Appendix A
Public Consultation
SUMMARY OF PUBLIC INFORMATION CENTRE

Subject: Gordon Dean Avenue
         Municipal Class Environmental Assessment
         City of Hamilton

Date/Time: April 4, 2017; 3:30 pm – 5:00 pm,
          6 pm – 7:30 pm

Location: Stoney Creek Municipal Centre
          777 Highway 8, Stoney Creek

Written by: Olivia Babcock

File no.: TP115082

Present
         Angelo Cutaia, Project Manager, Amec Foster Wheeler
         Margaret Fazio, Project Manager, City of Hamilton

Matters Discussed

1. Public Information Centre (PIC) No. 1 for the above project was held on Tuesday April 4, 2017
   from 3:30 pm to 5:00pm and 6:00pm to 7:30pm at the Stoney Creek Municipal Centre, 777
   Highway 8, Stoney Creek ON. Notices were placed in the Stoney Creek News on March 24th and
   31st, 2016. Information regarding the PIC was also advertised on the City of Hamilton project
   website, and all affected land owners and agencies were mailed directly. City councillors were
   emailed the PIC notice information on March 10th, 2017.

2. The PIC was an open house drop-in format including display boards and maps detailing the
   progress of the project, initial findings of background studies, alternatives being considered, and
   next steps in the study. The PIC had 26 attendees sign the meeting attendance record.
Matters Discussed

3. Display boards were prepared to summarize the following:
   - Welcome;
   - Study Area and Structure;
   - Previous Class Environmental Assessment
   - Class Environmental Assessment Process
   - Planning and Policy Context;
   - Existing and Future Land Use;
   - Planned Active Transportation and Transit;
   - Technical Studies Being Completed:
     - Terrestrial Ecology
     - Fisheries & Aquatic Ecosystems
     - Fluvial Geomorphology
     - Hydrogeology
     - Geotechnical
     - Air Drainage Assessment
     - Transportation & Traffic
   - Alternative Evaluation – Horizontal Alignment
   - Alternative Evaluation – Cross Sections
   - Intersection Design
   - Preliminary Preferred Design
   - Thank you for your participation

4. Display boards and mapping were located along one side of the room. Participants browsed the display boards and discussed issues with project team members. Specific issues and concerns were raised and discussed amongst the visitors and project team staff. These questions and concerns were addressed by the project team, and participants were encouraged to provide written comments on a Comment Sheet. Three individuals provided written comments via the Comment Sheets at the PIC. One email requesting clarification on the information provided on the project website was sent to Margaret Fazio after the PIC.

Mapping showing the alternatives being considered was provided on tables to facilitate small group discussions and to encourage input from PIC attendees.

5. Comment Forms were provided to promote the opportunity of providing input/comments by members of the public and the agencies. They were encouraged to provide feedback on the project by submitting their comments on site, via mail, fax, or email. All comments were requested to be returned by April 19, 2017. Three comment sheets were received at the PIC, while one email with comments was received on April 17, 2017.

Comments received via email and comment sheets included:
   - Concern over changes to the Fruitland Road & Barton Street intersection, specifically that a roundabout should not be used at this location
   - Questions regarding widening of Fruitland Road and concern that widening may have impact on residential property
   - Concern that creek channelization may impact property values and questions regarding what may occur if residents do not agree to creek channelization
   - Questions regarding how a specific property owner would be impacted by the Secondary Plan
   - Clarification regarding the Block Servicing Strategies
Matters Discussed

6. All information presented at the PIC was posted to the City's project webpage on April 6, 2017, including:
   - Block 1 & 2 Servicing Strategies mapping
   - Comment Sheet
   - Display panels for block 1 and 2
   - Block 1 mapping for study area boundary, concept plan, natural heritage, road grades, sanitary drains, Secondary Plan land use, storm drainage and watermain plan

Minutes prepared by:

Amec Foster Wheeler Environment & Infrastructure,
a Division of Amec Foster Wheeler Limited

Per: Olivia Babcock, EIT
    Junior Transportation Designer

cc: All Present
Appendix A
Notification of PIC
Notice of Study Commencement and
Joint Public Information Centre
Gordon Dean Avenue Municipal Class Environmental Assessment
(Phases 3 and 4), and
Block 1 and 2 Servicing Strategies

THE STUDIES

The land owners within Block 1 Servicing Strategy area have started Phase 3 and 4 of a Municipal Class Environmental Assessment (Class EA) for Gordon Dean Avenue located between Barton Street and Highway 8*.

In 2011, the City of Hamilton completed Phase 1 and 2 of the Municipal Class EA at Fruitland Road. At that time, the recommendation was that trucks use a new road, travelling north-south, east of the existing Fruitland Road between Highway 8 and Barton Street.

Phase 3 of the assessment has now been completed, and alternative designs as well as the recommended preferred design will be presented at this PIC for public review and comment.

Block Servicing Strategies 1 and 2, are within the areas outlined by the Fruitland-Winona Secondary Plan* and include the layout of stormwater ponds, water and wastewater services and local road networks, within the updated natural heritage constraints. Block 2 Servicing Strategy is being conducted by the City of Hamilton.

STUDIES’ MAP
THE PROCESS

The Municipal Class EA study (Phases 3 and 4) is being carried out in accordance with the requirements of a Schedule C project as outlined in the Municipal Engineers Association Municipal Class EA document. This is an approved process under the Ontario Environmental Assessment Act.

Once the study is complete, an Environmental Study Report (ESR) will be prepared, a notice of Completion will be issued, and information will be made available to the public for their review and comment, and an appeal option.

While the Block Servicing Strategies follow the Class EA public consultation process; this process does not include a public appeal option.

PUBLIC INFORMATION CENTRE (PIC) No 1

Public consultation is an important part of the Class EA process and Block Servicing Strategies. This PIC will provide an opportunity for the public to review the studies and Class EA design alternatives, and Block Servicing DRAFT Concept Plans.

Date: Tuesday, April 4th, 2017
Time: 3:30PM to 5PM and 6PM to 7:30PM (Open House Format)
Location: Stoney Creek Municipal Centre, 777 Highway 8, Stoney Creek

If you require special accommodations to attend this PIC, please contact the City’s Project Manager by March 22, 2017. If you are unable to attend this PIC, information will be available on the city’s website at: Hamilton.ca/blockservicingstrategies

PUBLIC COMMENTS INVITED

To share your concerns, find out more or be added to the studies mailing lists, please contact:

<table>
<thead>
<tr>
<th>Amec Foster Wheeler (Block 1 and Gordon Dean Class EA)</th>
<th>City of Hamilton (Block 2)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angelo Cutaia, P.Eng. Consultant Project Manager</td>
<td>Margaret Fazio, B.Sc., EP, MCIP, RPP</td>
</tr>
<tr>
<td>3215 North Service Road Burlington, ON L7N 3G2</td>
<td>Senior Project Manager</td>
</tr>
<tr>
<td>Tel: 905.335.2353 Fax: 905.335.1414 Email: <a href="mailto:Angelo.Cutaia@amecfw.com">Angelo.Cutaia@amecfw.com</a></td>
<td>City of Hamilton</td>
</tr>
<tr>
<td></td>
<td>71 Main Street West, 6th Floor</td>
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<td></td>
<td>Hamilton, ON L8P 4Y5</td>
</tr>
<tr>
<td></td>
<td>Tel: 905.546.2424 ext.2218</td>
</tr>
<tr>
<td></td>
<td>Fax: 905.540.5611</td>
</tr>
<tr>
<td></td>
<td>Email: <a href="mailto:iplanning@hamilton.ca">iplanning@hamilton.ca</a></td>
</tr>
</tbody>
</table>

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 published in Stoney Creek News on March 23rd and 30th, 2017.

*(please see studies map)
Appendix B
PIC Boards
Welcome to Public Information Centre

Municipal Class Environmental Assessment, Phase 3 & 4 for Gordon Dean Avenue
Welcome to the Open House

Tonight, we invite you to….

01 Sign-in and take a comment sheet
02 Learn about the process.
03 Review findings 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.
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 April 19, 2017
Study Area and Structure

• Within Stoney Creek, Hamilton
• The Block 1 Servicing area is bounded by Fruitland Road, Barton Street, just east of Jones Road and Highway No.8.

Note: The City of Hamilton is proceeding with a Servicing Study for Block 2
Previous Class Environmental Assessment

Fruitland Road from Barton Street to Highway 8 Municipal Class EA Study Phases 1 & 2 was completed in December, 2010.

- **Phase 1: A problem was identified and an opportunity was presented.**
  - 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: Alternative solutions were generated and evaluated.**
  - A preferred alternative was chosen.
  - Alternatives included:
    - “Do Nothing”
    - Alternative 2 Series: two options using cul-de-sacs
    - Alternative 3 Series: four options based on using a new North-South road east of Fruitland Road
  - Preferred Alternative: New North-South Road with Fruitland Road gateway features and pedestrian crosswalk enhancements
Class Environmental Assessment Process

PHASE 1
Problem or Opportunity
Completed under previous 2010 Class Environmental Assessment

PHASE 2
Alternative Solutions

PHASE 3
Alternative Design Concepts for Preferred Solution
Will be completed under this Class Environmental Assessment

PHASE 4
Environmental Study Report

PHASE 5
Implementation
Construction
Planning and Policy Context

Stoney Creek Urban Boundary Expansion Transportation Master Plan (2008)

Study Area falls within SCUBE West

Recommendations:

- 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)

- Lands south of Barton Street;
- 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
Existing and Future Land Use

Existing Land Use

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

Future Land Use

• Future land use has been identified through the Fruitland-Winona Secondary Plan\(^1\).

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

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

<table>
<thead>
<tr>
<th>Study Area</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Terrestrial Ecology</strong></td>
<td>Background studies and fieldwork will determine the presence of species-at-risk, sensitive vegetation communities, and critical features. Identification of where mitigation may be needed.</td>
</tr>
<tr>
<td><strong>Fisheries &amp; Aquatic Ecosystems</strong></td>
<td>Determination of the sensitivity of water crossings within the study limits and the presence of species-at-risk fish or mussels. Identification of which water crossings require mitigation.</td>
</tr>
<tr>
<td><strong>Fluvial Geomorphology</strong></td>
<td>To confirm stream channelization, flows and fish passage. Identification of mitigation measures as required.</td>
</tr>
<tr>
<td><strong>Hydrogeology</strong></td>
<td>Determine whether the project will present any risk to the existing water wells and apply mitigation measures as required.</td>
</tr>
<tr>
<td><strong>Geotechnical</strong></td>
<td>Determine the physical properties of soil and rock in the study area.</td>
</tr>
<tr>
<td><strong>Air Drainage Assessment</strong></td>
<td>Assessment of potential impacts to tender fruit crops resulting from changes in air flow patterns resulting from adjacent development.</td>
</tr>
<tr>
<td><strong>Transportation &amp; Traffic</strong></td>
<td>Identification of existing safety concerns. Modelling of existing and future traffic to determine lane and intersection configurations.</td>
</tr>
</tbody>
</table>
## Alternative Evaluation – Horizontal Alignment

### Alternative Configuration Evaluation Horizontal Alignments

<table>
<thead>
<tr>
<th>Category</th>
<th>Criteria</th>
<th>Alternative 1: Straight Alignment</th>
<th>Alternative 2: Curved Alignment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Engineering</strong></td>
<td></td>
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</tr>
<tr>
<td>Transportation Network Safety</td>
<td>Straight alignment</td>
<td>Oblique angle through intersection with new collector not preferred.</td>
<td></td>
</tr>
<tr>
<td>Transportation Network Connectivity</td>
<td>Provides same connections, no difference between alternatives</td>
<td></td>
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<tr>
<td>Traffic Operations</td>
<td>No difference between alternatives, improved connectivity will improve traffic operations.</td>
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<tr>
<td>Vehicle Speeds</td>
<td>Straight alignment encourages faster vehicle speeds</td>
<td>Curved alignments require that vehicles operate at reduced speeds.</td>
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<tr>
<td>Hydraulics and Hydrology Impacts (Creeks)</td>
<td>No significant difference between alternatives</td>
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<tr>
<td><strong>Finance</strong></td>
<td></td>
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<tr>
<td>Overall Construction and Maintenance Cost</td>
<td>Construction + maintenance cost between two alternatives varies minimally just as alignment varies minimally.</td>
<td></td>
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<tr>
<td>Utility Relocation</td>
<td>No / very minimal utility relocation required for either alignment</td>
<td></td>
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<tr>
<td>Property Acquisition</td>
<td>Requires purchase of 2-3 residential properties</td>
<td>Requires property purchases, but limited impact to residential properties</td>
<td></td>
</tr>
<tr>
<td><strong>Social / Cultural Environment</strong></td>
<td>Conformance to future land use plans</td>
<td>Both alignments are in line with future land use plans</td>
<td></td>
</tr>
<tr>
<td>Residential/Business Access and Displacement</td>
<td>Requires displacement of 2-3 residences</td>
<td>Borders existing utilities.</td>
<td></td>
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<tr>
<td>Emergency Services</td>
<td>Could improve emergency response time due to improved network connectivity</td>
<td></td>
<td></td>
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<tr>
<td>Noise Levels Impacts</td>
<td>New road may subtly increase noise levels for surrounding residents/businesses. No significant differences between alternatives.</td>
<td></td>
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<tr>
<td>Archaeological, Built Heritage and Cultural Landscape Impacts</td>
<td>Some infringement, but no significant difference between alternatives</td>
<td></td>
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<tr>
<td>Agricultural Impacts</td>
<td>Infringes on some agricultural land, no significant difference between alternatives</td>
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<tr>
<td><strong>Natural Environment</strong></td>
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<tr>
<td>Wildlife Impacts</td>
<td>No significant difference between alternatives</td>
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<tr>
<td>Vegetation Impacts</td>
<td>No significant difference between alternatives</td>
<td></td>
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<tr>
<td>Watercourses and Aquatic Environment Impacts</td>
<td>No impact to watercourses or aquatic environments</td>
<td></td>
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</tbody>
</table>

### Preliminary Preferred Alternative: Alternative 2
### Alternative Evaluation – Cross Sections

<table>
<thead>
<tr>
<th>Criteria</th>
<th>Alternative 1 – 2 Lane</th>
<th>Alternative 2 – 3 Lane</th>
<th>Alternative 3 – 4 Lane</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Transportation Network Safety</strong></td>
<td>No extra lane for overtaking vehicles / transit – increased congestion</td>
<td>Increased potential for conflict between opposing left turn vehicles.</td>
<td>Available space for vehicles to move around left and right turning vehicles.</td>
</tr>
<tr>
<td><strong>Meets City Design Standards</strong></td>
<td>All designs meet standards, no significant difference between alternatives</td>
<td>Adequate space for pedestrian facilities such as sidewalks / multi-use pathways, no significant difference between alternatives</td>
<td>Adequate space for pedestrian facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Meets Pedestrian Needs</strong></td>
<td>Adequate space for pedestrian facilities such as sidewalks / multi-use pathways, no significant difference between alternatives</td>
<td>Adequate space for pedestrian facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
<td>Adequate space for pedestrian facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Meets Cyclist Needs</strong></td>
<td>Adequate space for cycling facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
<td>Adequate space for cycling facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
<td>Adequate space for cycling facilities such as cycle lanes / multi-use pathways, no significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Transit Compatible</strong></td>
<td>Transit stops will cause increased congestion as there is no space for vehicles to overtake transit vehicles.</td>
<td>Added lane may be used to overtake transit, however may result in increased risk of conflict with opposing left turning vehicles.</td>
<td>Two additional lanes may be used to overtake transit – reduces network congestion</td>
</tr>
<tr>
<td><strong>Adequate Space for Utilities</strong></td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
<td>Decreased space for utilities due to wider road surface</td>
</tr>
<tr>
<td><strong>Adequate Space for Streetscaping</strong></td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
<td>Decreased space for streetscaping due to wider road surface</td>
</tr>
<tr>
<td><strong>Overall Construction and Maintenance Cost</strong></td>
<td>Lowest cost due to narrowest road surface</td>
<td>Cost increase from two lane alternative, though still relatively low cost</td>
<td>Increased cost due to wider road surface</td>
</tr>
<tr>
<td><strong>Utility Relocation</strong></td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Property Acquisition</strong></td>
<td>Identical ROW requirements. No difference between alternatives.</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Compatible with Adjacent Land Uses (current and future)</strong></td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
</tr>
<tr>
<td><strong>Residential/Business Access and Displacement</strong></td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
<td>No significant difference between alternatives</td>
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**Preliminary Preferred Alternative:** Alternative 1 – 2 Lane
Intersection Design

Intersection options to consider include **signalization** as well as **roundabouts**

Preferred alternative to be reviewed as part of this study and confirmed during Detail Design.

**We need YOUR feedback!**
Preliminary Preferred Design

The preferred design includes:

- The curve horizontal alignment to reduce the impact to existing property
- 2 lane cross section with sidewalks and multi-use path

A Transportation and Traffic Study will be completed in the next couple of months to confirm the intersection design and identify any additional impacts.
Thank you for your Participation!

Over the coming year, the Study Team will:

1. **Complete the Environmental Inventory** through field investigations to confirm findings of the SCUBE and Fruitland-Winona Secondary Plan studies.

2. **Develop the preferred design concepts and cross-sections.** Using comments received, the conceptual designs will be developed.

3. **Complete the preliminary designs**

4. **Prepare and file the Environmental Study Report** for review and comment during a 30 day review period.

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 to one of the mailing or email addresses listed on the comment sheet.

Comment Deadline
April 19, 2017

Angelo Cutaia, P.Eng.
Consultant Project Manager
Amec Foster Wheeler
3215 North Service Road
Burlington, ON L7N 3G2
Tel: 905.335.2353
Fax: 905.335.1414
Email: Angelo.Cutaia@amecfw.com
Appendix C
Attendance Record
GOORDON DEAN AVENUE
CLASS ENVIRONMENTAL ASSESSMENT

PUBLIC INFORMATION CENTRE
April 4, 2017

SIGN IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>E-mail</th>
<th>Address (Please include Postal Code)</th>
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<tr>
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<tr>
<td>Name</td>
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Appendix D
Comment Form Summary
Hi,

Property at

It has been a long time since this process started of planning the Fruitland/Winona residential expansion area. I have been in contact with many departments at City Hall over the years concerning the by-pass route and as of recently on Feb. 4, I was told there has not been a decision made yet I was also told by real estate agents there was a decision made. All this in concerning the sale of our property which the outcome of the road decides if the sale goes or not. So after all these years of planning I am asking you has a decision been made on the Fruitland road by-pass?

Also, why we were not notified of this meeting tonight like others were? You would think that after all the worrying over the years about a road going through our dining room, we just might have been kept in the loop.
PROJECT: Gordon Dean Avenue  
Class Environmental Assessment

PLEASE PRINT

NAME: ____________________________  
Date: ____________________________  
E-mail: ____________________________  
(Number) ____________________________  
(Municipal) ____________________________  
(Postal Code) ____________________________  

Comments:

Road widening of Fruitland Rd:
  → How wide?
  → Will it take part of my property & how much? 
  → Widening will not work at the current plan I have heard tonight. It will go into my house & it will go to plan.

Creek Channelization:
  → The creek leaving our property will impact our value: 
  → The area where the creek channelization is projected to be involved the creek leaving our property. Will we be bought out for that land?
  → If all houses do not agree to the creek channelization, what will happen next with the progress with the creek?
  → Will the creek be cleared out regardless of the new plan happens?

Please send your comments by April 19, 2017 to:

Amec Foster Wheeler  
Environment & Infrastructure  
Angelo Cutaia, P.Eng.  
Consultant Project Manager  
Amec Foster Wheeler  
3215 North Service Road  
Burlington, ON L7N 3G2  
Tel: 905.335.2353  
Fax: 905.335.1414  
Email: Angelo.Cutaia@amecfw.com
PROJECT: Gordon Dean Avenue
Class Environmental Assessment

PLEASE PRINT

NAME: ___________________________
Date: ___________________________
E-mail: _________________________
(Number &
(Municipality: ___________________
(Postal Cod ________________

Comments:

"Barton and Fruitland Rd Intersection!
I prefer to keep the intersection as it is.
Please, we do not want a round a bout." 
Thank You _______________________

_________________________________
_________________________________
_________________________________
_________________________________
_________________________________
_________________________________

Please send your comments by April 19, 2017 to:

Amec Foster Wheeler
Environment & Infrastructure
Angelo Cutaia, P.Eng.
Consultant Project Manager
Amec Foster Wheeler
3215 North Service Road
Burlington, ON L7N 3G2
Tel: 905.335.2353
Fax: 905.335.1414
Email: Angelo.Cutaia@amecfw.com
Block Servicing Strategies 1 and 2 and Gordon Dean Avenue Phases 3 and 4 Municipal Class Environmental Assessment (EA) Comment Sheet

Please take a moment to provide us with input regarding the three above mentioned projects. This questionnaire is your opportunity to provide your comments on all three. Given that your views are important to us, please kindly complete this questionnaire (please print) and deposit it in the “Comment Sheets” box provided or by mail, email/scan or fax to the address provided on the fourth page. Thank you.

1. My relation to this Project is: (Please check all that apply)
   [ ] resident within the project limit
   [ ] land or business owner within the project limit
   [x] user of roads or lands within the study areas but not within project limit
   [ ] member of an interest group (Please specify) _____________________________
   [ ] member of the general public not within the project limit
   [ ] other (Please specify) _____________________________

2. My interest is: (Please check all that apply)
   [x] property/land impacts
   [ ] stormwater management
   [ ] pedestrian / bicycle safety
   [ ] traffic volume
   [ ] traffic signals
   [ ] other: _____________________________
   [ ] recreational
   [ ] natural environment and creeks
   [ ] speed limits
   [ ] general interest

3. Please provide your comments as they relate to the Block 1 and Gordon Dean Avenue EA Concept Plans presented here today.

[Signature]

Personal information collected at public meetings or submitted in writing is collected under the authority of the Municipal Act, 2001, and will be used by members of the City of Hamilton. The written submissions including names and contact information and the report of the public meeting will be used for the purposes of assessing number of attendees, areas of interest, and contact information.
4. Please provide your comments as they relate to the Block 2 details provided here today.


5. How did you hear about this Public Information Centre (PIC)? (Please checkmark)
   [ ] Newspaper  [ ] Website  [ ] Friend  [ ] Notice in the mail  [ ] Other: ____________________________

6. Please indicate your satisfaction with the following:

<table>
<thead>
<tr>
<th></th>
<th>Satisfied (Y/N)</th>
<th>If not satisfied, please specify your preference below</th>
</tr>
</thead>
<tbody>
<tr>
<td>Location of Meeting</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Time of Meeting</td>
<td>Y</td>
<td></td>
</tr>
<tr>
<td>Day of Week</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accessibility of the Location</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

7. On a scale of 1 to 5, where “1” is “very” and “5” is “not at all”, please rate the following by circling the appropriate number:
   a) How informative were the display materials? (please circle)
      
      | Very | 2 | Somewhat | 3 | 4 | Not at all | 5 |
      |------|---|-----------|---|---|-------------|---|
      | 1    |   |           |   |   |             |   |

   b) How helpful were the Municipal staff and consultants in attendance? (please circle)
      
      | Very | 2 | Somewhat | 3 | 4 | Not at all | 5 |
      |------|---|-----------|---|---|-------------|---|
      | 1    |   |           |   |   |             |   |

8. Were all your questions answered satisfactorily?
   [ ] Yes  [ ] No  [ ] If No, can someone contact you? ________________________

9. Please provide any additional comments.

   I would like to know if I am in Block 2 S.S. area, and what’s coming.

---

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What is the Secondary Plan proposed on my property. Concerned about a road going through or beside it

10. Do you require a written response to your comments?
[ ] Yes   [ ] No

If yes, please provide us with your contact information below should you wish to receive a written response to your comments (please print clearly):

As noted, please mail, scan/email, or fax your completed questionnaire by April 19, 2013 to:

**Amec Foster Wheeler (Block 1 and Gordon Dean Class EA)**

Angelo Cutaia, P.Eng.
Consultant Project Manager
3215 North Service Road
Burlington, ON L7N 3G2
Tel: 905.335.2353
Fax: 905.335.1414
Email: Angelo.Cutaia@amecfw.com

**City of Hamilton (Block 2)**

Margaret Fazio, B.Sc., EP, MCIP, RPP
Senior Project Manager
71 Main Street West, 6th Floor
Hamilton, ON L8P 4Y5
Tel: 905.546.2424 ext.2218
Fax: 905.540.5611
Email: iplanning@hamilton.ca

Thank you for your time and participation!

Personal information collected at public meetings or submitted in writing is collected under the authority of the Municipal Act, 2001, and will be used by members of the City of Hamilton. The written submissions including names and contact information and the report of the public meeting will be used for the purposes of assessing number of attendees, areas of interest, and contact information.
Notice of Public Information Update
Gordon Dean Avenue Schedule ‘C’ Municipal Class Environmental Assessment (Phases 3 & 4), City of Hamilton

The Fruitland – Winona Development Group invites the public to drop by the Public Information Centre (PIC) for the Gordon Dean Avenue Class Environmental Assessment (Class EA), which will be held at the following date and place:

Date: Thursday, October 17, 2019
Format: Open House (No formal presentation)
Time: 5:00 p.m. – 7:00 p.m.
Location: Stoney Creek Municipal Centre – 777 Highway 8, Stoney Creek

The Gordon Dean Avenue Class EA (Study) is being completed in accordance with the requirements outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 & 2015), which is an approved process under the Ontario Environmental Assessment Act. Previous phases were completed as part of the City of Hamilton’s Fruitland Road Class EA (Phases 1 and 2), which recommended this new north-south road (Gordon Dean Avenue). The current Study will meet the requirements of the next phases.

Information that will be available for review and comment include: Study background, summary of completed technical studies, road design alternatives evaluation and preliminary recommended design. The Fruitland-Winona Development Group and our Consultants will be on hand to answer any questions you may have.

If you have any accessibility requirements to participate in this event, please contact the individuals listed below. 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:

**Angelo Cutaia, P.Eng.**
Project Manager
Fruitland – Winona Development Group
905-580-6441
angelocutaia@ac3group.ca

**Jim Enos, CET**
Consultant Project Manager
Wood Environment & Infrastructure Solutions
905-335-2353, ext. 3049
jim.enos@woodplc.com

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 October 3 and 10, 2019.
October 4, 2019  
Our File: TP115082

Dear Sir/Madam:

Re: Gordon Dean Avenue Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) Phases 3 & 4 – Potential Impact to Properties

We are writing to let you know that there is currently an MCEA Study underway that has the potential to impact a portion or the entirety of your property. We strongly recommend attending the Public Information Centre (PIC) on October 17 (5:00pm – 7:00pm) to learn more (see attached Notice).

Project Background

Wood Environment & Infrastructure Solutions, on behalf of the Fruitland – Winona Development Group is undertaking a Schedule ‘C’ MCEA Phases 3 & 4 Study for the new north-south collector road - Gordon Dean Avenue. The City of Hamilton completed the Fruitland Road (from Barton Street to Highway 8) MCEA Phases 1 & 2 Study in 2010. Through this Study, a preferred alternative was chosen as **Creation of a New North-South Road with Fruitland Road gateway features and pedestrian crosswalk enhancements**. This formed the basis for this Gordon Dean Avenue Study – MCEA Phase 3 & 4 being completed by the Fruitland-Winona Development Group as proponent.

This Gordon Dean Avenue Study – MCEA Phase 3 & 4 commenced in 2017. A PIC was held in April 2017 to present the process, introduce route alternative concepts, and introduce technical studies and next steps to be completed. Further consultation with the City of Hamilton revealed the need to undertake a more rigorous assessment to determine the preferred alternative and its alignment. Although the City of Hamilton is not the proponent of this study, it provided oversight to support meeting the MCEA process, and confirm that the selected design reflects the City’s values, standards and objectives.

Preferred Alternative

An updated evaluation of alternatives was undertaken in 2019, which identified a preferred alternative and its alignment. This October 17th, 2019, a second PIC is being held to present the preferred alternative and its alignment to the public. We are writing to you because the preferred alignment may potentially impact your property and we wanted to ensure you had an opportunity to review the preferred alignment and provide comment.
With the selection and finalization of the preferred alignment, Phase 3 will be complete, and an Environmental Study Report will be prepared and submitted through a Notice of Completion for public, stakeholder, agency and City review for a 30 day period (Phase 4). On completion of Phase 4, the proponent will initiate Phase 5 implementation with detailed design of Gordon Dean Avenue at which time additional information will be made available to the public. Please note that the City of Hamilton will be ultimately responsible for any property acquisitions and will contact you during detailed design and closer to the construction phase.

If you have any questions or comments, please don’t hesitate to contact the undersigned.

Sincerely,

Wood Environment & Infrastructure Solutions,
a Division of Wood Canada Limited

Per:  James W. Enos, C.E.T.
      Senior Technologist
      Wood

CC- Angelo Cutaia, Fruitland -Winona Development Group

Attachments – Notice of Public Information Centre
Please be advised

The Fruitland - Winona Development Group will be holding a Public Information Centre (PIC) for the proposed Gordon Dean Avenue Municipal Class Environmental Assessment (City of Hamilton). Information that will be available for review and comment include: Study background, summary of completed technical studies, road design alternatives evaluation and preliminary recommended design.

The Notice of PIC is attached to this email and includes further details.

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353  ex. 3049
www.woodplc.com
Public Information Centre #2
(PIC#2) Summary DRAFT Report
Gordon Dean Avenue Municipal Class
Environmental Assessment (Phase 3 and 4)
(October 2019)
Table of Contents

1. INTRODUCTION ......................................................................................................................... 1
   1.1. Study Background ................................................................................................................. 1

2. PURPOSE OF THE PUBLIC INFORMATION CENTRES .......................................................... 2

3. PUBLIC CONSULTATION CENTRE NO. 2 .............................................................................. 3
   3.1 Communication Strategy ....................................................................................................... 4
   3.2 PIC Attendance ....................................................................................................................... 4
   3.3 Summary of Participant Feedback ....................................................................................... 4
       3.3.1 Comments Heard at PIC ............................................................................................... 5

4. NEXT STEPS ................................................................................................................................. 6

List of Figures

Figure 1-1 Municipal Class Environmental Assessment Process ................................................. 1
Figure 1-2: Study Area .................................................................................................................... 2

Appendices

Appendix A – PIC Notification
Appendix B – PIC Boards
Appendix C – Comment Forms
Appendix D – Comments via Email
Appendix E – Attendance Record
1. INTRODUCTION

Wood Environment & Infrastructure Solutions (“Wood”) was retained by the Fruitland – Winona Development Group to conduct Phases 3 and 4 of the Municipal Class Environmental Assessment (MCEA) process for Gordon Dean Avenue in the City of Hamilton. The objective of this MCEA is to determine the preferred alignment for a new north-south road (Gordon Dean Avenue) that will connect Barton Street and Highway 8 and will be located between Fruitland Road and Jones Road. The MCEA process is graphically presented in Figure 1-1.

This report summarizes the Public Information Centre (PIC) 2 for the Gordon Dean Avenue MCEA, which was held on October 17, 2019. The report discusses the general purpose of PICs and serves to document the key issues presented at the event as well as to summarize the public feedback gathered at the event through the comment sheets, emails and discussions.

1.1. Study Background

The aim of this MCEA Phases 3 and 4 is to determine the preferred alignment of the new north-south road (Gordon Dean Avenue). The Study Area is bounded by Fruitland Road on the west, Jones Road on the east, Barton Street to the north and Highway 8 to the south. The neighbourhood is primarily low-density residential and agricultural with a single office space and a few commercial buildings. Land to the south of Highway 8 is designated as “Escarpment Protection Area” as well as Greenbelt Area. The study area is presented in Figure 1-2.
The Gordon Dean Avenue MCEA is a continuation of the City of Hamilton’s 2010 Fruitland Road MCEA, which met the requirements of Phases 1 and 2 of the MCEA process and was completed to address the following 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 an opportunity to address these problems and to redistribute traffic to proposed growth areas.

The Fruitland Road MCEA Phase 2 explored various alternative solutions to address this problem and opportunity. The outcomes identified a preferred solution that would see the implementation of a new north-south road with Fruitland Road gateway features and pedestrian crosswalk enhancements.

2. PURPOSE OF THE PUBLIC INFORMATION CENTRES

Recognizing the importance of developing this new north-south road in a manner that enhances residents’ mobility and safety within the Fruitland-Winona community, it is important to build on the engagement efforts initiated
during the previous planning initiatives (Fruitland MCEA) thereby promoting continuity and continued involvement of community members and other stakeholders.

The consultation approach for the Gordon Dean MCEA is based on a well-established process developed by the International Association of Public Participation (IAP2) that commits to a process that is:

- Open and inclusive to everyone within the Fruitland-Winona community, the City of Hamilton and to others interested in the planning process;
- Transparent by making certain that residents and stakeholders are informed to understand how decisions are made;
- Frequent through multiple and meaningful opportunities to participate, provide input and engage by conducting two PIC’s as well as a Technical Agency Meeting, which provide the opportunity to validate information to be shared and gather feedback on information shared.;
- Reciprocal in that it relies on honest and open communication, which is supported through clearly communicated feedback mechanisms, including opportunities to communicate directly with the Proponent Project Manager (angelocutaia@ac3group.ca) and/or the Consultant Project Manager (jim.enos@woodplc.com); and
- Easy to understand and participate in given the technical nature of this study. Developing public materials and displays that are presented clearly, logically and are graphically appealing supports this effort. A good public consultation program engages the public in a manner that is respectful, cognizant of their values and understandable across broad audiences.

For this Study, consultation will be provided through two (2) PICs. PIC 1 was hosted on April 4, 2017, in conjunction with the Block 1 and 2 Servicing Strategy. PIC 2 was conducted on October 17, 2019 and consisted of presenting the public with preliminary preferred alternative alignment designs of Gordon Dean Avenue. Feedback solicited from both PICs will be considered when address the overall needs of the community.

3. PUBLIC INFORMATION CENTRE NO. 2

PIC 2 was held on October 17, 2019 between 5:00 pm and 7:00 pm at the Stoney Creek Municipal Centre (777 Highway 8, Stoney Creek).

The purpose of the second PIC was to:

- Provide a summary of the study background;
- Provide a summary of the technical studies completed to date;
- Present the road design alternative evaluation;
- Present the preliminary preferred design;
- Allow the public the opportunity to provide input and ask questions;
- Gather public feedback to inform advancing the preferred design alternative and
- Identify the next stages of the process.

The event was advertised and arranged as an open house drop-in format, with display boards set up throughout the room. The notification materials are presented in Appendix A and display boards in Appendix B.

The City of Hamilton’s Highway 8 MCEA interacts with this study and therefore the PICs for both projects were held concurrently, on separate sides of the room at the Stoney Creek Municipal Centre. This opportunity to
concurrently share information helps to reduce stakeholder fatigue and build an understanding of the interrelation of these studies.

3.1 Communication Strategy

Notification of opportunities to participate in the Gordon Dean Avenue MCEA PIC included:

- **Email**: notices were emailed to key stakeholders and agencies on October 9, 2019;
- **Mail**: notices and invitations were mailed to property owners directly affected by the recommended plan on October 8, 2019;
- **Mail**: notices were mailed to residents within 200m of the study area on October 9, 2019;
- **Newspaper advertisement**: notices were placed in the Hamilton Spectator on October 3, 2019 and the Stoney Creek News on October 10, 2019 inviting the public to participate; and,
- **Consultation web page**: the City of Hamilton posted PIC information on the Block Servicing Strategy for Stoney Creek and Gordon Dean Class EA project website (https://www.hamilton.ca/city-planning/master-plans-class-eas/block-servicing-strategies-stoney-creek-and-gordon-dean-class) prior to the event. The PIC content was posted to the website after the PIC.

The PIC notice can be found in Appendix A.

3.2 PIC Attendance

A combined PIC attendance record was provided at the front of the room for both Highway 8 MCEA and Gordon Dean Avenue MCEA. In total, 50 attendees signed the attendance record. Out of the 50 attendees, 30 residents specifically identified that they were interested in the Gordon Dean Avenue MCEA. A redacted version of the Attendance Record is shown in Appendix E.

3.3 Summary of Participant Feedback

Comment forms were provided to elicit additional input from attendees. Three (3) completed comment forms were received and the following presents the input received.

1. **What are your thoughts on the preliminary preferred alternative (Option 4b)?**

<table>
<thead>
<tr>
<th>Category</th>
<th>Comment Form 1</th>
<th>Comment Form 2</th>
<th>Comment Form 3 (Email)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment (i.e., water, wildlife, plants)</td>
<td>Fill the ditch</td>
<td>Please protect wildlife / birds / water</td>
<td></td>
</tr>
<tr>
<td>Socio-Economic (i.e., noise, recreation)</td>
<td>No honks</td>
<td>- Parks! Please keep lots of greenspace</td>
<td>- Proper sidewalks</td>
</tr>
<tr>
<td></td>
<td></td>
<td>- Slow down drivers!</td>
<td></td>
</tr>
<tr>
<td>Archaeology, Cultural and Built Heritage</td>
<td>Fruit farms to be affected</td>
<td>Protect heritage properties and the history of the area including Indigenous</td>
<td></td>
</tr>
<tr>
<td>Governance (i.e., policy and plans, costs, implementation)</td>
<td>NA</td>
<td>How much will taxes increase?</td>
<td></td>
</tr>
<tr>
<td>Category</td>
<td>Comment Form 1</td>
<td>Comment Form 2</td>
<td>Comment Form 3 (Email)</td>
</tr>
<tr>
<td>-----------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------</td>
<td>-------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Sustainability / Active Transportation</td>
<td>Need lanes for walks and cycling and transit</td>
<td>- Need bus / transit</td>
<td>- Resident attended PIC 2 years ago and the options indicated property impact, however they were informed that this was unlikely.</td>
</tr>
<tr>
<td>(i.e., Cycling, Walking, Transit)</td>
<td></td>
<td>- Need proper sidewalks</td>
<td>- Preferred alternative now impacts resident’s property.</td>
</tr>
<tr>
<td>Safety</td>
<td>NA</td>
<td>School / buses / proper drop off for pedestrian / cyclist / safety for children</td>
<td>- This was discovered at the PIC and Project Team did not inform residents early.</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td></td>
<td>- Requested copy of the report on why there was a change from the original plan to the new preferred alternative</td>
</tr>
<tr>
<td>Safety</td>
<td></td>
<td></td>
<td>- Requested a meeting to be walked through the process and more clear timelines.</td>
</tr>
<tr>
<td>Property Impacts</td>
<td>Very glad to see the development projects coming to Highway 8 and Winona areas. City of Hamilton has been doing a great job for generations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td></td>
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</tbody>
</table>

Attendees were encouraged to provide feedback on the MECA by submitting their comments at the venue or subsequently through mail or email. The deadline for comments was November 1, 2019. Two comment sheets were received during the PIC and one by email after the PIC. The completed comment sheets can be found in Appendix C. Comments received via email after the PIC event is provided in Appendix D.

3.3.1 Comments Heard at PIC

Comments and questions heard at the PIC included the following.

- Resident noted that the culvert overflows during heavy rain
- Comments asking to clarify the study area map (i.e. what is the Block 1 Servicing Strategy study area?)
• Questions asked about why the Block 1 Servicing Strategy Study Area still states "Under Appeal"
• Comment received regarding why the Highway 8 project is separate from the Gordon Dean Avenue project
• Request received from Councillor Pearson to send the PIC boards after the PIC
• Comment regarding the need for a new highway or expansion of a highway to service the Stoney Creek community
• Several attendees asked about the timeframe for construction and the lack of transparency about timelines. Concern was also raised over the timeline for Barton St.
• Questions raised over the possibility of expropriation
• Residents on Barton St. expressed the desire to leave this area due to the high volume of truck traffic
• Question received in relation to why the property boundaries on Barton St. are not straight.
• Comments received in reference to SAR identified within the study area. Attendee asked why deer and other animals currently present in the study area are not identified
• Comment received concerning road geometry – the preferred alignment is too straight. Curves are preferred to slow down traffic.
• Comment concerning the problem and opportunity statement from Phase 1 and 2 being unsolved. This project is different from Fruitland Road MCEA and should not be linked.

4. NEXT STEPS
All received comments will be further reviewed by the project team and will inform the next phase of the MECA. The project team will work on refining the preliminary preferred alternative design based on comments received. A final Environmental Study Report will be prepared documenting the MCEA process, consultation, background studies completed and describing the preferred design alternative. This will be made available for public review.
Appendix A: PIC Notification
Notice of Public Information Update
Gordon Dean Avenue Schedule ‘C’ Municipal Class Environmental Assessment (Phases 3 & 4), City of Hamilton

The Fruitland – Winona Development Group invites the public to drop by the Public Information Centre (PIC) for the Gordon Dean Avenue Class Environmental Assessment (Class EA), which will be held at the following date and place:

**Date:** Thursday, October 17, 2019  
**Format:** Open House (No formal presentation)  
**Time:** 5:00 p.m. – 7:00 p.m.  
**Location:** Stoney Creek Municipal Centre – 777 Highway 8, Stoney Creek

The Gordon Dean Avenue Class EA (Study) is being completed in accordance with the requirements outlined in the Municipal Engineers Association (MEA) Municipal Class EA document (October 2000, as amended in 2007, 2011 & 2015), which is an approved process under the Ontario Environmental Assessment Act. Previous phases were completed as part of the City of Hamilton’s Fruitland Road Class EA (Phases 1 and 2), which recommended this new north-south road (Gordon Dean Avenue). The current Study will meet the requirements of the next phases.

Information that will be available for review and comment include: Study background, summary of completed technical studies, road design alternatives evaluation and preliminary recommended design. The Fruitland-Winona Development Group and our Consultants will be on hand to answer any questions you may have.

If you have any accessibility requirements to participate in this event, please contact the individuals listed below. 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:

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Project Manager  
Fruitland – Winona Development Group  
905-580-6441  
angelocutaia@ac3group.ca

**Jim Enos, CET**  
Consultant Project Manager  
Wood Environment & Infrastructure Solutions  
905-335-2353, ext. 3049  
jim.enos@woodplc.com

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 October 3 and 10, 2019.
Fruitland – Winona Development Group

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Jim Enos, CET
Consultant Project Manager
Wood Environment & Infrastructure Solutions
905-335-2353, ext. 3049
jim.enos@woodplc.com

This Notice Issued October 3 and 10, 2019.

IMPORTANT NOTICE: 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.
The Fruitland – Winona Development Group will host the public to drop by the Public Information Centre (PIC) for the Gordon Dean Avenue Class Environmental Assessment (Class EA), which will be held on the following date and place:

Date: Thursday, October 17, 2019
Exhibition House (No formal presentation)
Times: 10:00 a.m.—4:00 p.m.

Location: Stoney Creek Municipal Centre – 77 Highway 6, Stoney Creek

The Gordon Dean Avenue Class EA (Study) is being completed in accordance with the requirements outlined in the Municipal Engineering Association (MEA) Municipal Class EA document (October 2006), as amended in 2007, 2011 and 2012, which is in accordance with the Environmental Assessment Act. Previous phases were completed as part of the City of Hamilton’s Fruitland Road Class EA (Phases 1 and 2), which recommended this new north-south road (Gordon Dean Avenue). The current Study will meet the requirements of the next phases.

Information that will be available for review and comment include: Study background, investigation results, traffic and transportation studies, preliminary recommended design, the Fruitland-Winona Development Group and our Consultants will be on hand to answer any questions you may have.

If you have any accessibility requirements to participate in this event, please contact the individuals listed below. 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 individuals listed below. There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of

Please note that Eye Catchers will be on display in the reception area to make sure you notice the event details.

If you have any questions or comments or wish to be added to the Study mailing list, please contact:
Angelo Cutaia, P.Eng.
Project Manager
Fruitland – Winona Development Group
905-580-6441
anglocutaia@ac3group.ca

Jim Enos, CET
Consultant Project Manager
Wood Environment & Infrastructure Solutions
905-356-2553, ext. 3469
jim.enos@woodpic.com

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Fruitland – Winona Development Group
905-580-6441

To apply please email your resume to:

jim.enos@woodpic.com

Call Andre Rivard at 905-526-4634 or email arivard@thespec.com
Call Paul Carroll at 905-526-4630 or email pcarroll@thespec.com
Call Bruce Greer at 905-526-4652 or email bgreer@thespec.com
Call Tommy Cho at 905-526-4616 or email tcho@thespec.com

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Call Tommy Cho at 905-526-4616 or email tcho@thespec.com
Appendix B: PIC Boards
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
LandAcknowledgement

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....

<table>
<thead>
<tr>
<th></th>
<th>01</th>
<th>02</th>
<th>03</th>
<th>04</th>
<th>05</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>Sign-in and take a comment sheet</td>
<td>Learn about the process.</td>
<td>Review findings of previous studies</td>
<td>Learn about the preferred alternative</td>
<td>Discover the problems and opportunities being addressed</td>
</tr>
</tbody>
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<thead>
<tr>
<th></th>
<th>06</th>
<th>07</th>
<th>08</th>
<th>09</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Ask questions and provide insight</td>
<td>Provide feedback</td>
<td>Let us know what is most important to you</td>
<td>Find out where the study is going next</td>
</tr>
</tbody>
</table>

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.
Phase 1
Identify and Describe the Problem(s)

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

Problem Statement

Phase 2
Alternative Planning Solutions

- 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.

Agency and Stakeholder Consultation

Phase 3
Alternative Design Concepts For the Preliminary Preferred Design

- 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.

ESR

Phase 4
Environmental Study Report

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

We are here

Phase 5
Implementation

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

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.

**Phase 3 and 4 (Gordon Dean MCEA): 2019 Update**
- 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): PIC #2 (October 2019)**
- 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 UHOP 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 ‘Escarpe Protection Area’ as well as ‘Greenbelt Area’

Future Land Use

• Future land use has been identified through the Fruitland-Winona Secondary Plan
• Several development applications requesting land use to be rezoned from agricultural to residential throughout the Study Area. To implement the land use designations of the Secondary Plan

1 Portions of this Secondary Plan are still under Appeal at the Local Planning Appeal Tribunal.
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; these 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.

*Barn Swallow
*Bobolink
*Eastern Meadowlark

*All images from Ontario.ca – Species at Risk webpage
Ecological Land Classification and Species at Risk
Natural Heritage: Reduction of NHS - Watercourse 5
**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
Transportation / Traffic Study

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.

<table>
<thead>
<tr>
<th>Level of Service</th>
<th>Description of Operations – Signalized Intersections</th>
</tr>
</thead>
<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>
</tr>
<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>
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</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
Moving Towards a Preferred Design

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

- **Socio-Economic Environment**
  - Residential / business impacts
  - Access to future emergency services station
  - Noise level impacts
  - Access to community services
  - Recreational features impacts

- **Arch. / Cultural Heritage Impacts**
  - Cultural / built heritage features / landscaped impacts
  - Archaeological impacts

- **Natural Environment**
  - 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

- **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

As we move towards a preferred design, alternatives will be evaluated according to the following criteria:
Alternative Design Option 1
Alternative Design Option 2a and 2b

Option 2a

Option 2b

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

Option 3a

Option 3b

A presentation by the Fruitland – Winona Development Group and Wood.
Alternative Design Option 4a and 4b
# Alternative Evaluation Assessment

<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>
</tr>
</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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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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<tr>
<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 right-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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<tr>
<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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<tr>
<td>Residential Impacts</td>
<td>One residence potentially displaced at the southwest corner</td>
<td>No residence displaced</td>
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<tr>
<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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<tr>
<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</td>
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<tr>
<td>Recreational Features Impacts</td>
<td>Improved access to the future community centre and recreational facility</td>
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</tbody>
</table>

**Legend**

- **Excellent**
- **Good**
- **Neutral**
- **Poor**
# Alternative Evaluation Assessment Assessment Cont’d

## 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 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>Cultural / Built Heritage Features</td>
<td>No impacts to built heritage features</td>
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<td></td>
<td>Archaeological potential found throughout entire study area. Stage 2 Assessment required</td>
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<tr>
<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 parcels)</td>
<td>- 1.26 hectares impacted (2 parcels)</td>
<td>- 1.26 hectares impacted (3 parcels)</td>
<td>- 1.22 hectares impacted (3 parcels)</td>
<td>- 1.22 hectares impacted (3 parcels)</td>
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<td></td>
<td>- Potential acquisition of one residential property west of former Alectra lands</td>
<td>- Potential acquisition of one residential property west of former Alectra lands</td>
<td>- Requires acquisition of former Alectra lands</td>
<td>- Potential acquisition of one residential property west of former Alectra lands</td>
<td>- Acquisition of a sliver of former Alectra lands (northeast portions)</td>
<td>- Acquisition of 2 residential properties</td>
<td>- Acquisition of 2 residential properties</td>
</tr>
<tr>
<td></td>
<td>- Partial acquisition of former Alectra lands</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>
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<td></td>
<td>Does not conform to Secondary Plan</td>
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<tr>
<td><strong>Ease of Implementation</strong></td>
<td>One residential property required</td>
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<td></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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<tr>
<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>
<td>Infrastructure costs: $5.3 - $5.7 million; plus, the potential cost associated with acquiring the former Alectra lands</td>
<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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<tr>
<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>
<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>
</tr>
<tr>
<td></td>
<td>- The average pedestrian crossing distance is 24.3 m</td>
<td>- The average pedestrian crossing distance is 22.9 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 22.9 m</td>
</tr>
<tr>
<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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<tr>
<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></td>
<td>- Road right-of-way will accommodate future Hamilton LRT</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 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>
<td>The largest curb radius needed to accommodate truck traffic is 30 m at the northeast quadrant of the Gordon Dean and Barton Street intersection</td>
<td>The largest curb radius needed to accommodate truck traffic is 30 m at the northeast quadrant of the Gordon Dean and Barton Street intersection</td>
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<td></td>
<td>The curb radius follows the City of Hamilton standards, but truck turn into the second lane</td>
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<tr>
<td><strong>Truck Operations (4 lanes)</strong></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 Sunnyhurst Avenue (LOS F)</td>
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<td></td>
<td>- Southbound left movement at the intersection of Gordon Dean Avenue and Highway 8 (LOS F)</td>
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<tr>
<td><strong>Sight Distance Checks</strong></td>
<td>Some trees obstructing the right turn view on Barton St</td>
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<tr>
<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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</table>

## Legend

- **Excellent**: Green
- **Neutral**: Yellow
- **Poor**: Red

### 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.

By Mail: Angelo Cutaia, P.Eng.
Project Manager
Fruitland – Winona Development Group
3380 South Service Road, Unit 104
Burlington, ON, L7N 3J5

Jim Enos, CET
Consultant Project Manager
Wood Environment & Infrastructure Solutions
3450 Harvester Road, Suite 100
Burlington, ON, L7N 3W5

By Phone: 905-580-6441
905-335-2353 Ext. 3049

By E-mail: angelocutaia@ac3group.ca
jim.enos@woodplc.com

Comment Deadline
November 1, 2019
Appendix C: Comment Forms
Comment Form
October 17, 2019: 5:00 pm – 7:00 pm
The Fruitland – Winona Development Group welcomes your comments on the Gordon Dean Avenue Project. Please share your feedback on today’s open house.

1. What are your thoughts on the preliminary preferred alternative (Option 4b)?

<table>
<thead>
<tr>
<th>Category</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment (i.e., water, wildlife, plants)</td>
<td><em>Fill the ditch</em></td>
</tr>
<tr>
<td>Socio-Economic (i.e., noise, recreation)</td>
<td><em>No banks</em></td>
</tr>
<tr>
<td>Archaeology, Cultural and Built Heritage</td>
<td><em>Fruit farms to be affected?</em></td>
</tr>
<tr>
<td>Governance (i.e., policy and plans, costs, implementation)</td>
<td><em>NA</em></td>
</tr>
<tr>
<td>Sustainability / Active Transportation (i.e., Cycling, Walking, Transit)</td>
<td><em>Need lanes for walking &amp; cycling &amp; transit</em></td>
</tr>
<tr>
<td>Safety</td>
<td><em>NA</em></td>
</tr>
</tbody>
</table>
2. Do you have additional thoughts to share with the Study Team?

very glad to see the development projects coming to Highway 8 & Winona areas.

City of Hailton has been doing a great job for generations.

Please share your contact information if you wish to be contacted directly.

Name:
Address:
Phone:
Email:

Please drop your completed Comment Form in the box provided or mail/email your comments to either of the following individuals by November 1, 2019:

Angelo Cutaia P.Eng.
Project Manager
Fruitland – Winona Development Group
3380 South Service Road, Unit 104
Burlington, ON, L7N 3J5
Tel: 905-580-6441
E-mail: anglocutaia@ac3group.ca

Jim Enos, CET
Consultant Project Manager
Wood, Environment & Infrastructure Solutions
3450 Harvester Road, Suite 100
Burlington ON L7N 3W5
Tel: 905-335-2353 ext. 3049
email: jim.enos@woodplc.com

Personal information is protected under authority of the Freedom of Information and Protection of Privacy Act and is used solely for the purpose of evaluating and improving the Project assessment. Individuals will not be identified in any public documents or names used for any purpose other than this project.
**Comment Form**

October 17, 2019: 5:00 pm – 7:00 pm

The Fruitland – Winona Development Group welcomes your comments on the Gordon Dean Avenue Project. Please share your feedback on today’s open house.

1. What are your thoughts on the preliminary preferred alternative (Option 4b)?

<table>
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<tr>
<th>Category</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural Environment (i.e., water, wildlife, plants)</td>
<td>pls. protect wildlife, birds, water</td>
</tr>
<tr>
<td>Socio-Economic (i.e., noise, recreation)</td>
<td>parks! pls. lots of greenspace, proper sidewalks! slow down drivers!</td>
</tr>
<tr>
<td>Archaeology, Cultural and Built Heritage</td>
<td>protect heritage properties, the history of the area incl. Indigenouss</td>
</tr>
<tr>
<td>Governance (i.e., policy and plans, costs, implementation)</td>
<td>how much will taxes increase?</td>
</tr>
<tr>
<td>Sustainability / Active Transportation (i.e., Cycling, Walking, Transit)</td>
<td>need bus/transit, need proper sidewalks</td>
</tr>
<tr>
<td>Safety</td>
<td>School buses, proper drop off for pedestrian, cyclist, safety children</td>
</tr>
</tbody>
</table>
2. Do you have additional thoughts to share with the Study Team?

Please share your contact information if you wish to be contacted directly.

Name: 
Address: 
Phone: 
Email: 

Please drop your completed Comment Form in the box provided or mail / email your comments to either of the following individuals by November 1, 2019:

Angelo Cutaia P.Eng.  
Project Manager  
Fruitland – Winona Development Group  
3380 South Service Road, Unit 104  
Burlington, ON, L7N 3J5  
Tel: 905-580-6441  
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Personal information is protected under authority of the Freedom of Information and Protection of Privacy Act and is used solely for the purpose of evaluating and improving the Project assessment. Individuals will not be identified in any public documents or names used for any purpose other than this project.
Appendix D: Comments via Emails
Good afternoon

We have received and properly filed your e-mail of feedback found below.

We intend to respond to your various questions and requests in the very near future.

Thank you for taking the time to contact us in this regard.

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353 ex. 3049
www.woodplc.com
Good Morning,

We attended the last public information session for this project 2 years ago. At that time it showed two options, the second option going right through our home. When we asked what the odds of that happening were, we were assured it was highly unlikely as that was not the preferred option. Fast forward to the most recent session where we were shocked to find out that the preferred option is now right through our home.

We understand that progress in any community is good and we have always been excited for this project (albeit less now that it will have a negative impact on our lives). What we do not understand is why we found out about this change from a public information session and not ahead of time. There are only two homes that this new plan effects and approaching us ahead of time would have been appreciated and a more respectful way to let us know. We are lucky enough that one of us could even attend. To that end, we would appreciate being directed to the full report on why you need to change the original plan and the concerns about the curve in the roadway so we have a better understanding of why this is now the preferred option.

We chose our home for many unique and different reasons, one being the school we wanted our children to attend. We can not replicate our home and property in this area or anywhere nearby. Our daughters are 3 and 1 and the first will start school in September. Displacing us from our home and potentially into another school area is a big deal to us as we don’t want to see our daughter struggle more than anyone else.

We understand that we are basically at the mercy of the project, but we would appreciate being contacted ASAP and walked through the process that pertains to us once the formal decision on the road is made. We do not want anymore surprises. We want to have a full understanding of the timelines so we are not in a holding pattern. We had plans in place and contractors booked for renovations in January that have now been put on hold indefinitely. While we appreciate the progress in the community, we feel as though our own progress in our home and our children’s home is now being halted and to leave us in limbo is not fair.

Thank you for your time. Please confirm that you have received this email.

We look forward to hearing from you.
Sincerely,
Appendix E: Attendance Record
Highway 8 Improvements (Fruitland Road to Fifty Road) Municipal Class Environmental Assessment (MCEA) Phase 3 & 4
Gordon Dean Avenue Schedule C Municipal Class Environmental Assessment (MCEA) Phases 3 & 4

MEETING ATTENDANCE RECORD

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

<table>
<thead>
<tr>
<th>Name</th>
<th>Address</th>
<th>E-mail Address / Phone Number</th>
<th>City of Hamilton / Highway 8 MCEA Phase 3, PIC #1</th>
<th>Fruitland – Winona Development Group / Gordon Dean Avenue MCEA Phase 3, PIC #2</th>
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Highway 8 Improvements (Fruitland Road to Fifty Road) Municipal Class Environmental Assessment (MCEA) Phase 3 & 4
Gordon Dean Avenue Schedule C Municipal Class Environmental Assessment (MCEA) Phases 3 & 4

MEETING ATTENDANCE RECORD

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</tr>
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</table>

Please check the study that interests you (check both if applicable)

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.
Hi Jim

My address is: I can find a lot of information on watercourse 6 but not watercourse 5 in block 1. I have just had major surgery and most likely won’t be able to attend this meeting.

Thanks

Sent from my iPad

> On Oct 16, 2019, at 10:38 AM, Enos, Jim <jim.enos@woodplc.com> wrote:
> 
> Good morning
> 
> Your correspondence below does not identify your address and is unclear as to your request.
> 
> Please plan on attending the PIC meeting tomorrow evening.
> 
> Thank you
> 
>
Hello
Please sent me any updated information for Block 1.

Thank you

Sent from my iPad
It was nice to talk to you at the meeting last night. I thoroughly enjoyed the conversation.

Just wanted to Thank you for the introduction to Dominic. We had a good conversation and I feel like I walked away with a better understanding of what’s happening in my neighborhood. I didn’t catch Dominics last name. Thought you would know.

Just wanted to remind you to include me on any updates to the plans for Barton Street.
Thanks again Jim.
Good morning Councilor Pearson

Please find attached the latest PIC panel slideshow from the Oct 17 PIC for Gordon Dean.

Thank you for attending.

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353 ex. 3049
www.woodplc.com
Aniqa

The combined letter was just e-mailed to

Please follow up with the hard copy by registered e-mail.

Thank you

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353  ex. 3049
www.woodplc.com

From: Enos, Jim
Sent: Thursday, February 27, 2020 12:45 PM
To: Angelo Cutaia <angelocutaia@ac3group.ca>
Cc: Angelo Cutaia <angelocutaia@ac3group.ca>
Subject: Gordon Dean Avenue- Resident Feedback

Good afternoon

Please find attached our response to your original e-mail request of October 29, 2020.

A hard copy will follow by mail.

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353  ex. 3049
www.woodplc.com
Good Afternoon,

I’m following up on my emails again as we have yet to hear anything back from our original email.

Thanks in advance,

On Jan 29, 2020, at 11:05 AM, wrote:

Good Morning,

I wanted to follow up on this as we still have not had any additional information provided to us from our email of October 29, 2020.

Please advise a date when you will be responding by.

Thanks in advance,
We understand your concerns, please know that you are not forgotten.

We have been and are currently working to prepare a response to your e-mail of October 29, 2019.

We will be in touch with you once we have finalized our response.

We thank you for your patience.

Jim Enos, CET  
Senior Technologist, Land Development  
905-335-2353  ex. 3049  
www.woodplc.com  

From: Enos, Jim <Jim.Enos@woodplc.com>  
Sent: Monday, December 02, 2019 3:00 PM  
To: Enos, Jim <Jim.Enos@woodplc.com>  
Cc:  
Subject: Re: Gordon Dean Avenue- Resident Feedback  

Good Afternoon,

I wanted to follow up on my comments/questions to see if you had any additional information to provide us with.

As you can understand we are feeling very uncertain right now and would like to gain a better understanding of what is going to happen.

Thanks,
We have received and properly filed your e-mail of feedback found below.

We intend to respond to your various questions and requests in the very near future.

Thank you for taking the time to contact us in this regard.

Jim Enos, CET
Senior Technologist, Land Development
905-335-2353  ex. 3049
www.woodplc.com

Good Morning,

We attended the last public information session for this project 2 years ago. At that time it showed two options, the second option going right through our home. When we asked what the odds of that happening were, we were assured it was highly unlikely as that was not the preferred option. Fast forward to the most recent session where we were shocked to find out that the preferred option is now right through our home.

We understand that progress in any community is good and we have always been excited for this project (albeit less now that it will have a negative impact on our lives). What we do not understand is why we found out about this change from a public information session and not ahead of time. There are only two homes that this new plan effects and approaching us ahead of time would have been appreciated and a more respectful way to let us know. We are lucky enough that one of us could even attend. To that end, we would appreciate being directed to the full report on why you need to change the original plan and the concerns about the curve in the roadway so we have a better understanding of why this is now the preferred option.

We chose our home for many unique and different reasons, one being the school we wanted our children to attend. We can not replicate our home and property in this area or anywhere nearby. Our daughters are 3 and 1 and the first will start school in September. Displacing us from our home and potentially into another school area is a big deal to us as we don’t want to see our daughter struggle more than anyone else.
We understand that we are basically at the mercy of the project, but we would appreciate being contacted ASAP and walked through the process that pertains to us once the formal decision on the road is made. We do not want anymore surprises. We want to have a full understanding of the timelines so we are not in a holding pattern. We had plans in place and contractors booked for renovations in January that have now been put on hold indefinitely. While we appreciate the progress in the community, we feel as though our own progress in our home and our children’s home is now being halted and to leave us in limbo is not fair.

Thank you for your time. Please confirm that you have received this email.

We look forward to hearing from you.
Sincerely,

This message is the property of John Wood Group PLC and/or its subsidiaries and/or affiliates and is intended only for the named recipient(s). Its contents (including any attachments) may be confidential, legally privileged or otherwise protected from disclosure by law. Unauthorized use, copying, distribution or disclosure of any of it may be unlawful and is strictly prohibited. We assume no responsibility to persons other than the intended named recipient(s) and do not accept liability for any errors or omissions which are a result of email transmission. If you have received this message in error, please notify us immediately by reply email to the sender and confirm that the original message and any attachments and copies have been destroyed and deleted from your system.

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As a recipient of an email from a John Wood Group Plc company, your contact information will be on our systems and we may hold other personal data about you such as identification information, CVs, financial information and information contained in correspondence. For more information on our privacy practices and your data protection rights, please see our privacy notice at https://www.woodplc.com/policies/privacy-notice
February 26, 2020

Dear

RE: Gordon Dean Road Class Environmental Assessment, Correspondence

Thank-you for your email message of October 29, 2019. We understand and appreciate your concerns and are responding to address these as well as provide some additional information. We apologize that you did not receive the enclosed letter, dated October 4, 2019, issued in advance of the October 17, 2019 public meeting. With your permission, we will endeavor to send any future formal correspondence to you via both email and regular post to ensure delivery.

Municipal development projects are multi-step, multi-year activities. Municipal planning projects follow the municipal class environmental assessment process (Class EA) under the Environmental Assessment Act. Depending on the potential impact to the environment, Class EAs have specific phases that must be completed. Further details about this process are available on the City of Hamilton's website: https://www.hamilton.ca/municipal-class-environmental-assessment-process

In 2011, the City of Hamilton completed Phases 1 and 2 for the Fruitland Road from Barton Street to Highway 8 Class EA. The recommendation, or preferred alternative identified was to develop a new north-south road for Fruitland Road truck traffic to be located east of the existing Fruitland Road between Highway 8 and Barton Street. This proposed road will become Gordon Dean Road. The preferred alternative proposed two potential alignments for Gordon Dean Road. The final alignment and detailed design of this preferred alternative would be determined through future studies.

In 2017, the Fruitland-Winona Block 1 Development Group initiated the next Class EA phases (Phases 3 and 4) to examine alternative design concepts for the preferred Gordon Dean Road alignment and prepare an Environmental Study Report. The meeting referred to in your email may have been the April 2017 information session. This was a joint session held by the City of Hamilton and the Fruitland-Winona Development Group. During this meeting, two north-south alignments were presented: Alternative 1: straight alignment and Alternative 2: curved alignment. The preferred alignment was identified as Alternative 2. Following the information session and additional technical review, intersection safety concerns with Alternative 2 were identified by the City.

In response, the intersection was reconfigured under several options to consider safety considerations. Further discussions with the City of Hamilton resulted in an extensive and more detailed evaluation of further developed design options that included the intersection and associated road alignments.
With the completion of this advanced iterative design and evaluation process, results were brought forward to inform stakeholders such as yourselves and the public at the October 17th, 2019 PIC. The preferred alternative proposed at this public meeting, Option 4B, conforms with the City’s approved Fruitland-Winona Secondary Plan, the plan for a new north-south road for truck traffic located east of the existing Fruitland Road, and the safety requirement objectives.

Option 4B is a recommendation and we are seeking community input on this option to further review, refine and address any identified concerns with this option where feasible. No formal decision has been made about the location of the proposed new north-south road – Gordon Dean Road at this time.

As mentioned above, these projects are iterative, multi-step, multi-year efforts that apply many considerations in the final determination of the design and associated alignment. We have noted your concerns, and consultation with you will continue as additional details advance such that we can more clearly answer your detailed questions regarding timelines. There are also recognized direct property impacts associated with the development of a preferred alignment, as we have noted with your property. Please be aware that property requirements from landowners for the construction of the preferred alignment will be addressed by the proponent responsible for the construction of Gordon Dean Road within the various lands not owned by the City nor Fruitland Winona Block1 Development Group. To this point in time, this proponent has not been determined. This will occur in future phases of the project as design details are developed.

We thank you for providing your comments such that we are aware of your concerns and can continue to consult with you accordingly.

Sincerely,

Wood Environment & Infrastructure Solutions
a Division of Wood Canada Limited

Per:  James W. Enos, C.E.T.
Project Manager

JWE/kf
October 4, 2019  
Our File: TP115082

Dear Sir/Madam:

Re: Gordon Dean Avenue Schedule ‘C’ Municipal Class Environmental Assessment (MCEA) Phases 3 & 4 – Potential Impact to Properties

We are writing to let you know that there is currently an MCEA Study underway that has the potential to impact a portion or the entirety of your property. We strongly recommend attending the Public Information Centre (PIC) on October 17 (5:00 pm – 7:00pm) to learn more (see attached Notice).

Project Background

Wood Environment & Infrastructure Solutions, on behalf of the Fruitland – Winona Development Group is undertaking a Schedule ‘C’ MCEA Phases 3 & 4 Study for the new north-south collector road - Gordon Dean Avenue. The City of Hamilton completed the Fruitland Road (from Barton Street to Highway 8) MCEA Phases 1 & 2 Study in 2010. Through this Study, a preferred alternative was chosen as Creation of a New North-South Road with Fruitland Road gateway features and pedestrian crosswalk enhancements. This formed the basis for this Gordon Dean Avenue Study – MCEA Phase 3 & 4 being completed by the Fruitland-Winona Development Group as proponent.

This Gordon Dean Avenue Study – MCEA Phase 3 & 4 commenced in 2017. A PIC was held in April 2017 to present the process, introduce route alternative concepts, and introduce technical studies and next steps to be completed. Further consultation with the City of Hamilton revealed the need to undertake a more rigorous assessment to determine the preferred alternative and its alignment. Although the City of Hamilton is not the proponent of this study, it provided oversight to support meeting the MCEA process, and confirm that the selected design reflects the City’s values, standards and objectives.
October 4, 2019
Gordon Dean Avenue Schedule ‘C’ Municipal Class Environmental Assessment
Page: 2

Preferred Alternative

An updated evaluation of alternatives was undertaken in 2019, which identified a preferred alternative and its alignment. This October 17th, 2019, a second PIC is being held to present the preferred alternative and its alignment to the public. We are writing to you because the preferred alignment may potentially impact your property and we wanted to ensure you had an opportunity to review the preferred alignment and provide comment.

With the selection and finalization of the preferred alignment, Phase 3 will be complete, and an Environmental Study Report will be prepared and submitted through a Notice of Completion for public, stakeholder, agency and City review for a 30 day period (Phase 4). On completion of Phase 4, the proponent will initiate Phase 5 implementation with detailed design of Gordon Dean Avenue at which time additional information will be made available to the public. Please note that the City of Hamilton will be ultimately responsible for any property acquisitions and will contact you during detailed design and closer to the construction phase.

If you have any questions or comments, please don’t hesitate to contact the undersigned.

Sincerely,

Wood Environment & Infrastructure Solutions,
a Division of Wood Canada Limited

Per: James W. Enos, C.E.T.
    Senior Technologist
    Wood

CC- Angelo Cutaia, Fruitland -Winona Development Group
Attachments – Notice of Public Information Centre