Welcome
To the Public Information Centre #1 for
Highway 8 Improvements
(Fruitland Road to Fifty Road)
Municipal Class Environmental Assessment
Phases 3 & 4
Welcome to the Public Information Centre

Tonight, we invite you to....

01. Sign-in and take a comment sheet

02. Learn about the Class Environmental Assessment process.

03. Review recommendations of previous studies.

04. Learn about future development and traffic.

05. Discover the problems and opportunities being addressed.

06. Ask questions and provide insight.

07. Provide feedback.

08. Let us know what is most important to you. Email, mail or call us!

09. Find out where the study is going next...

Your feedback is important, and will be incorporated and considered in the design process!

Comment Deadline is November 1, 2019
This is your neighbourhood and you know what’s best for you!

Public input is an important and mandated part of the Class EA process.

**Your opinions matter.**

To stay up-to-date with project progress and join the discussion, please sign up to receive future direct mail notices.
Highway 8 Improvements (Fruitland Road to Fifty Road)
Municipal Class Environmental Assessment (Phase 3 & 4)

Environmental Assessment Process

**Phases 1 & 2**
- Identify Problems and Opportunities
- Identify and Evaluate Alternative Planning Solutions
- Identify Preferred Planning Solution
- Opportunity for public and stakeholder input.

**Phase 3**
- Issue Notice of Study Commencement and PIC: **October 2019**
- Confirm findings of previous studies
  - Develop the preferred roadway designs.
  - Identify and Evaluate Alternate Designs for Preferred Solution
  - Complete Environmental Inventory and Impact Assessment
  - Identify Preliminary Preferred Design
  - Opportunity for public and stakeholder input.

**Phase 4**
- Project Documentation (Environmental Study Report (ESR))
  - Existing and future conditions;
  - Record of public input;
  - Environmental impacts and mitigations.
  - Confirmation of needs and opportunities;
  - Alternative designs and evaluation;
- Present to Council for approval prior to 30 day review period
- Issue Notice of Study Completion
- Place ESR on Public Record for 30 Calendar Days for Review

**Phase 5**
- Complete Detailed Design and Contract Administration
- Proceed to Construction of the Project
- Monitor Environmental Provisions and Commitments

Phases 1 and 2 completed through the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan and the 2007 & 2018 City-Wide Transportation Master Plan

Phases 3 and 4 will be completed as part of the current study.
This will include two mandatory points of public consultation, one at the end of Phase 3, and one at the end of Phase 4.

If you have any specific outstanding concerns about the Project, you may submit a Part II Order request at this stage stating your concerns to the Ministry of Environment, Conservation and Parks.
Planning and Policy Context

The current EA Study builds upon several other studies including:

- **Hamilton Official Plan (UHOP) (2009)** – Highway 8 is identified as a major arterial road which typically considers relatively high volumes of traffic with permitted controlled land access.

- **Fruitland Road Schedule ‘C’ Municipal Class EA (2010)** – This Class EA recommended that Fruitland Road be realigned easterly, as an extension of the existing Sunnyhurst Avenue, which would result in significantly lower traffic volumes, noise and vibration, as well as improved air quality adjacent to the residential developments along Fruitland Road between Highway 8 and Barton Street. This Class EA satisfied Phase 1 and 2, while Phase 3 and 4 are being completed through the Gordon Dean Avenue EA.

- **Rapid Ready- Expanding Mobility Choices in Hamilton (2013)** – This document outlines the planning for rapid transit service and identifies Highway 8 and Fifty Road as a part of the future extension of the ‘B’ line rapid transit network, where the ‘B’ line and its extension are identified for construction beyond 2030.


- **Shifting Gears - Cycling Master Plan (2018)** – Shifting Gears supports the City’s Transportation vision and goals by identifying a well-connected, convenient and safe cycling network in the City.

- **Transportation Master Plan Update (2018)** – The City’s updated TMP provides policies and strategies for the transportation network to 2031. It recommends that Highway 8, west of future Gordon Dean Avenue (future roadway), would accommodate the City’s BLAST rapid transit network.

- **Barton Street and Fifty Road Schedule ‘C’ Municipal Class EA (Ongoing)** – The Fifty Road and Highway 8 intersection will be planned through the Barton Street and Fifty Road Improvements Class EA. Rapid transit will run along Barton Street as part of the updated rapid transit network.

- **Gordon Dean Avenue Schedule ‘C’ Municipal Class EA (Ongoing)** – A new north-south major collector is being planned within Block 1 of the Fruitland-Winona Secondary Plan Area. The new Gordon Dean Avenue / Highway 8 intersection will be planned through the Highway 8 Class EA, including the type of control access.

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

- **Vision Zero** supports the goal of zero fatalities or serious injuries on the roadway. Vision Zero’s target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.
Recommended:

- Several intersections to be considered for either traffic signals with turning lanes or roundabouts.
- Barton Street is preferred to Highway 8 as a future rapid transit corridor due to the greater potential ridership.
- Protect right-of-way for future widening to a five-lane cross-section (four through lanes and a two-way left-turn lane) beyond 2021. *Wood has confirmed the need for 5 lane cross-section as part of the current Class EA.*
Planning and Policy Context

Fruitland-Winona Secondary Plan (2013)

The Fruitland-Winona Secondary plan:

- Identifies land use designations for future development
- Identifies the transportation, transit and active transportation linkage objectives to support future development
- Was approved by the Local Planning Appeal Tribunal in June 2018 (except for lands subject to site specific appeals).
Problem and Opportunity Statement

**Problem:** The Study Area will experience road capacity issues in the future if Highway 8 is left as is.

As a result, the City is taking this opportunity to improve Highway 8 in order to:

- Address capacity issues within the study area **by widening Highway 8 to 5 lanes.**
- Provide **safe, comfortable, accessible and efficient pedestrian and cycling facilities** that meet the needs of all users regardless of age or ability;
- Preserve the **cultural and built heritage landscape** as Highway 8 has historical significance for being a route used by many First Nations and also includes several landmarks that are important reminders of the Winona area’s agricultural history;
- Enhance the commercial node between Lewis Road and Winona Road on Highway 8 to create a **pedestrian-oriented retail main street.**
- **Improve connectivity** between residential areas, schools, work places and other community ‘Points of Interest’.
- **Improve safety and reduce delays** at intersections.
- Ensure that the City’s **Natural Heritage System** (including Environmentally Significant Areas, Significant Woodlands, streams and wetlands) continue to be **protected and enhanced.**
- Accommodate the above problem and opportunities in a way that is both **environmentally and financially sustainable.**
Existing and Future Land Use

**Existing Land Use**
- Primarily agricultural, with a few areas of institutional, light industrial, rural-residential and residential
- Highway 8 study area falls along the urban boundary, where the northern portion is governed by the Urban Hamilton Official Plan and the southern portion is governed by the Rural Hamilton Official Plan
- Southern portion of Highway 8 is designated as Specialty Crop and is within the Niagara Escarpment boundary.
- Northern segment of Highway 8 partially designated as utility, open space and district commercial

**Future Land Use**
- Future land use has been identified through the Fruitland-Winona Secondary Plan. Portions of this plan are still under Appeal at the Local Planning Appeal Tribunal.
Highway 8 Improvements (Fruitland Road to Fifty Road)
Municipal Class Environmental Assessment (Phase 3 & 4)

**Existing and Future Transportation Network**

**Existing Transportation Network**
- Highway 8 is currently a two-lane rural arterial roadway with gravel shoulders and ditches to drain away rainwater.
- On-road cycling lanes are provided west of Glover Road
- Sidewalks are provided along sections of the roadway, on either the north or south sides, but do not form a continuous connection between Fruitland Road and Fifty Road

**Future Transportation Network**

Based on recommendations made in the Stoney Creek Boundary Expansion Transportation Master Plan and the Fruitland-Winona Secondary Plan, and confirmed through the traffic analysis completed as part of the current study:

- Highway 8 will be widened to provide for two lanes of traffic in each direction
- A centre two-way-left-turn lane will be added to make entering and exiting driveways easier and safer
- Traffic signals and turning lanes will be added where warranted
- Additional north-south connections will be added between Highway 8 and Barton Street (including Gordon Dean Avenue)

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**Legend**
- Highway 8 Corridor
- Gordon Dean Avenue
- EA Study Area
- Study Intersection
Technical Studies Being Completed

The following investigations and inventories are being completed as part of the current Class EA:

<table>
<thead>
<tr>
<th>Natural Heritage Inventories</th>
<th>Drainage</th>
<th>Fluvial Geomorphology</th>
<th>Hydrogeology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studies / fieldwork will characterize the area including determining the presence of rare species, sensitive vegetation, watercourse crossings, and critical features. Mitigation may be needed.</td>
<td>Determine existing drainage conditions and design improved creek crossing structures (if needed) and systems to handle rainwater from both a volume and quality perspective.</td>
<td>To confirm stream conditions, health, erosion risks and fish passage requirements. Identification of mitigation measures as required.</td>
<td>Determine whether the project will present any risk to existing water wells and apply mitigation measures as required.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Geotechnical Investigation</th>
<th>Transportation &amp; Traffic</th>
<th>Built and Cultural Heritage</th>
<th>Archaeology</th>
</tr>
</thead>
<tbody>
<tr>
<td>Detailed borehole assessment to determine subsurface conditions, identify contaminated soils and identify the pavement type that will be needed based on soil and traffic conditions.</td>
<td>Identification of existing safety concerns. Modelling of existing and future traffic to determine lane requirements and traffic control measures (signalization).</td>
<td>Determine whether any built or cultural heritage features exist. Identification of where special design or construction techniques may be needed to protect these features.</td>
<td>Determine whether any archeological potential exist within the project limits. Identification of where mitigation may be needed to protect these features.</td>
</tr>
</tbody>
</table>
Preliminary Technical Study Findings: Natural Environment

Findings:

- No vegetation communities of concern found within the study area.
- 49 species of birds were observed during the 2019 field investigations:
  - Bank Swallow, Barn Swallow, Chimney Swift and Eastern Meadowlark are considered threatened.
  - Common Nighthawk is considered to be of special concern in Ontario.
- Limited observations of frogs and toads were noted.
- Limited fish habitat was observed.
- Significant woodland and wetlands are mapped within the study area; primarily associated with the Fifty Mile Creek.
- Locally Environmental Significant Area associated with Fifty Creek Valley Environmentally Significant Area

Recommendations:

1. Avoid and/or minimize impacts to the Natural Heritage System
2. Avoid and/or minimize impact to areas where known species at risk were documented.
3. Maintain and/or enhance existing watercourse features.
4. Provide wildlife crossing passage in new culverts that are directly within naturalized areas (e.g., Fifty Mile Creek Wetland).
Highway 8 Improvements (Fruitland Road to Fifty Road)
Municipal Class Environmental Assessment (Phase 3 & 4)

Existing and Future Traffic Operations

Existing Traffic Volumes
• Highway 8 is operating well (i.e. below capacity) and has room to accommodate potential future growth.

Future Traffic Volumes
• Traffic volumes are projected to 2031 based on planned growth in the area.

2031 “Do Nothing” Scenario: existing lane configuration maintained.
• West end of study area anticipated to operate at / beyond capacity
• Significant delays at Fruitland Road, Fifty Road and Gordon Dean Avenue

2031 Widened Scenario: Highway 8 is widened from two lanes to four lanes.
• Overall improvements to traffic operations along all segments of the study area as well as other roadways in the network

Volume: number of vehicles travelling in a lane during a specified time period.
Capacity: maximum number of vehicles that can reasonably traverse a lane during a specified time period.

Level of Service
- <0.75: Available Capacity
- 0.75-0.85: Limited Capacity Available
- >0.85: At Capacity

Indicates a stop-controlled intersection
Indicates a movement that experiences a level of service of E or worse (i.e. that movement is operating poorly / experiences long delay times)
## Three Key Intersections - Traffic Operations

<table>
<thead>
<tr>
<th>Fruitland Road at Highway 8</th>
<th>Gordon Dean Avenue at Highway 8</th>
<th>Fifty Road at Highway 8</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2031 Do Nothing</strong></td>
<td>Fruitland Road</td>
<td>Without widening, this intersection is predicted to experience significant to intolerable delays and queues.</td>
</tr>
<tr>
<td></td>
<td>Gordon Dean Avenue</td>
<td>The results show significant delays at the stop-controlled Gordon Dean Avenue intersection in the southbound direction.</td>
</tr>
<tr>
<td></td>
<td>Fifty Road</td>
<td>Without lane configuration upgrades, the intersection is predicted to experience significant to intolerable delays and queues.</td>
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</tbody>
</table>
| **2031 Widened**           | Fruitland Road                | Operations anticipated to improve significantly if:  
- westbound right-turn lane converted to shared through-right lane  
- eastbound left-turn storage length increased to 115m and;  
- southbound left storage length increased to 45m. |
|                            | Gordon Dean Avenue            | Signalization of Gordon Dean Avenue is warranted based on safety and truck volumes. In combination with the widening, operations are anticipated to improve significantly. |
|                            | Fifty Road                    | With addition of eastbound and westbound left turn lane, operations are anticipated to improve significantly. |
|                            |                               | Further improvement could be achieved with addition of southbound and northbound left turn lanes. Would provide significant benefits to traffic but would need to be weighed against environmental impacts. |

### Level of Service

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description of Operations</th>
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<tbody>
<tr>
<td>A</td>
<td>Little to no delay at intersections</td>
</tr>
<tr>
<td>B</td>
<td>Minimal delay</td>
</tr>
<tr>
<td>C</td>
<td>Some queuing and delay (&lt;35 sec/vehicle)</td>
</tr>
<tr>
<td>D</td>
<td>Frequent queuing and delay (&lt; 55 sec/vehicle)</td>
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<tr>
<td>E</td>
<td>Significant delay and queuing, occasionally vehicles may need to wait for a second green</td>
</tr>
<tr>
<td>F</td>
<td>Intolerable delays and queues.</td>
</tr>
</tbody>
</table>

- Indicates a movement that experiences a level of service of E or worse (i.e. that movement is operating poorly / experiences long delay times)
- AM / PM level of service on an intersection level
- Indicates a stop-controlled intersection
Highway 8 Improvements (Fruitland Road to Fifty Road)  
Municipal Class Environmental Assessment (Phase 3 & 4)
Preliminary Technical Study Findings: Stage 1 Archaeological Assessment

Findings:

- Undisturbed, fairly level and well-drained portions of the study area have archaeological potential for the following reasons:
  1. The presence of 10 previously registered archaeological sites within a 1-km radius;
  2. The presence of historical transportation routes within or adjacent to the study area, along with the historic Fruitland Cemetery, and a number of historic structures; and
  3. The presence of unnamed tributaries that cross the study area including a tributary of Fifty Mile Creek located near the intersection of Highway 8 and Fifty Road.

- Areas that have archaeological potential: ~ 14.4% (2.6 ha)

Recommendations:

1. Stage 2 Archaeological Assessment should be conducted in the areas of archaeological potential.
2. The study area near Fruitland Cemetery includes the previously disturbed road allowance of Fruitland Road and Highway 8. Should development occur within 10 m of the cemetery, additional assessment will be required.
Highway 8 Improvements (Fruitland Road to Fifty Road)
Municipal Class Environmental Assessment (Phase 3 & 4)

Cemetery located close to road. Potential issue if widening extends west of Fruitland Road.

We've identified these opportunities and constraints. Have we missed anything?

Trees in close proximity to roadway. Design to try and avoid impacts to mature vegetation.

Public Information Centre (PIC)
Date: October 17th, 2019

Growth Management Division
Planning and Economic Development Department
www.hamilton.ca
We’ve identified these opportunities and constraints. Have we missed anything?
We've identified these opportunities and constraints. Have we missed anything?
## Highway 8 Improvements (Fruitland Road to Fifty Road)
### Municipal Class Environmental Assessment (Phase 3 & 4)

### Public Information Centre (PIC)
Date: October 17th, 2019

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<tbody>
<tr>
<td>Improve pedestrian and cyclist access by adding sidewalks and cycle lanes where missing.</td>
<td>Building and walkway are very close to roadway. Design to try and mitigate impacts of transportation improvements.</td>
<td>Improve sidewalk/pathway conditions.</td>
<td>Driveway/parking are close to road and will likely be impacted by road widening. Minimize impacts.</td>
<td>Improve access to St. John’s Anglican Church by pedestrians, cyclists and vehicles.</td>
<td>Improve connectivity by extending sidewalk on north side of the road to the east.</td>
<td>Minimize impacts on the Fifty Creek floodplain and the vegetation associated with it.</td>
<td>Significant Woodland and Significant Wetland. Locally Environmental Sensitive Area.</td>
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</table>

**We’ve identified these opportunities and constraints. Have we missed anything?**
We will be considering options for ‘right fit’ pedestrian and cycling facilities...

### AODA-Compliant Pedestrian Facilities
- All proposed facilities would be compliant with the Association for Ontarians with Disabilities Act (AODA).

<table>
<thead>
<tr>
<th>Standard Arterial Sidewalk</th>
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<tbody>
<tr>
<td>2.0 m wide concrete sidewalk.</td>
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<table>
<thead>
<tr>
<th>Wide Arterial Sidewalk</th>
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<td>Ideally 3.5 m width to accommodate higher volumes.</td>
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</tbody>
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### Cycling Facilities
- Provided as either on or off-road facilities, or a combination.

<table>
<thead>
<tr>
<th>Dedicated Cycle Lanes</th>
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<tr>
<td>Generally 1.5 m wide and may have a buffer.</td>
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</table>

<table>
<thead>
<tr>
<th>Cycle Track</th>
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<tbody>
<tr>
<td>Physically separated facilities solely for use by cyclists.</td>
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</table>

### Multi-Use Pathways
- Shared facilities for pedestrians and cyclists.
- Typical multi-use pathway width is 3.0 m.
Moving Towards a Preferred Design

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

- Archaeological resources
- Areas of archaeological potential
- Built / cultural heritage resources
- Cultural heritage landscapes:

- Overall community impacts to:
  - Residential property and access;
  - Community and recreational facilities and access;
  - Pedestrians and cyclists;
  - Noise and air quality impacts; and
  - Aesthetics.

- Direct impacts to:
  - Access
  - Parking
  - Buildings

- Indirect impacts:
  - Relocating property lines the property owner placed out of compliance with local standards

- Other considerations include:
  - Nature and location of transportation system
  - Nature and location of the opportunity and/or problem(s) being addressed
  - Cost of the alternative solutions
  - City's ability to finance

- Commercial, Industrial and Agricultural land-use;
- Preliminary cost estimates;
- Capital costs;
- Property costs;
- Maintenance costs;

- First Nations lands
- Aboriginal Peoples’ Treaty Rights or use of land and resources for traditional purposes
- Aboriginal Peoples’ industry
- Pre-historic and historic Aboriginal Peoples’ archaeological sites
- Aboriginal Peoples’ rights claims

- Supports Existing and Future Developments; and
- Compatibility with Provincial and Local Transportation Plans and Policies.

- Landforms (including valleylands);
- Groundwater;
- Surface water and fisheries;
- Terrestrial Vegetation and wetlands;
- Wildlife and habitat; and
- Connections provided by, or between these, resources
- Climate change

Evaluation Criteria

Social Environment

Economic Environment

Cultural Environment

First Nations/Aboriginal Peoples

Land-Use Planning

Natural Heritage Features
Thank you for your Participation!

Over the coming year, the Study Team will:

1. Determine preferred types of pedestrian and cycling infrastructure.
2. Develop alternative design concepts and road cross-sections and confirm the right-of-way width.
3. Evaluate alternatives using criteria presented today and identify a preliminary preferred design.
4. Present and gather input on the preliminary designs at Public Information Centre #2, anticipated in 2020.
5. Complete the conceptual design based on feedback from PIC #2. Anticipated impacts and mitigation methods will be fully documented.
6. Prepare the Environmental Study Report (ESR) and present to Council for approval.
7. Once approved, file the ESR for review and comment during a 30 day review period. The ESR will be available to the public for comment and 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.
Thank you for your Participation!

We Want to Hear From You!

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 comment sheet via mail or email to:

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https://www.hamilton.ca/Hwy8

Only those that express interest and provide contact information will be notified directly of future steps in the study process.

**Comment Deadline**  
**November 1, 2019**