamilton  
Phone: 905-546-2424 ext. 2732  
tplanning@hamilton.ca

Susan Jacob  
Project Manager  
Engineering Services, Design  
Public Works  
City of Hamilton  
Phone: 905-546-2424 ext. 2621
If concerns arise regarding this project, which cannot be resolved in discussion with the City, a person or party may request that the Minister of the Environment make a Part II Order (appeal). Requests must be received by the Minister of the Environment (address provided below) within the public review period. A copy of the request must also be sent to the City of Hamilton to the attention of Lorissa Skrypniak (address provided above). If there is no request received by April 11, 2014, the project will proceed to design and construction as presented in the planning documentation.

**Minister of the Environment**

77 Wellesley Street West  
11th Floor, Ferguson Block  
Toronto, Ontario  
M7A 2T5

Information will be collected in accordance with the *Municipal 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 issued on March 7 and 14, 2014.