Fruitland – Winona Development Group

Public Information Centre

Gordon Dean Avenue Schedule “C” Municipal Class Environmental Assessment (Phase 3 & 4)

Date: October 17, 2019
Time: 5:00pm – 7:00pm
Location: Stoney Creek Municipal Centre – 777 Highway 8, Stoney Creek
Land Acknowledgement

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

(Adapted from City of Hamilton)
## Welcome to the Public Information Centre

### Tonight, we invite you to....

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<tbody>
<tr>
<td><strong>01</strong></td>
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<tr>
<td><strong>Sign-in and take a comment sheet</strong></td>
<td><strong>Learn about the process.</strong></td>
<td><strong>Review findings of previous studies</strong></td>
<td><strong>Learn about the preferred alternative</strong></td>
<td><strong>Discover the problems and opportunities being addressed</strong></td>
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<tr>
<td><strong>Ask questions and provide insight</strong></td>
<td><strong>Provide feedback</strong></td>
<td><strong>Let us know what is most important to you</strong></td>
<td><strong>Find out where the study is going next</strong></td>
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**Your feedback is important and will be incorporated and considered in the design process!**

**Comment Deadline is November 1, 2019**
Study Area
Previous Project Work

In 2010, the City of Hamilton completed a Class Environmental Assessment (EA) on Fruitland Road between Barton Street and Highway 8), which included two phases.

• Phase 1: Identify problem and opportunity.
  – Problem: Residents concerned about high vehicle speeds and overly-aggressive driving which makes it difficult to enter and exit driveways fronting Fruitland Road.
  – Opportunity: Fruitland-Winona Secondary Plan presents opportunity to address these problems and to redistribute traffic to proposed growth areas.

• Phase 2: Develop alternative solutions to address the problem and opportunity, and select a preliminary preferred alternative.
  – Alternatives included:
    • “Do Nothing”
    • Alternative 2 Series: two options using cul-de-sacs on Fruitland Road
    • Alternative 3 Series: four options based on creating a new North-South road east of Fruitland Road
  – Preferred Alternative: New North-South Road with Fruitland Road gateway features and pedestrian crosswalk enhancements

The Fruitland Road Class EA provided the foundation for this project, the Gordon Dean Avenue Class EA.
Municipal Class Environmental Assessment Process

Phase 1: Identify and Describe the Problem(s)
- Problem Statement
- Preferred Solution

Phase 2: Alternative Planning Solutions
- Identify reasonable alternative planning solutions.
- Evaluate the alternative solutions, taking into consideration environmental and technical factors.
- Identify a preferred solution to the problem(s).

Phase 3: Alternative Design Concepts For the Preliminary Preferred Design
- Confirm Phase 1 and 2 findings
- Identify alternative designs for Gordon Dean Avenue
- Document existing natural, social/cultural and economic environments.
- Identify the impact of the alternative designs and mitigation.
- Evaluate alternative designs.
- Identify a preliminary preferred design.
- Present to the Public for feedback.

Phase 4: Environmental Study Report
- Compile an Environmental Study Report (ESR).
- Place ESR on public record for review for 30 days.
- Notify the public and government agencies of completion of the ESR.
- If anyone is opposed to this Study, you may submit a Part II Order request to the Ministry of Environment, Conservation and Parks.

Phase 5: Implementation
- Complete Detailed Design and Contract Administration
- Proceed to construction of the project.
- Monitor environmental provisions and commitments.

Agency and Stakeholder Consultation

We are here

Phases 1 and 2 was completed through Fruitland Road (from Barton Street to Highway 8) Schedule ‘C’ Municipal Class Environmental Assessment Study

Phase 3 and 4 will be completed as part of the current Study.
Phase 5 Implementation: The timeline for construction is unknown and dependent on the development of Block 1.

A presentation by the Fruitland – Winona Development Group and Wood.
Background Information: PIC # 1 (April 2017)

Phase 1 and 2 (Fruitland Road MCEA):

- Based on the findings of the Fruitland Road (from Barton Street to Highway 8) Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) Study, the preferred alternative solution was chosen to create a new north-south collector road between Fruitland Road and Jones Road. This project satisfied Phase 1 and 2 of the current Gordon Dean Avenue Class EA project.

Phase 3 and 4 (Gordon Dean MCEA): PIC #1 (April 2017)

- The Gordon Dean Avenue Phase 3 and 4 MCEA commenced in 2017. In April 2017, a Public Information Update (PIU) was held after technical studies were completed to determine existing conditions and corresponding mitigation measures. At this point a preliminary preferred alignment was chosen.
- This alignment was eliminated after the PIU due to the angle at the intersection of Gordon Dean Avenue and Collector B. Originally, the undesirable angle was to be addressed using a roundabout, however due to feedback received, the Project Team decided to investigate other options.
- Further consultation with the City of Hamilton revealed the need to undertake a more rigorous assessment to determine the preferred alternative. Although the City of Hamilton is not the proponent, they provided oversight on this project to ensure the MCEA process was followed and the design reflected the City of Hamilton’s values.
- Further natural heritage studies were undertaken to determine impacts to terrestrial and aquatic habitats.

Phase 3 and 4 (Gordon Dean MCEA): 2019 Update

- Based on the updated evaluation of alternatives undertaken in early 2019, a new preliminary preferred alternative was identified. Due to the change in the preferred alternative, the current Public Information Centre (PIC) is being held to present the new alternative and gain feedback.
Planning and Policy Context

This Study builds upon several other studies and policies including:

• **Hamilton Official Plan (UHOP) (2009)** – The Gordon Dean alternative alignments are located in the land use designation neighbourhoods. The UROP identifies a number of policies applicable to the Gordon Dean Avenue MCEA.

• **Rapid Ready- Expanding Mobility Choices in Hamilton (2013)** – Outlines plans for future rapid transit service. It includes Highway 8 and Fifty Road but does not recommend to service Gordon Dean Avenue.

• **Shifting Gears - Cycling Master Plan (2018)** – Developed before completion of the previous phases of this Study, and therefore no cycling lanes / multi-use pathways are identified for Gordon Dean Avenue.

• **Barton Street and Fifty Road Schedule ‘C’ Municipal Class EA (Ongoing)** - In development, this will include road widening and pedestrian promenade. Gordon Dean Avenue borders Barton Street to the north.

• **Highway 8 Schedule ‘C’ Municipal Class EA (Ongoing)** – In development this will investigate the need for widening, along with improving safety, connectivity and accessibility. Gordon Dean Avenue borders Barton Street to the south.

• **Complete Streets** - a concept that involves designing streets in a manner that is safe for all users, regardless of age and physical ability.

• **Vision Zero** – with a goal of zero fatalities or serious injuries on the roadway, it targets safer streets by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.
Planning and Policy Context Cont’d

Stoney Creek Urban Boundary Expansion Transportation Master Plan (SCUBE TMP) (2008)

- Conducting a new Class EA for Fruitland Road between Barton Street and Highway 8
- Collectors and local roads to appropriately subdivide land for development (SCUBE West):
  - North-South collector between Jones and Glover
  - East-West collector between Fruitland Road and North-South collector

Fruitland – Winona Secondary Plan (2014)

- Applies to areas identified in the map to the right
- Identifies current zoning and future development
- Identifies the transportation, transit and active transportation linkage objectives including addressing the following issues:
  - Truck traffic on Fruitland Road between Barton Street and Highway 8
  - Excessive Speeding
  - Truck routes
- In June 2018, the Local Planning Appeal Tribunal approved the Fruitland-Winona Secondary Plan (except for lands subject to site specific appeals)
Existing and Future Land Use

Existing Land Use

• Primarily low-density residential and agricultural land with a single office space and a few commercial buildings
• Land to the south of Highway 8 designated as ‘Escarpmont Protection Area’ as well as ‘Greenbelt Area’

Future Land Use

• Future land use has been identified through the Fruitland-Winona Secondary Plan\(^1\)
• Several development applications requesting land use to be rezoned from agricultural to residential throughout the Study Area. This is significant as the goal of the Fruitland-Winona area is become more urban and support additional growth

\(^1\) Portions of this Secondary Plan are still under Appeal at the Ontario Municipal Board.
Technical Studies

• Technical studies were completed to understand the existing conditions within the Study Area
• To avoid duplication of effort, many of these studies were completed for the entire Block 1 area (see map on the right), as part of the Block 1 Servicing Strategy
• Archaeology (Stage 1) and Cultural Heritage studies were completed during the Fruitland Road Class EA.
  – Stage 2 Archeological Assessment will be completed during detailed design
• Other technical studies (i.e. Noise Assessments and Air Quality Impact Assessments) will be completed during the Block 1 Site Plan Application stage
• Technical studies for consideration in the Gordon Dean Avenue MCEA include:
  – Fruitland – Winona Block 1 Servicing Strategy Environmental Assessment & Natural Heritage System Plan
  – Fruitland – Winona Block 1 Servicing Strategy Fluvial Geomorphology and Meander Belt Width Assessment
  – Hydrogeological Assessment Block 1 Fruitland- Winona Block Servicing Strategy
  – Fruitland-Winona Secondary Plan Area – Block 1 Traffic Operations Assessment
Natural Heritage

Natural Heritage Assessment: completed as part of the Fruitland – Winona Block 1 Servicing Strategy, which had a significantly larger study area than the Gordon Dean Avenue Study Area, may have identified potential impacts and mitigation measures outside of the Gordon Dean Avenue Study Area

Findings

• The Block 1 study area contains portions of significant woodlands, wetlands, habitat of endangered or threatened species and fish habitat
• Three bird Species at Risk (Barn Swallow, Bobolink, and Eastern Meadowlark) were confirmed as present on portions of the Block 1 lands; compensation will be determined in consultation with Provincial Government by the affected landowners at the Environmental Impact Stage
• Further surveys have been completed in 2019 which determined if any of the breeding distribution of birds have changed
• Feature alteration occurred on lands abutting Watercourse 5 and 6; there areas will require restoration and compensation as discussed in the draft BSS report (September 2017).
• Protection of core features with minimum 15m Vegetation Protection Zones (VPZ) is recommended, with a 15% overall woodland target
• Channel habitat creation (5%) and stormwater management facilities, combined with protected Natural Heritage System (NHS) and VPZs, will provide approximately 25% natural/restored future cover overall, aligned with a well-linked NHS
• Feature based water balance will be required at detailed design stage to confirm that the VPZ will adequately maintain the existing water balance

Recommendations

• An impact assessment will be required for the preferred alternative. This will be part of the final Environmental Study Report
• Vegetation removal for road construction should be completed outside of the breeding bird window (April 15 – August 15)
• Where NHS features have been removed or altered, restoration areas will be required as defined in the Secondary Plan
• Future forest cover of 15% is desirable for Block 1. Habitats in the created channel for watercourse 5 will represent an additional 5% of natural cover.
• Within restoration areas, an initial tree canopy cover of 30% should be established using native species that will spread aggressively to give 60% canopy cover in 20-30 years

*All images from Ontario.ca – Species at Risk webpage
Ecological Land Classification and Species at Risk

A presentation by the Fruitland – Winona Development Group and Wood.
Natural Heritage: Reduction of NHS - Watercourse 5

A presentation by the Fruitland – Winona Development Group and Wood.
Fluvial Geomorphology
(How flowing water shapes the land)

Findings:
- Meander belt width assessment was undertaken for Watercourse 5 (WC-5) which is on the Western limits and of the study area.
- This study was completed to determine erosion hazard limits. The objectives were to minimize erosion and ensure stability and health of the watercourses.
- WC-5 is classified as permanent fish habitat. Due to this, it is required that there is a 15m Vegetation Protection Zone (VPZ) from each top of bank.

Recommendations:
- The final meander belt width for WC-5 was found to be 25m.
- A 6m buffer on each side of the belt width was added for future access and channel restoration works.
- The total corridor width for WC-5 would be 37m.
Hydrogeological Assessment

Findings

• Hydrogeological Assessment (2015) studied the impacts of the development on the existing water table and aquifers, finding that:
  - The existing subsurface contains low permeability shale and is a poor aquifer.
  - Identified a concern over the high groundwater level (1-1.5 m) in some areas
  - Overall, the amount of infiltration in the area is expected to decrease due to new surface paving and new buildings

Recommendations

• Requires foundation drainage and sump pumps for buildings that have a basement.
• During construction, suggest dewatering may be required when excavating for basements and utility trenches to prevent water from flowing into construction sites
• Monitor groundwater during and after construction to determine the amount of natural seasonal variation
Findings

- Analysis of the proposed Gordon Dean Avenue intersections:
  - Barton Street at Sunnyhurst Avenue
  - Gordon Dean Avenue at Collector Road ‘B’
  - Gordon Dean Avenue at Highway 8
- The intersections were first analyzed as unsignalized intersections and then as signalized intersections.
- As unsignalized intersections, the Level of Service (LOS) at several locations was beyond the acceptable limits.
  - For example, travel on Barton Street and Highway 8 would experience intolerable delays and queues
- As signalized intersection, the LOS would provide enough capacity to provide acceptable service
  - All movements at all intersections expected to operate with minimal delay and queueing.

Recommendations

- Construct all new intersections with signals to improve traffic operations and pedestrian safety.
Moving Towards a Preferred Design

As we move towards a preferred design, alternatives will be evaluated according to the following criteria:

- Natural heritage systems, avian species at risk
  - Wetlands, watercourses
  - Non-core area woodlands, hedgerows & thickets
  - Avian and wildlife resources
  - Candidate significant wildlife habitat
  - Groundwater impacts, hydraulics and hydrogeology
  - Stormwater management and LID

- Cultural / built heritage features / landscaped impacts
  - Archaeological impacts

- Socio-economic environment

- Operations and safety
  - Truck operation (2 lanes)
  - Truck operations (4 lanes)
  - Drivers – capacity, speed, intersection operations
  - Sight distance checks
  - Overall safety

- Governance
  - Impacts to non-participating lands
  - Conforms to secondary plan
  - Ease of implementation
  - Estimated capital costs

- Sustainability
  - Pedestrians - safety, walking environment, encourages walking
  - Cycling infrastructure
  - Transit supportive development
  - Incorporates innovative products / practices

- Arch. / Cultural Heritage Impacts
  - Residential / business impacts
  - Access to future ems station
  - Noise level impacts
  - Access to community services
  - Recreational features impacts

- Natural Environment

- A presentation by the Fruitland – Winona Development Group and Wood.
Alternative Design Option 1

A presentation by the Fruitland – Winona Development Group and Wood.
Alternative Design Option 2a and 2b
Alternative Design Option 3a and 3b

Option 3a

Option 3b

LEGEND
PROPOSED RIGHT OF WAY (R.O.W.)
PROPERTY BOUNDARY
Alternative Design Option 4a and 4b

Option 4a

Option 4b

LEGEND
- PROPOSED RIGHT OF WAY (R.O.W.)
- PROPERTY BOUNDARY
## Alternative Evaluation Assessment

### Category and Criteria

<table>
<thead>
<tr>
<th>Category and Criteria</th>
<th>Route 1</th>
<th>Route 2a</th>
<th>Route 2b</th>
<th>Route 3a</th>
<th>Route 3b</th>
<th>Route 4a</th>
<th>Route 4b</th>
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</thead>
<tbody>
<tr>
<td>NHS: Core Areas, including Significant Woodlands, PSWs</td>
<td>Secondary impacts related to noise, light, changes to surface water runoff however this is outside the protected Natural Heritage System</td>
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<td>NHS: Linkages, Restoration Areas (RA), and Vegetation Protection Zones (VPZ)</td>
<td>Direct impacts likely to terrestrial habitat features. Mitigation and/or compensation possible through enhancements to areas that will be protected within the Natural Heritage System, including Linkages, Vegetation Protection Zones (VPZ), and Restoration Areas (RA)</td>
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<td>Avian Species at Risk (SAR)</td>
<td>- Barn Swallow: habitat removal and activities. This is foraging habitat from 5 to 200 metres from active nests. No nests were found within or adjacent to the locations of alternatives. Barn Swallows were seen foraging over many areas within the Block 1 lands, so it is likely there are nests within 200 metres. - Bobolink and Eastern Meadowlark: Low impacts – less than 4 hectares of suitable habitat being removed</td>
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<td>Wetlands</td>
<td>Impacts to wetlands less than 0.5 hectares. Wetland loss could be compensated by creating new wetlands in linkage areas, Restoration Areas, VPZs</td>
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<tr>
<td>Non-Core Area Woodlands</td>
<td>Impact to Fresh-Moist Oak-Hardwood Deciduous Forest near north end of study area. The amount of this habitat directly impacted by the road alternatives varies from 0.11 to 0.12 ha.</td>
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<tr>
<td>Hedgerows and Thickets</td>
<td>The amount of hedgerow lost for each of the alternatives varies from 0.4 to 0.7 hectares; the amount of shrub thicket lost for each of the alternatives only varies from 0.51 to 0.68 hectares. With regard to mitigation, thickets can be created in future linkages, RAs, and VPZs.</td>
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<tr>
<td>Avian and Wildlife Resources</td>
<td>Secondary impacts related to noise, light, changes to surface water runoff however this is outside the protected Natural Heritage System</td>
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<td>Candidate Significant Wildlife Habitat (SWH)</td>
<td>Candidate SWH that have a potential to occur in the study area include: Bat Maternity Colonies, Migratory Butterfly Stopover Area, Turtle Nesting Areas and Special Concern and Rare Wildlife Species (Monarch and Snapping Turtle).</td>
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<td>Watercourses</td>
<td>The seven road alignment alternatives only cross one watercourse (5.0) in Block 1, and all of them do so at the same location and with the same proposed width of rights-of-way.</td>
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<td>Groundwater Impacts</td>
<td>- Affect the site water balance by creating impervious surfaces. This is expected to decrease evapotranspiration, decrease infiltration of precipitation and increase surface runoff, thus resulting in some decrease of recharge to groundwater and potentially a localized lowering of the groundwater table. - Mitigation: Directing runoff from the impervious areas towards pervious areas. No significant difference in effects on groundwater between the alternative. - Overall effect is minimal – 1.2 cm of reduced infiltration over the area due to the reduced area available for infiltration.</td>
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<td>Hydraulics &amp; Hydrology</td>
<td>No anticipated change to existing hydraulics or hydrology (no change in flood risk)</td>
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<td>Stormwater Management and LID</td>
<td>Improved stormwater quality and quantity handling, including implementation of some LID techniques</td>
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<td>Residential Impacts</td>
<td>One residence potentially displaced at the southwest corner</td>
<td>No residence displaced</td>
<td>Two residences will be displaced</td>
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<td>Business Impacts</td>
<td>No business displacement but western edge of former Alectra lands may be required</td>
<td>Displacing significant portion of lands north of former Alectra lands and existing business structure, which has commercial value</td>
<td>No businesses displaced, but a portion of commercial property will be required, located at the former Alectra lands (northeast portion). This was anticipated in the approved Secondary Plan</td>
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<td>Noise Level Impacts</td>
<td>- Higher noise levels will result from future traffic operations and construction, to be mitigated by noise walls or other measures. - The noise study will be completed during the draft plan stage. More detailed assessments will be completed during detailed design. Anticipated noise level impact to planned residential development is reduced relative to other options</td>
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<td>Recreational Features Impacts</td>
<td>Improved access to the future community centre and recreational facility</td>
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### Legend

- **Excellent**
- **Good**
- **Neutral**
- **Poor**

**Preliminary Preferred Alternative:** Route 4b
**Alternative Evaluation Assessment Cont’d**

<table>
<thead>
<tr>
<th>Category and Criteria</th>
<th>Route 1</th>
<th>Route 2a</th>
<th>Route 2b</th>
<th>Route 3s</th>
<th>Route 3b</th>
<th>Route 4a</th>
<th>Route 4b</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Arch. BH</strong></td>
<td>No impacts to built heritage features</td>
<td>Archaeological potential found throughout entire study area. Stage 2 Assessment required</td>
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<td><strong>Impacts to Non-Participating Lands</strong></td>
<td>- 1.26 hectares impacted (2 parcels)</td>
<td>- 1.26 hectares impacted (2 parcels)</td>
<td>- 1.26 hectares impacted (1 parcel)</td>
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<td>- 1.22 hectares impacted (3 parcels)</td>
<td>- Acquisition of a sliver of former Alectra lands (northeast portions)</td>
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<tr>
<td><strong>Conforms to Secondary Plan</strong></td>
<td>Conforms to Secondary Plan for north-south alignment only</td>
<td>Does not conform to Secondary Plan</td>
<td>Conforms to Secondary Plan for north-south alignment only</td>
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<td>Conforms to Secondary Plan</td>
<td>Conforms to Secondary Plan</td>
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<tr>
<td><strong>Ease of Implementation</strong></td>
<td>One residential property required</td>
<td>As a result of the City’s recent purchase of the former Alectra lands for civic purposes and in recognition of its intent to maintain the land for those uses, the ability to construct this alternative is unlikely</td>
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<td>A minimum of two residential properties required</td>
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<td><strong>Estimated Capital Costs</strong></td>
<td>Infrastructure costs: $4.6 - $5.0 million; plus, the potential cost associated with acquiring one residential property</td>
<td>Infrastructure costs: $4.5 - $4.9 million; plus, the potential cost associated with acquiring one residential property and partial acquisition of the former Alectra lands</td>
<td>Infrastructure costs: $5.3 - $5.7 million; plus, the potential cost associated with acquiring the former Alectra lands</td>
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<td>Infrastructure costs: $4.6 - $5.0 million; plus, the potential cost associated with acquiring two residential property and acquisition of a sliver of former Alectra lands</td>
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<td><strong>Pedestrians-Safety, walking environment, encourages walking</strong></td>
<td>- Will comprise a multi-use path on the east side and a wide sidewalk located on the west side</td>
<td>- Will comprise a multi-use path on the east side and a wide sidewalk located on the west side</td>
<td>- Will comprise a multi-use path on the east side and a wide sidewalk located on the west side</td>
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<td>- Will comprise a multi-use path on the east side and a wide sidewalk located on the west side</td>
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<td>- The average pedestrian crossing distance is 24.5 m</td>
<td>- The average pedestrian crossing distance is 22.9 m</td>
<td>- The average pedestrian crossing distance is 22.9 m</td>
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<td>- The average pedestrian crossing distance is 22.9 m</td>
<td>- The average pedestrian crossing distance is 23.2 m</td>
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<td><strong>Cycling infrastructure</strong></td>
<td>New road will comprise of a multi-use path on the east side of the road</td>
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<td><strong>Transit Supportive Development</strong></td>
<td>- Gordon Dean Avenue will accommodate Hamilton HSR service for local residents and community facilities</td>
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<td><strong>Incorporates innovative products / practices</strong></td>
<td>In light of the City of Hamilton Council's declaration of Climate Change Emergency, the use of LED street lights and innovative active transportation facility materials (i.e. permeable pavements) would be considered for all alternatives. Exact practices / products to be determined during preliminary design and detailed design.</td>
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<td><strong>Truck Operations (2 lanes)</strong></td>
<td>The largest curb radius needed to accommodate truck traffic is 30 m at the northwest quadrant of the Gordon Dean Avenue and Highway 8 intersection</td>
<td>The largest curb radius needed to accommodate truck traffic is 30 m at the northeast quadrant of the Gordon Dean Avenue and Barton Street intersection</td>
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<td><strong>Truck Operations (4 lanes)</strong></td>
<td>The curb radius follows the City of Hamilton standards, but truck turn into the second lane</td>
<td>The analysis results for unsignalized intersections conditions indicate that all movements are expected to operate with residual capacity and acceptable level of service (LOS) ‘D’ or better except for the following movements:</td>
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<td></td>
<td>- Northbound left movement at the intersection of Barton Street and Sunnyside Avenue (LOS F)</td>
<td>- Southbound left movement at the intersection of Gordon Dean Avenue and Highway 8 (LOS F)</td>
<td>- The analysis results for signalized intersections, however indicate that all movements are expected to operate with residual capacity and acceptable LOS ‘D’ or better during both AM and PM peak hours</td>
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<td><strong>Signal Distance Checks</strong></td>
<td>Some trees obstructing the right turn view on Barton St</td>
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<td><strong>Overall Safety</strong></td>
<td>Safety, for the provided options has been assessed by considering the geometric constraints, road function and traffic arrangement of each option. The options share the same general arrangement consistent with recommendations from traffic analysis.</td>
<td>No alternative provided displays any inherent safety issue that can be identified at this stage of design. All alternatives options will operate in an acceptable and safe manner relative to guidelines and road user expectations</td>
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### Notes:
- **Legend**
  - **Excellent**
  - **Good**
  - **Neutral**
  - **Poor**

### Preliminary Preferred Alternative:
- Route 4b
Typical Cross Sections

Recommended Interim Cross-Section, Mid-Block (36.576 m ROW)

Recommended Ultimate Cross-Section (36.576 m ROW)

Recommended Cross-Section - Collector ‘B’ (26 m ROW)

Gordon Dean Avenue

Collector ‘B’
Preliminary Preferred Alternative: Option 4b
Thank You for Attending!

Next Steps

1. Prepare the Environmental Study Report (ESR)
2. The ESR will be provided for public review and comment during a 30 day review period.
3. If anyone is strongly opposed to the report, an appeal may be made to the Minister of Environment, Conservation and Parks under the EA Act (Part II Order).

Contact Us

Let us know what is most important to you, your family and / or your business! Please place comment sheets in the Comment Box or send to one of the mailing or email addresses listed on the comment sheet and below.

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Comment Deadline
November 1, 2019

A presentation by the Fruitland – Winona Development Group and Wood.