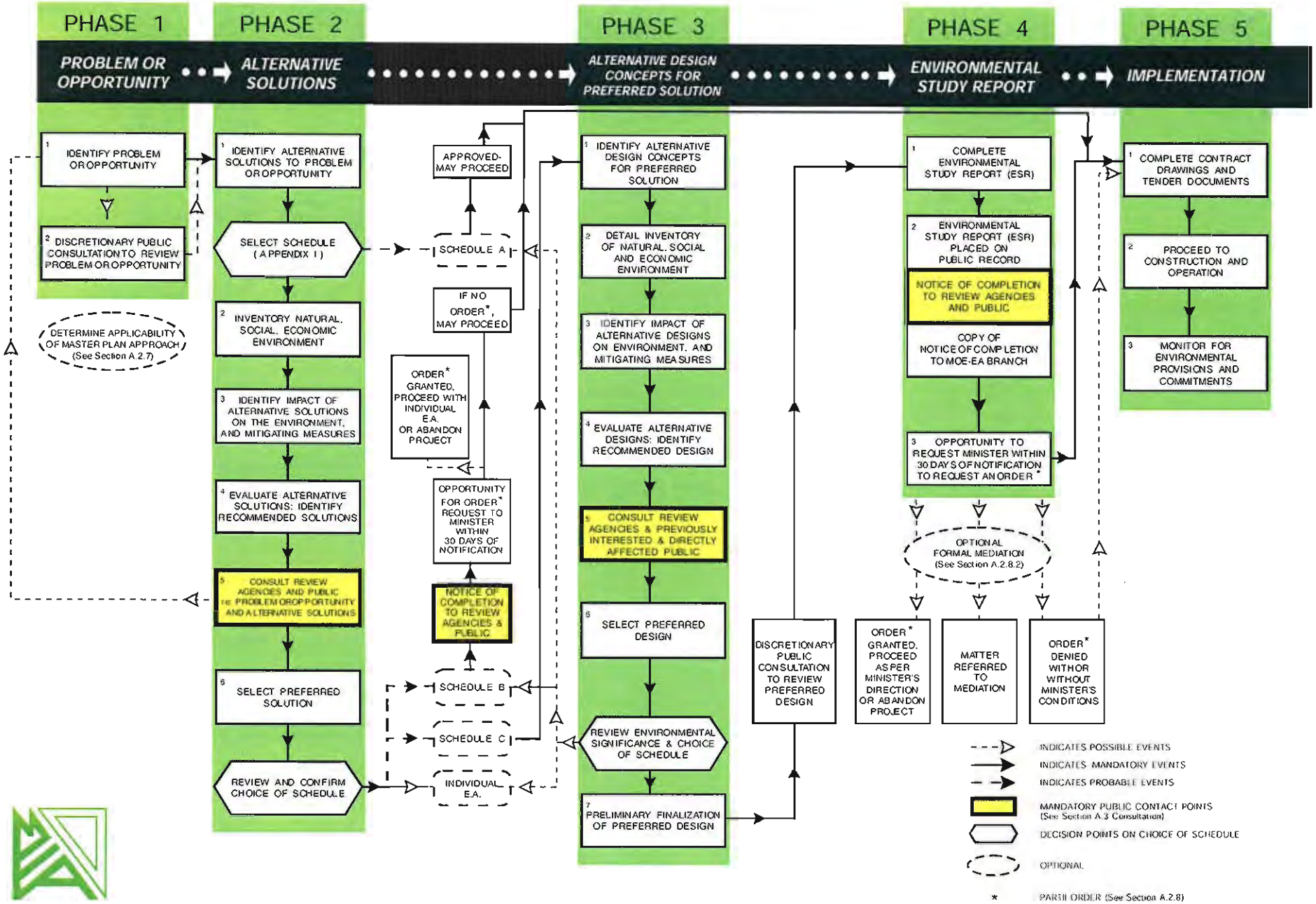
Appendices

Appendix A

- Municipal Class Environmental Assessment Process

EXHIBIT A.2 MUNICIPAL CLASS EA PLANNING AND DESIGN PROCESS

NOTE: *This flow chart is to be read in conjunction with Part A of the Municipal Class EA*



Appendix B

- Traffic Analysis Report

Traffic Analysis Report

1.1.1 Historical and Existing Traffic Operations

1.1.1.1 Midblock Analysis

Existing Traffic Volume

Automatic 24-hour traffic counts were carried out on Fruitland Road in September 2006, April 2007, April 2008 and June 2009. **Figure 1** shows the average 24-hour traffic counts for northbound and southbound traffic over the four year period. The traffic counts show that counts have not changed significantly over the past four years. Slightly more traffic travels southbound on Fruitland Road than northbound.

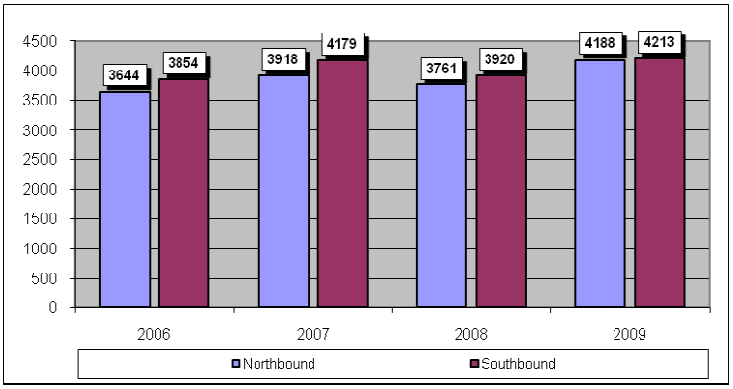


Figure 1 Automatic Traffic Counts on Fruitland Road (2006 through 2009)

Traffic Composition

Traffic composition was also collected as part of the automated traffic counts in 2006 through 2009. Fruitland Road is designated as a truck route by the City of Hamilton. **Figure 2** shows the percentage of movements along Fruitland Road that involved trucks (Vehicle Class 5 through 13). Overall truck percentages range between 4 and 8 percent. In the most recent year available, 7.9 percent of all northbound movements and 5.5 percent of all southbound movements involved trucks.

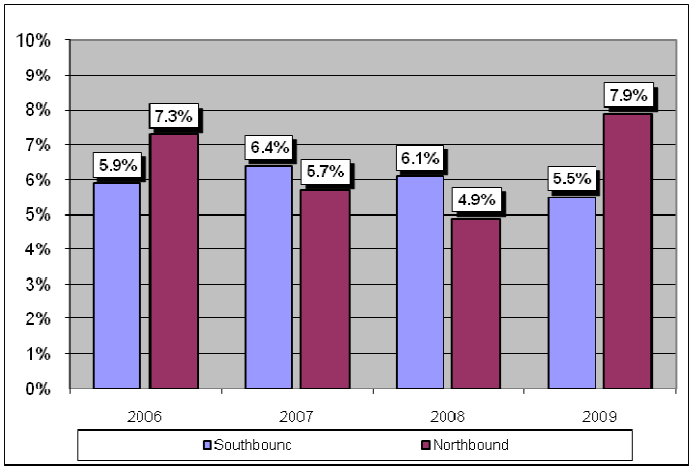


Figure 2 Truck Percentages on Fruitland Road

1.1.1.2 Intersection Analysis

In order to provide a "benchmark" which represents the existing operating conditions, capacity analysis has been undertaken to determine the existing intersection level of service.

The traffic operations of the study area intersections were analyzed using Synchro / SimTraffic v.7, which employ analysis methodologies from the Highway Capacity Manual (HCM) for signalized and unsignalized intersections.

The Level of Service (LOS), Volume to Capacity ratio (V/C), vehicular delay (in seconds) and the 95th percentile queues (in metres) for each intersection were examined for both the AM and PM peak periods.

LOS is a measure used to describe the operating characteristics of an intersection or road section. There are six levels ranging from "A" (excellent, low delay) to "F" (failure, or forced flow). Typically, LOS "C" or "D" is considered and acceptable overall LOS for urban conditions and for the design of future road improvements. Specific intersection movements, such as left-turns may be acceptable at lower LOS.

The results of the existing AM and PM peak period analysis (LOS, v/c, delay and 95th percentile queue) are summarized in Table 1. The red highlighting in the table indicates an element that exceeds the following thresholds:

- V/C ratios for through or shared through/turning movements at or above 0.85;
- V/C ratios for exclusive left- or right-turn movements at or above 0.95;
- 95th percentile queues that are projected to exceed the available turning lane storage length; and
- LOS exceeding LOS "E".

Table 1 illustrates the results of the 2009 AM and PM peak hour operational analysis for the Study Area intersections.

The results of the 2009 AM and PM peak hour operational analysis of the study area intersections indicates that the intersection of Highway 8 and Dewitt Road is operating at or over capacity for certain left-turn movements during the AM and PM peak periods. Otherwise, overall the intersections are operating relatively well with acceptable LOS.

Table 1 Existing AM and PM Peak Hour Operational Analysis of the Study Area Intersections

Intersection	Traffic Control	Approach / Movement		Weekday AM				Weekday PM			
				v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS	v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS
Barton St & Fruitland Rd	Signalized	EB	L	0.97	60	114.2	E	0.90	50	87	D
			T T/R	0.10	11	10.6	B	0.16	16	15	B
		WB	L	0.10	11	7.8	B	0.11	16	10	B
			T T/R	0.16	11	13.7	B	0.23	17	20	B
		NB	L	0.70	57	22.7	E	0.25	14	9	B
			T/R	0.71	26	102.3	C	0.36	14	49	B
		SB	L	0.66	34	36.9	C	0.20	13	17	B
			T/R	1.01	66	172.4	E	1.05	68	226	E
		OVERALL		**DELAY=43SEC, V/C RATIO = 0.99, LOS=D**				**DELAY=41SEC, V/C RATIO = 0.98, LOS=D**			
Sherwood Park Rd & Fruitland Rd	Unsignalized	EB	L/R	0.09	12	2.2	B	0.09	14	2	B
		NB	L	-	8	0.1	A	0.03	8	1	A
			T	0.25	0	0	A	0.15	0	0	A
		SB	T/R	0.13	0	0	A	0.29	0	0	A
		OVERALL		**DELAY=1SEC, LOS=A**				**DELAY=1SEC, LOS=A**			
Highway 8 & Fruitland Rd	Signalized	EB	L	0.74	26	89	C	0.46	11	32	B
			T	0.28	6	36	A	0.33	8	45	A
			R	0.02	4	2	A	0.03	9	2	A
		WB	L	0.03	4	3	A	0.02	3	3	A
			T	0.40	7	62	A	0.34	5	49	A
			R	0.09	5	5	A	0.08	4	5	A
		NB	L	0.24	30	10	C	0.14	32	5	C
			T/R	0.15	29	15	C	0.07	31	8	C
		SB	L	0.65	41	31	D	0.46	35	23	C
			T/R	0.20	29	17	C	0.48	35	34	C
		OVERALL		**DELAY=17SEC, V/C RATIO =0.72, LOS=B**				**DELAY=16SEC, V/C RATIO =0.46, LOS=B**			
Highway 8 & Dewitt Rd.	Signalized	EB	L	1.39	228	112	F	0.79	55	38	E
			T/TR	0.41	17	43	B	0.84	36	99	D
		WB	L	0.26	24	14	C	1.20	199	47	F
			T/TR	0.61	27	65.5	C	0.94	58	87	E
		NB	L	1.08	114	74	F	0.30	13	18	B
			T/R	0.15	15	16	B	0.07	9	8	A
		SB	L	0.12	20	10.6	B	0.10	19	11	B
			T/R	0.44	24	45.6	C	0.48	25	55	C
		OVERALL		**DELAY=57SEC, V/C RATIO =1.13, LOS= E**				**DELAY= 46 SEC, V/C RATIO =0.69, LOS= D**			

Intersection	Traffic	Approach /		Weekday AM				Weekday PM			
Highway 8 & Jones Rd.	Unsignalized	EB	L	0.07	9	1.6	A	0.05	9	1.2	A
			T/R	0.21	0	0	-	0.25	0	0	A
		WB	L	0.00	0	0	-	0	0	0	A
			T/R	0.30	0	0	-	0.28	0	0	A
		NB	L	0.01	24	0.1	C	0.01	27	0.2	D
			T/R	0.01	16	0.1	C	0	0	0	A
		SB	L	0.12	25	3.0	C	0.27	28	8	D
			T/R	0.08	13	2	B	0.14	12	4	B
		OVERALL		**DELAY=2 SEC, LOS= A**				**DELAY=3 SEC, LOS= A**			
Barton St. & Dewitt Rd.	Signalized	EB	L	0.07	5	4	A	0.07	6	5	A
			T/TR	0.15	5	11	A	0.02	6	3	A
		WB	L	0.14	5	9	A	0.18	7	17	A
			T/TR	0.21	5	18	A	0.42	8	46	A
		NB	L	0.56	24	25	C	0.50	23	22	C
			T/R	0.22	19	17	B	0.13	19	12	B
		SB	L/T/R	0.40	20	24	C	0.71	28	57	C
		OVERALL		**DELAY= 11 SEC, V/C RATIO =0.31, LOS= B**				**DELAY= 14 SEC, V/C RATIO =0.51, LOS= B**			
Barton St. & Jones Rd.	Unsignalized	EB	L/T/R	0.02	1	0.5	A	0.01	1	0.1	A
		WB	L/T/R	0.01	1	0.1	A	0.02	1	0.4	A
		NB	L/T/R	0.22	17	6.1	C	0.13	15	3.3	C
		SB	L/T/R	0.20	15	5.5	B	0.27	16	8	C
		OVERALL		**DELAY= 4 SEC, LOS= A**				**DELAY= 4 SEC, LOS= A**			

1.1.1.3 Collision Analysis

The City of Hamilton provided the AECOM with collision records for the years 2004 to 2008, during which a total of 27 collisions were reported within the study area. A review of the collisions was undertaken to identify collision trends occurring at a particular intersection or road section.

Table 2 below summarizes all the collisions occurred along Fruitland Road from Barton Street to Highway 8.

Table 2 Fruitland Road Collisions

Location	Fatal	Injury	PDO	Unknown	Total
Fruitland Road at Barton Street	0	8	5	0	13
Fruitland Road at Sherwood Park Drive	0	0	2	0	2
Fruitland Road at Highway 8	0	9	2	0	11
Fruitland Road on South of Barton	0	0	1	0	1
Total	**0**	**17**	**10**	**0**	**27**

Figure 3 below summarizes the collision locations occurring within the study area.

Figure 3 Collision Locations

Collision Trends

Collision records from January 2004 to December 2008 were analyzed to identify trends. The various collision characteristics for each of the intersections and road sections were examined in terms of the following characteristics:

- Severity classification - property damage only, injury and fatal;
- Impact type;
- Seasonal;
    - Winter (December 22 to March 21)
    - Spring (March 22 to June 21)
    - Summer (June 22 to September 21)
    - Fall (September 22 to December 21)
- Hourly distribution; and
    - Early Morning (12am to 6am)
    - AM Rush Hour (6am to 10am)
    - Midday (10am to 4pm)
    - PM Rush Hour (4pm to 8pm)
    - Evening (8pm to 12am)
- Lighting condition, environmental condition.

The following trends were noted with the collisions along the entire study area and at individual intersections and road sections.

Entire Study Area Intersections

Twenty seven (**27)** collisions were found to be associated with the study area intersections and road segments during the five year period analyzed.

- The majority of the collisions (63%) were injury collisions, the remaining collisions (37%) were property damage.
- The predominant impact type along Fruitland Road are turning movement collisions representing (41%), followed by rear end collisions (30%).
- The collisions appear to be distributed fairly equally throughout the months and seasons
- The PM peak hour had the greatest number of collisions (41%), followed by evening (22%) and midday (19%), the remaining collisions (18%) occurring during early morning and AM peak hour.
- The majority of the collisions occurred under ideal driving conditions.

The characteristics for these intersections are shown graphically in **Figure 4.**

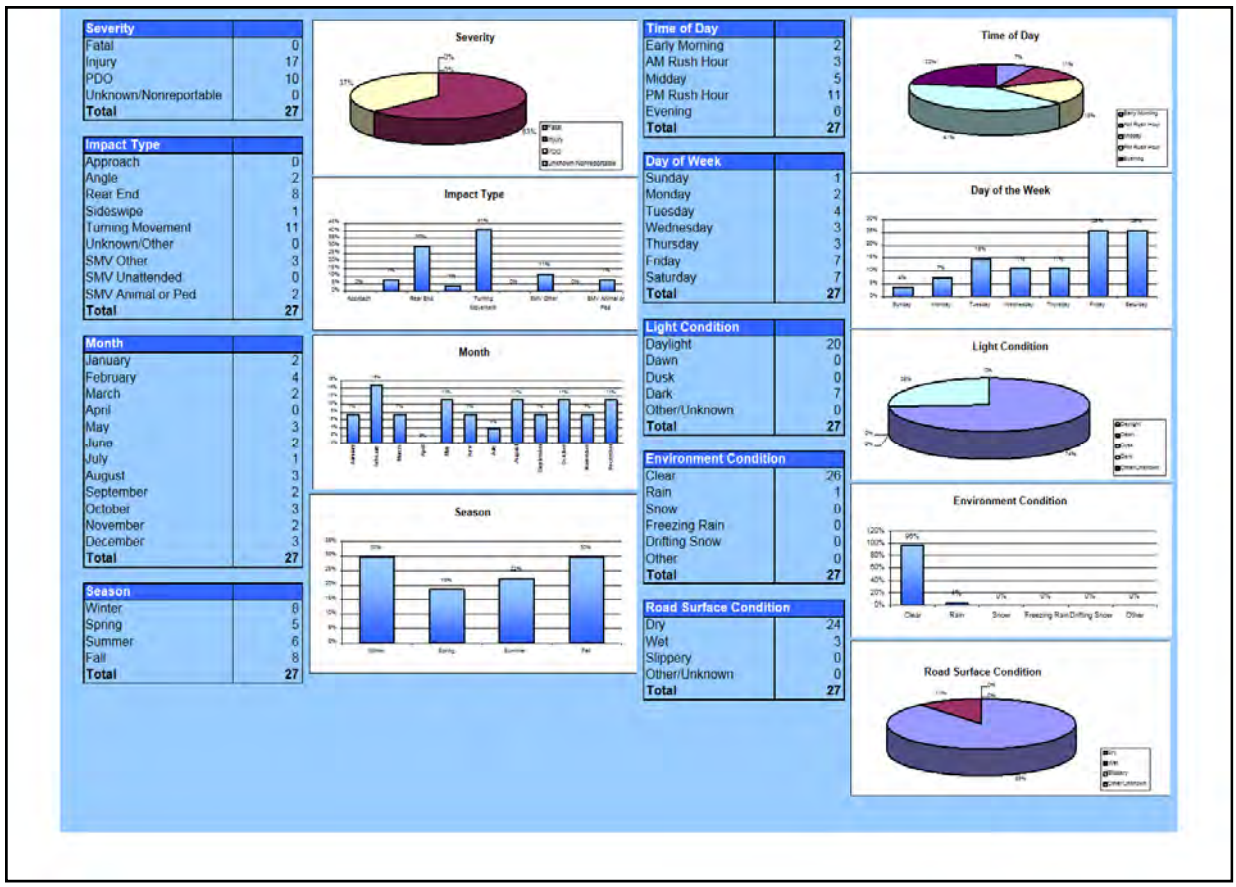


Figure 4 Collision Characteristics of Entire Study Area

Intersection of Fruitland Road at Barton Street

Thirteen (13**)** collisions were found to be associated with this intersection during the five year period analyzed.

- The majority of the collisions (62%) were injury collisions, the remaining collisions (38%) were property damage.
- The predominant impact type along Fruitland Road are turning movement collisions representing (31%), followed by rear end collisions (23%) and single motor vehicle (23%).
- The collisions appear to be distributed fairly equally throughout the months and seasons
- The PM peak hour had the greatest number of collisions (46%).
- The majority of the collisions occurred under ideal driving conditions.

The characteristics for this intersection are shown graphically in **Figure 5.**

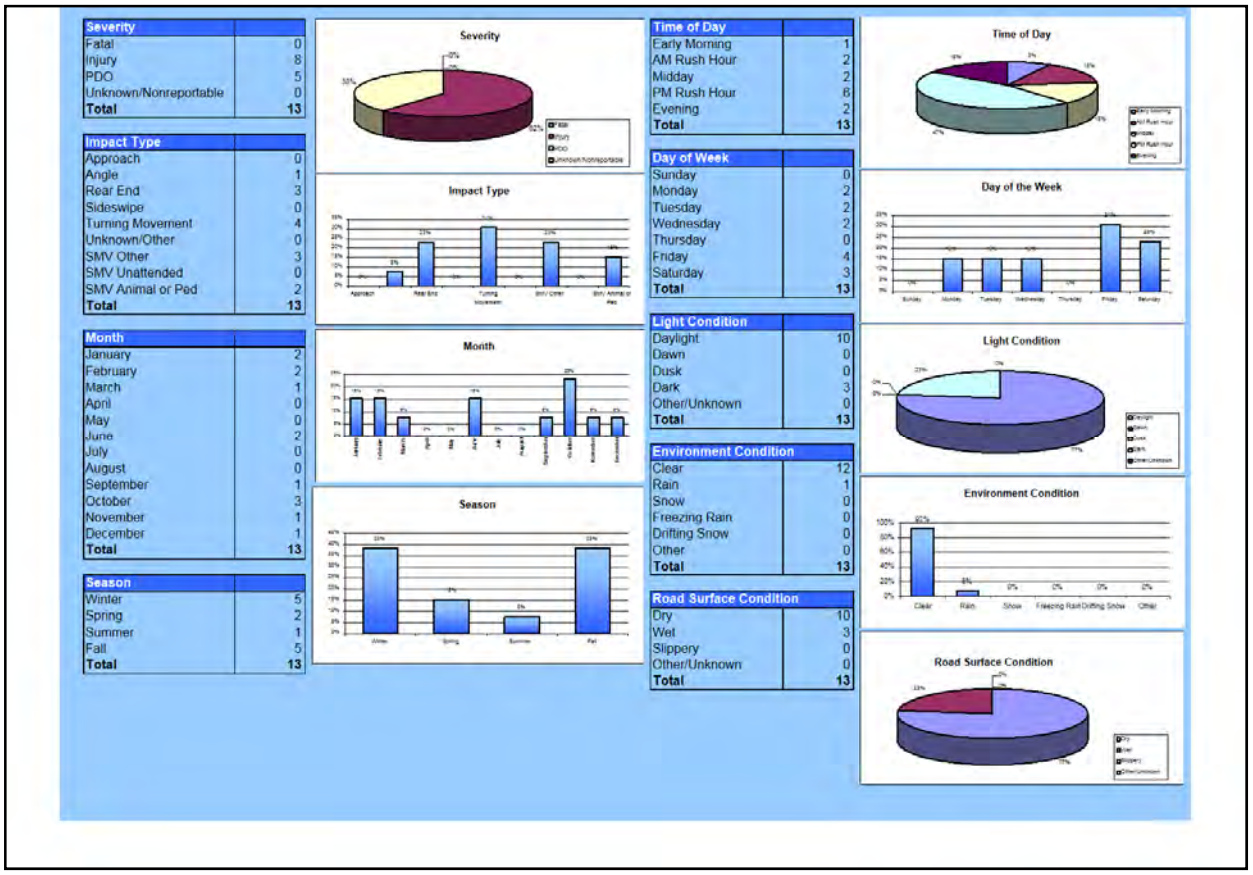


Figure 5 Collision Characteristics – Fruitland Road at Barton Street

Intersection of Fruitland Road at Highway 8

Eleven (11**)** collisions were found to be associated with this intersection during the five year period analyzed.

- The majority of the collisions (82%) were injury collisions, the remaining collisions (18%) were property damage.
- The predominant impact type along Fruitland Road are turning movement collisions representing (55%), followed by rear end collisions (36%) and angle collisions (9%).
- The collisions appear to be distributed fairly equally throughout the months, the summer season experienced the greatest number of collisions (45%).
- The PM peak hour had the greatest number of collisions (36%), followed by midday (27%) and evening (27%), the remaining collisions (9%) occurred during early morning.
- The majority of the collisions occurred under ideal driving conditions.

The characteristics for road sections are shown graphically in **Figure 6.**

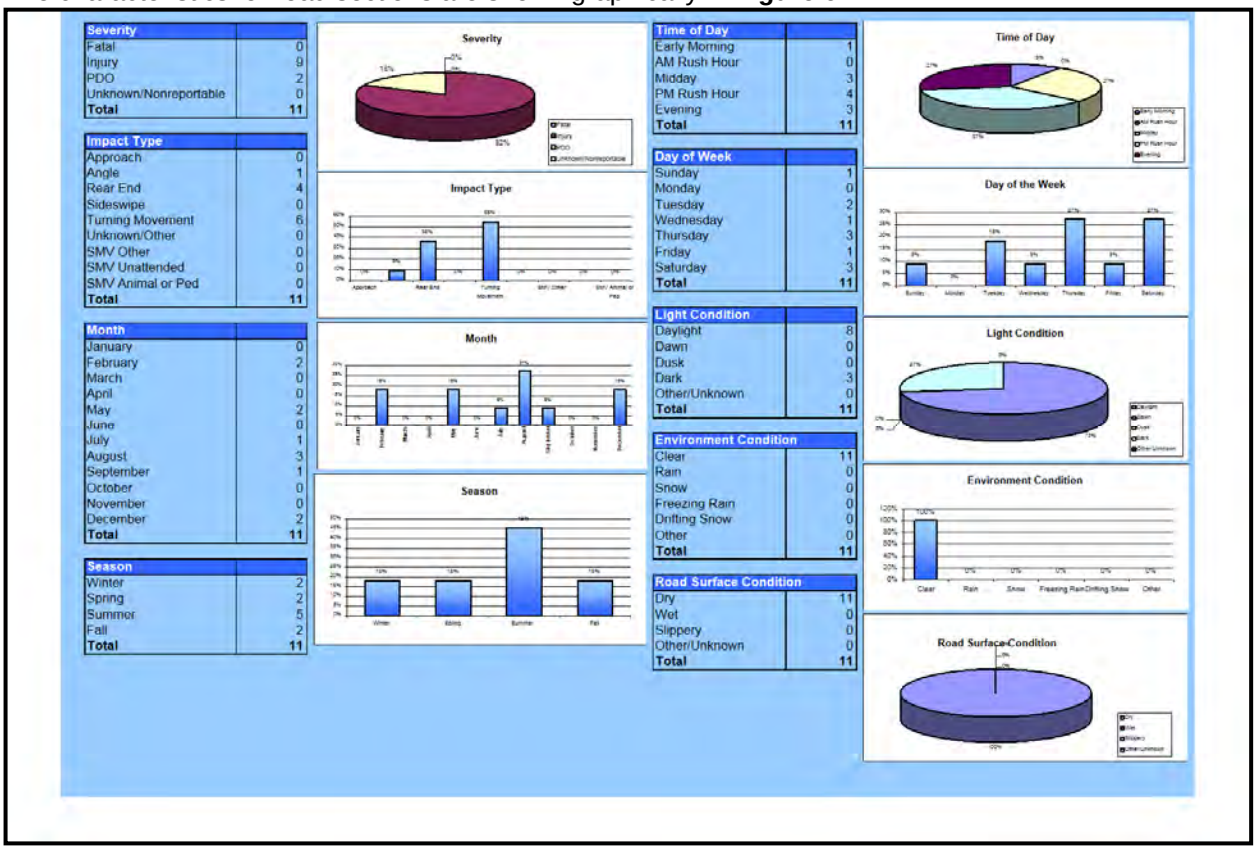


Figure 6 Collision Characteristics – Fruitland Road at Highway 8

Collision trends for rest of the locations - ***road section along Fruitland South of Barton*** *and the* ***intersection of Fruitland Road at Sherwood Park Drive*** has not been shown graphically due to less numbers of collisions (1 and 2 collisions in five year).

Vulnerable Road User Collisions

Two collisions involving vulnerable road users were noted during the collision analysis, both occurred at the intersection of Fruitland Road at Barton Street in February of 2007. They were classified as non-fatal injury collisions, and both occurred under ideal driving conditions.

The first one occurred during the PM peak period, where an intercity bus was traveling south on Fruitland Road turning right onto Barton Street. The driver was not at fault in this collision. The second occurred during the AM peak period, where a pick-up truck was traveling north on Fruitland Road turning right onto Barton Street, and failed to yield the right of way. The driver was at fault in this collision

1.1.1.4 Speed Analysis

Speed data was also collected as part of the automated traffic counts for the years 2006 through 2009. **Figure 7** shows the 85th percentile speeds based on the automated traffic counts. The 85th percentile speeds were close to 60 km/h in 2006, increasing to between 64 – 66 km/h in 2007, before dipping slightly in 2008 to between 62 – 65 km/h. Again there is an increase in speed between 63 – 67km/h in 2009.The 85th percentile speeds in the northbound lanes were consistently higher than the southbound lanes, possibly due to northbound drivers increasing their speed in anticipation of the higher posted speeds north of Barton Street. As a whole, the 85th percentile speeds are significantly higher than the 50 km/h posted speed on this section of road and higher than would be expected for a minor arterial road according to the 1999 TAC Geometric Design Guide for Canadian Roads.

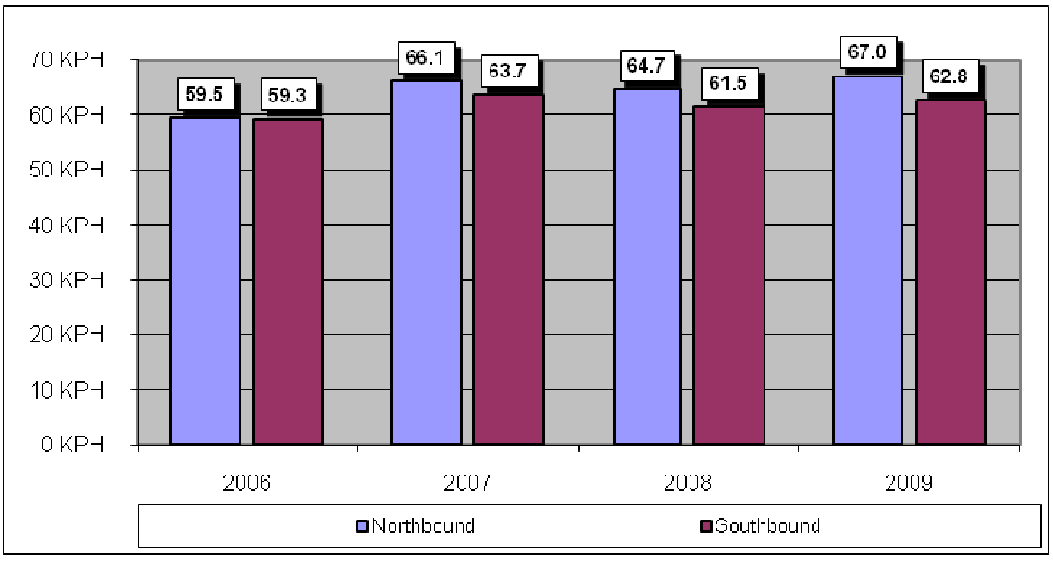


Figure 7 85th percentile speeds on Fruitland Road

1.1.2 Future Traffic Operations

In order to calculate future traffic volume growth as accurately as possible, AECOM referred to the Council endorsed S*toney Creek Urban Boundary Expansion (SCUBE) Area Transportation Master Plan (Phases 1 & 2) Study Report*, dated November 2008, prepared for the City of Hamilton by Dillon Consulting Ltd. The SCUBE Area Master Plan study was undertaken to analyze and evaluate the transportation system that would be required in order to accommodate the urban boundary expansion into the lands east of Fruitland Road toward the Hamilton / Niagara border near Fifty Road. This study

examined the future potential growth in two scenarios; Minimum population and employment and Maximum population and employment, and utilized the City's EMME/2 AM peak hour transportation model with a sub-area model for the SCUBE area to estimate travel demand.

In order to be conservative in our projections, AECOM utilized the volume data from the Maximum population and employment scenario. The "Future 2021 AM Peak Hour Turning Movement Volumes", which is Figure 13 in the SCUBE document, illustrates the projected turning movement volumes at the intersections of Highway 8 and Fruitland Road and Barton Street and Fruitland Road. AECOM utilized the existing turning movement count volume data from each of these intersections to calculate the average growth rate per year that the SCUBE model utilized. The resultant growth rate was 3.6% per annum. This growth rate was then applied to our 5- and 10-year horizons to forecast the 2014 and 2019 turning movement volumes at the Study Area intersections. A quick comparison with the 2021 volumes from the SCUBE document indicated that our forecasts are in line with those in the master plan.

Intersection capacity analysis was conducted for the horizon year 2014 and 2019 with the projected traffic volumes.

In addition to completing capacity analysis at each study area intersections operational issues have also been identified and recommended the geometric improvements where required for future traffic conditions.

1.1.2.1 Analysis for the Horizon Year 2014

The summaries of volume to capacity ratios, delay and level of service from the Synchro software for the horizon year 2014 is shown in **Table 3**.

The results of the 2014 AM and PM peak hour operational analysis of the study area intersections indicates that the intersections of Barton Street and Fruitland Road, Highway 8 and Dewitt Road and Highway 8 and Jones Road are operating at or over capacity for certain left-turn and shared through/through-right movements during the AM and PM peak periods and also the former intersection is failing (overall LOS F) during the AM peak period. Rest of the intersections are operating relatively well with acceptable LOS E or better.

Table 3 2014 AM and PM Peak Hour Operational Analysis of the Study Area Intersections

Intersection	Traffic Control	Approach / Movement		Weekday AM				Weekday PM			
				v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS	v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS
Barton St & Fruitland Rd	Signalized	EB	L	1.31	184	129	F	1.21	152	109	F
			T T/R	0.16	16	15	B	0.21	21	22	C
		WB	L	0.33	33	15	C	0.32	35	19	D
			T T/R	0.56	34	30	C	0.65	40	43	D
		NB	L	0.50	19	21	B	0.45	18	17	B
			T/R	0.73	20	121	C	0.39	13	58	B
		SB	L	0.54	17	36	B	0.23	12	19	B
			T/R	1.06	74	213	E	1.14	101	298	F

Intersection	Traffic	Approach /		Weekday AM				Weekday PM			
		OVERALL		DELAY= 68SEC, V/C RATIO = 1.12, LOS=E				DELAY= 72SEC, V/C RATIO = 1.13, LOS=E			
Sherwood Park Rd & Fruitland Rd	Unsignalized	EB	L/R	0.12	13	3	B	0.13	12	3.3	C
		NB	L	-	8	0.1	A	0.04	8	1	A
			T	0.30	0	0	A	0.18	0	0	A
		SB	T/R	0.16	0	0	A	0.35	0	0	A
		OVERALL		DELAY=1SEC, LOS=A				DELAY=1SEC, LOS=A			
Highway 8 & Fruitland Rd	Signalized	EB	L	0.82	33	99	C	0.66	18	38	B
			T	0.35	9	53	A	0.41	11	49	B
			R	0.02	10	2	B	0.03	12	2	B
		WB	L	0.03	5	3	A	0.03	4	3.5	A
			T	0.50	8	79	A	0.45	7	75	A
			R	0.09	5	6	A	0.09	4	6	A
		NB	L	0.28	31	12	C	0.17	31	5.4	C
			T/R	0.19	29	17	C	0.08	29	8.5	C
		SB	L	0.66	41	34	D	0.46	33	25.5	C
			T/R	0.24	29	19	C	0.66	39	48	D
		OVERALL		DELAY=19SEC, V/C RATIO =0.78, LOS=B				DELAY=19SEC, V/C RATIO =0.66, LOS=B			
Highway 8 & Dewitt Rd.	Signalized	EB	L	2.13	558	134	F	0.94	83	81	F
			T/TR	0.74	31	72	C	1.01	62	133.5	E
		WB	L	0.52	46	19	D	1.72	408	56	F
			T/TR	1.26	159	119	F	1.12	106	112	F
		NB	L	1.07	99	87	F	0.39	15	22	B
			T/R	0.18	10	14	A	0.08	9	9	A
		SB	L	0.13	20	12	B	0.12	20	13	B
			T/R	0.82	41	109	D	0.59	28	70	C
		OVERALL		DELAY=135 SEC, V/C RATIO =1.33, LOS= F				DELAY= 80 SEC, V/C RATIO =0.92, LOS= E			
Highway 8 & Jones Rd.	Unsignalized	EB	L	0.03	8	0.7	A	0.06	9	1.5	A
			T/R	0.02	0	0	A	0.30	0	0	A
		WB	L	0.37	9	13	A	0	0	0	A
			T/R	0.03	0	0	A	0.33	0	0	A
		NB	L	0.01	50	0.3	E	0.01	37	0.2	E
			T/R	0.01	26	0.3	D	0	0	0	A
		SB	L	0.34	66	10	F	0.45	46	16	E
			T/R	0.06	10	2	A	0.19	14	5	B
		OVERALL		DELAY= 10 SEC, LOS= B				DELAY=4 SEC, LOS= A			
Barton St. & Dewitt Rd.	Signalized	EB	L	0.10	6	6	A	0.09	7	6	A
			T/TR	0.23	6	17	A	0.02	7	3.3	A
		WB	L	0.20	7	12	A	0.22	9	24	A
			T/TR	0.32	7	28	A	0.52	11	70	B

Intersection	Traffic	Approach /		Weekday AM				Weekday PM			
		NB	L	0.70	30	29.5	C	0.58	27	28	C
			T/R	0.31	19	16	B	0.14	19	13.6	B
		SB	L/T/R	0.57	23	29	C	0.77	31	74	C
		OVERALL		**DELAY= 13 SEC, V/C RATIO =0.44, LOS= B**				**DELAY= 17 SEC, V/C RATIO =0.60, LOS= B**			
Barton St. & Jones Rd.	Unsignalized	EB	L/T/R	0.03	1	1	A	0.01	1	0.1	A
		WB	L/T/R	0.01	1	0.2	A	0.02	1	0.5	A
		NB	L/T/R	0.36	23	12	C	0.18	18	4.9	C
		SB	L/T/R	0.31	19	10	C	0.37	19	12.6	C
		OVERALL		**DELAY= 5SEC, LOS= A**				**DELAY= 5 SEC, LOS= A**			

1.1.2.2 Analysis for the Horizon Year 2019

The summaries of volume to capacity ratios, delay and level of service from the Synchro software for the horizon year 2019 is shown in **Table 4**.

The results of the 2019 AM and PM peak hour operational analysis of the study area intersections indicates that the intersections of Barton Street and Fruitland Road, Highway 8 and Dewitt Road, Highway 8 and Barton Street, and Highway 8 and Jones Road are operating at or over capacity for certain left-turn and shared through/through-right movements during the AM and PM peak periods and also the former two intersection are failing (overall LOS F) during both the AM and PM peak period. Rest of the intersections are operating relatively well with acceptable LOS.

Table 4 2019 AM and PM Peak Hour Operational Analysis of the Study Area Intersections

Intersection	Traffic Control	Approach / Movement		Weekday AM				Weekday PM			
				v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS	v/c Ratio	Delay (sec)	95th %'ile Queue (m)	LOS
Barton St & Fruitland Rd	Signalized	EB	L	1.30	173	164	F	1.23	148	113	F
			T T/R	0.17	14	16	B	0.22	15	19	B
		WB	L	0.36	34	18	C	0.34	28	18	C
			T T/R	0.65	37	39	D	0.65	31	42	C
		NB	L	0.91	112	33	F	0.46	19	18	B
			T/R	1.00	60	209	E	0.53	16	74	B
		SB	L	1.51	306	56	F	0.37	14	26	B
			T/R	1.47	247	312	F	1.57	285	348	F
		OVERALL		**DELAY=144SEC, V/C RATIO = 1.35, LOS= F**				**DELAY= 142SEC, V/C RATIO = 1.39, LOS= F**			
Sherwood Park Rd & Fruitland Rd	Unsignalized	EB	L/R	0.17	15	5	C	0.20	21	5.4	C
		NB	L	-	8	0.1	A	0.05	9	1.2	A
			T	0.36	0	0	A	0.22	0	0	A
		SB	T/R	0.19	0	0	A	0.42	0	0	A
		OVERALL		**DELAY=1SEC, LOS=A**							

Intersection	Traffic	Approach /		Weekday AM				Weekday PM			
Highway 8 & Fruitland Road	Signalized	EB	L	1.20	135	117	F	1.03	53	46	D
			T	0.43	12	56	B	0.53	15	51	B
			R	0.02	13	1.5	B	0.04	17	2	B
		WB	L	0.04	5	4	A	0.05	6	4.4	A
			T	0.61	11	108	B	0.56	11	92	B
			R	0.10	6	6.5	A	0.11	7	7	A
		NB	L	0.35	30	14	C	0.20	27	6.5	C
			T/R	0.21	28	19	C	0.07	24	9.5	C
		SB	L	0.73	44	40	D	0.43	28	30	C
			T/R	0.28	28	21	C	0.87	51	98.8	D
		OVERALL		**DELAY=17SEC, V/C RATIO =0.72, LOS=B**				**DELAY=16SEC, V/C RATIO =0.46, LOS=B**			
Highway 8 & Dewitt Rd.	Signalized	EB	L	2.55	741	162	F	1.12	133	65	F
			T/TR	0.89	41	102	D	1.22	138	174	F
		WB	L	0.90	112	25	F	2.03	534	61	F
			T/TR	1.50	266	147	F	1.34	193	142	F
		NB	L	1.27	173	110	F	0.52	19	26	B
			T/R	0.23	11	21	B	0.11	9	12	A
		SB	L	0.17	20	14	C	0.15	20	14	B
			T/R	1.05	82	152	F	0.72	33	89.5	C
		OVERALL		**DELAY=202 SEC, V/C RATIO =1.59, LOS= F**				**DELAY= 142 SEC, V/C RATIO =1.11, LOS= F**			
Highway 8 & Jones Rd.	Unsignalized	EB	L	0.12	10	3	B	0.08	9	2	A
			T/R	0.30	0	0	A	0.36	0	0	A
		WB	L	-	0	0	A	0	0	0	A
			T/R	0.44	0	0	A	0.40	0	0	A
		NB	L	0.03	50	0.6	F	0.03	60	0.8	F
			T/R	0.02	24	0.5	C	0	0	0	A
		SB	L	0.38	65	12	F	0.79	112	33	F
			T/R	0.16	17	4.4	C	0.27	16	8	C
		OVERALL		**DELAY=3 SEC, LOS= A**				**DELAY=8 SEC, LOS= B**			
Barton St. & Dewitt Rd.	Signalized	EB	L	0.15	7	8	A	0.14	9	7	A
			T/TR	0.30	8	26	A	0.02	8	3.6	A
		WB	L	0.28	10	18	A	0.28	11	31.4	B
			T/TR	0.41	9	41	A	0.66	15	100.4	B
		NB	L	0.78	36	36	D	0.65	29	34	C
			T/R	0.36	19	19	B	0.16	17	14.5	B
		SB	L/T/R	0.63	24	36	C	0.81	32	88.9	C
		OVERALL		**DELAY= 11 SEC, V/C RATIO =0.31, LOS= B**				**DELAY= 19 SEC, V/C RATIO =0.72, LOS= B**			
Bart	Unsi-	EB	L/T/R	0.04	1	1	A	0.01	1	0.2	A

Intersection	Traffic	Approach /		Weekday AM				Weekday PM			
		WB	L/T/R	0.01	1	0.2	A	0.03	1	0.6	A
		NB	L/T/R	0.55	36	23	E	0.27	23	8	C
		SB	L/T/R	0.46	28	18	D	0.54	28	23	D
		OVERALL		**DELAY= 8 SEC, LOS= B**				**DELAY= 7 SEC, LOS= B**			

1.1.3 Summery

1.1.3.1 Road Safety

The review of the collision analysis shows that the following two intersections are experiencing high collisions compared to the other locations within the study area:

- Fruitland Road and Barton Street; and
- Fruitland Road and Highway 8

As revealed from the 85th percentile speed, which is above the posted speed limit, speeding could be an issue of these collision occurrences.

1.1.3.2 Existing Traffic Operations

The results of the 2009 AM and PM peak hour operational analysis of the study area intersections indicates that the intersection of Highway 8 and Dewitt Road is operating at or over capacity for certain left-turn movements during the AM and PM peak periods. Otherwise, overall the intersections are operating relatively well with acceptable LOS E or better.

1.1.3.3 Future Traffic operations

The results of the 2014 AM and PM peak hour operational analysis of the study area intersections indicates that the intersections of Barton Street and Fruitland Road, Highway 8 and Dewitt Road and Highway 8 and Jones Road are operating at or over capacity for certain left-turn and shared through/through-right movements during the AM and PM peak periods and also the former intersection is failing (overall LOS F) during the AM peak period. The remaining intersections are operating relatively well with acceptable LOS E or better.

The results of the 2019 AM and PM peak hour operational analysis of the study area intersections indicates that the intersections of Barton Street and Fruitland Road, Highway 8 and Dewitt Road, and Highway 8 and Jones Road are operating at or over capacity for certain left-turn and shared through/through-right movements during the AM and PM peak periods and also the former two intersection are failing (overall LOS F) during both the AM and PM peak period. The remaining intersections are operating relatively well with acceptable LOS E or better.

Some additional capacity could be provided to the intersections which are failing under the future traffic condition through adding dedicated right/left turn lanes to the critical movements.

Appendix C

- Natural Heritage Assessment Report

Hamilton

NATURAL HERITAGE ASSESSMENT

of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8
City of Hamilton

June 2010
City of Hamilton
09-1881

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1. INTRODUCTION

The City of Hamilton is currently preparing a Fruitland-Winona Secondary Plan to determine the land use and associated policies to guide development of its Study Area, a portion of which includes lands between Fruitland Road and Glover Road, between Barton Street to the north and Highway 8 to the south. In addition, a Class Environmental Assessment (EA) is underway for improvements to Fruitland Road between Highway 8 and Barton Street. Dillon Consulting Limited (Dillon) was retained by the City of Hamilton to undertake an assessment of natural heritage features for the above lands. The Study Area and key map are shown in **Figure 1.1**.

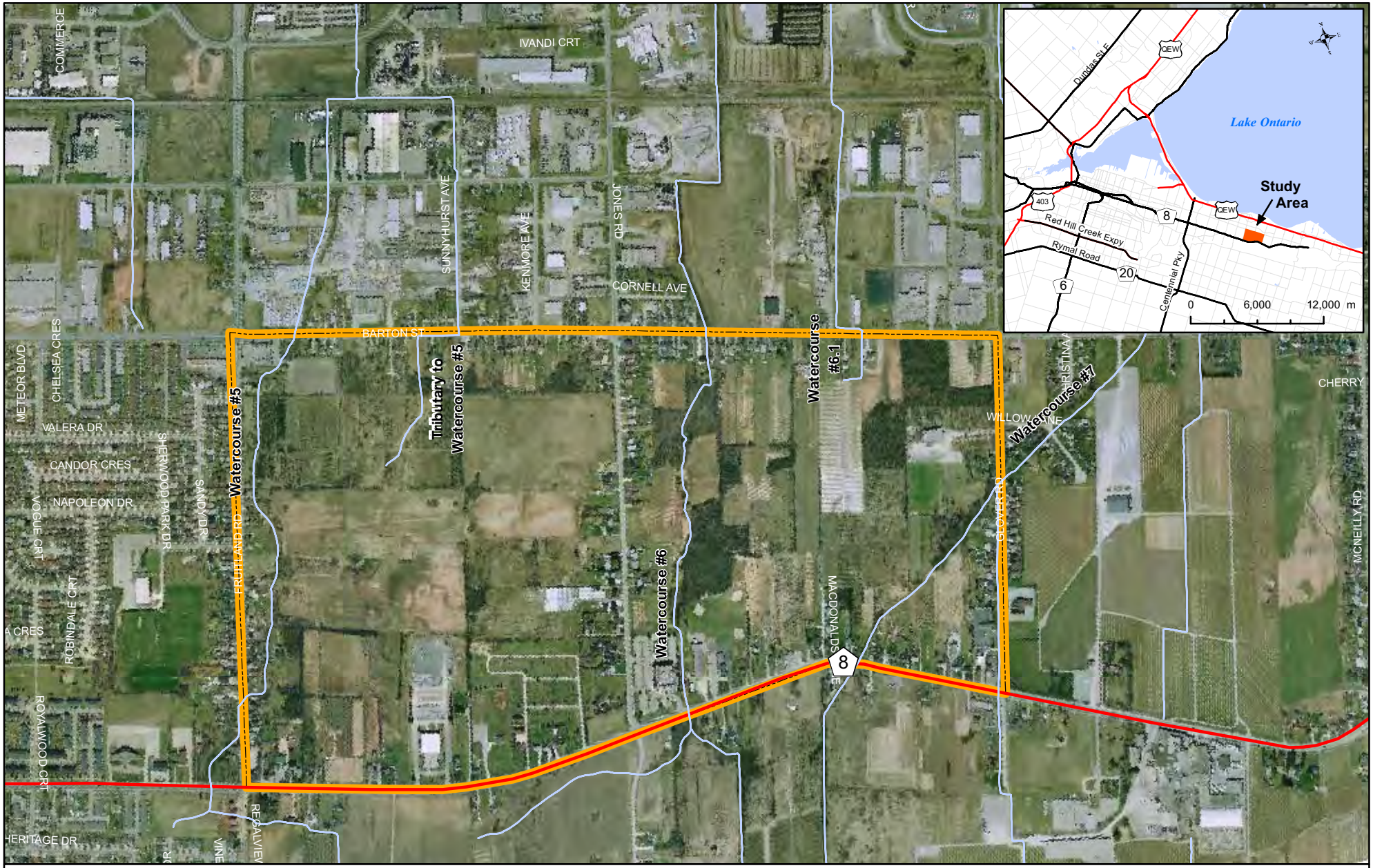
The purpose of this report is to serve the following primary objectives:

- To collect and present natural heritage information within the Study Area for the purposes of assisting City planning staff with the identification of natural environment constraints for the Fruitland-Winona Secondary Plan; and
- To present natural heritage information, potential impacts and mitigation considerations associated with the Fruitland Road proposed alternative corridors for the purposes of the Fruitland Road Class EA.

2. METHODS

2.1 Background Review - Natural Heritage Features and Designations

Consultation with the Ontario Ministry of Natural Resources (MNR) (Art Timmerman – Guelph District Fish and Wildlife Biologist, Anne Yagi – Niagara Area Fish and Wildlife Biologist, Joad Durst – Niagara Area Office) and the Hamilton Conservation Authority (Shari Faulkenham – Ecologist, Tawnia Martel – Assistant Ecologist) was conducted as part of the initial background review. Information regarding Study Area natural features, relevant reports and digital mapping was requested and received from the Hamilton Conservation Authority. Response from the MNR was not received at the time of writing. A search of the Natural Heritage Information Centre (NHIC) database was conducted to confirm the presence or absence of designated Natural Areas (i.e. ANSI, ESA, Conservation Areas, etc.) within the Study Area. In addition, mapping showing the distribution of fish species at risk, as provided by Fisheries and Oceans Canada (DFO), were reviewed.



Natural Heritage Assessment of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8, City of Hamilton
Figure 1.1: Study Area

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Legend

- Highway
- Watercourse
- Study Area

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Relevant background reports reviewed included:

- City of Hamilton Watercourse 5 & 6 Class Environmental Assessment Study Draft Report (Dillon, 2007);
- Urban Hamilton Official Plan (City of Hamilton, 2009);
- Aquatic Habitat and Fisheries Impact Assessment – Watercourses 5, 6, 7, and 9 prepared for the City of Stoney Creek (SNC Lavalin, December 1991);
- Watercourse No. 7 – Creek System Improvements Class EA prepared for the City of Hamilton (Philips Engineering Limited, 2003);
- The Ontario Greenbelt Plan (MMAH, 2005); and
- Nature Counts Project – Hamilton Natural Areas Inventory 2003 (Dwyer, 2003).

2.2 Ecological Land Classification

During field investigations, which took place on August 6-7, 2009, vegetation communities were characterized using the MNR's Ecological Land Classification System for Southern Ontario (Lee *et al.* 1998). MNR vegetation type classification codes encompass the range of natural and cultural communities across southern Ontario as defined by their updated classification list as of December 2008. Natural and cultural vegetation community boundaries were determined through the review of aerial photography, and then further refined through on-site soil and vegetation studies.

Field data collection was undertaken in order to classify and map ecological communities to the vegetation level. The ELC system recommends that a vegetation community be a minimum of 0.5 ha in size before it is defined. Patches of vegetation less than 0.5 ha or disturbed/planted vegetation were occasionally described to the community level. In some instances, where vegetation is less than 0.5 ha, but appeared relatively undisturbed and clearly fits within an ELC vegetation type, the more refined classification was used. Where appropriate, a cultural classification was provided for dominant land uses in the Study Area, which help describe the natural environment. These cultural classifications are not meant to be consistent with or describe Official Plan Land Use or Zoning by-law designations.

Vegetation surveys involved identifying the dominant species in each vegetation community type based on visual estimates of species abundances, or, in the case of accessible forest stands, by quantitative sampling using a factor 2-wedge prism. Soil

studies involved the examination of a 120 cm soil profile using a hand auger. Soil texture and moisture regime characteristics were documented. Other physical traits such as topography and slope were also noted, where relevant, within each community.

2.3 Botanical Survey

Botanical resources were assessed during the spring, summer and fall seasons, with surveys conducted on May 14 and 15, August 6 and 7 and September 10 and 11, 2009. Botanical surveys consisted of wandering transects through all available habitats to determine species presence within the Study Area. Plant species were documented by ELC communities and a complete list, including the status of individual species, is presented. Species nomenclature is based on the Ontario Plant List (Newmaster *et al.* 1998).

2.4 Amphibians

Amphibian monitoring followed the Marsh Monitoring Program protocol (Bird Studies Canada, 1994). Monitoring was conducted on three different occasions (April 17, May 13, June 9, 2009) during the spring breeding season with consideration for the calendar date and environmental conditions (i.e. temperature). Surveys involved standing at a station for 3 minutes and listening for frog calls. The calling activity of individuals estimated to be within 100m of the observation point were documented. All individuals beyond 100m were recorded as outside of the count circle and calling activity was not recorded. Calling activity was ranked using one of the following three abundance code categories:

Code 1: Calls not simultaneous, number of individuals can be accurately counted;
Code 2: Some calls simultaneous, number of individuals can reliably be estimated;
Code 3: Calls continuous and overlapping, number of individuals cannot be estimated.

In areas where appropriate habitat existed vernal pools were examined for egg masses and amphibian larvae, and if necessary, sampled with a dip net.

Five amphibian monitoring stations were surveyed during the first of three surveys conducted during the spring, see Amphibian Monitoring Stations 1 to 5 on **Figure 2.1**. After broader land access was permitted, seven more monitoring stations were added to

accommodate the larger Study Area, resulting in twelve stations in total, shown on **Figure 2.1**.

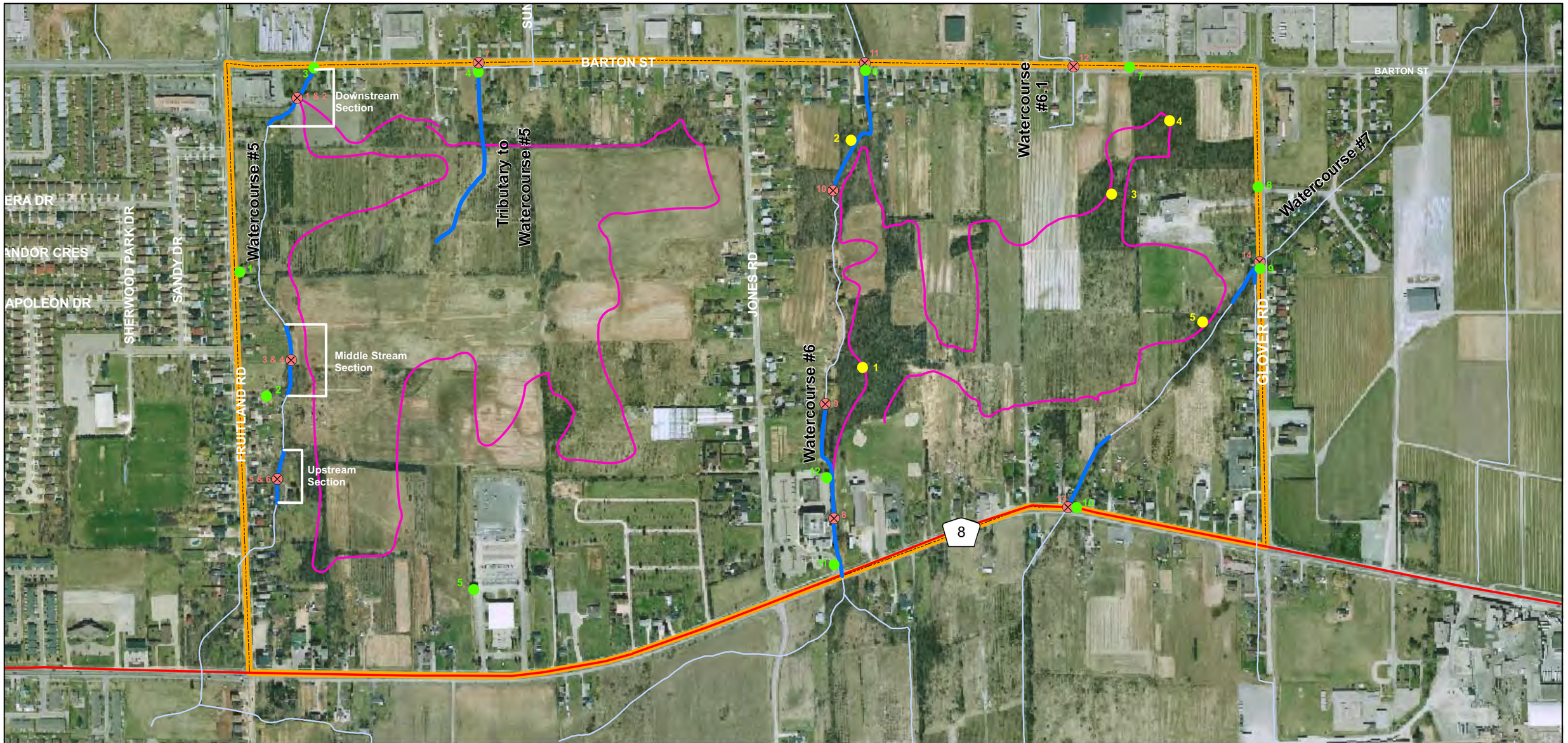
2.5 Wildlife Surveys

Breeding bird surveys were conducted in the Study Area on May 26th and 27th, and June 22nd and 23rd, 2009, with a total of 16 person-hours spent documenting the breeding bird community.

Surveys combined point count with area search methodology, which followed the Ontario Breeding Bird Atlas Guide for Participants (2001), to develop an overall species list for the Study Area. Five ten-minute fixed/non-fixed radius point counts were used to establish quantitative estimates of bird abundance in major habitat types of the Study Area. Point counts were sufficiently spaced (i.e. 100m from the edge of a habitat, spaced 250m apart in forested habitats and 500 m apart in open habitats so they did not overlap). For all point count locations, a GPS coordinate in NAD 83 was documented. Area searches were conducted by visiting each major habitat type during the breeding season, primarily between dawn and 5hrs after sunrise. Locations of point counts and area search routes are indicated on **Figure 2.1**. A summary list of all bird species encountered has been compiled and is presented.

The assessment was used in conjunction with historical rare bird species accounts from the NHIC and Ontario Breeding Bird Atlas data to determine which species are likely to occur in the Study Area that are listed under the federal *Species at Risk Act*, provincial *Endangered Species Act*, or that may otherwise be of management concern.

Wildlife species including mammals, lepidopterans and odonata, were recorded through incidental observations during all phases of field work in the Study Area and are reported herein.



Natural Heritage Assessment of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8, City of Hamilton
Figure 2.1: Terrestrial and Fisheries Survey Locations

Legend

- Bird Point Count Locations
- Bird Area Search Routes
- Amphibian Survey Locations
- Aquatic Locations (Photo Number)
- Reaches Investigated
- Study Area
- Highway
- Watercourse

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2.6 Fisheries Survey

Fisheries field work was conducted on May 25, 2009. Due to site access issues and the overall length of Watercourse #5, three (3) representative reaches were selected and investigated in detail. They are known herein as the "Downstream Section", "Middlestream Section", and "Upstream Section." For these sections, watercourse field record forms and habitat map forms were used to record detailed information, and photographs were taken to show existing conditions. General notes and photographs were taken at key points along Watercourse #6 and #7 to document their features and functions within the Study Area.

Fish community surveys were conducted in the Watercourse #5 system, where conditions permitted, using a Model HT 2000B backpack electrofishing unit.

The results of the review of background information and field investigations were compared and used to summarize existing fish habitat conditions and to confirm the status of the fishery in each system (i.e., direct, indirect, or not fish habitat). In addition, this information was used to identify constraints to development, potential impacts from surrounding development, and appropriate mitigation measures necessary to protect the watercourses.

2.7 Species at Risk

Several sources, including: the NHIC database; the Atlas of Mammals of Ontario (Dobbyn, 1994); the Ontario Herpetofaunal Atlas (Oldham and Weller, 2000); the Ontario Breeding Bird Atlas (2001-2005); the federal *Species at Risk Act* (SARA) Public Registry (http://www.sararegistry.gc.ca/default_e.cfm); and the provincial species at risk (SAR) list (http://www.mnr.gov.on.ca/MNR/speciesatrisk/status.html) formed the basis to establish the possible presence of species at risk in or immediately adjacent to the Study Area. Consultation with the Hamilton Conservation Authority also occurred. The MNR was contacted for this study but no response was received at the time of writing this report.

3. RESULTS

3.1 Natural Heritage Features and Designations

Through consultation with Hamilton Conservation Authority and a search of the NHIC database, no designated Natural Areas (i.e. ANSI, ESA, Conservation Areas, etc.) were found within or directly adjacent to the Study Area. According to the Hamilton Conservation Authority, they do not have species or habitat information for the Study Area.

Review of the City of Hamilton Watercourse 5 & 6 Class Environmental Assessment Study Draft Report (Dillon 2007) found correspondence records outlining aquatic and terrestrial features within the Study Area. It is noted that, DFO and MNR have identified Watercourses #5, 6 and 6.1 as fish habitat. However, the Hamilton Conservation Authority also states that due to perched culverts at the watercourse outlets to Lake Ontario, it is unlikely that they directly support a fish population, but they contribute as indirect fish habitat. In addition, communication with MNR for the aforementioned study revealed that no fisheries information exists for these particular watercourses (#5, 6 and 6.1).

Dillon (2007) confirmed with the MNR that no provincially significant wildlife usage, woodlots, wetlands, or species at risk currently exist within the watercourse #5 & #6 Study Area which overlaps partially with the current Study Area. Further information specifically relating to these watercourses and their associated aquatic habitat can be found in Section 3.6 of this report.

Review of the Urban Hamilton Official Plan found that the Study Area is included entirely within the urban boundary. Schedule B – Natural Heritage System of the Urban Official Plan identifies *Core Areas*. Core Areas include key natural heritage features and key hydrologic features of the Greenbelt Plan as well as other locally and provincially significant natural areas that have been identified within and outside the Greenbelt Plan Area. Local natural areas to be included as core areas are specifically identified by Schedules B1-8 - Detailed Natural Heritage Features. See **Appendix A** for all Urban Hamilton Official Plan Schedules referred to in this report.

Two *Core Areas* are located along Watercourse #6 and four *Linkage* areas are scattered within the eastern block of the Study Area (see **Figure 3.1**). The two *Core Areas* are

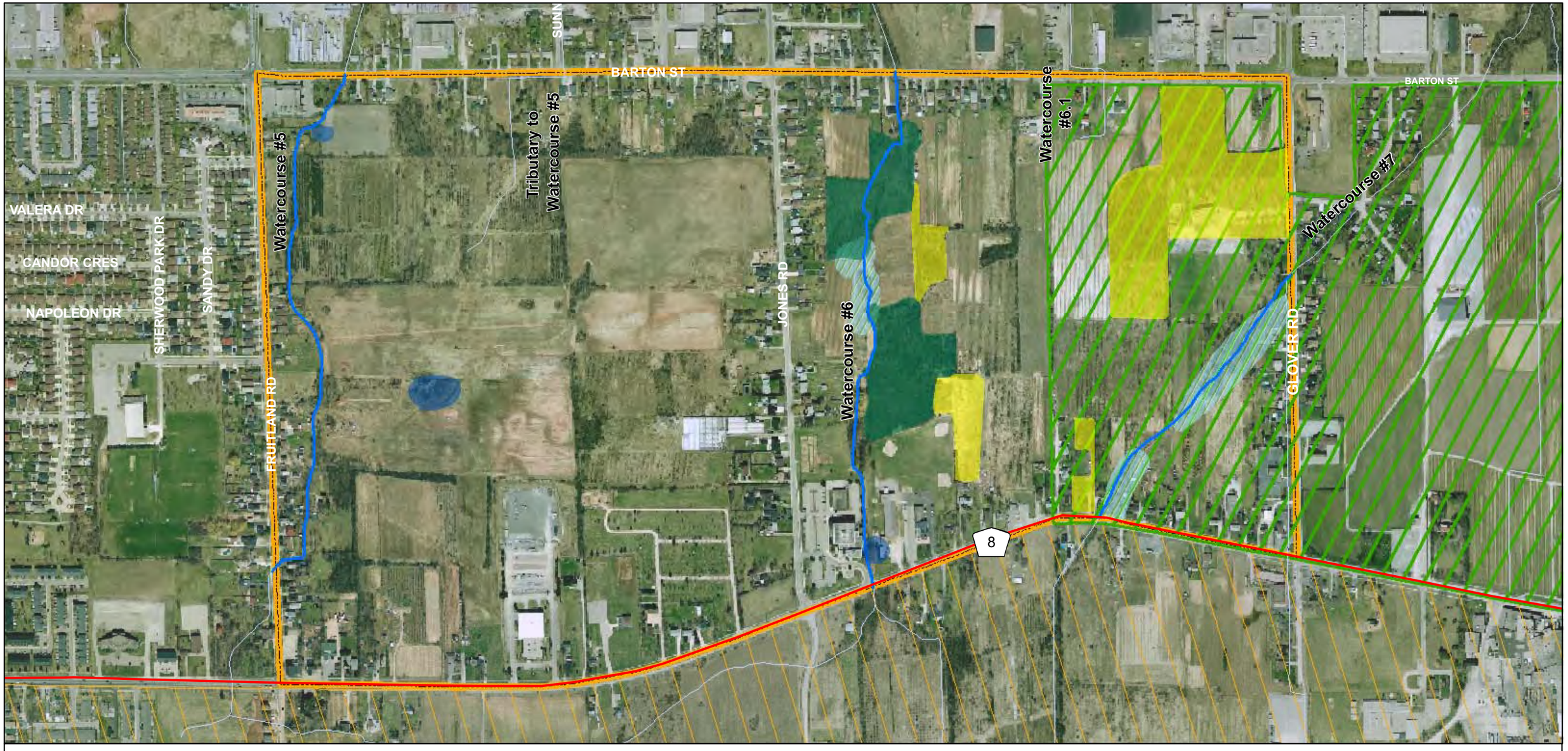
further defined on Schedules B-2 and B-4, comprised of two significant woodlands and one wetland. Additionally, Schedules B2 and B4 show a little woodland and two smaller wetlands located along Watercourse #7. Schedules B-5 and B-8 identify *Key Littoral Zones* and *Key Stream Features*, respectively. Within the Study Area, there are three small *Littoral Zone Features* within the western block and Watercourses #5, 6 and 7 are designated as *Key Stream Features* (see **Figure 3.1**).

A portion of the Study Area is also included in the Greenbelt Plan area. The property known as Concession 2, Lot 11 is designated as *Protected Countryside* under the Greenbelt Plan (see **Figure 3.1**). The Greenbelt designated area within this property is bounded by Barton Street to the north, Glover Road to the east, Highway 8 to the south and Concession 2, Lot 13 to the west. Section 4.0 of the Greenbelt Plan (MMAH 2005) outlines the general policies relating land uses for *Protected Countryside* areas.

Immediately adjacent to the Study Area, south of Highway 8, the Niagara Escarpment Planning Area occurs (see **Figure 3.1**). This section of the Niagara Escarpment Planning Area is designated as Protection Area (Schedule A – Rural Hamilton Official Plan). Land use for this area is designated as Specialty Crop (Schedule D – Rural Hamilton Official Plan).

3.2 Ecological Land Classification

The Study Area is comprised of a mixture of natural and cultural vegetation communities, ranging from deciduous forest/swamps to agricultural fields. With information gathered during field studies, vegetation communities were mapped on aerial photography according to ELC nomenclature to graphically represent the specific spatial pattern in the vegetation cover according to species composition, physiognomy, and physical site characteristics (see **Figure 3.2**).



Natural Heritage Assessment of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8, City of Hamilton
Figure 3.1: Natural Features Background Information

Legend

Key Natural Heritage Feature
- Core Areas/Significant Woodlands
- Linkage

Key Hydrologic Feature
- Wetland
- Lakes & Littoral Zones
- Streams
- Highway
- Watercourse
- Protected Countryside
- Niagara Escarpment Plan Area
- Study Area

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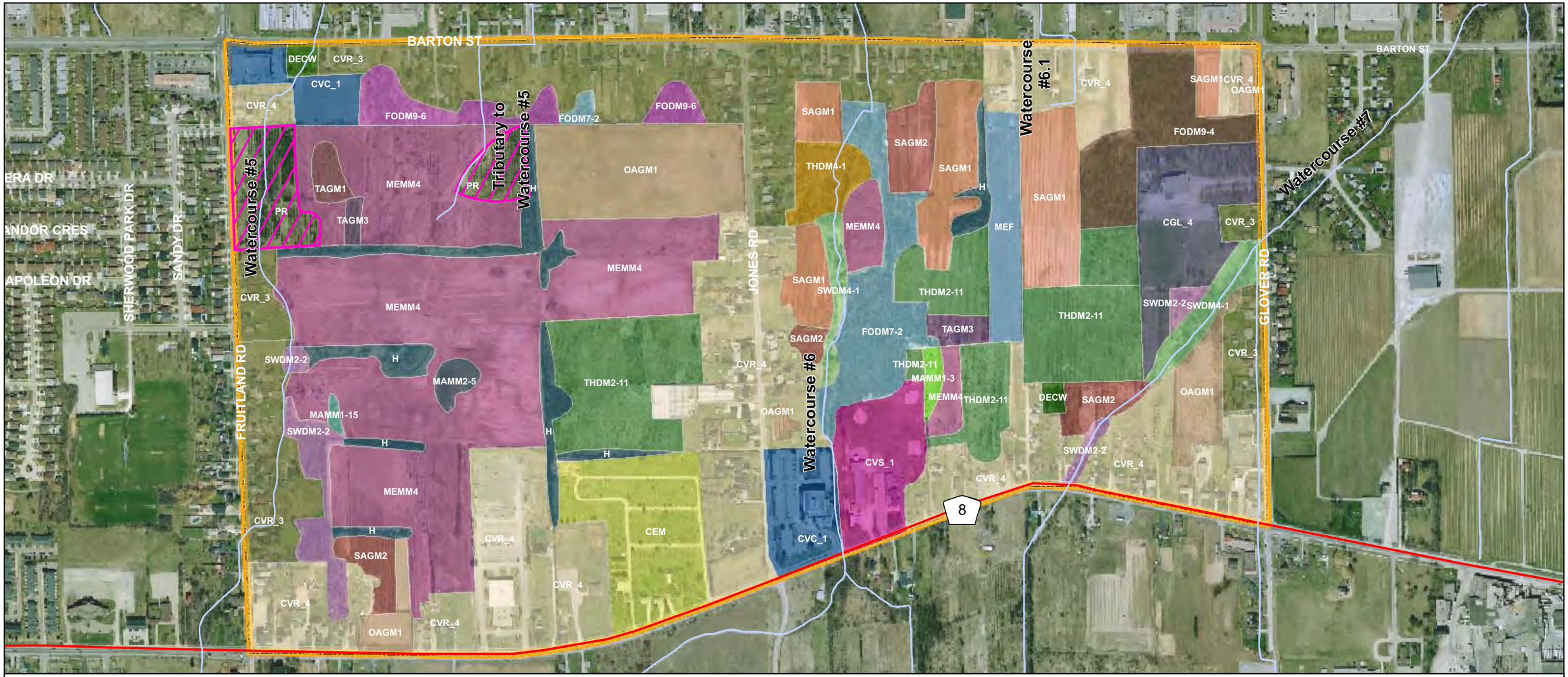

Natural Heritage Assessment of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8, City of Hamilton
Figure 3.2 Ecological Land Classification

Legend

- CEM: Cemetery
- CGL_4: Recreational
- CVC_1: Business Sector
- CVR_3: Single Family Residential
- CVR_4: Rural Property
- CVS_1: Education
- DECW: Deciduous Woodlot
- FODM7-2: Green Ash Hardwood Lowland Deciduous Forest
- FODM9-4: Fresh Moist Shagbark Hickory Deciduous Forest
- FODM9-6: Fresh Moist Oak-Hardwood Deciduous Forest
- H: Hedgerow
- MAMM1-15: Bulrush Graminoid Mineral Meadow Marsh
- MAMM1-3: Reed Canary Grass Graminoid Mineral Meadow Marsh
- MAMM2-5: Purple Loosestrife Forb Meadow Marsh
- MEF: Forb Meadow
- MEMM4: Fresh-Moist Mixed Meadow
- OAGM1: Annual Row Crops
- PR: Plantation Removed
- SAGM1: Vineyard
- SAGM2: Orchard
- SWDM2-2: Green Ash Mineral Deciduous Swamp
- SWDM4-1: Willow Mineral Deciduous Swamp
- TAGM1: Coniferous Plantation
- TAGM3: Deciduous Plantation
- THDM2-11: Hawthorn(dogwood/ buckthorn) Deciduous Shrub Thicket
- THDM4-1: Native Deciduous Regeneration Thicket
- Highway
- Watercourse
- Study Area

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Eleven distinct ELC communities within the Study Area limits were identified to the vegetation level. These include:

- Fresh-Moist Green Ash Hardwood-Lowland Deciduous Forest (FODM7-2);
- Fresh-Moist Shagbark Hickory Deciduous Forest (FODM9-4);
- Fresh-Moist Oak – Hardwood Deciduous Forest (FODM9-6);
- Fresh-Moist Mixed Meadow (MEMM4);
- Bulrush Gaminoid Mineral Meadow Marsh (MAMM1-15);
- Purple Loosestrife Forb Mineral Meadow Marsh (MAMM2-5);
- Reed Canary Grass Graminoid Mineral Meadow Marsh (MAMM1-3);
- Green Ash Mineral Deciduous Swamp (SWDM2-2);
- Willow Mineral Deciduous Swamp (SWDM4-1);
- Hawthorn (Dogwood/Buckthorn) Deciduous Shrub Thicket (THDM2-11);
- Native Deciduous Regeneration Thicket (THDM4-1);

Areas classified to the ELC community level documented in the Study Area include:

- Deciduous Woodlot (DECW)
- Forb Meadow (MEF);

Cultural areas documented in the Study Area include:

- Annual Row Crop (OAGM1);
- Vineyard (SAGM1);
- Orchard (SAGM2);
- Coniferous Plantation (TAGM1);
- Deciduous Plantation (TAGM3); and
- Hedgerow (H).

According to the NHIC, vegetation units surveyed in the Study Area are considered Secure in the province of Ontario (S5). For a couple of naturally occurring vegetation classifications, no provincial status was available. From our experience, these un-rated vegetation units are common in Ontario. See **Table 1** for detailed descriptions of each ELC community documented within the Study Area.

It should be noted that two tree plantation areas (2.50 ha and 1.08 ha) have been harvested in the recent past (See **Figure 3.2**). These plantation areas appear to have been removed within the last year as the land is devoid of successional vegetation. Also, one 1.44 ha forested area in the floodplain of Watercourse #6 that had been harvested approximately five to ten years ago and has regenerated into a native deciduous thicket community.

3.3 Botanical Survey

In total, 194 flora species were identified within the Study Area during the spring and early summer of 2009. A full list of plant species encountered during field surveys, including the status of individual species, is presented in **Table B.1** in **Appendix B.** Of these, 80 (41.2%) are listed as exotic or non-native species. No plants observed are listed species under the federal *Species at Risk Act* or the provincial *Endangered Species Act*. A total of 17 (8.8%) of the species encountered have a coefficient of conservatism of 6 or greater. To put that into context, the coefficients of conservatism (CC) ranges from 0 to 10 and represents an estimated probability that a plant is likely to occur in a landscape relatively unaltered from what is believed to be a pre-settlement condition. For example, a CC of 0 is given to plants such as Manitoba maple (*Acer negundo*), which have demonstrated little fidelity to undisturbed sites (i.e. may be found almost anywhere). Similarly, a CC of 10 is applied to plants like shrubby cinquefoil that are almost always restricted to a pre-settlement remnant (i.e. a high quality natural area). Introduced plants were not part of the pre-settlement flora, so no CC value is applied to these. The 17 species with a coefficient of conservatism of 6 or greater found within the Study Area include:

- Arrow-leaved aster (*Aster urophyllus*);
- Water arum (*Calla palustris*);
- Blue beech (*Carpinus caroliniana*);
- Shagbark hickory (*Carya ovata*);
- Blue bead lily (*Clintonia borealis*);
- Northern willow-herb (*Epilobium ciliatum ssp. glandulosum*);
- American beech (*Fagus grandifolia*);
- Spotted crane's-bill (*Geranium maculatum*);
- Small forget-me-not (*Myosotis laxa*);

Table 1 – Description of ELC Communities

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
DECW	Deciduous woodlot	-	This small woodlot consists of common buckthorn, red ash, domestic apple, Norway maple, hawthorn and gray dogwood.	This community is present alongside the hawthorn deciduous thicket and orchard in the eastern portion of the Study Area.
FODM7-2	Fresh-Moist Green Ash Hardwood-Lowland Deciduous Forest	Silty Clay; 3-4 moisture regime **Photo 20** in **Appendix C** (typical soil profile)	This mid-aged community's canopy and sub-canopy is dominated by red ash with rare occurrences of shagbark hickory, red oak and maple. Understory consists of bur oak, buckthorn and red ash. Jack'n pulpit, garlic mustard, enchanter's nightshade and spotted jewelweed are all present in groundcover.	This community is located along parts of the riparian corridor of Watercourse #6.
FODM9-4	Fresh-Moist Shagbark Hickory Deciduous Forest	Clay; 6 moisture regime	This mature community evenly contains shagbark hickory, bur oak and red oak. The understory contains red ash, red oak and white elm. Ground cover included Spotted Crane's Bill, jack'n pulpit, and Virginia creeper.	This community is located within the rural properties and vineyards in the northeastern portion of the Study Area.
FODM9-6	Fresh-Moist Oak – Hardwood Deciduous Forest	Silty clay loam; 5 moisture regime	The canopy of this naturally treed community's canopy is characterized by mature bur oak, white oak, red oak and shagbark hickory with a sub-canopy of red ask, trembling aspen and white elm. The understory is dominated by buckthorn with gray dogwood and pasture rose found occasionally.	This remnant mature forest community is a transition area between residential properties and agricultural fields in the northeastern section of the Study Area. A small green ash lowland forest (FODM7-2) was documented just east of

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
			The ground layer contains herbaceous species such as jack'n pulpit.	this community.
MEF	Forb Meadow	-	This forb meadow community consisted of common forb species such as wild carrot, red clover and goldenrods.	This community has a significantly lower percent composition of graminoid species than the mixed meadow community.
MEMM4 Inclusions: 1. MAMM1-15 2. MAMM2-5 & 3. MAMM1-3 **Photo 15** in **Appendix C**	Fresh-Moist Mixed Meadow Inclusions: 1. Bulrush Gaminoid Mineral Meadow Marsh 2. Purple loosestrife Forb Mineral Meadow Marsh & 3. Reed Canary Grass Graminoid Mineral Meadow Marsh	Clay; 6 moisture regime	The sparse canopy in this young community contains crabapple. The dominant understory consists of hawthorn, gray dogwood and rose species, while the ground layer is characterized by blue grass, barn grass, red top grass, wild carrot, red clover and timothy. Inclusion #1. This small bulrush meadow marsh has a dominant presence of hardstem bulrush. Other species present include purple loosestrife, barnyard grass, water plantain, curly dock, goldenrod and common cattail. Inclusion #2. Purple loosestrife dominates the area with common occurrences of common cattail. Other species include common reed, black bulrush, wild carrot, red osier dogwood. Inclusion #3. Monoculture of reed canary grass.	This large open community dominates large portions of the northwestern section of the Study Area. Inclusion #1. Evidence of standing water in the bulrush meadow marsh was present during September field work. Inclusion #2. This small purple loosestrife meadow marsh has a high presence of alien species No standing water was evident within the marsh in September. Inclusion #3. This meadow marsh vegetation community is a wet depression in the topography. .

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
OAGM1	Annual Row Crop	-	Cropland (e.g. soy, lettuce, etc.)	Active agricultural areas.
SAGM1 **Photo 16** in **Appendix C**	Vineyard	-	Vineland crop (e.g. grape)	Active agricultural areas.
SAGM2	Orchard	-	Orchard crop (e.g. apple, pear, etc.)	Active agricultural areas.
SWDM2-2 Inclusion: 1.SWDM4-1 **Photo 18** in **Appendix C**	Green Ash Mineral Deciduous Swamp Inclusion: 1. Willow Mineral Deciduous Swamp	Clay; 6 moisture regime	This natural wetland system's canopy is dominated by red ash with occasional presence of bur oak, white willow and Manitoba maple. The understory contains buckthorn, red ash and gray dogwood. The ground layer includes buckthorn, spotted jewelweed and common strawberry. 1. This is a willow swamp riparian community which occupies the banks of watercourse #6 and 7.	The green ash and willow mineral deciduous swamp vegetation types are the most common riparian vegetation communities in the Study Area.
TAGM1	Coniferous Plantation	-	This cultural area is located in the north-west portion of the site. Typical stands include Scotts pine, red pine, white pine, white spruce, etc.	Note: Plantation areas have been removed (labeled PR on the ELC figure). A small plantation area remains.
TAGM3	Deciduous Plantation	-	This cultural area is located in the north-west portion of the site. Typical stands include maple and oak species.	Note: Plantation areas have been removed (labeled PR on the ELC figure). A small plantation area remains.
THDM2-11	Hawthorn	Silty clay loam; 1 moisture	This young thicket consists of an	Extensive gaps were found

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
Photo 17 in **Appendix C**	(Dogwood/Buckthorn) Deciduous Shrub Thicket	regime	canopy of a variety of deciduous species including crabapple, red ash and bur oak. Buckthorn, gray dogwood and hawthorn species dominate the understory. Wild carrot, red clover, timothy and buckthorn are common groundcover.	within the canopy. This small thicket is a transition area between lowland deciduous forest and graminoid mineral meadow marsh.
THDM4-1 **Photo 19** in **Appendix C**	Native Deciduous Regeneration Thicket	Silty clay; 2 moisture regime.	This native thicket community is dominated by a canopy of shagbark hickory, red ash and bur oak under 2m in height. The understory consists of buckthorn, red oak, shagbark hickory and red ask. Aster species, wild carrot and goldenrod are common amongst the groundcover.	This area has been extensively logged within the last 5 to 10 years and has been allowed to regenerate.
Other ELC Codes				
CEM	Cemetery	-	-	Graveyard and associated buildings.
CGL_4	Recreational	-	-	Recreation Centres.
CVR_3	Single Family Residential	-	-	Large single family dwellings lots that occasionally have small agricultural cropland/vineland areas.
CVR_4	Rural Property	-	-	Small single family dwellings lots
CVS_1	Education	-	-	School facility
H	Hedgerow	-	Mainly consist of deciduous trees and shrubs. High composition of non-native species (e.g. crab apple,	Hedgerows that divide agricultural fields.

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
			buckthorn)	
PR	Plantation Removed	-	-	Denotes harvested area. Land is currently denude of vegetation.

- Virginia creeper (*Parthenocissus quinquefolia*);
- White spruce (*Picea glauca*);
- White lettuce (*Prenanthes alba*);
- White oak (*Quercus alba*);
- Red oak (*Quercus rubra*);
- Pasture rose (*Rosa carolina*);
- Hardstem bulrush (*Scirpus acutus*); and
- Rose twisted stalk (*Streptopus roseus*).

3.4 Amphibians

Amphibians were monitored at five sites during the first of three surveys (April 17, 2009) conducted during the spring of 2009 (see Amphibian Monitoring Stations 1 to 5 on **Figure 2.1**). After the Study Area was expanded, seven more monitoring stations were added to accommodate the larger Study Area, resulting in twelve stations in total that were monitored for the final two survey dates on May 13 and June 9, 2009.

Survey point counts were located along public roads adjacent to areas where potential habitat could or did exist, as access to the interior portions of Study Area had not yet been attained.

Field work documented two amphibian species during the breeding season, which include the western chorus frog (*Psudacris triseriata*) and the tetraploid gray treefrog (*Hyla versicolor*). **Table 2** shows dates observed, calling codes and numbers of individuals observed, where possible. Two additional species were recorded through incidental observations during other field studies including Northern leopard frog (*Rana pipiens*) and green frog (*Rana clamitans*). All amphibian species observed are considered common to very common in the Province of Ontario and not evaluated as at risk by COSEWIC or COSSARO. Locally, all species are considered as either C*ommon* or A*bundant* according to the Hamilton Natural Areas Inventory (Dwyer, 2003).

During field work, salamanders were actively searched for in areas where appropriate habitat existed; none were found. Appropriate habitat is considered to be deciduous forests with moist, loose soils, under logs/deadfall or in leaf litter and ephemeral pools. There are areas of deciduous forests within the Study Area, as described in the ELC;

however, no ephemeral pools were observed during field studies when the study team had full access to the entire Study Area.

3.5 Wildlife Surveys

Avian Community

Breeding bird surveys identified 52 species, with 6 additional species observed during other phases of field work, for a total of 58 bird species observed in the Study Area. Data from the 2nd Ontario Breeding Bird Atlas (BBA) indicates that a total of 103 bird species were found as possible, probable or confirmed breeders in atlas square 17PH08, which encompasses the Study Area.

The BBA data indicates that a total of 5 species at risk were found with breeding evidence in square 17PH08 during the second atlas project including short-eared owl (*Asio flammeus*), common nighthawk (*Chordeiles minor*), chimney swift (*Chaetura pelagica*), redheaded woodpecker (*Melanerpes erythrocephalus*) and Canada warbler (*Wilsonia canadensis*). Two individuals of chimney swift (*Chaetura pelagica*), which is federally and provincially listed as Threatened, were observed during field work. These birds were observed foraging in the air over the John Knox Christian school grounds near the Highway 8-Jones Road intersection. Species at risk are discussed in detail in Section 3.7.

Conservation Priority Species

The Conservation Priority for Birds of Southern Ontario report (Couturier, 1999) aims to help planning authorities set priorities for conservation efforts by targeting bird species (and their associated habitats) that are significant within their region. Specifically, this report advocates the use of prioritized lists of birds as tools that planning authorities might use when developing Official Plans (e.g., identifying significant wildlife habitat, Environmentally Sensitive Areas, etc.) and when evaluating development proposals.

Table 2: Amphibian Survey Results

Species (L Rank)	Survey Stations											
	1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**
	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.
Western Chorus Frog												
April 17, 2009	nc	2-1	nc	1-3, 2-5	2-1	N/A	N/A	N/A	N/A	N/A	N/A	N/A
May 13, 2009	nc	nc	nc	nc	nc	nc	nc	nc	nc	nc	Nc	nc
June 9, 2009	nc	nc	nc	nc	nc	nc	nc	nc	nc	nc	Nc	nc
Gray Treefrog												
April 17, 2009	nc	nc	nc	nc	nc	N/A	N/A	N/A	N/A	N/A	N/A	N/A
May 13, 2009	nc	nc	nc	nc	nc	nc	nc	nc	nc	nc	nc	nc
June 9, 2009	nc	nc	nc	nc	nc	nc	1-2	nc	nc	1-1*	nc	nc

N/A – Not Applicable, No surveys were conducted at these locations on this date.
nc – No Calling
* - Calls were heard outside of the survey count circle

Three distinct approaches have been used in establishing conservation priorities at the municipal level including Jurisdictional Responsibility, Preservation Responsibility, and Area Sensitivity. Each species breeding within each southern Ontario municipality is assigned a score for each of the three components. A species is added to the municipal priority list if it scores highly on at least one of the three individual components. A composite score is derived by summing the three individual scores and is used to rank species by conservation priority for planning purposes at the local level.

The list is designed to identify a broad group of species that represent a priority for conservation, based on the three components that make up the approach. Thus, the list is not intended to identify only rare species or species under immediate threat or in need of population restoration. Further, the approach is not designed to identify species that are indicators of ecosystem health or integrity. While many such species will undoubtedly be on the list, municipalities and others will need to determine how to apply this information (Couturier, 1999).

Based on Appendix G – Master Priority Table for Southern Ontario (Couturier, 1999) we have determined that a total of 23 conservation priority species from the former Hamilton-Wentworth Region (which encompasses the Study Area) were observed during field surveys, including:

- Common loon (*Gavia immer*);
- American woodcock (*Scolopax minor*);
- Sora (*Porzana carolina*)/Virginia Rail (*Rallus limicola*);
- American goldfinch (*Carduelis tristis*);
- Barn swallow (*Hirundo rustica*);
- Northern rough-winged swallow (*Stelgidopteryx serripennis*);
- Black-capped chickadee (*Poecile atricapillus*);
- Bobolink (*Dolichonyx oryzivorus*);
- Eastern meadowlark (*Sturnella magna*);
- Orchard Oriole (*Icterus spurious*);
- Eastern kingbird (*Tyrannus tyrannus*);
- Horned lark (*Eremophila alpestris*);
- Northern mockingbird (*Mimus polyglottos*);
- Field sparrow (*Spizella pusilla*);

- Savannah sparrow (*Passerculus sandwichensis*);
- Swamp sparrow (*Melospiza georgiana*);
- Clay-coloured sparrow (*Spizella pallida*);
- White-throated sparrow (*Zonotrichia albicollis*);
- Mourning warbler (*Oporornis philadelphia*);
- American redstart (*Setophaga ruticilla*);
- Ovenbird (*Seiurus aurocapilla*);
- Yellow-rumped warbler (*Dendroica coronata*); and
- Blue-grey gnatcatcher (*Polioptila caerulea*).

Area Sensitive Species

Area sensitivity is based on the concept that certain species of birds will require a larger amount of preferred habitat to consistently breed within a region. Conversely, species not considered as area sensitive can be found breeding throughout a region, regardless of the amount of a particular preferred habitat type (Couturier 1999). During breeding bird surveys, 12 species considered area sensitive open country birds were observed, including:

- Northern mockingbird (*Mimus polyglottos*);
- Barn swallow (*Hirundo rustica*);
- Northern rough-winged swallow (*Stelgidopteryx serripennis*);
- Clay-coloured sparrow (*Spizella pallida*);
- Savannah sparrow (*Passerculus sandwichensis*);
- Field sparrow (*Spizella pusilla*);
- American goldfinch (*Carduelis tristis*);
- Brown-headed cowbird (*Molothrus ater*);
- Eastern meadowlark (*Sturnella magna*);
- Bobolink (*Dolichonyx oryzivorus*);
- Eastern kingbird (*Tyrannus tyrannus*); and
- Horned lark (*Eremophila alpestris*).

Three area sensitive marsh species were observed during breeding surveys, including swamp sparrow, common loon (observed flying over the Study Area) and a small rail not identified to species (sora or Virginia rail, both of which are considered area sensitive).

One area sensitive forest species was observed during breeding surveys, including mourning warbler (*Oporornis philadelphia*).

A table of bird species observed during field work along with conservation status is presented in **Table B.2** in **Appendix B**.

Other Wildlife Observations

Mammals

Information from the Atlas of the Mammals of Ontario (Dobbyn 1994) indicates that 22 mammal species have been observed in the vicinity of the Study Area, all of which are considered secure in Ontario (see **Table B.3** in **Appendix B**). Of these, 6 species of mammals were observed during field work including: white–tailed deer (*Odocoileus virginianus*), raccoon (*Procyon lotor*), eastern cottontail (*Sylvilagus floridanus*), grey squirrel (*Sciurus carolinensis*), meadow vole (*Microtus pennsylvanicus*) and northern short-tailed shrew (*Blarina brevicauda*).

Herptiles

Ontario Herptofaunal Atlas information (Oldham and Weller 2000) indicates that 15 species of amphibian and 13 reptile species have been observed in the vicinity of the Study Area, including 7 species at risk: Jefferson salamander (*Ambystoma jeffersonianum*), common snapping turtle (Chelydra serpentina), Blanding's turtle (*Emydoidea blandingi*), wood turtle (*Clemmys insculpta*), eastern spiny softshell (*Apalone spinifera spinifera*), northern ribbon snake (*Thamnophis sauritus septentrionalis*), and eastern milk snake (*Lampropeltis triangulum*). Species at risk are discussed in detail in Section 3.7.

One species of reptile was observed during field work, the eastern garter snake (*Thamnophis sirtalis sirtalis*), which is a common species and considered secure in Ontario. Two individuals were observed between avian point counts 1 and 2 in oldfield habitat, between Jones Road and Glover Road.

Tables listing mammal and herptile species observed during fieldwork or having the potential to occur in the Study Area, along with conservation status are presented in **Table B.3** in **Appendix B**.

Invertebrates

No records for rare invertebrate species in or near the Study Area were indicated by NHIC Database information. A total of 7 species of lepidopterans were observed during field work including:

- Monarch (*Danaus plexippus*) (S2N, S4B);
- Question mark (*Polygonia interrogationis*) (S5);
- Cabbage white (*Pieris rapae*) (SNA - exotic);
- Sulphur sp. (*Colias* sp.);
- Eastern tailed blue (*Everes comyntas*) (S5);
- Virginian tiger moth caterpillar (*Spilosoma virginica*) (S5); and
- Northern crescent (*Phyciodes cocyta*) (S5).

In addition, two species of odonates were observed during field work:

- Green darner (*Anax junius*) (S5); and
- Black saddlebags (*Tramea lacerata*) (S4)

All of the invertebrates observed are considered secure in Ontario with the exception of the monarch butterfly, which is listed federally and provincially as Special Concern. Species at risk are discussed in detail in Section 3.7.

3.6 Fisheries Survey

The results of recent field work undertaken on May 25, 2009 are provided in this section, with references to photographs provided in **Appendix C** and corresponding locations on **Figure 2.1**.

Watercourse #5

This system drains northerly towards Lake Ontario adjacent to Fruitland Road and has been significantly altered to accommodate surrounding land uses. In the Study Area, Watercourse #5 is a permanently flowing system with habitat conditions indicative of degraded, warmwater systems. The channel generally conveys flow from south to north, emptying into a private boat harbour at Lake Ontario approximately 1.3km downstream. Major crossings of Watercourse #5 include the Queen Elizabeth Way (QEW), a railway, South Service Road, and Arvin Avenue. As previously stated, 3 representative sections (approx. 100m each in length) were selected to assess Watercourse #5 and are described in detail below (**Figure 2.1** shows the locations of all three sections).

Downstream Section

Dillon (November 2007) previously assessed this section in the Study Area, in addition to the May 2009 field work.

This reach has been realigned to accommodate surrounding land use and has a bankfull width of approximately 4 – 5m and an average wetted width of 1.0 - 2.0m (at the time of survey). Average water depths were between 0.10 and 0.15m, which flowed along a straightened channel over a clay-based substrate comprised of a mixture of sand, gravel, cobble, and a little rock. Available in-stream cover throughout this reach is low to moderate, consisting primarily of coarse woody debris and boulders. No significant refuge areas or sensitive habitat were noted along this reach.

The riparian community was characterized by poor to moderate tree and shrub cover. This includes open, partly open and dense canopy areas providing varying degrees of shading to the watercourse. This reach appears to have the potential to function as direct fish habitat; however, due to constraints to fish movement further downstream, lack of decent refuge pools, and the distance from the lake to this reach, it is likely that this reach only provides an indirect value to fisheries downstream.

The channel was observed to be predominantly flat habitat with very slow current (appeared stagnant) through slightly unstable banks and abundant in-stream debris (**Photo 1**). Previous documentation has indicated that flow within Watercourse #5 is highly variable and sensitive to runoff events. In the upstream portion of this reach, the channel was inundated with thick green algae and organic debris throughout (**Photo 2**).

Middlestream Section

Similar to the downstream section, this section has been historically altered to accommodate surrounding land use and required drainage. The channel has a bankfull width of approximately 2 – 3m and an average wetted width of 1.0 - 1.5m (at the time of survey). Average water depths were between 0.10m and 0.15m, with flow being conveyed along a straightened and deepened channel over a clay-based substrate comprised of a mixture of silt, cobble, boulder and some debris on top. Flow definition along this reach was characterized as being permanent and generally divided as approximately 90% flat, 5% riffle, and 5% run (**Photo 3**).

This Middlestream Section appears to experience significant increases in flow volume and velocity based on obvious scouring and the observed high-water mark. The stream banks were observed to be slightly unstable with abundant tree and shrub root systems visible. This section has decent canopy cover; however, available in-stream cover is low to moderate overall and primarily consisting of in-stream and overhanging coarse woody debris, anthropogenic debris (e.g., garbage, yard waste etc) and cobble (**Photo 4**). This section exhibited very little in-stream vegetation; however, abundant green algae and overhanging bank vegetation was present throughout. No significant refuge areas or sensitive habitat were noted along this reach.

Upstream Section

Similar to the other sections downstream, this section has also been altered to accommodate surrounding land uses and required drainage. The channel has an average bankfull width of approximately 1.2 – 3m and an average wetted width of 0.5 - 1.5m (at the time of survey). Average water depths were between 0.05m and 0.20m, and flow was conveyed through a straightened channel. Substrates were comprised of a mixture of clay, silt, gravel, cobble, with boulder on top. Flow definition along this reach was characterized as being permanent and generally divided as approximately 70% flat, 5% riffle, and 25% run (**Photo 5**).

Similar to downstream reaches, this Upstream Section also appears to experience significant fluctuations in flow volume and velocity based on scour lines and the high-water mark along the banks. The stream banks are generally shallow and do not appear to be able to contain periods of high flow as evident by flow erosion observed beyond the bankfull width. This section has decent canopy cover; however, available in-stream cover is low overall and primarily consists of in-stream and overhanging coarse woody debris, organic debris (e.g., natural and yard waste) and inorganic debris (e.g., tires and metals) (**Photo 6**). This section exhibited little to no in-stream vegetation and numerous seasonal barriers were observed due to the build-up of debris in combination with shallow water conditions present. No significant refuge areas or sensitive habitat were noted along this reach.

Electrofishing was undertaken where possible in places where fish are most likely to reside within the three sections discussed above. After 803 seconds of fishing effort, no fish were captured or seen during sampling. This result was not unexpected considering the previous classification of indirect habitat status within Watercourse #5 (Dillon, 2007).

Due to numerous alterations, in-stream barriers present throughout Watercourse #5, and results of recent fish community sampling, it appears that Watercourse #5 does not function as direct fish habitat, but rather has an indirect function.

Tributary to Watercourse #5

This small tributary to Watercourse #5 drains to the north and into a storm sewer at Barton Street. As a result, the reach within the Study Area is orphaned and cannot function as direct fish habitat. The online storm sewer also significantly limits the potential for this watercourse to function as indirect habitat due to the physical and hydraulic separation of reaches. At the time of investigation, the channel was completely dry and functions as ephemeral overland drainage only. The channel itself is narrow and shallow with terrestrial vegetation growing throughout (**Photo 7**).

Electrofishing was not undertaken due to the absence of water at the time of investigation and inability of fish to access the Study Area via this channel.

Watercourse #6

Similar to Watercourse #5, this system drains northerly towards Lake Ontario and has been significantly altered and rerouted to accommodate surrounding land uses. In the Study Area, Watercourse #6 appeared to be a permanently flowing system with habitat conditions indicative of degraded, warmwater systems. The channel generally conveys flow from south to north, emptying into Lake Ontario, approximately 1.8km downstream. Major crossings of Watercourse #6 also include the QEW, a railway, and South Service Road.

Dillon (November 2007) previously assessed habitat conditions of Watercourse #6 near Barton Street within the Study Area. The following description is based on previous work and the May 2009 field work for the current investigation.

This reach has been straightened to accommodate the surrounding residential properties. This reach exhibits an average bankfull width of approximately 5 – 6 m and an average wetted width between 0.5 – 1.5 m (at the time of survey). Average water depths were typically less than 10 cm, which flowed along a straightened channel over a diverse substrate comprised of a mixture of gravel, cobble, rock, and boulder. Flow definition along this reach appeared permanent and flashy, with a morphology consisting of approximately 70% run and 30% riffle.

This portion of the watercourse appears to be in a fairly good condition with clear water, stable banks, decent canopy cover, good riffle/run definition and lack of visible in-stream barriers. Available in-stream cover throughout this reach is low consisting of only a limited amount of coarse woody debris and in-stream rock. No significant refuge pools or sensitive habitat were noted along this reach.

There is limited to no vegetation beyond the top-of-bank as the watercourse travels between residential homes. Conditions further upstream and towards the south end of the Study Area were predominantly flat with very slow current (appeared stagnant at times) and abundant algae (**Photo 8**). The wetted width in this area was approximately 1 - 2m with depths ranging between 0.10m and 0.25m. In-stream cover was abundant and provided in the form of coarse woody debris and algal mats (**Photo 9**). The substrate in many areas, especially through the wooded reaches, consisted mainly of cobble and boulder on consolidated clay. In addition, the banks were slightly eroding with an abundance of low-flow barriers (i.e., debris piles) and exposed tree and shrub root systems (**Photo 10**). This main differences in habitat between upstream and downstream reaches can be attributed to the general topography of the area (i.e., flat and thus more depositional upstream) and increased exposure to sunlight. Channel morphology towards Barton Street was more riffle/run in nature due to sloping topography and significant constriction of the channel to fit between adjacent residential properties. This modification has increased flow considerably through this section (**Photo 11**).

Based on recent field investigations, habitat conditions observed in the Study Area have the potential to sustain fish populations; however due to documented permanent barriers and obstructions/diversions further downstream and the lack of decent refuge habitat and consistent depth within the Study Area, Watercourse #6 appears to function primarily as indirect habitat to downstream aquatic resources at the shoreline of Lake Ontario.

Watercourse #6.1

This intermittent reach has been channelized and has a bankfull width ranging from approximately 2 - 4 m. The average wetted width was between 0 – 0.3 m (at the time of survey) and water depth ranged from 0-10 cm. The substrate included primarily manicured lawn and leaf litter from the adjacent residential yard. There is essentially no in-stream cover or overhead (riparian) cover along this portion of Watercourse 6.1. Stream banks are primarily covered with mowed lawn grasses.

Based on the 2009 field work, the watercourse within the Study Area functions as overland drainage only and does not function as direct fish habitat (**Photo 12**).

Watercourse #7

This watercourse drains northeasterly towards Lake Ontario and similar to the other watercourses described above, having been altered/rerouted to accommodate surrounding land uses. At the time of investigation, flow was apparent downstream of Highway 8 and contains habitat conditions indicative of degraded, warmwater systems. This creek generally conveys flow from southwest to north-northeast, discharging into Lake Ontario approximately 2km downstream.

At time of investigation, this watercourse contained water downstream of Highway 8 but was dry upstream of the highway. North of Highway 8, flow was primarily flat and was observed to have a wetted width ranging from 1 to 2m and an average water depth of approximately 0.1 – 0.20m. Water was stagnant within moderately unstable banks with a poorly defined low-flow channel, which appears to dry up during the summer months. Substrates primarily consisted of silt, sand, and boulder on a consolidated clay base. In-stream cover for fish was abundant and provided mainly in the form of overhanging vascular plants, boulders, and large woody debris (**Photo 13**). Towards the Glover Road crossing, the watercourse exhibited greater flow and generally contains run-type habitat over a cobble/gravel substrate on a clay base. This section closer to Glover Road is well shaded; however, available in-stream cover is less and the channel is more narrow (**Photo 14**). The watercourse accepts additional baseflow from the adjacent western ditchline of Glover Road and was flowing considerably at the time of investigation.

As previously stated, white sucker populations are known to occur between Barton Street and Lake Ontario (Philips, 2003). As such, it is possible that they occur within the Study Area also; however, only likely during the spring months as this branch is known to flow intermittently and may dry up later during the year (Philips 2003). Results of recent habitat investigations indicate that the potential for direct habitat exists provided access into the Study Area is possible.

3.7 Species at Risk & Species of Management Concern

3.7.1 Plants

No plant species at risk or species of possible management concern were observed in the Study Area.

3.7.2 Herptiles

Background review suggests the potential presence of herptile species at risk in the Study Area. None of these species were observed during field work, and the preferred habitat for several of these species is not found within the Study Area. Based on the NHIC database, Ontario Herptofaunal Atlas and field work, our evaluation suggests that three species may possibly use portions of the Study Area as primary habitat or as a travel corridor including: Blanding's turtle, Jefferson salamander and the eastern milksnake. Details regarding these species are provided below.

- Blanding's turtle (*Emydoidea blandingii*) (S3)
    - The Blanding's turtle is listed as *Threatened* both provincially and federally. The COSEWIC Assessment and Status Report indicates that "*Subpopulations are increasingly fragmented by the extensive road network that criss-crosses all of this turtle's habitat. Having delayed age at maturity, low reproductive output and extreme longevity makes this turtle highly vulnerable to increased rates of mortality of adults. Nesting females are especially susceptible to road kill because they often attempt to nest on gravel roads or on shoulders of paved roads. Loss of mature females in such a long-lived species greatly reduces recruitment and long-term viability of subpopulations. Another threat is degradation of habitat from development and alteration of wetlands. The pet trade is another serious ongoing threat because nesting females are most vulnerable to collection"* (COSEWIC, 2005).
    - Preferred habitats for this species are shallows, ponds and marshes with soft bottoms and abundant aquatic vegetation. An individual turtle may use several connected lakes, rivers, streams, marshes, or ponds and travel upwards of 6,760m in a season (COSEWIC, 2005). The Blanding's turtle nests in a variety of loose substrates including sand, organic soil, gravel

and cobblestone. Overwintering occurs in permanent pools that average about one metre in depth, or in slow flowing streams (COSEWIC, 2005).

- There are no shallow bodies of water within the Study Area; however, watercourses flowing through the Study Area could potentially provide a corridor for dispersal during nesting activity.

- Jefferson salamander (*Ambystoma jeffersonianum*) (S2)
  - The Jefferson salamander is listed as *Threatened* both provincially and federally. Threats to this species are largely related to anthropogenic factors. Urbanization, forestry activities, recreation and unauthorized collections are all attributable to their current status. Urban development creates barriers (e.g. roads, neighbourhoods, etc.) that limit the dispersal of the species and fragment their habitat, especially cutting off breeding ponds from late summer and winter habitat. Also, development impacts such as site clearing, reduced topography, storm water management, increased impermeable surface, altered water balance regimes, etc., affect soil moisture and the availability of vernal ponds which are essential to the survivability of the species.
  - Preferred habitat for this species is in moist, loose soil, under logs or in leaf litter within deciduous forests. In the spring, Jefferson salamanders travel to woodland ponds, limestone sinkhole ponds, kettle ponds and other natural basins to breed. These ponds are often ephemeral being fed by temporary water sources.
  - No ephemeral ponds were identified in deciduous forest habitat; however, the study team had very restricted access to the Study Area during spring months and searches were limited. Deciduous woodlands are present within the Study Area and may be potential habitat area.

- Eastern milksnake (*Lampropeltis triangulum*) (S3)
  - Milksnakes are federally and provincially listed as a species of *Special Concern*. Roads are a significant source of mortality for this species at risk. As habitat is lost and they come into increasing contact with people, this snake is often mistaken for a venomous species and deliberately killed.

- This species of snake is considered *Common* in the Hamilton area, and especially in the rural parts of the City according to the Hamilton Natural Areas Inventory 2003 (Dwyer, 2003).
- Milksnakes have broad habitat preferences being found in a wide variety of environments from rocky outcrops and hillsides to meadows and pastures. These snakes are usually found around coniferous or deciduous forest edges, but can thrive in a variety of habitat types, such as open woodlands, fields, farm buildings, and in older urban areas.
- Suitable habitat for eastern milksnake can be found throughout the Study Area.

In addition, the Herpetofaunal Atlas indicates the possible presence of additional species at risk in the vicinity of the Study Area. Based on habitat requirements, suitable habitat is not found within the Study Area. Details regarding this additional species is provided below.

- Wood turtle (*Glyptemys insculpta*) (S2)
  - This species is federally and provincially listed as *Endangered*.
  - Hamilton Natural Areas Inventory 2003 (Dwyer, 2003) has the wood turtle listed as an *Excluded Species* because of historical one-time sightings in 1958; and this species was not sighted previously nor has it been observed since.
  - Preferred habitat for this species is clear rivers, streams or creeks with a slight current and sandy or gravelly bottom, with adjacent woody area providing sufficient cover.
  - As the watercourses present within the Study Area are highly impacted with degraded bottoms, suitable habitat is not found on-site.

- Eastern spiny softshell turtle (*Apalone spinifera spinifera*) (S3)
  - This species is federally and provincially listed as *Threatened*.
  - Preferred habitat for this species is lakes and large rivers. They rarely travel far from the shoreline.
  - This specific habitat is not found within the Study Area.

- Common musk turtle (*Sternotherus odoratus*) (S4)
  - This species is federally and provincially listed as *Threatened*.

- Preferred habitat for this species includes a range of shallow water bodies with slow currents including lakes, streams, marshes, ponds and rivers, usually with a high organic substrates.
- The degraded and small marsh and stream habitats located in the Study Area do not contain suitable substrates for this species.

- Northern ribbonsnake (*Thamnophis sauritus septentrionalis*) (S3)
  - This species is federally and provincially listed as *Special Concern*.
  - Preferred habitat for this species is near bodies of water along the shoreline and in marshes.
  - This specific type of habitat is limited within the Study Area and of a lower quality than typically attracts this species.

3.7.3 Mammals

No mammals species at risk or species of possible management concern were observed in the Study Area.

3.7.4 Birds

A search of the Ontario Breeding Bird Atlas (2001-2005) showed potential breeding evidence for 5 avian species at risk within atlas square 17PH08. During fieldwork, two chimney swift (*Chaetura pelagica*) (*Threatened*) individuals were observed:. This species and the four others potentially occurring in the Study Area are discussed below.

- Chimney swift (*Chaetura pelagica*) (S4B SZN)
  - The chimney swift is federally and provincially listed as *Threatened*. COSEWIC stipulates that the primary cause of the recent decline in this species is unknown, but the decline in flying insects and a shift to homes that lack suitable nesting chimney's could be attributable.
  - This species is listed as *Uncommon* in the Hamilton area with observation largely limited to within the city and surrounding towns.
  - Formerly, preferred habitats for this species were tree cavities in old growth forests; however, due to reduced mature forest cover over much of its range this species is now more likely to be found in urban areas where they nest in manmade structures such as chimneys (COSEWIC 2007a). Thus, potential nesting habitat can be found surrounding the Study Area.

Chimney swift would be most likely to be found high above the Study Area, aerially foraging.

- Canada warbler (*Wilsonia Canadensis*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. A reduction of forests with appropriate dense shrub and ground cover can be attributed to their decline. They also face added pressure through widespread deforestation of wintering grounds in South America.
    - This species is listed as *Rare* in the Hamilton area and they appear to be declining according to the Breeding Bird Atlas results.
    - Preferred habitat for the Canada warbler is usually wet mixed forests with a dense shrub layer but it can use a variety of wet wooded sites. They nest on or near the ground on fallen logs along stream banks or on hummocks (COSEWIC 2008a). Though, small watercourses flow through some of the woodlots located in the Study Area, they are generally not wet sites and have few conifers. Breeding habitat suitability in the Study Area for Canada Warbler should be considered low. This species was not observed during breeding bird surveys completed as part of this study.

- Red-headed woodpecker (*Melanerpes erythrocephalus*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. The main threats for the red-headed woodpecker are habitat loss due to forestry and agriculture, and also increased competition from European starlings for nest sites.
    - This species is listed as *Rare* in the Hamilton area and appears to be declining.
    - Preferred habitat for this species is open woodland and woodland edges. They are often found along the forested edges of parks, golf courses, orchards and in riparian forests, especially where there is a higher density of dead trees (COSEWIC 2007b).
    - Potential breeding habitat for red-headed woodpecker, in the form of forest edge and active and abandoned orchards, is present in the Study Area. This species was not observed during breeding bird surveys completed as part of this study.

- Common nighthawk (*Chordeiles minor*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. The use of pesticides is a large threat to the nighthawk population as insects are their primary food source.
    - This species is listed as *Rare* in the Hamilton area represented by only one or two breeding pairs in the Hamilton area (Dwyer, 2003).
    - Preferred habitat for the common nighthawk includes a variety of open areas with little to no ground cover. Logged areas, burn-over areas, forest clearings, lakeshores, cultivated field and orchards can be used (COSEWIC 2007c).
    - Suitable open breeding habitats for common nighthawk can be found throughout the Study Area. This species was not observed during breeding bird surveys completed as part of this study.

- Short-eared owl (*Asio flammeus*) (S2N S4B)
    - The short-eared owl is listed as *Special Concern* both provincially and federally. Increased urbanization and intensive agricultural practices have led to decreases in suitable habitat and has been responsible for its current status.
    - This species is listed as *Rare* in the Hamilton area with the latest breeding observations in the Atlas being the only modern observation of this particular species.
    - Preferred breeding habitats for this species include a variety of open areas including grasslands, old pastures and marshes. Potential breeding habitat for short-eared owl can be found throughout the Study Area in the form of large oldfields and areas of marsh. This species was not observed during breeding bird surveys completed as part of this study.

3.7.5 Invertebrates

The monarch (*Danaus plexippus*) was the only invertebrate species at risk observed during field surveys. The monarch is listed as *Special Concern* both federally and provincially. This species is a migratory butterfly that spends summers in North America, including southern Canada, and winters in Mexico. Threats to this species include pesticide use, general habitat loss and degradation throughout its range and specific threats to restricted wintering habitats in Mexico and California. Monarch can be

found in a variety of habitats provided that milkweed is present, as this plant species is required by monarch caterpillars (SARA Public Registry 2009). Milkweed was observed in the Study Area and the presence of monarch individuals confirms that suitable habitat for this species is present.

4. NATURAL ENVIRONMENT CONSTRAINTS AND POTENTIAL LINKAGES

The evaluation of constraints and potential linkages was completed using a natural heritage system (NHS) based approach and relied on provincial as well as municipal policy and legislation to direct protection for the long-term. A NHS is defined in the Provincial Policy Statement (2005) as a system made up of natural heritage features and areas, linked by natural corridors necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands that have been restored and areas with the potential to be restored to a natural state.

The policies of the PPS focus on the protection of natural features for the long-term. It also recognizes that the diversity and connectivity of natural features and long-term ecological function and biodiversity of the natural heritage system should be maintained, restored or, where possible, improved, recognizing linkages between and among natural heritage features and areas, surface water features and ground water features.

The local NHS is anchored by the Niagara Escarpment, Lake Ontario, Hamilton Harbour and Cootes Paradise, which connects the many wetlands, woodlands, streams and meadows found throughout the City's rural and open space areas. The east portion of the Study Area has been identified as part of the Protected Countryside in the Greenbelt Plan. The Study Area is also connected to lands within the Niagara Escarpment Plan Area located south of Highway 8.

Below, in section 4.1 and 4.2, this report identifies natural environment constraints and potential linkages, respectively. Linkages discussed in section 4.1 refer to existing smaller vegetation patches of various habitat types and quality that are contiguous with Core Areas. Potential linkages discussed in section 4.2 are proposed connections between Core Areas, which currently do not exist but would improve the overall function of the NHS for the long-term.

4.1 Natural Environment Constraints

Basis for Terrestrial Constraints

For terrestrial resources, constraint ratings of high, medium and low were assigned to the outer edge of an individual feature in a manner that reflected the protection provided or implied by the Provincial Policy Statement, Greenbelt Plan and/or the City of Hamilton Urban/Rural Official Plan.

High Constraint areas are considered to be natural features with the highest quality habitat in the Study Area and have specific attributes, which meet long-term protection requirements recommended by provincial or municipal policies/legislation (e.g. PPS, Official Plan, etc). Natural Features in this constraint level generally correspond to Core Natural Areas as defined in the City of Hamilton Discussion Papers 1, 1b, 3, 4a and 4b.

Medium Constraint areas are considered to be important natural features which should receive long-term protection to protect the diversity, connectivity and biodiversity of the natural heritage system. This designation recognizes the important function of maintaining existing linkages between and among natural heritage and surface water features to ensure the long-term ecological function of the natural system. Natural features in this constraint level are typically remnant natural features that provide important habitat but do not meet the criteria for Core Areas or are smaller patches of various habitat types and quality that do to their proximity to Core Areas, improve overall function of Cores Areas (e.g. size, shape, etc.). The function of these areas may be significantly increased over time through restoration.

Low Constraint areas are considered to be of less importance to the long-term function of the natural heritage system and are not specifically protected by provincial or municipal policies or legislation.

Basis for Aquatic Constraints

According to OP *Section 2.5.7,* streams are mapped in Schedule B - Natural Heritage System and have been separated into two classes: Coldwater Watercourse/Critical Habitat and Warmwater Watercourse/Important/Marginal Habitat. For the purposes of this general assessment of aquatic and fisheries resources within the Study Area, the guidance document developed by Credit Valley Conservation (CVC) and Toronto and Region Conservation Authority (TRCA) entitled, “Evaluation, Classification and Management of

Headwater Drainage Features – Interim Guidelines" (CVC and TRCA, 2009) was also applied to the subject watercourses in the Study Area in order to recommend specific management objectives and help protect and delineate suitable constraints for development.

It is noteworthy that these guidelines would normally be applied following site-specific detailed fieldwork that also include hydraulic and fluvial geomorphic assessments; however, they were applied in this general context as a tool to provide an indication of potential protection requirements regarding aquatic habitat in the Study Area.

Terrestrial Constraint Designations

Table 3 below provides a category of the feature requiring protection, specific features to be protected, recommended constraint level and overall rationale for assigning constraints. Proposed constraints are identified on **Figure 4.1**.

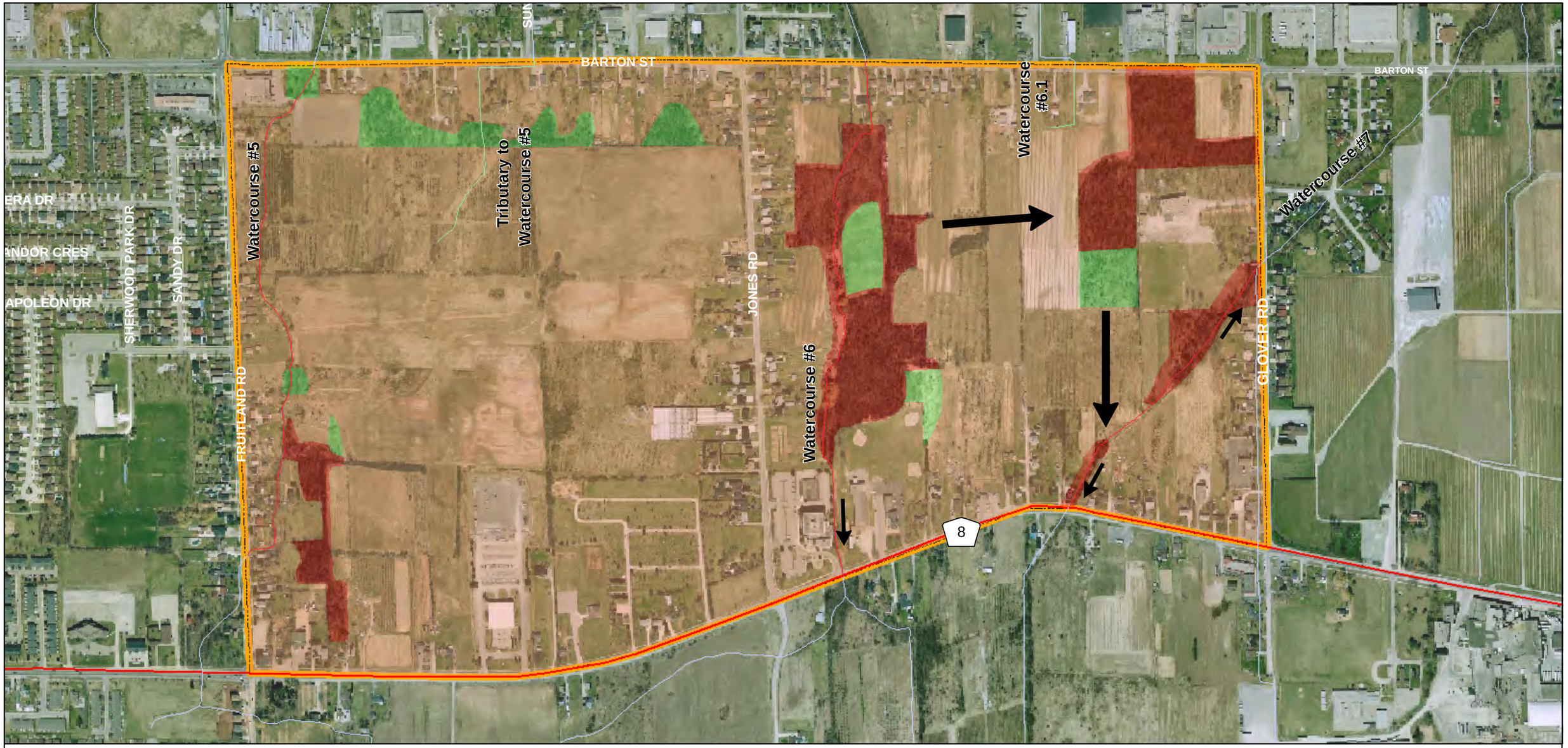
Key Natural Heritage and Key Hydrologic Features

As directed by the 2005 PPS, local planning objectives for the Natural Heritage System focus on protecting and restoring key natural features and functions as a permanent environmental resource for the community. Through conformity with provincial plan objectives, the City has identified key natural features (e.g. Core Areas and Linkages) in the Study Area that warrant similar consideration. Dillon has also evaluated the Study Area for the presence of Key Natural Heritage Features (KNHF) and Key Hydrologic Features (KHF).

Through field investigation and examination of the City's Natural Heritage System, identified on City's Official Plan (OP) Schedule B, it was determined that the Study Area contains lands provincially classified as KNHF (e.g. Significant Woodlands and Fish Habitat) and KHF (e.g. Wetlands and Streams). KNHF and KHF are provincially significant, and as a result, are a high constraint to development.

Table 3 - Natural Environment Constraint Analysis for the Fruitland Road Study Area

Category	Features	Constraint Level	Rationale
Provincial Policy Areas	• Greenbelt – Protected Countryside **Key Natural Heritage Feature** • Fish Habitat; and • Significant Woodlands; **Key Hydrologic Feature** • Permanent and Intermittent Streams; and • Wetlands	High	Provides a continuous and permanent land base necessary to support human and ecological health in the Greenbelt.
	• Greenbelt – Protected Countryside (Outside KNHF or KHF)	Low	Culturally influenced features (e.g. agricultural lands, hedgerows, cultural thickets/meadows, etc.) in the Greenbelt.
Core Areas - Official Plan (based on Provincial Policy Statement)	• Wetlands (evaluated and unevaluated); • Fish Habitat; • Significant Woodlands; • Hazard Lands (e.g. floodplain)	High	Municipally protected areas that are recognized for their ecological value, fish habitat and hazard mitigation function.
Linkage Area - Official Plan (contiguous to natural features)	• Natural Vegetation Linkages: o Woodlands; o Meadows; o Thickets; and o Riparian Areas (i.e. streams)	Medium	Provide important ecological functions and services as well as function as ecological connections between Core Areas and other natural features, especially given their proximity to the urban environment.
Other Natural Vegetation Resources	• Other Natural Vegetation: o Woodlands (>0.5 ha).	Medium	Provide supportive ecological functions and services, especially given their proximity to the urban environment.
Rural/Urban Land-use (non-naturalized)	• Agricultural Lands • Hedgerows • Other cultural/developed land uses (e.g. cultural thickets/meadows, plantations, etc.)	Low	Recently modified communities with altered physiognomy, having lower biodiversity value than intact natural communities



Natural Heritage Assessment of Lands Bounded by Fruitland Road, Glover Road, Barton Street and Highway 8, City of Hamilton
Figure 4.1 - Constraints and Proposed Linkages

Legend

- High Constraint
- Medium Constraint
- Low Constraint
- Potential Linkages
- "Protection 2" Watercourse
- "Mitigation 2" Watercourse
- Highway
- Watercourse
- Study Area

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Core Areas

Core Areas in the Study Area are the KNHF and KHF that have been identified within and outside the Greenbelt using provincial evaluation criteria and secondary source information (e.g. Schedules B1-8 - Detailed Natural Heritage Features). These significant natural features in the Study Area include: Significant Woodlands, Wetlands, Fish Habitat and Hazard Lands. Core Areas are the most important components in terms of biodiversity, productivity, and ecological and hydrological functions. According to OP *Section 2.3.3, the natural features and ecological functions of Core Areas shall be protected and enhanced. To accomplish this protection and enhancement, vegetation removal and encroachment into Core Areas shall generally not be permitted, and appropriate vegetation protection zones shall be applied to all Core Areas.* As such, Core Areas are a high development constraint (**Figure 4.1**).

Significant Woodlands

Significant Woodlands are areas which are ecologically important in terms of:

a) Features such as species composition, age of trees, stand history;
b) Functionally important due to its contribution to the broader landscape because of its location, size, or due to the amount of forest cover in the planning area; and
c) Economically important due to site quality, species composition or past management history (PPS, 2005).

The criteria for Significant Woodlands uses size, interior forest, proximity/connectivy to significant natural areas (e.g. wetlands >0.5 ha, ESAs, PSWs, and Life Science ANSIs), proximity to hydrologic features, tree stand age and presence of rare species. Based on an estimated 6% to 8% forest cover within the Stoney Creek Planning Unit (Hamilton Urban OP 2009), the minimum patch size for woodland significance is 2 ha. Beyond provincial policy, Significant Woodlands, including treed areas, woodlots or forested areas, are protected under the City's Woodland Conservation Bylaw. Accordingly, they are a high constraint to development.

Wetlands

A wetland is a swamp, marsh, bog, or fen (not including land that is being used for agricultural purposes and no longer exhibits wetland characteristics) that:

a) is seasonally or permanently covered with shallow water or has the water table close to or at the surface;
b) has hydric soils and vegetation dominated by water-tolerant plants;

c) has been further identified according to evaluation procedures established by the Ministry of Natural Resources, as amended from time to time; and
d) includes provincially and locally significant wetlands.

All wetlands, regardless of provincial significance, are a high development constraint.

Hazard Lands

Hazardous lands are property or lands that could be unsafe for development due to naturally occurring processes. Along stream systems, this means the land, including that covered by water, to the furthest landward limit of the flooding hazard or erosion hazard limits (PPS, 2005). In general, the land area designated as the natural heritage system extends beyond the limits of hazard lands. Hydrologic features in the Study Area that could present a flooding hazard to person or property are a high constraint to development.

Linkages

Linkages, within the context of establishing constraints, include existing remnant natural areas within the landscape that are contiguous with or help connect Core Areas to the NHS. Connections between natural areas provide opportunities for plant and animal movement, hydrological and nutrient cycling, and maintain ecological health and integrity of the overall Natural Heritage System. Linkages in the Study Area were identified through field assessments and examination of secondary source information (e.g. Schedule B1-8 - Detailed Natural Heritage Features).

Linkages in the Study Area include:

- woodland linkages (natural or planted wooded area of any size or composition of 0.5 hectares or more in size that either connects or lies within 100 metres of a Core Area);
- other natural vegetation types (e.g. meadows, old field, thickets); and
- streams and watercourses that connect Core Areas.

Due to their value in the NHS, linkages are a medium constraint to development.

Other Natural Vegetation Resources

Other Woodlands (>0.5 ha)

Other Woodlands include treed areas, woodlots or forested areas and significant hedgerows within urban and rural settlement areas that provide potential environmental and economic benefits to both the private landowners and the general public. These potential benefits include: erosion prevention, hydrological and nutrient cycling, provision of clean air and the long-term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the sustainable harvest of a wide range of woodland products. Due to these benefits, woodlands greater than 0.5 ha are a medium development constraint.

Rural/Urban Land-use (non-naturalized)

With the exception of certain lands that have an ecological linkage function within the Greenbelt and adjacent to Core Areas, culturally altered vegetation communities such as cultural meadows, cultural thickets, agricultural lands and hedgerows are marginal, non-essential components of the natural heritage system. As a result, these rural/urban landuses are a low constraint to development.

Aquatic Constraint Designations

The streams in the Study Area have been field verified and identified as warmwater. A warmwater watercourse is defined as a watercourse, whether permanent, intermittent, or ephemeral, which supports or contributes to the support of fish habitat or species associated with warmwater such as carp, bass, warmwater benthic invertebrates, or have thermal characteristics of a warmwater stream such as designated by the Ministry of Natural Resources. Warmwater species are best adapted to prefer or usually occur at water temperatures greater than 25 degrees Celsius (Hamilton Urban OP, 2009).

The classification of warmwater watercourses in the Study Area have been further divided into permanent streams that provide direct fish habitat and intermittent streams that provide complex contributing fish habitat. Permanent and intermittent streams are a high and medium constraint to development, respectively.

Using Table 4 of the Interim Guidelines (CVC and TRCA, 2009), and the results from this study, environmental management recommendations can be determined for each drainage feature when applying the appropriate evaluation criteria. As such, the

following habitat classifications and associated Management Recommendations were given to each of the watercourses in the Study Area:

Watercourse #5

Based on the habitat classification descriptions (as per the Interim Guidelines), Watercourse #5 is classified as permanent fish habitat in the Study Area. Based on a review of the Interim Guidelines combined with the findings of this study, it is recommended that this feature be given a **Protection 2** Management Recommendation. Although numerous barriers and obstructions exist on the system (e.g., downstream of Barton Street), the potential for direct habitat exists (should they be removed) and thus, it is believed that this level of protection is warranted.

According to the Interim Guidelines (CVC and TRCA, 2009), the Protection 2 Management Recommendation indicates the following general requirements for treatment of the watercourse:

Protection 2

- Preference is to maintain existing surface water source;
- Maintain external drainage or if catchment drainage has been previously removed due to diversion of SWM flows, restore lost functions through enhanced lot level controls (i.e. restore original catchment using clean roof drainage) as necessary;
- Replicate on-site surface water sources including wetland creation and incorporating extended detention outlets, if necessary;
- Use natural channel design techniques to replace and enhance existing habitat features only if features are easily replicated;
- Drainage feature must connect to downstream watercourse/habitat;
- Examine need to incorporate groundwater flows through infiltration measures (i.e. third pipes, etc.) to ensure no net loss and potential gain.

Tributary to Watercourse #5

Based on the habitat classification descriptions (as per the Interim Guidelines), this watercourse is classified as complex contributing fish habitat. However, as this tributary flows into a storm sewer and is isolated from downstream aquatic resources, it is recommended that this watercourse receive a **Mitigation 2** Management Recommendation.

According to the Interim Guidelines (CVC and TRCA, 2009), the Mitigation 2 Management Recommendation indicates the following general requirements for treatment of the watercourse:

Mitigation 2

- Replicate functions by lot-level conveyance measures (e.g., vegetated swales) connected to the natural heritage system, as feasible and/or Low Impact Development (LID) stormwater options;
- Replicate on-site flows and outlet flows at the top end of vegetated swales, bioswales, etc. to maintain feature functions.

Watercourse #6

Similar to Watercourse #5, this system is classified as permanent fish habitat (with in-stream barriers present downstream of the Study Area). It is therefore recommended that Watercourse #6 also be given a **Protection 2** Management Recommendation.

Watercourse #6.1

Based on the habitat classification descriptions (as per the Interim Guidelines), Watercourse #6.1 is classified in the Study Area as simple contributing fish habitat. As such, Table 4 of the Interim Guidelines indicates that this feature should be given a **Mitigation 2** Management Recommendation. This is primarily due to its ephemeral flow, defined channel with manicured grasses throughout.

Watercourse #7

Based on the habitat classification descriptions (as per the Interim Guidelines), Watercourse #7 is classified as permanent fish habitat in the Study Area. Based on a review of the Interim Guidelines combined with the findings of this study, it is recommended that this feature be given a **Protection 2** Management Recommendation. The potential for direct habitat exists within the Study Area and thus, it is believed that this level of protection is warranted.

Taken together, existing conditions at watercourses within the Study Area suggest that:

- Watercourses #5, 6 and 7 should be retained and protected;
- The function of the Tributary to Watercourse 5 should be maintained, but the watercourse may not need to be retained in its existing form;

- The function of Watercourse 6.1 should be maintained, but the watercourse may not need to be retained in its existing form.

4.2 Potential Linkages

Based on the results of natural feature constraints within the study area, the need for natural linkages between them to support their long-term ecological function within a developed environment was assessed. This assessment resulted in the recommendation of five Potential Linkages, as depicted in **Figure 4.1**. Three of these linkages currently exist (small arrows) but would benefit from enhancement plantings and other rehabilitation. Alternatively, two Potential Linkages (largest arrows) are recommended to be created for the purpose of preserving the functional corridor connections, post-development. These Potential Linkages, together with the natural environment constraints, form the NHS. Below is a brief summary of the rationale leading to the recommendation for each Potential Linkage area.

The natural features associated with Watercourse #6 maintain a southerly connection to the natural heritage system beyond the study area including the Niagara Escarpment, Greenbelt, and Core Areas. This southerly connection beyond the study area is likely to be maintained for the long-term as current land use shows the area south is part of the Specialty Crop designation of the Greenbelt. Natural environment connections north of Barton Street via Watercourse #6 are extremely limited by existing development and therefore no linkage has been shown to the north.

Watercourse #7 maintains a similar southerly connection to the Niagara Escarpment, Greenbelt, and Core Areas as Watercourse #6. In addition, Watercourse #7 maintains the only connection to Lake Ontario, via roughly a 6m culvert under the QEW. Although this northern connection is constrained by this culvert, it maintains some value as a wildlife corridor. Therefore, both a north and south connection outside of the study area have been identified on **Figure 4.1**.

A Core Area exists within the northeast corner of the study area and is currently connected to the larger NHS through various vegetation communities and Watercourse #6 and #7. Development around this forest community would prevent this corridor connection from occurring. To avoid this, a Potential Linkage between this forest

community and Watercourse #7 is shown on **Figure 4.1**, and should be maintained to some degree, post-development.

A second Potential Linkage, connecting natural features associated with Watercourse #6 with Watercourse #7 serves to create appropriate internal connections between two currently isolated natural features that are in close proximity to each other. In addition, it strengthens the regional linkage by creating a new connection between Watercourse #6 and the Lake Ontario environment.

Through the maintenance of these recommended Potential Linkages, connections between the study area NHS and the regional NHS can be maintained.

5. FRUITLAND ROAD CLASS EA STUDY AREA

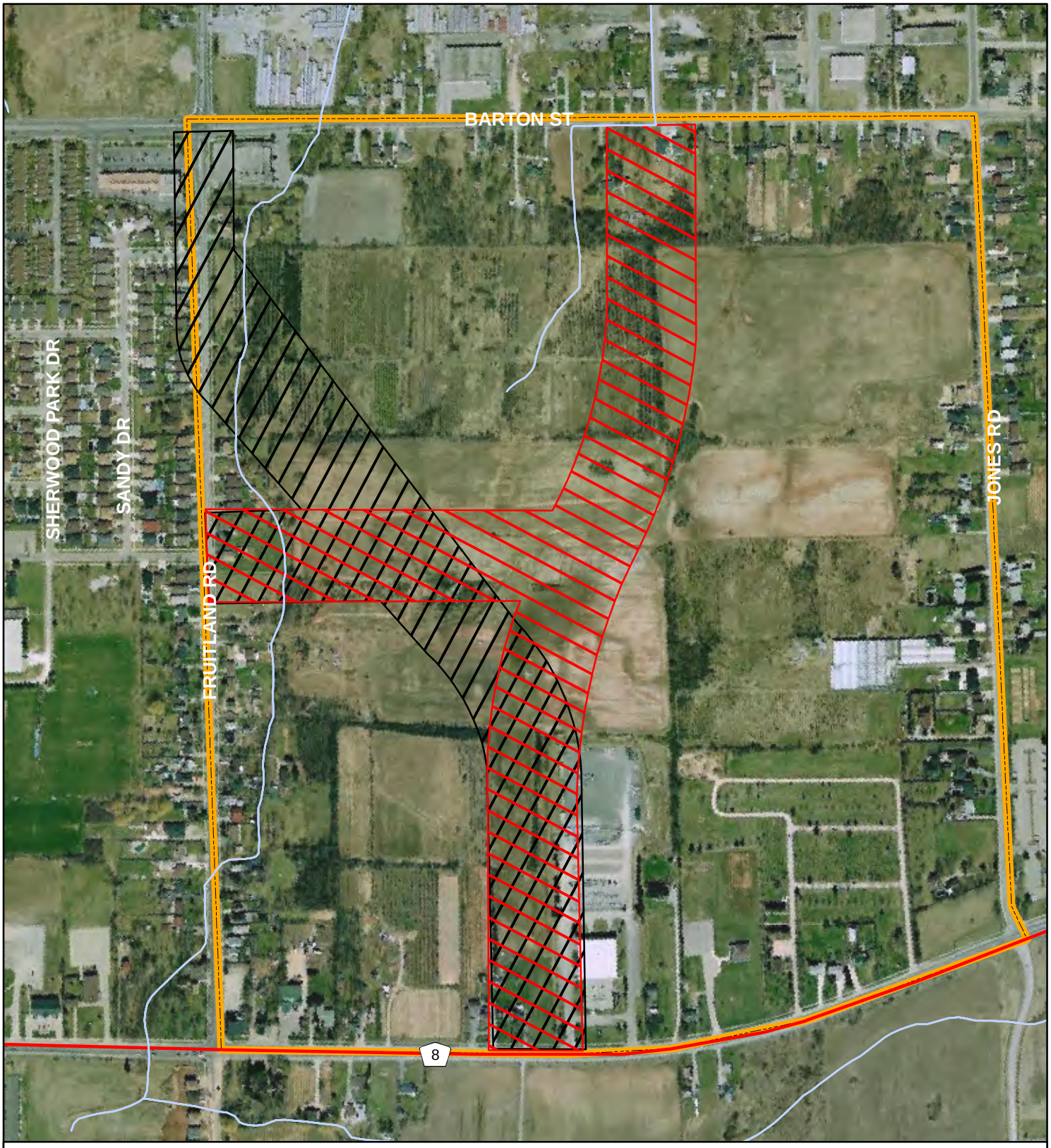
A Class EA is underway for improvements to Fruitland Road between Highway 8 and Barton Street. The purpose of this section is to present natural heritage information, potential impacts and mitigation considerations associated with the Fruitland Road proposed alternative corridors (**Figure 5.1**) for the purposes of the Fruitland Road Class EA. Survey locations are shown on **Figure 5.2.**

5.1 Natural Features Existing Conditions

5.1.1 Natural Features and Designations

Methods

Consultation with the Ontario Ministry of Natural Resources (MNR) (Art Timmerman – Guelph District Fish and Wildlife Biologist, Anne Yagi – Niagara Area Fish and Wildlife Biologist, Joad Durst – Niagara Area Office) and the Hamilton Conservation Authority (Shari Faulkenham – Ecologist, Tawnia Martel – Assistant Ecologist) was conducted as part of the initial background review. Information regarding Study Area natural features,



Fruitland Road Class Environmental Assessment
Figure 5.1 Corridors Associated with Road Alternatives

Legend

- Highway
- Watercourse
- Study Area

Fruitland Road Alternatives

- Approximate Corridor Associated with Alternatives 2A & 2B
- Approximate Corridor Associated with Alternatives 3A - 3D

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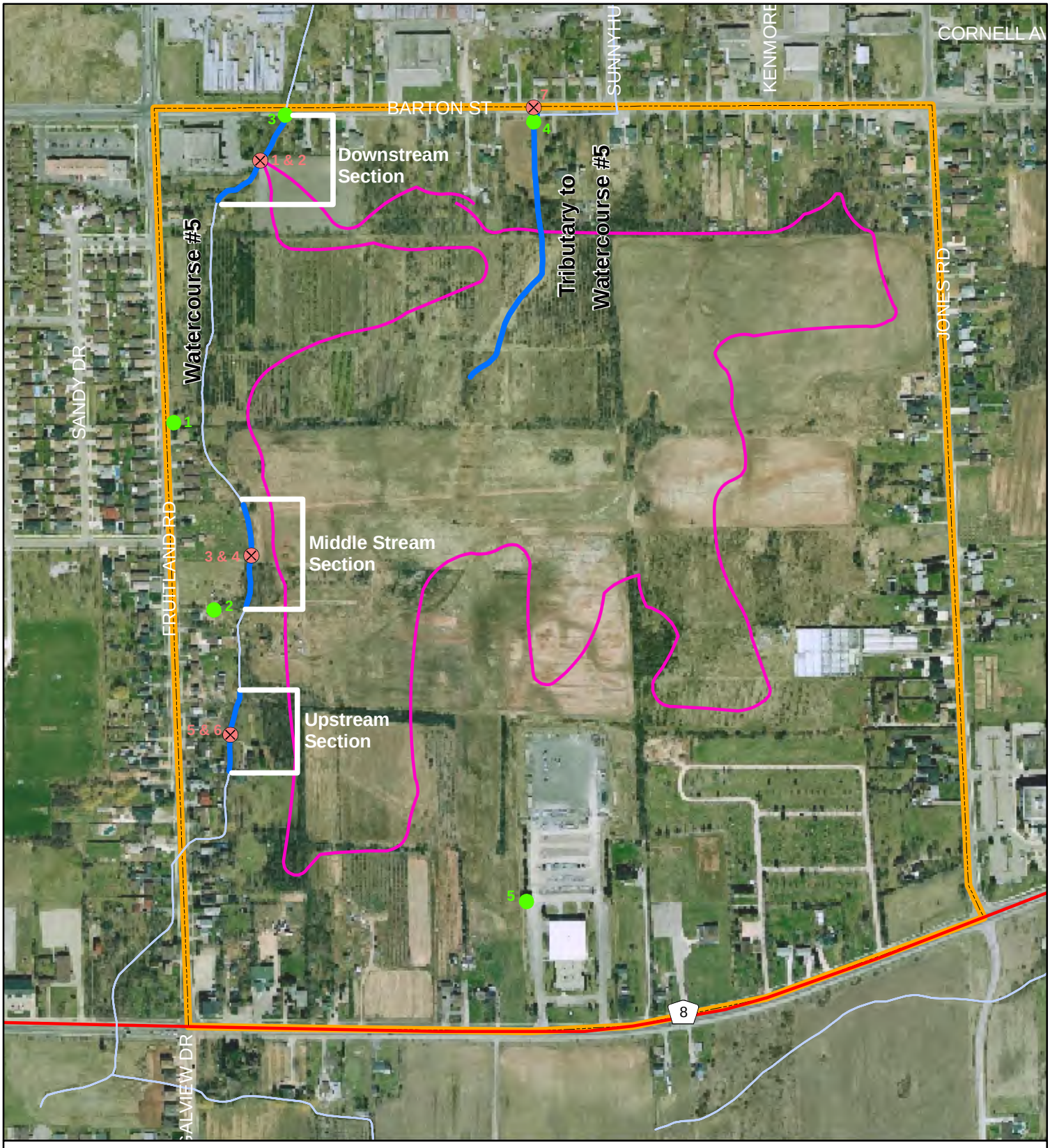

Fruitland Road Class Environmental Assessment
Figure 5.2 Terrestrial and Fisheries Survey Locations

Legend

- Bird Point Count Locations
- Bird Area Search Routes
- Amphibian Survey Locations
- Aquatic Locations (Photo Number)
- Reaches Investigated
- Highway
- Watercourse
- Study Area

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relevant reports and digital mapping was requested and received from the Hamilton Conservation Authority. Response from the MNR was not received at the time of writing. A search of the Natural Heritage Information Centre (NHIC) database was conducted to confirm the presence or absence of designated Natural Areas (i.e. ANSI, ESA, Conservation Areas, etc.) within the Study Area. In addition, mapping showing the distribution of fish species at risk, as provided by Fisheries and Oceans Canada (DFO), were reviewed.

Relevant background reports reviewed included:

- City of Hamilton Watercourse 5 & 6 Class Environmental Assessment Study Draft Report (Dillon, 2007);
- Urban Hamilton Official Plan (City of Hamilton, 2009);
- Aquatic Habitat and Fisheries Impact Assessment – Watercourses 5, 6, 7, and 9 prepared for the City of Stoney Creek (SNC Lavalin, December 1991);
- The Ontario Greenbelt Plan (MMAH, 2005); and
- Nature Counts Project – Hamilton Natural Areas Inventory 2003 (Dwyer, 2003).

Results

Through consultation with Hamilton Conservation Authority and a search of the NHIC database, no designated Natural Areas (i.e. ANSI, ESA, Conservation Areas, etc.) were found within or directly adjacent to the Study Area. According to the Hamilton Conservation Authority, they do not have species or habitat information for the Study Area.

Review of the City of Hamilton Watercourse 5 & 6 Class Environmental Assessment Study Draft Report (Dillon 2007) found correspondence records outlining aquatic and terrestrial features within the Study Area. It is noted that, DFO and OMNR have identified Watercourses #5 as fish habitat. The Hamilton Conservation Authority also states that due to perched culverts and it is unlikely that they directly support a fish population, but they contribute as indirect fish habitat. In addition, communication with MNR for the aforementioned study revealed that no fisheries information exists for Watercourse #5.

Dillon (2007) confirmed with the MNR that *no provincially significant wildlife usage, woodlots, wetlands, or species at risk currently exist within the* watercourse 5 & 6 Study Area, which partially overlaps with the current Study Area. Further information specifically relating to watercourse 5 and associated aquatic habitat can be found in Section 5.1.6 of this report.

Review of the Urban Hamilton Official Plan found that the Study Area does not contain *Core Areas or Linkages*. Schedules B-5 and B-8 identify *Key Littoral Zones* and *Key Stream Features,* respectively. Within the Study Area, there are three small *Littoral Zone Features* and Watercourses #5 is designated as a *Key Stream Features*.

Immediately adjacent to the Study Area, south of Highway 8, the Niagara Escarpment Planning Area occurs (Schedule B – Rural Hamilton Official Plan). This section of the Niagara Escarpment Planning Area is designated as Protection Area (Schedule A – Rural Hamilton Official Plan). Land use for this area is designated as Specialty Crop (Schedule D – Rural Hamilton Official Plan).

5.1.2 Ecological Land Classification

Methods

During field investigations, which took place on August 6-7, 2009, vegetation communities were characterized using the MNR's Ecological Land Classification System for Southern Ontario (Lee *et al.* 1998). MNR vegetation type classification codes encompass the range of natural and cultural communities across southern Ontario as defined by their updated classification list as of December 2008. Natural and cultural vegetation community boundaries were determined through the review of aerial photography, and then further refined through on-site soil and vegetation studies.

Field data collection was undertaken in order to classify and map ecological communities to the vegetation level. The ELC system recommends that a vegetation community be a minimum of 0.5 ha in size before it is defined. Patches of vegetation less than 0.5 ha or disturbed/planted vegetation were occasionally described to the community level. In some instances, where vegetation is less than 0.5 ha, but appeared relatively undisturbed and clearly fits within an ELC vegetation type, the more refined classification was used. Where appropriate, a cultural classification was provided for dominant land uses in the Study Area, which help describe the natural environment. These cultural classifications

are not meant to be consistent with or describe Official Plan Land Use or Zoning by-law designations.

Vegetation surveys involved identifying the dominant species in each vegetation community type based on visual estimates of species abundances, or, in the case of accessible forest stands, by quantitative sampling using a factor 2-wedge prism. Soil studies involved the examination of a 120 cm soil profile using a hand auger. Soil texture and moisture regime characteristics were documented. Other physical traits such as topography and slope were also noted, where relevant, within each community.

Results

The Study Area is comprised of a mixture of natural and cultural vegetation communities, ranging from deciduous forest/swamps to agricultural fields. With information gathered during field studies, vegetation communities were mapped on aerial photography according to ELC nomenclature to graphically represent the specific spatial pattern in the vegetation cover according to species composition, physiognomy, and physical site characteristics (see **Figure 5.3**).

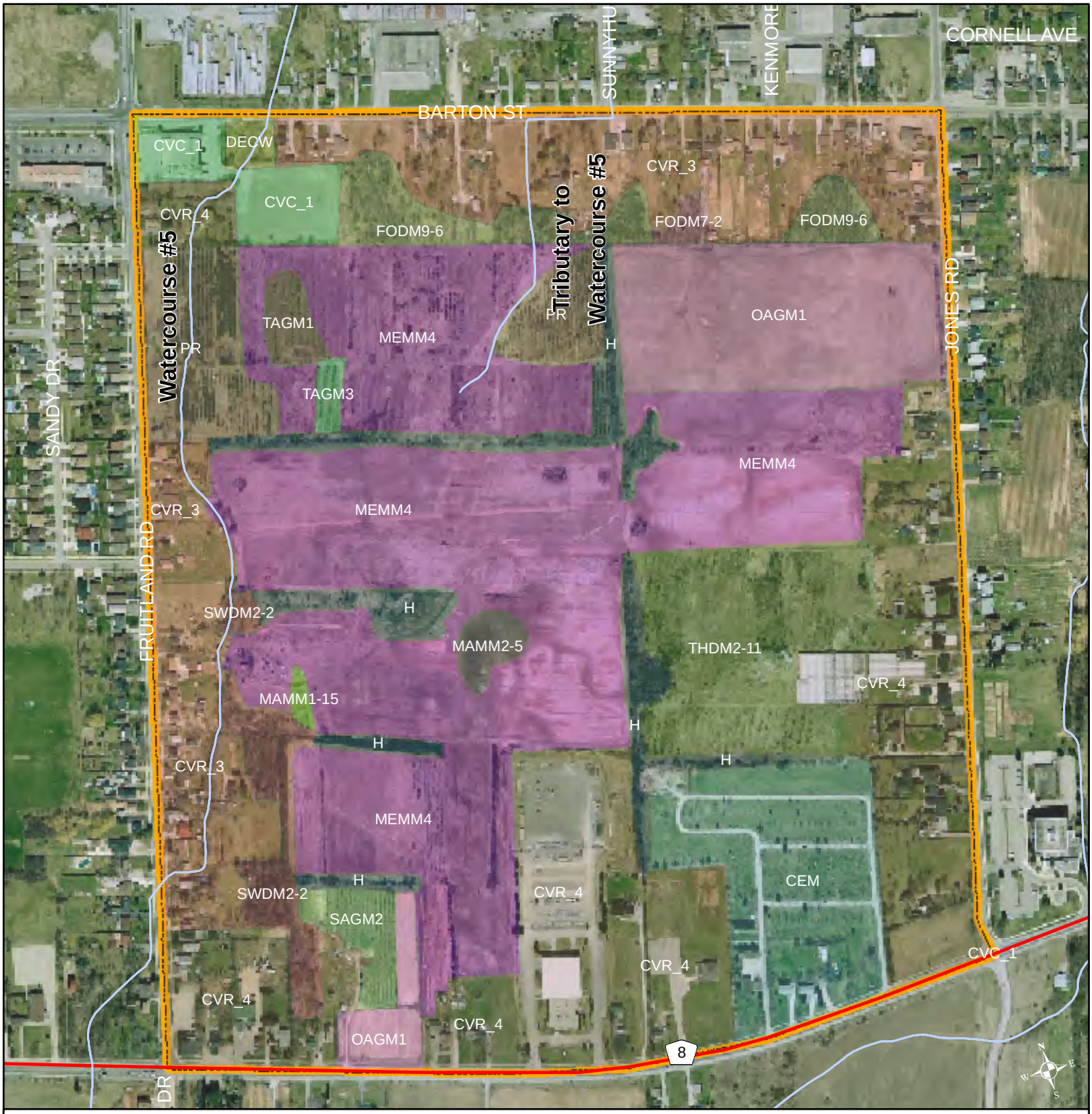
Seven distinct ELC communities within the Study Area limits were identified to the vegetation level. These include:

- Fresh-Moist Green Ash Hardwood-Lowland Deciduous Forest (FODM7-2);
- Fresh-Moist Oak – Hardwood Deciduous Forest (FODM9-6);
- Fresh-Moist Mixed Meadow (MEMM4);
- Bulrush Gaminoid Mineral Meadow Marsh (MAMM1-15);
- Purple Loosestrife Forb Mineral Meadow Marsh (MAMM2-5);
- Green Ash Mineral Deciduous Swamp (SWDM2-2);
- Hawthorn (Dogwood/Buckthorn) Deciduous Shrub Thicket (THDM2-11);

Areas classified to the ELC community level documented in the Study Area include:

- Deciduous Woodlot (DECW)

Cultural areas documented in the Study Area include:



Fruitland Road Class Environmental Assessment
Figure 5.3 Ecological Land Classification

Legend

- CEM: Cemetary
- CVC_1: Business Sector
- CVR_3: Single Family Residential
- CVR_4: Rural Property
- DECW: Deciduous Woodlot
- FODM7-2: Green Ash Hardwood Lowland Deciduous Forest
- FODM9-6: Fresh Moist Oak-Hardwood Deciduous Forest
- H: Hedgerow
- MAMM1-15: Bulrush Graminoid Mineral Meadow Marsh
- MAMM2-5: Purple Loosestrife Forb Meadow Marsh
- MEMM4: Fresh-Moist Mixed Meadow
- OAGM1: Annual Row Crops
- PR: Plantation Remove
- SAGM2: Orchard
- SWDM2-2: Green Ash Mineral Deciduous Swamp
- TAGM1: Coniferous Plantation
- TAGM3: Deciduous Plantation
- THDM2-11: Hawthorn(dogwood/ buckthorn) Deciduous Shrub Thicket
- Highway
- Watercourse
- Study Area

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0 80 160 240 m

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- Annual Row Crop (OAGM1);
- Orchard (SAGM2);
- Coniferous Plantation (TAGM1);
- Deciduous Plantation (TAGM3); and
- Hedgerow (H).

According to the NHIC, vegetation units surveyed in the Study Area are considered Secure in the province of Ontario (S5). For a couple of naturally occurring vegetation classifications, no provincial status was available. From our experience, these un-rated vegetation units are common in Ontario. See **Table D.1** in **Appendix D** for detailed descriptions of each ELC community documented within the Study Area.

5.1.3 Botanical Survey

Methods

Botanical resources were assessed during the spring, summer and fall seasons, with surveys conducted on May 14 and 15, August 6 and 7 and September 10 and 11, 2009. Botanical surveys consisted of wandering transects through all available habitats to determine species presence within the Study Area. Plant species were documented by ELC communities and a complete list, including the status of individual species, is presented. Species nomenclature is based on the Ontario Plant List (Newmaster *et al.* 1998).

Results

In total, 146 flora species were identified within the Study Area during the spring and early summer of 2009. A full list of plant species encountered during field surveys, including the status of individual species, is presented in **Table D.2** in **Appendix D.** Of these, 64 (43.8%) are listed as exotic or non-native species. No plants observed are listed species under the federal *Species at Risk Act* or the provincial *Endangered Species Act*. A total of 6 (0.04%) of the species encountered have a coefficient of conservatism of 6 or greater. To put that into context, the coefficients of conservatism (CC) ranges from 0 to 10 and represents an estimated probability that a plant is likely to occur in a landscape relatively unaltered from what is believed to be a pre-settlement condition. For example, a CC of 0 is given to plants such as Manitoba maple (*Acer negundo*), which have demonstrated little fidelity to undisturbed sites (i.e. may be found almost anywhere). Similarly, a CC of 10 is applied to plants like shrubby cinquefoil that are almost always

restricted to a pre-settlement remnant (i.e. a high quality natural area). Introduced plants were not part of the pre-settlement flora, so no CC value is applied to these. The 6 species with a coefficient of conservatism of 6 or greater found within the Study Area include:

- Shagbark hickory (*Carya ovata*);
- Spotted crane's-bill (*Geranium maculatum*);
- White spruce (*Picea glauca*);
- Red oak (*Quercus rubra*);
- Pasture rose (*Rosa carolina*); and
- Hardstem bulrush (*Scirpus acutus*);

5.1.4 Amphibians and Wildlife

Methods

Amphibian monitoring followed the Marsh Monitoring Program protocol (Bird Studies Canada, 1994). Monitoring was conducted on three different occasions during the spring breeding season according to calendar date and environmental conditions (i.e. temperature). Surveys involved standing at a station for 3 minutes and listening for frog calls. The calling activity of individuals estimated to be within 100m of the observation point were documented. All individuals beyond 100m were recorded as outside of the count circle and calling activity was not recorded. Calling activity was ranked using one of the following three abundance code categories:

Code 1: Calls not simultaneous, number of individuals can be accurately counted;
Code 2: Some calls simultaneous, number of individuals can reliably be estimated;
Code 3: Calls continuous and overlapping, number of individuals cannot be estimated.

In areas where appropriate habitat existed vernal pools were examined for egg masses and amphibian larvae, and if necessary, sampled with a dip net.

Five amphibian monitoring stations were surveyed during three survey events during the spring, see Amphibian Monitoring Stations 1 to 5 on **Figure 5.2**.

Results

Amphibians were monitored at five sites on April 17, May 13 and June 9, 2009. Survey point counts were located along public roads adjacent to areas where potential habitat could or did exist, as access to the interior portions of Study Area had not yet been attained.

Field work documented the presence of the western chorus frog (*Psudacris triseriata*) at three stations during the April 17 2009 site visit. **Table 4** shows dates observed, calling codes and numbers of individuals observed, where possible. Two additional species were recorded through incidental observations during other field studies including Northern leopard frog (*Rana pipiens*) and green frog (*Rana clamitans*). All amphibian species observed are considered common to very common in the Province of Ontario and not evaluated as at risk by COSEWIC or COSSARO. Locally, all species are considered as either C*ommon* or A*bundant* according to the Hamilton Natural Areas Inventory (Dwyer, 2003).

During field work, salamanders were actively searched for in areas where appropriate habitat existed; none were found. Appropriate habitat is considered to be deciduous forests with moist, loose soils, under logs/deadfall or in leaf litter and ephemeral pools. There are areas of deciduous forests within the Study Area, as described in the ELC; however, no ephemeral pools were observed during field studies when the study team had full access to the entire Study Area.

Table 4: Amphibian Survey Results

Species (L Rank)	Survey Stations				
	1	**2**	**3**	**4**	**5**
	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.	Code-Ind.
Western Chorus Frog					
April 17, 2009	nc	2-1	nc	1-3, 2-5	2-1
May 13, 2009	nc	nc	nc	nc	nc
June 9, 2009	nc	nc	nc	nc	nc

nc – No Calling

5.1.5 Wildlife

Methods

Breeding bird surveys were conducted in the Study Area on May 26th and 27th, and June 22nd and 23rd, 2009, with a total of 16 person-hours spent documenting the breeding bird community.

Surveys combined point count with area search methodology, which followed the Ontario Breeding Bird Atlas Guide for Participants (2001), to develop an overall species list for the Study Area. Five ten-minute fixed/non-fixed radius point counts were used to establish quantitative estimates of bird abundance in major habitat types of the Study Area. Point counts were sufficiently spaced (i.e. 100m from the edge of a habitat, spaced 250m apart in forested habitats and 500 m apart in open habitats so they did not overlap). For all point count locations, a GPS coordinate in NAD 83 was documented. Area searches were conducted by visiting each major habitat type during the breeding season, primarily between dawn and 5hrs after sunrise. Locations of point counts and area search routes are indicated on **Figure 5.2**. A summary list of all bird species encountered has been compiled and is presented.

Avian Community Results

Breeding bird surveys identified 52 species in the Study Area. Data from the 2nd Ontario Breeding Bird Atlas (BBA) indicates that a total of 103 bird species were found as possible, probable or confirmed breeders in atlas square 17PH08, which encompasses the Study Area.

The BBA data indicates that a total of 5 species at risk were found with breeding evidence in square 17PH08 during the second atlas project including short-eared owl (*Asio flammeus*), common nighthawk (*Chordeiles minor*), chimney swift (*Chaetura pelagica*), redheaded woodpecker (*Melanerpes erythrocephalus*) and Canada warbler (*Wilsonia canadensis*). Two individuals of chimney swift (*Chaetura pelagica*), which is federally and provincially listed as *Threatened*, were observed during field work. These birds were observed foraging in the air over the John Knox Christian school grounds near the Highway 8-Jones Road intersection. Species at risk are discussed in detail in Section 5.1.7.

Conservation Priority Species

The Conservation Priority for Birds of Southern Ontario report (Couturier, 1999) aims to help planning authorities set priorities for conservation efforts by targeting bird species (and their associated habitats) that are significant within their region. Specifically, this report advocates the use of prioritized lists of birds as tools that planning authorities might use when developing Official Plans (e.g., identifying significant wildlife habitat, Environmentally Sensitive Areas, etc.) and when evaluating development proposals.

Three distinct approaches have been used in establishing conservation priorities at the municipal level including Jurisdictional Responsibility, Preservation Responsibility, and Area Sensitivity. Each species breeding within each southern Ontario municipality is assigned a score for each of the three components. A species is added to the municipal priority list if it scores highly on at least one of the three individual components. A composite score is derived by summing the three individual scores and is used to rank species by conservation priority for planning purposes at the local level.

The list is designed to identify a broad group of species that represent a priority for conservation, based on the three components that make up the approach. Thus, the list is not intended to identify only rare species or species under immediate threat or in need of population restoration. Further, the approach is not designed to identify species that are indicators of ecosystem health or integrity. While many such species will undoubtedly be on the list, municipalities and others will be left with the job of deciding how to apply this information (Couturier, 1999).

Based on Appendix G – Master Priority Table for Southern Ontario (Couturier, 1999) we have determined that a total of 19 conservation priority species from the former Hamilton-Wentworth Region (which encompasses the Study Area) were observed during field surveys, including:

- Common loon (*Gavia immer*);
- American woodcock (*Scolopax minor*);
- American goldfinch (*Carduelis tristis*);
- Barn swallow (*Hirundo rustica*);
- Northern rough-winged swallow (*Stelgidopteryx serripennis*);
- Black-capped chickadee (*Poecile atricapillus*);

- Bobolink (*Dolichonyx oryzivorus*);
- Eastern meadowlark (*Sturnella magna*);
- Orchard Oriole (*Icterus spurious*);
- Eastern kingbird (*Tyrannus tyrannus*);
- Horned lark (*Eremophila alpestris*);
- Northern mockingbird (*Mimus polyglottos*);
- Field sparrow (*Spizella pusilla*);
- Savannah sparrow (*Passerculus sandwichensis*);
- Swamp sparrow (*Melospiza georgiana*);
- Clay-coloured sparrow (*Spizella pallida*);
- Mourning warbler (*Oporornis philadelphia*);
- American redstart (*Setophaga ruticilla*); and
- Yellow-rumped warbler (*Dendroica coronata*).

Area Sensitive Species

Area sensitivity is based on the concept that certain species of birds will require a larger amount of preferred habitat to consistently breed within a region. Conversely, species not considered as area sensitive can be found breeding throughout a region, regardless of the amount of a particular preferred habitat type (Couturier 1999). During breeding bird surveys, 12 species considered area sensitive open country birds were observed, including:

- Northern mockingbird (*Mimus polyglottos*);
- Barn swallow (*Hirundo rustica*);
- Northern rough-winged swallow (*Stelgidopteryx serripennis*);
- Clay-coloured sparrow (*Spizella pallida*);
- Savannah sparrow (*Passerculus sandwichensis*);
- Field sparrow (*Spizella pusilla*);
- American goldfinch (*Carduelis tristis*);
- Brown-headed cowbird (*Molothrus ater*);
- Eastern meadowlark (*Sturnella magna*);
- Bobolink (*Dolichonyx oryzivorus*);
- Eastern kingbird (*Tyrannus tyrannus*); and
- Horned lark (*Eremophila alpestris*).

Three area sensitive marsh species were observed during breeding surveys, including swamp sparrow, common loon (observed flying over the Study Area) and a small rail not identified to species (sora or Virginia rail, both of which are considered area sensitive).

One area sensitive forest species was observed during breeding surveys, including mourning warbler (*Oporornis philadelphia*).

A table of bird species observed during fieldwork along with conservation status is presented in **Table D.5** in **Appendix D**.

Other Wildlife Results

Mammals

Information from the Atlas of the Mammals of Ontario (Dobbyn 1994) indicates that 22 mammal species have been observed in the vicinity of the Study Area, all of which are considered secure in Ontario (see **Table D.3** in **Appendix D**). Of these, 6 species of mammals were observed during field work including: white–tailed deer (*Odocoileus virginianus*), raccoon (*Procyon lotor*), eastern cottontail (*Sylvilagus floridanus*), grey squirrel (*Sciurus carolinensis*), meadow vole (*Microtus pennsylvanicus*) and northern short-tailed shrew (*Blarina brevicauda*).

Herptiles – Historical Documentation

Ontario Herptofaunal Atlas information (Oldham and Weller 2000) indicates that 15 species of amphibian and 13 reptile species have been observed in the vicinity of the Study Area, including 7 species at risk: Jefferson salamander (*Ambystoma jeffersonianum*), common snapping turtle (Chelydra serpentina), Blanding's turtle (*Emydoidea blandingi*), wood turtle (*Clemmys insculpta*), eastern spiny softshell (*Apalone spinifera spinifera*), northern ribbon snake (*Thamnophis sauritus septentrionalis*), and eastern milk snake (*Lampropeltis triangulum*). Species at risk are discussed in detail in Section 5.1.7.

Herptiles – Survey Findings

One species of reptile was observed during field work, the eastern garter snake (*Thamnophis sirtalis sirtalis*), which is a common species and considered secure in Ontario. Two individuals were observed between avian point counts 1 and 2 in oldfield habitat, between Jones Road and Glover Road.

Tables listing mammal and herptile species observed during fieldwork or having the potential to occur in the Study Area, along with conservation status are presented in **Table D.4** in **Appendix D**.

Invertebrates

No records for rare invertebrate species in or near the Study Area were indicated by NHIC Database information. A total of 7 species of lepidopterans were observed during field work including:

- Monarch (*Danaus plexippus*) (S2N, S4B);
- Question mark (*Polygonia interrogationis*) (S5);
- Cabbage white (*Pieris rapae*) (SNA - exotic);
- Sulphur sp. (*Colias* sp.);
- Eastern tailed blue (*Everes comyntas*) (S5);
- Virginian tiger moth caterpillar (*Spilosoma virginica*) (S5); and
- Northern crescent (*Phyciodes cocyta*) (S5).

In addition, two species of odonates were observed during field work:

- Green darner (*Anax junius*) (S5); and
- Black saddlebags (*Tramea lacerata*) (S4)

All of the invertebrates observed are considered secure in Ontario with the exception of the monarch butterfly, which is listed federally and provincially as Special Concern. Species at risk are discussed in detail in Section 5.1.7.

5.1.6 Fisheries Study

Fisheries field work was conducted on May 25, 2009. Due to site access issues and the overall length of Watercourse #5, three (3) representative reaches were selected and investigated in detail. They are known herein as the "Downstream Section", "Middlestream Section", and "Upstream Section." For these sections, watercourse field record forms and habitat map forms were used to record detailed information, and photographs were taken to show existing conditions. Fish community surveys were conducted in the Watercourse #5 system, where conditions permitted, using a Model HT 2000B backpack electrofishing unit.

The results of the review of background information and field investigations were compared and used to summarize existing fish habitat conditions and to confirm the status of the fishery in each system (i.e., direct, indirect, or not fish habitat). In addition, this information was used to identify potential impact and mitigation considerations associated with Fruitland Road alternatives.

The results of recent field work undertaken on May 25, 2009 are provided in this section, with references to photographs provided in **Appendix C** and corresponding locations on **Figure 5.2**.

Watercourse #5

This system drains northerly towards Lake Ontario adjacent to Fruitland Road and has been significantly altered to accommodate surrounding land uses. In the Study Area, Watercourse #5 is a permanently flowing system with habitat conditions indicative of degraded, warmwater systems. The channel generally conveys flow from south to north, emptying into a private boat harbour at Lake Ontario approximately 1.3km downstream. Major crossings of Watercourse #5 include the Queen Elizabeth Way (QEW), a railway, South Service Road, and Arvin Avenue. As previously stated, 3 representative sections (approx. 100m each in length) were selected to assess Watercourse #5 and are described in detail below (**Figure 2.1** shows the locations of all three sections).

Downstream Section

Dillon (November 2007) previously assessed this section in the Study Area, in addition to the May 2009 field work.

This reach has been realigned to accommodate surrounding land use and has a bankfull width of approximately 4 – 5m and an average wetted width of 1.0 - 2.0m (at the time of survey). Average water depths were between 0.10 and 0.15m, which flowed along a straightened channel over a clay-based substrate comprised of a mixture of sand, gravel, cobble, and a little rock. Available in-stream cover throughout this reach is low to moderate, consisting primarily of coarse woody debris and boulders. No significant refuge areas or sensitive habitat were noted along this reach.

The riparian community was characterized by poor to moderate tree and shrub cover. This includes open, partly open and dense canopy areas providing varying degrees of shading to the watercourse. This reach appears to have the potential to function as direct

fish habitat; however, due to constraints to fish movement further downstream, lack of decent refuge pools, and the distance from the lake to this reach, it is likely that this reach only provides an indirect value to fisheries downstream.

The channel was observed to be predominantly flat habitat with very slow current (appeared stagnant) through slightly unstable banks and abundant in-stream debris (**Photo 1**). Previous documentation has indicated that flow within Watercourse #5 is highly variable and sensitive to runoff events. In the upstream portion of this reach, the channel was inundated with thick green algae and organic debris throughout (**Photo 2**).

Middlestream Section

Similar to the downstream section, this section has been historically altered to accommodate surrounding land use and required drainage. The channel has a bankfull width of approximately 2 – 3m and an average wetted width of 1.0 - 1.5m (at the time of survey). Average water depths were between 0.10m and 0.15m, with flow being conveyed along a straightened and deepened channel over a clay-based substrate comprised of a mixture of silt, cobble, boulder and some debris on top. Flow definition along this reach was characterized as being permanent and generally divided as approximately 90% flat, 5% riffle, and 5% run (**Photo 3**).

This Middlestream Section appears to experience significant increases in flow volume and velocity based on obvious scouring and the observed high-water mark. The stream banks were observed to be slightly unstable with abundant tree and shrub root systems visible. This section has decent canopy cover; however, available in-stream cover is low to moderate overall and primarily consisting of in-stream and overhanging coarse woody debris, anthropogenic debris (e.g., garbage, yard waste etc) and cobble (**Photo 4**). This section exhibited very little in-stream vegetation; however, abundant green algae and overhanging bank vegetation was present throughout. No significant refuge areas or sensitive habitat were noted along this reach.

Upstream Section

Similar to the other sections downstream, this section has also been altered to accommodate surrounding land uses and required drainage. The channel has an average bankfull width of approximately 1.2 – 3m and an average wetted width of 0.5 - 1.5m (at the time of survey). Average water depths were between 0.05m and 0.20m, and flow was

conveyed through a straightened channel. Substrates were comprised of a mixture of clay, silt, gravel, cobble, with boulder on top. Flow definition along this reach was characterized as being permanent and generally divided as approximately 70% flat, 5% riffle, and 25% run (**Photo 5**).

Similar to downstream reaches, this Upstream Section also appears to experience significant fluctuations in flow volume and velocity based on scour lines and the high-water mark along the banks. The stream banks are generally shallow and do not appear to be able to contain periods of high flow as evident by flow erosion observed beyond the bankfull width. This section has decent canopy cover; however, available in-stream cover is low overall and primarily consists of in-stream and overhanging coarse woody debris, organic debris (e.g., natural and yard waste) and inorganic debris (e.g., tires and metals) (**Photo 6**). This section exhibited little to no in-stream vegetation and numerous seasonal barriers were observed due to the build-up of debris in combination with shallow water conditions present. No significant refuge areas or sensitive habitat were noted along this reach.

Electrofishing was undertaken where possible in places where fish are most likely to reside within the three sections discussed above. After 803 seconds of fishing effort, no fish were captured or seen during sampling. This result was not unexpected considering the previous classification of indirect habitat status within Watercourse #5 (Dillon, November 2007). Due to numerous alterations, in-stream barriers present throughout Watercourse #5, and results of recent fish community sampling, it appears that Watercourse #5 does not function as direct fish habitat, but rather has an indirect function.

Tributary to Watercourse #5

This small tributary to Watercourse #5 drains to the north and into a storm sewer at Barton Street. As a result, the reach within the Study Area is orphaned and cannot function as direct fish habitat. The online storm sewer also significantly limits the potential for this watercourse to function as indirect habitat due to the physical and hydraulic separation of reaches. At the time of investigation, the channel was completely dry and functions as ephemeral overland drainage only. The channel itself is narrow and shallow with terrestrial vegetation growing throughout (**Photo 7**).

Electrofishing was not undertaken due to the absence of water at the time of investigation and inability of fish to access the Study Area via this channel.

5.1.7 Species at Risk

5.1.7.1 Plants

No plants species at risk or species of possible management concern were observed in the Study Area.

5.1.7.2 Herptiles

Background review suggests the potential presence of herptile species at risk in the Study Area. None of these species were observed during field work, and the preferred habitat for several of these species is not found within the Study Area. Based on the NHIC database, Ontario Herptofaunal Atlas and field work, our evaluation suggests that three species may possibly use portions of the Study Area as primary habitat or as a travel corridor including: Blanding's turtle, Jefferson salamander and the eastern milksnake. Details regarding these species are provided below.

- Blanding's turtle (*Emydoidea blandingii*) (S3)
    - The Blanding's turtle is listed as *Threatened* both provincially and federally. The COSEWIC Assessment and Status Report indicates that "*Subpopulations are increasingly fragmented by the extensive road network that criss-crosses all of this turtle's habitat. Having delayed age at maturity, low reproductive output and extreme longevity makes this turtle highly vulnerable to increased rates of mortality of adults. Nesting females are especially susceptible to road kill because they often attempt to nest on gravel roads or on shoulders of paved roads. Loss of mature females in such a long-lived species greatly reduces recruitment and long-term viability of subpopulations. Another threat is degradation of habitat from development and alteration of wetlands. The pet trade is another serious ongoing threat because nesting females are most vulnerable to collection"* (COSEWIC, 2005).
    - Preferred habitats for this species are shallows, ponds and marshes with soft bottoms and abundant aquatic vegetation. An individual turtle may use several connected lakes, rivers, streams, marshes, or ponds and travel

upwards of 6,760m in a season (COSEWIC, 2005). The Blanding's turtle nests in a variety of loose substrates including sand, organic soil, gravel and cobblestone. Overwintering occurs in permanent pools that average about one metre in depth, or in slow flowing streams (COSEWIC, 2005).

- There are no shallow bodies of water within the Study Area; however, watercourses flowing through the Study Area could potentially provide a corridor for dispersal during nesting activity.

- Jefferson salamander (*Ambystoma jeffersonianum*) (S2)
  - The Jefferson salamander is listed as *Threatened* both provincially and federally. Threats to this species are largely related to anthropogenic factors. Urbanization, forestry activities, recreation and unauthorized collections are all attributable to their current status. Urban development creates barriers (e.g. roads, neighbourhoods, etc.) that limit the dispersal of the species and fragment their habitat, especially cutting off breeding ponds from late summer and winter habitat. Also, development impacts such as site clearing, reduced topography, storm water management, increased impermeable surface, altered water balance regimes, etc., affect soil moisture and the availability of vernal ponds which are essential to the survivability of the species.
  - Preferred habitat for this species is in moist, loose soil, under logs or in leaf litter within deciduous forests. In the spring, Jefferson salamanders travel to woodland ponds, limestone sinkhole ponds, kettle ponds and other natural basins to breed. These ponds are often ephemeral being fed by temporary water sources.
  - No ephemeral ponds were identified in deciduous forest habitat; however, the study team had very restricted access to the Study Area during spring months and searches were limited. Deciduous woodlands are present within the Study Area and may be potential habitat area.

- Eastern milksnake (*Lampropeltis triangulum*) (S3)
  - Milksnakes are federally and provincially listed as a species of *Special Concern*. Roads are a significant source of mortality for this species at risk. As habitat is lost and they come into increasing contact with people,

this snake is often mistaken for a venomous species and deliberately killed.

- This species of snake is considered *Common* in the Hamilton area, and especially in the rural parts of the City according to the Hamilton Natural Areas Inventory 2003 (Dwyer, 2003).
- Milksnakes have broad habitat preferences being found in a wide variety of environments from rocky outcrops and hillsides to meadows and pastures. These snakes are usually found around coniferous or deciduous forest edges, but can thrive in a variety of habitat types, such as open woodlands, fields, farm buildings, and in older urban areas.
- Suitable habitat for eastern milksnake can be found throughout the Study Area.

In addition, the Herpetofaunal Atlas indicates the possible presence of additional species at risk in the vicinity of the Study Area. Based on habitat requirements, suitable habitat is not not found within the Study Area. Details regarding this additional species is provided below.

- Wood turtle (*Glyptemys insculpta*) (S2)
  - This species is federally and provincially listed as *Endangered*.
  - Hamilton Natural Areas Inventory 2003 (Dwyer, 2003) has the wood turtle listed as an *Excluded Species* because of historical one-time sightings in 1958; and this species was not sighted previously nor has it been observed since.
  - Preferred habitat for this species is clear rivers, streams or creeks with a slight current and sandy or gravelly bottom, with adjacent woody area providing sufficient cover.
  - As the watercourses present within the Study Area are highly impacted with degraded bottoms, suitable habitat is not found on-site.

- Eastern spiny softshell turtle (*Apalone spinifera spinifera*) (S3)
  - This species is federally and provincially listed as *Threatened*.
  - Preferred habitat for this species is lakes and large rivers. They rarely travel far from the shoreline.
  - This specific habitat is not found within the Study Area.

- Common musk turtle (*Sternotherus odoratus*) (S4)
    - This species is federally and provincially listed as *Threatened*.
    - Preferred habitat for this species includes a range of shallow water bodies with slow currents including lakes, streams, marshes, ponds and rivers, usually with a high organic substrates.
    - The degraded and small marsh and stream habitats located in the Study Area do not contain suitable substrates for this species.

- Northern ribbonsnake (*Thamnophis sauritus septentrionalis*) (S3)
    - This species is federally and provincially listed as *Special Concern*.
    - Preferred habitat for this species is near bodies of water along the shoreline and in marshes.
    - This specific type of habitat is limited within the Study Area and of a lower quality than typically attracts this species.

5.1.7.3 Mammals

No mammals species at risk or species of possible management concern were observed in the Study Area.

5.1.7.4 Birds

A search of the Ontario Breeding Bird Atlas (2001-2005) showed potential breeding evidence for 5 avian species at risk within atlas square 17PH08. During fieldwork, two chimney swift (*Chaetura pelagica*) (*Threatened*) individuals were observed:. This species and the four others potentially occurring in the Study Area are discussed below.

- Chimney swift (*Chaetura pelagica*) (S4B SZN)
    - The chimney swift is federally and provincially listed as *Threatened*. COSEWIC stipulates that the primary cause of the recent decline in this species is unknown, but the decline in flying insects and a shift to homes that lack suitable nesting chimney's could be attributable.
    - This species is listed as *Uncommon* in the Hamilton area with observation largely limited to within the city and surrounding towns.
    - Formerly, preferred habitats for this species were tree cavities in old growth forests; however, due to reduced mature forest cover over much of its range this species is now more likely to be found in urban areas where

they nest in manmade structures such as chimneys (COSEWIC 2007a). Thus, potential nesting habitat can be found surrounding the Study Area. Chimney swift would be most likely to be found high above the Study Area, aerially foraging.

- Canada warbler (*Wilsonia Canadensis*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. A reduction of forests with appropriate dense shrub and ground cover can be attributed to their decline. They also face added pressure through widespread deforestation of wintering grounds in South America.
    - This species is listed as *Rare* in the Hamilton area and they appear to be declining according to the Breeding Bird Atlas results.
    - Preferred habitat for the Canada warbler is usually wet mixed forests with a dense shrub layer but it can use a variety of wet wooded sites. They nest on or near the ground on fallen logs along stream banks or on hummocks (COSEWIC 2008a). Though, small watercourses flow through some of the woodlots located in the Study Area, they are generally not wet sites and have few conifers. Breeding habitat suitability in the Study Area for Canada Warbler should be considered low. This species was not observed during breeding bird surveys completed as part of this study.

- Red-headed woodpecker (*Melanerpes erythrocephalus*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. The main threats for the red-headed woodpecker are habitat loss due to forestry and agriculture, and also increased competition from European starlings for nest sites.
    - This species is listed as *Rare* in the Hamilton area and appears to be declining.
    - Preferred habitat for this species is open woodland and woodland edges. They are often found along the forested edges of parks, golf courses, orchards and in riparian forests, especially where there is a higher density of dead trees (COSEWIC 2007b).
    - Potential breeding habitat for red-headed woodpecker, in the form of forest edge and active and abandoned orchards, is present in the Study

Area. This species was not observed during breeding bird surveys completed as part of this study.

- Common nighthawk (*Chordeiles minor*) (S4B)
    - This species is listed as *Threatened* federally and listed as a species of *Special Concern* provincially. The use of pesticides is a large threat to the nighthawk population as insects are their primary food source.
    - This species is listed as *Rare* in the Hamilton area represented by only one or two breeding pairs in the Hamilton area (Dwyer, 2003).
    - Preferred habitat for the common nighthawk includes a variety of open areas with little to no ground cover. Logged areas, burn-over areas, forest clearings, lakeshores, cultivated field and orchards can be used (COSEWIC 2007c).
    - Suitable open breeding habitats for common nighthawk can be found throughout the Study Area. This species was not observed during breeding bird surveys completed as part of this study.

- Short-eared owl (*Asio flammeus*) (S2N S4B)
    - The short-eared owl is listed as *Special Concern* both provincially and federally. Increased urbanization and intensive agricultural practices have led to decreases in suitable habitat and has been responsible for its current status.
    - This species is listed as *Rare* in the Hamilton area with the latest breeding observations in the Atlas being the only modern observation of this particular species.
    - Preferred breeding habitats for this species include a variety of open areas including grasslands, old pastures and marshes. Potential breeding habitat for short-eared owl can be found throughout the Study Area in the form of large oldfields and areas of marsh. This species was not observed during breeding bird surveys completed as part of this study.

5.1.7.5 Invertebrates

The monarch (*Danaus plexippus*) was the only invertebrate species at risk observed during field surveys. The monarch is listed as *Special Concern* both federally and provincially. This species is a migratory butterfly that spends summers in North

America, including southern Canada, and winters in Mexico. Threats to this species include pesticide use, general habitat loss and degradation throughout its range and specific threats to restricted wintering habitats in Mexico and California. Monarch can be found in a variety of habitats provided that milkweed is present, as this plant species is required by monarch caterpillars (SARA Public Registry 2009). Milkweed was observed in the Study Area and the presence of monarch individuals confirms that suitable habitat for this species is present.

5.2 Fruitland Road Alternative Corridors

Approximate alternative corridor footprints for Fruitland Road are indicated on **Figure 5.1**. The corridor associated with Alternatives 2A and 2B involves a north-south corridor approximately 360 m east of the existing Fruitland Road in the bottom half of the Study Area. Extending northerly, this corridor veers to the west and links with existing Fruitland Road to maintain local access. In contrast, the corridor associated with Alternatives 3A-3D shares a portion of the same footprint as the previously described corridor, but continues northerly in the northern half of the Study Area, veering easterly to the east side of the Tributary to Watercourse #5 (**Figure 5.1**).

5.3 Potential Impacts and Mitigation Considerations

In the sections below, a general discussion of potential terrestrial and aquatic impacts is provided, in addition to potential mitigation measures to be considered.

Potential Terrestrial Impacts and Mitigation Considerations

The road corridors associated with the alternatives are located in predominantly open country mixed meadow and shrub thicket vegetation communities. These lands are mainly agricultural fields, hedgerows, vineyards or plantations that have been previously disturbed and allowed to regenerate into naturalized vegetation communities. Remnant natural vegetation communities were also documented in the Study Area and could be affected by one or both of the road corridor alternatives.

Road corridor Alternatives 2A/2B and 3A-3D have the potential to impact the terrestrial natural environment in the following manner:

- Encroachment/vegetation removal/geographic isolation of a small green ash mineral deciduous swamp that runs parallel to Watercourse #5;

- Encroachment/vegetation removal/ habitat fragmentation in a fresh-moist oak-hardwood deciduous forest;
- Loss of purple loosestrife (non-native) forb meadow marsh;
- Loss of trees in hedgerows and plantations;
- Introduction/colonization of non-native invasive flora in disturbance zones;
- Potential injury or disturbance to migratory birds (and their nests) protected under the *Migratory Birds Convention Act* (1994) and the *Fish and Wildlife Conservation Act* (1997);
- Increase in anthropogenic disturbances to open country habitat, including urban stressors such as noise, light, trampling, and dumping. These human disturbances can result in a loss of biodiversity in natural and cultural areas; and
- Hydrological impacts to wetland and lowland forest communities. Alteration to the hydrology in or immediately adjacent to natural vegetation communities could impact their form and function. Activities that could affect the hydrology of natural features include construction dewatering, alteration to surface water drainage patterns, changes to the water table and excessive pooling/drying along the road embankment.

The following mitigation measures are recommended to avoid or reduce the natural environment impacts of Fruitland Road improvements:

- Minimize the amount of area of vegetation removal to the extent possible.
- During the construction phase, establishing vegetation protection zones (VPZ) around natural heritage features identified in the project area is recommended. In order to protect vegetation adjacent to the working area from construction traffic and/or materials storage, tree protection fences/barriers should be utilized.
- To protect birds and comply with relevant federal and provincial legislation, all vegetation removal must be completed outside of the bird-breeding season. As such, vegetation clearing will not be undertaken from April 15th to August 15. Any vegetation removal during this breeding period will require a nest search by a qualified Avian Biologist prior to clearing the area.
- Create an Edge Management Plan (EMP) for the natural areas adjacent to the ROW. In the post-construction-operational phase of the project, vegetative buffers should be established to mitigate disturbance impacts to natural features and linkages. Vegetative buffers should be planted with native, non-invasive vegetation appropriate

for the climate and local habitat conditions (e.g. soil type, soil moisture, light exposure, tolerance to urban stressors, etc.).

- Landscape vegetation should be comprised of native, salt-tolerant and non-invasive species.
- Replace trees that are accidentally damaged with similar size (or equivalent basal area) and species following construction.
- A water balance analysis should be conducted to ensure that construction related dewatering activities do not adversely affect the form and function of wetland and lowland forest communities (e.g. vegetation survivorship).
- Identify potential restoration areas (e.g. Core Areas and Linkages) in order to compensate for habitat lost in the ROW. Ecological restoration and enhancement is best achieved through the creation of a Restoration and Enhancement Plan (REP). The objective of the REP should be to increase biodiversity and ecological integrity of the natural heritage system. Some examples of how these objectives can be reached are through planting native vegetation, removal of non-native invasive, natural regeneration and installation of wildlife habitat structures. All mitigation, restoration and enhancement plans should be generated in consultation with the MNR and/or the HCA.

Potential Aquatic Impacts and Mitigation Considerations

The corridor associated with Alternative 2A/2B is expected to require a minimum of two crossings of Watercourse #5. It also appears that a potential re-alignment of Watercourse #5 may be required depending on the exact location of the proposed Fruitland Road.

In contrast, the corridor associated with Alternatives 3A-3D is expected to involve one crossing of Watercourse #5.

Potential aquatic impacts of these activities may include:

- Loss of riparian and in-stream vegetation at the crossing;
- Disturbance of existing substrates;
- Disturbance to flow conveyance during construction;
- Potential release of sediment into the watercourse;
- Potential loss of in-stream habitat features; and
- Disturbance of existing banks.

Depending on the requirement for re-alignment, particularly for Watercourse #5, there may be a need to incorporate the use of natural channel design into the planned works to assist in compensating for the loss of fish habitat.

Mitigation considerations for potential in-water activities associated with the Fruitland Road alternatives, including potential new crossings and/or re-alignments of Watercourse #5 may include, but are not limited to, the following:

- In-water works should be conducted during the appropriate timing window (e.g., outside of the warm water March 15 – June 30 spring period) and not during high flow conditions;
- Existing flows should be maintained downstream of the work area at all times during construction via an appropriate method such as a dam and pump bypass method or diversion;
- All construction materials and equipment used for the purposes of site preparation and project completion should be operated and stored in a manner that prevents any deleterious substances from entering the watercourses;
- Any stockpiled construction materials should be stored away from the watercourses;
- Vehicular and equipment refueling and maintenance should be conducted away from the watercourses;
- Implementation of sediment and erosion control measures should occur prior to the commencement of construction, and maintained and upgraded as necessary during the construction phase to prevent entry of sediment into the water (e.g., silt fencing, traps, filter bags, check dams etc);
- All disturbed surfaces should be stabilized as soon as possible after construction;
- All sediment and erosion control measures should be left in place and maintained until vegetative cover is established and/or until the construction site has stabilized.

There is potential that a *Fisheries Act* Authorization would be required for potential modifications to Watercourse #5, in addition to approval under the *Conservation Authorities Act*. Permit and approval requirements would need to be confirmed through agency consultation once more information/details are known regarding potential watercourse works.

6. SUMMARY

An assessment of natural heritage features was conducted for lands bounded by Fruitland Road to the west, Glover Road to the east, Highway 8 to the south, and Barton Street to the north, in the City of Hamilton. This assessment was conducted to assist City of Hamilton staff with preparation of the Fruitland-Winona Secondary Plan, and to provide natural heritage information as input for the Class EA that is underway for improvements to Fruitland Road between Highway 8 and Barton Street. Using a variety of survey methods, including an investigation of vegetation, Ecological Land Classification, amphibians, wildlife, fisheries, and species at risk, recommendations were provided with respect to constraints to development and areas to be protected, with consideration for the overall landscape ecology. In addition, primary road corridors associated with Fruitland Road Class EA alternatives were discussed in the context of potential impacts and mitigation considerations for the protection of natural features.

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Appendix A

Official Plan Natural Heritage Schedules


Lake Ontario
Hamilton Harbour
Key Map
Rural
Urban
Note: For Rural Natural Heritage Features refer to Schedule B of the Rural Hamilton Official Plan
Legend
Core Areas
Area Specific Policy - USC-1 and USC-2 in Volume 3
Linkages
Parks & General Open Space (Excluding Parkettes)
Streams
Other Features
Rural Area
John C. Munro Hamilton International Airport
Niagara Escarpment
Urban Boundary
Municipal Boundary
Subject to Future OMB Hearing
Urban Hamilton Official Plan
Schedule B
Natural Heritage System
Hamilton
Date: July 1, 2009
PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Key Map

Note: For Rural Detailed Natural Heritage Features refer to Schedule B-1 of the Rural Hamilton Official Plan.

Legend

- Key Natural Heritage Feature Life Science ANSI

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- **Subject to Future OMB Hearing**

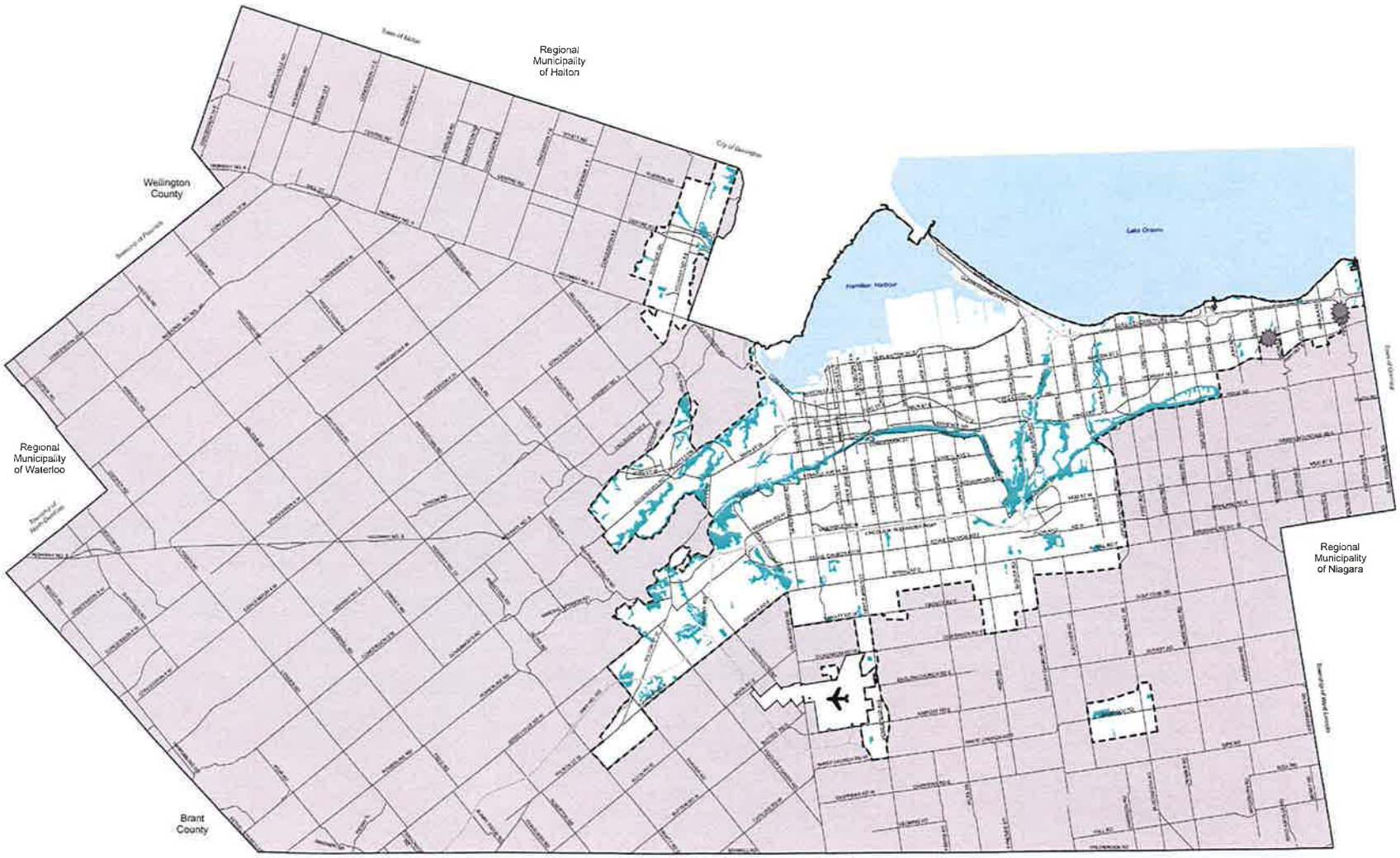
Urban Hamilton Official Plan
Schedule B-1
Detailed Natural Heritage Features
Key Natural Heritage Feature
Life Science ANSI

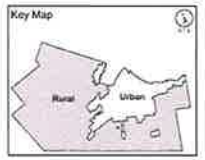
Not To Scale

Date: July 8, 2008

Hamilton

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT





Note: For Rural Detailed Natural Heritage Features refer to Schedule B-2 of the Rural Hamilton Official Plan

Legend

- Key Natural Heritage Feature Significant Woodlands

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- **Subject to Future OMB Hearing**

Urban Hamilton Official Plan Schedule B-2

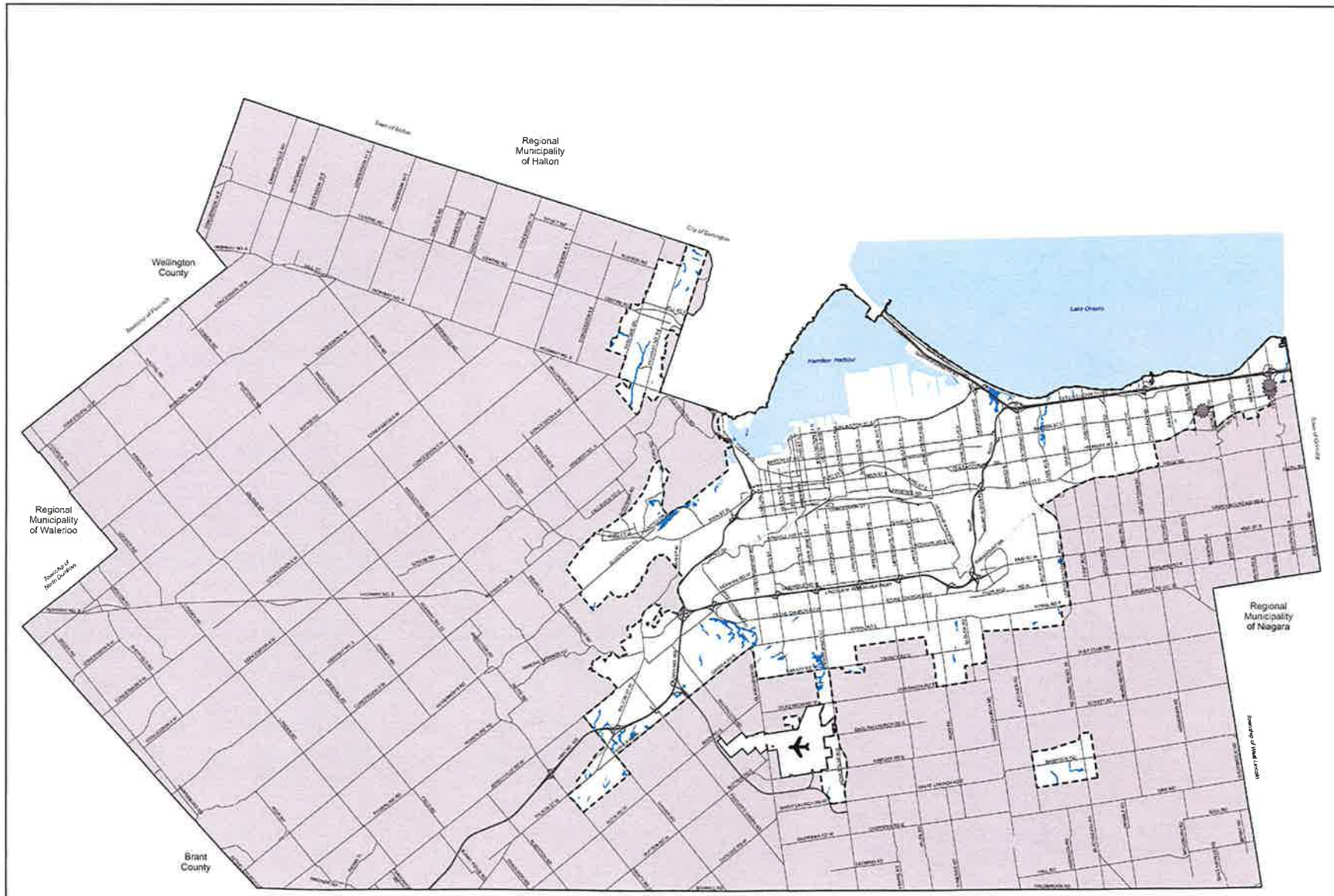
Detailed Natural Heritage Features
Key Natural Heritage Feature
Significant Woodlands

Not To Scale

Date: July 6, 2009

Hamilton

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT



Note: For Rural Detailed Natural Heritage Features refer to Schedule B-4 of the Rural Hamilton Official Plan

Legend

- Key Natural Heritage and Key Hydrologic Feature Wetlands

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- **Subject to Future OMB Hearing**

Urban Hamilton Official Plan Schedule B-4

Detailed Natural Heritage Features
Key Natural Heritage Feature and Key *Hydrologic Feature* Wetlands

Hamilton

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

Key Map

Note: For Rural Detailed Natural Heritage Features refer to Schedule B-5 of the Rural Hamilton Official Plan

Legend

- Key Hydrologic Feature Lakes and Littoral Zones

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- **Subject to Future OMB Hearing**

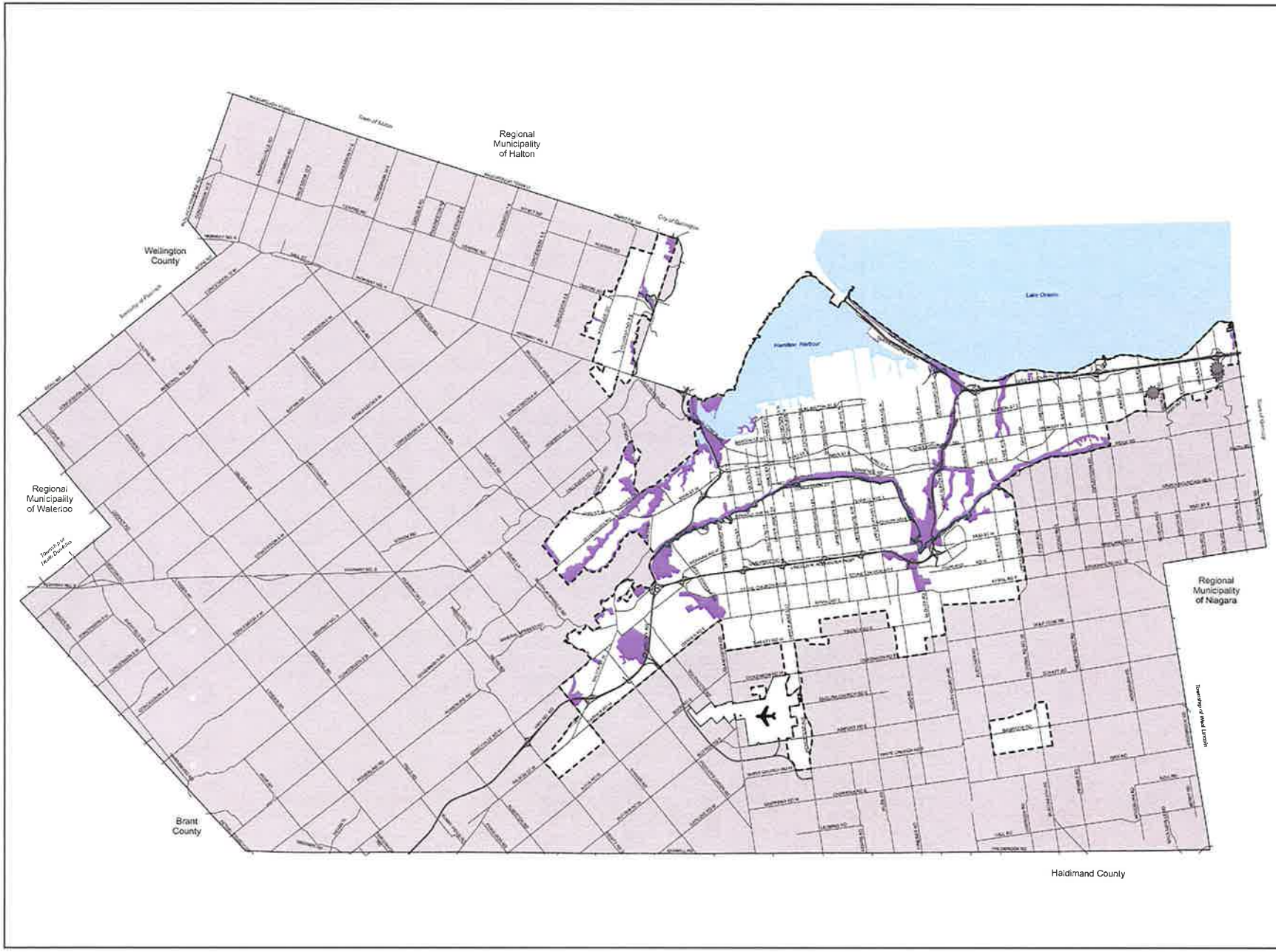
Urban Hamilton Official Plan
Schedule B-5
Detailed Natural Heritage Features
Key Hydrologic Feature
Lakes and Littoral Zones

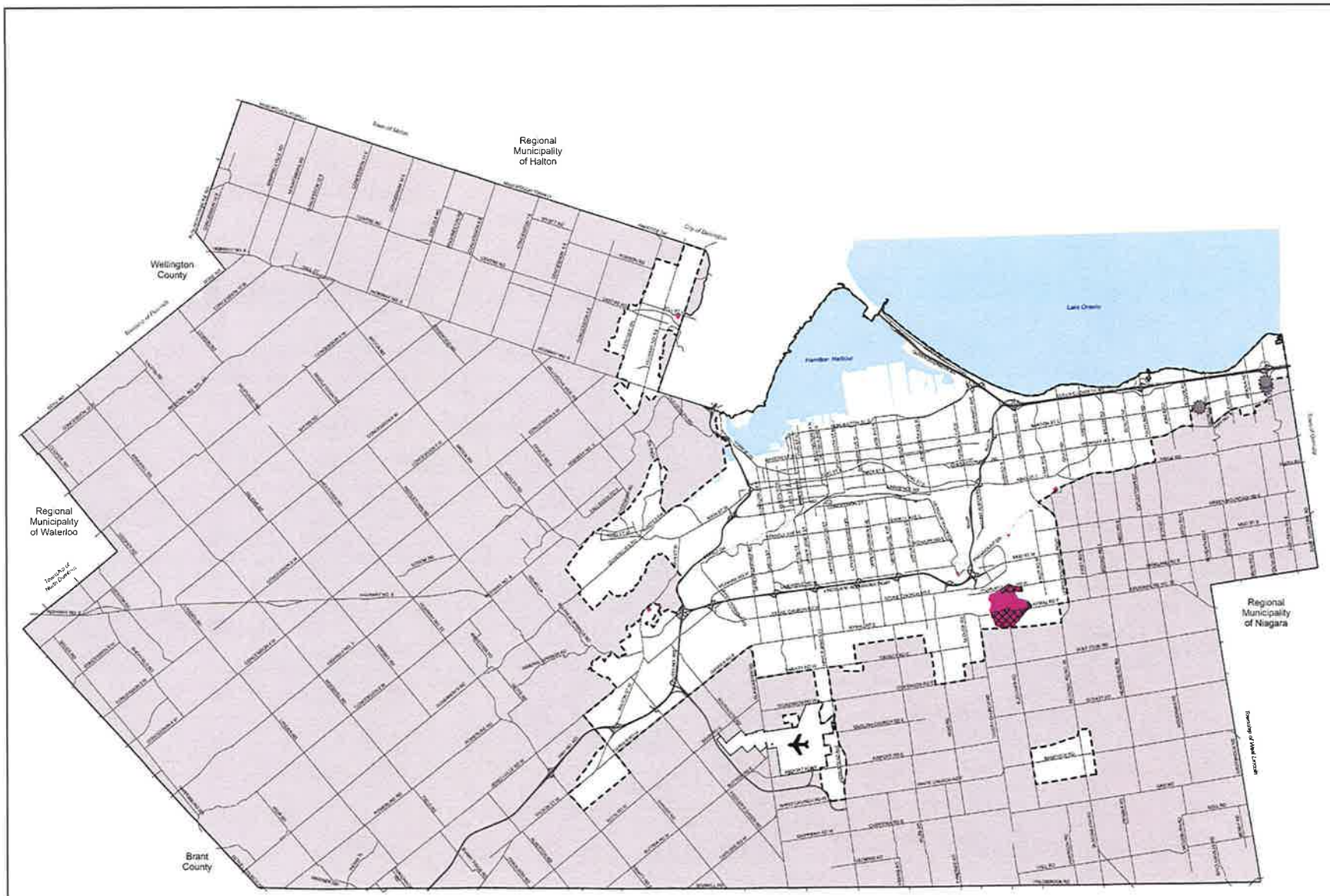
Not To Scale

Date: July 9, 2009

Hamilton

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT


Regional Municipality of Halton
Wellington County
Regional Municipality of Waterloo
Brant County
Regional Municipality of Niagara
Haldimand County
Lake Ontario
Hamilton Harbour
Key Map
Rural
Urban
Note: For Rural Detailed Natural Heritage Features refer to Schedule B-6 of the Rural Hamilton Official Plan
Legend
Local Natural Area Environmentally Significant Area
Other Features
Rural Area
John C. Munro Hamilton International Airport
Niagara Escarpment
Urban Boundary
Municipal Boundary
Subject to Future OMB Hearing
Urban Hamilton Official Plan
Schedule B-6
Detailed Natural Heritage Features
Local Natural Area
Environmentally Significant Areas
Hamilton
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT



Key Map

Note: For Rural Detailed Natural Heritage Features refer to Schedule B-7 of the Rural Hamilton Official Plan

Legend

- Local Natural Area Earth Science ANSI
- Area Specific Policy - USC-1 and USC-2 in Volume 3

Other Features

- Rural Area
- John C. Munro Hamilton International Airport
- Niagara Escarpment
- Urban Boundary
- Municipal Boundary
- **Subject to Future OMB Hearing**

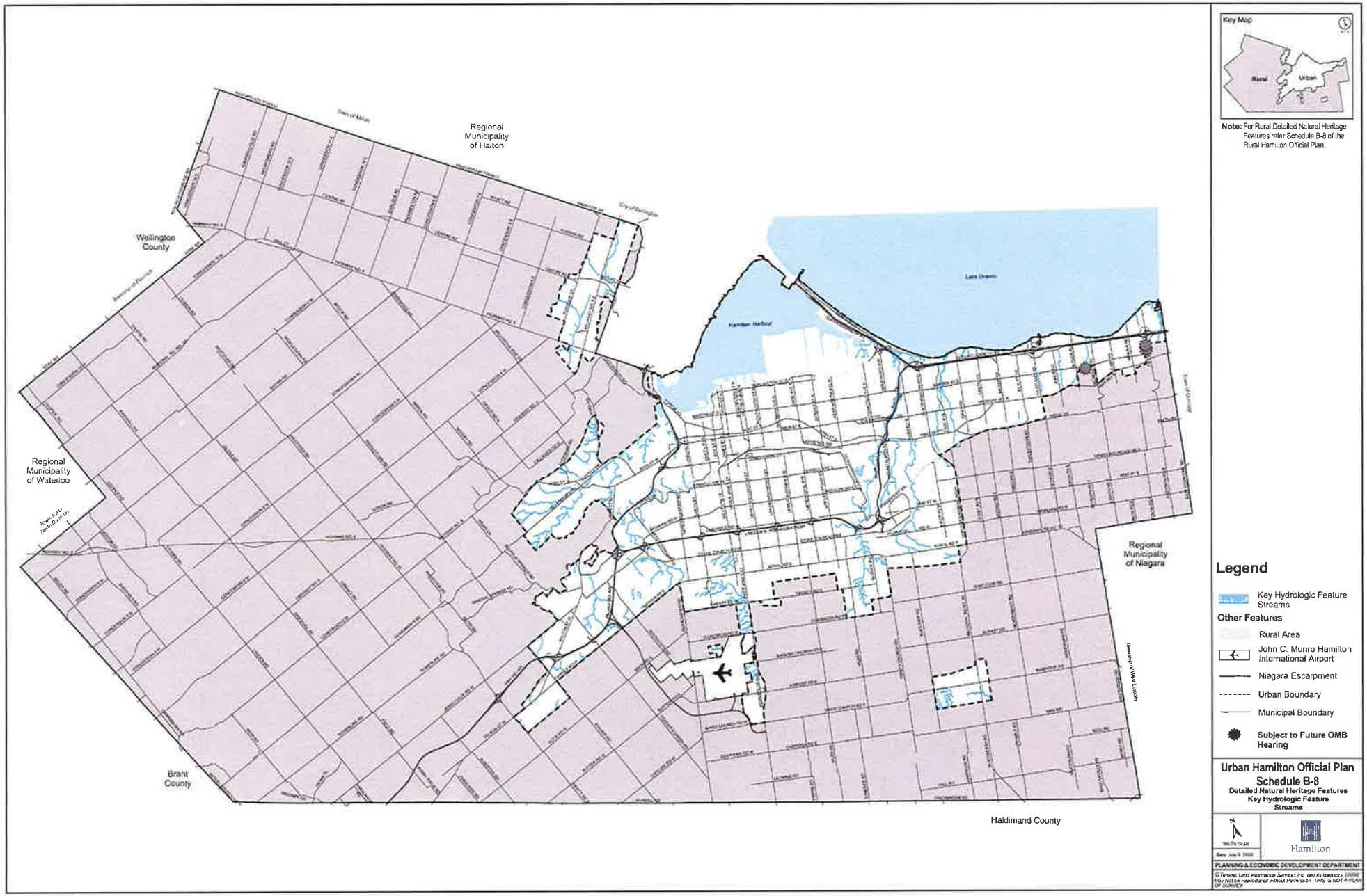
Urban Hamilton Official Plan
Schedule B-7
Detailed Natural Heritage Features
Local Natural Area
Earth Science ANSI

N
Not To Scale

Hamilton

Date: July 5 2009

PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT


Regional Municipality of Halton
Wellington County
Regional Municipality of Waterloo
Brant County
Haldimand County
Regional Municipality of Niagara
Lake Ontario
Hamilton Harbour
Key Map
Rural
Urban
Note: For Rural Detailed Natural Heritage Features refer Schedule B-8 of the Rural Hamilton Official Plan
Legend
Key Hydrologic Feature
Streams
Other Features
Rural Area
John C. Munro Hamilton International Airport
Niagara Escarpment
Urban Boundary
Municipal Boundary
Subject to Future OMB Hearing
Urban Hamilton Official Plan
Schedule B-8
Detailed Natural Heritage Features
Key Hydrologic Feature
Streams
Hamilton
PLANNING & ECONOMIC DEVELOPMENT DEPARTMENT

Appendix B

Field Work Result Tables

Table B.1. Plant Species Observed in the Fruitland Road Class EA Study Area

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Abies sp.	Fir species (non-native)			-	-			-
Abutilon theophrasti	Velvetleaf	0	G?	-	-	SE5	I	-
Acer negundo	Manitoba Maple	0	G5	-	-	S5		-
Acer platanoides	Norway Maple	0	G?	-	-	SE5	I	-
Acer rubrum	Red Maple	4	G5	-	-	S5		-
Acer saccharinum	Silver Maple	5	G5	-	-	S5		-
Acer saccharum ssp. saccharum	Sugar Maple	4	G5	-	-	S5		-
Acer X freemanii	Freeman's Maple		G?	-	-	S5		-
Achillea millefolium ssp. millefolium	Common Yarrow	0	G5	-	-	SE	I	-
Agrimonia gryposepala	Tall Agrimony	2	G5	-	-	S5		-
Agrostis gigantea	Redtop Grass	0	G4G5	-	-	SE5	I	-
Agrostis hyemalis	Tickle Grass	4	G5	-	-	S1		Rare
Alisma plantago-aquatica	Common Water-plantain	3	G5	-	-	S5		-
Alliaria petiolata	Garlic Mustard	0	G?	-	-	SE5	I	-
Allium schoenoprasum var. schoenoprasum	European Chives	0	G5	-	-	SE2	I	-
Amaranthus retroflexus	Redroot Pigweed	0	G?	-	-	SE5	I	-
Ambrosia artemisiifolia	Common Ragweed	0	G5	-	-	S5		-
Amelanchier arborea	Downy Serviceberry	5	G5	-	-	S5		-
Amelanchier laevis	Smooth Serviceberry	5	G4G5Q	-	-	S5		-
Antennaria neglecta	Field Pussytoes	3	G5	-	-	S5		-
Apocynum androsaemifolium ssp. androsaemifolium	Spreading Dogbane	3	G5	-	-	S5		-
Arctium minus ssp. minus	Common Burdock	0	G?	-	-	SE5	I	-
Arisaema triphyllum ssp. triphyllum	Jack-in-the-pulpit	5	G5	-	-	S5		-
Asclepias syriaca	Common Milkweed	0	G5	-	-	S5		-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Asparagus officinalis	Asparagus	0	G5?	-	-	SE5	I	-
Aster ericoides var. ericoides	Heath Aster	4	G5	-	-	S5		-
Aster lateriflorus var. lateriflorus	One-sided Aster	3	G5	-	-	S5		-
Aster macrophyllus	Large-leaved Aster	5	G5	-	-	S5		-
Aster novae-angliae	New England Aster	2	G5	-	-	S5		-
Aster urophyllus	Arrow-leaved Aster	**6**	G4	-	-	S4		-
Atriplex patula	Spearscale	0	G5	-	-	S5		Uncommon
Barbarea vulgaris	Common Wintercress	0	G?	-	-	SE5	I	-
Berberis vulgaris	Common Barberry	0	G?	-	-	SE5	I	-
Bidens frondosa	Devil's Beggar-ticks	3	G5	-	-	S5		-
Brassica nigra	Black Mustard	0	G?	-	-	SE5	I	-
Bromus inermis ssp. inermis	Smooth Brome	0	G4G5	-	-	SE5	I	-
Calla palustris	Water Arum	**8**	G5	-	-	S5		-
Carex bebbii	Bebb's Sedge	3	G5	-	-	S5		-
Carex gracillima	Graceful Sedge	4	G5	-	-	S5		-
Carex pensylvanica	Pennsylvania Sedge	5	G5	-	-	S5		-
Carex stricta	Tussock Sedge	4	G5	-	-	S5		-
Carex vulpinoidea	Fox Sedge	3	G5	-	-	S5		-
Carpinus caroliniana	Blue Beech	**6**	G5	-	-	S5		Rare
Carya ovata	Shagbark Hickory	**6**	G5	-	-	S5		-
Celastrus scandens	Climbing Bittersweet	3	G5	-	-	S5		-
Centaurea maculosa	Spotted Knapweed	0	G?	-	-	SE5	I	-
Cerastium fontanum	Common Mouse-ear Chickweed	0	G?	-	-	SE5	I	-
Chenopodium album var. album	Lamb's Quarters	0	G5	-	-	SE5	I	-
Chrysanthemum leucanthemum	Ox-eye Daisy	0	G?	-	-	SE5	I	-
Cichorium intybus	Chicory	0	G?	-	-	SE5	I	-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Circaea lutetiana ssp. canadensis	Canada Enchanter's Nightshade	3	G5	-	-	S5		-
Cirsium arvense	Canada Thistle	0	G?	-	-	SE5	I	-
Cirsium vulgare	Bull Thistle	0	G5	-	-	SE5	I	-
Claytonia virginica	Virginia Spring Beauty	5	G5	-	-	S5		-
Clintonia borealis	Bluebead Lily	**7**	G5	-	-	S5		-
Convolvulus arvensis	Field Bindweed	0	G?	-	-	SE5	I	-
Convulvulus sepium	Hedge Bindweed			-	-			-
Conyza canadensis	Horseweed	0	G5	-	-	S5		-
Cornus foemina ssp. racemosa	Grey Dogwood	2	G5	-	-	S5		-
Cornus stolonifera	Red-osier Dogwood	2	G5	-	-	S5		-
Crataegus monogyna	One-seeded Hawthorn	0	G5	-	-	SE5	I	-
Crataegus sp	Hawthorn Species			-	-			-
Dactylis glomerata	Orchard Grass	0	G?	-	-	SE5	I	-
Daucus carota	Wild Carrot	0	G?	-	-	SE5	I	-
Dianthus armeria	Deptford Pink	0	G?	-	-	SE5	I	-
Dipsacus fullonum ssp. sylvestris	Common Teasel	0	G?	-	-	SE5	I	-
Echinochloa crusgalli	Barnyard Grass	0	G?	-	-	SE5	I	-
Echinocystis lobata	Wild Cucumber	3	G5	-	-	S5		-
Elymus repens	Quack Grass	0	G5	-	-	SE5	I	-
Epilobium ciliatum ssp. glandulosum	Northern Willow-herb	**6**	G5	-	-	SU		-
Epilobium coloratum	Purple-leaved Willow-herb	3	G5	-	-	S5		-
Erigeron annuus	Daisy Fleabane	0	G5	-	-	S5		-
Erythronium americanum ssp. americanum	Yellow Trout Lily	5	G5	-	-	S5		-
Euthamia graminifolia	Grass-leaved Goldenrod	2	G5	-	-	S5		-
Fagus grandifolia	American Beech	**6**	G5	-	-	S5		-
Fragaria virginiana ssp. virginiana	Common Strawberry	2	G5	-	-	S5		-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Fraxinus americana	White Ash	4	G5	-	-	S5		-
Fraxinus pennsylvanica	Red Ash	3	G5	-	-	S5		-
Galium aparine	Cleavers	4	G5	-	-	S5		-
Geranium maculatum	Spotted Crane's-bill	**6**	G5	-	-	S5		-
Geranium robertianum	Herb Robert	0	G5	-	-	SE5	I	-
Geum sp	Avens Species			-	-			-
Glechoma hederacea	Ground Ivy	0	G?	-	-	SE5	I	-
Helianthus annuus ssp. annuus	Common Sunflower	0	G5	-	-	SE4	I	-
Hieracium caespitosum ssp. caespitosum	Field Hawkweed	0	G?	-	-	SE5	I	-
Hieracium vulgatum	Common Hawkweed			-	-			-
Hordeum jubatum ssp. jubatum	Squirrel-tail Grass	0	G5	-	-	SE5	I	-
Hypericum perforatum	Common St. John's-wort	0	G?	-	-	SE5	I	-
Impatiens capensis	Spotted Touch-me-not	4	G5	-	-	S5		-
Juglans nigra	Black Walnut	5	G5	-	-	S4		-
Juncus tenuis	Path Rush	0	G5	-	-	S5		-
Juniperus virginiana	Eastern Red Cedar	4	G5	-	-	S5		-
Lactuca serriola	Prickly Lettuce	0	G?	-	-	SE5	I	-
Lathyrus odoratus	Sweet Pea	0	G?	-	-	SE1	I	-
Leonurus cardiaca ssp. cardiaca	Motherwort	0	G?	-	-	SE5	I	-
Linaria vulgaris	Butter-and-eggs	0	G?	-	-	SE5	I	-
Lonicera tatarica	Tartarian Honeysuckle	0	G?	-	-	SE5	I	-
Lotus corniculatis	Birds-foot Trefoil	0	G?	-	-	SE5	I	-
Lysimachia nummularia	Moneywort	0	G?	-	-	SE5	I	-
Lythrum salicaria	Purple Loosestrife	0	G5	-	-	SE5	I	-
Maianthemum racemosum ssp. racemosum	False Solomon's Seal	4	G5	-	-	S5		-
Malus pumila	Common Apple	0	G5	-	-	SE5	I	-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Malus sp	Crabapple Species			-	-			-
Matricaria perforata	Scentless Chamomile	0	G?	-	-	SE	I	-
Medicago lupulina	Black Medick	0	G?	-	-	SE5	I	-
Melilotus alba	White Sweet-clover	0	G5	-	-	SE5	I	-
Melilotus officinalis	Yellow Sweet-clover	0	G?	-	-	SE5	I	-
Mentha spicata	Spearmint	0	G?	-	-	SE4	I	-
Myosotis laxa	Small Forget-me-not	**6**	G5	-	-	S5		-
Myosotis scorpioides	Common Forget-me-not	0	G5	-	-	SE5	I	-
Nasturtium officinale	Water-cress	0	G?	-	-	SE	I	-
Nepeta cataria	Catnip	0	G?	-	-	SE5	I	-
Oenothera biennis	Common Evening-primrose	0	G5	-	-	S5		-
Ostrya virginiana	Hop Hornbeam	4	G5	-	-	S5		-
Oxalis stricta	Upright Yellow Wood-sorrel	0	G5	-	-	S5		-
Parthenocissus quinquefolia	Virginia Creeper	**6**	G5	-	-	S4?		-
Phalaris arundinacea	Reed Canary Grass	0	G5	-	-	S5		-
Phleum pratense	Timothy	0	G?	-	-	SE5	I	-
Phragmites australis	Common Reed	0	G5	-	-	S5		-
Picea glauca	White Spruce	**6**	G5	-	-	S5		-
Picea sp	Spruce Species			-	-			-
Pinus sylvestris	Scots Pine	0	G?	-	-	SE5	I	-
Plantago lanceolata	Ribgrass	0	G5	-	-	SE5	I	-
Plantago major	Common Plantain	0	G5	-	-	SE5	I	-
Poa pratensis ssp. pratensis	Kentucky Blue Grass	0	G?	-	-	S5		-
Podophyllum peltatum	Mayapple	5	G5	-	-	S5		-
Polygonum pensylvanicum	Pink Knotweed	3	G5	-	-	S5		-
Polygonum persicaria	Lady's Thumb	0	G?	-	-	SE5	I	-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Populus deltoides ssp. deltoides	Eastern Cottonwood	4	G5	-	-	S5		-
Populus grandidentata	Largetooth Aspen	5	G5	-	-	S5		-
Populus tremuloides	Trembling Aspen	2	G5	-	-	S5		-
Potentilla recta	Rough-fruited Cinquefoil	0	G?	-	-	SE5	I	-
Potentilla simplex	Common Cinquefoil	3	G5	-	-	S5		-
Prenanthes alba	White Lettuce	**6**	G5	-	-	S5		-
Prunella vulgaris ssp. vulgaris	Selfheal	0	G5	-	-	SE3	I	-
Prunus avium	Sweet Cherry	0	G?	-	-	SE4	I	-
Prunus serotina	Black Cherry	3	G5	-	-	S5		-
Prunus virginiana ssp. virginiana	Choke Cherry	2	G5	-	-	S5		-
Pyrus communis	Common Pear	0	G5	-	-	SE4	I	-
Quercus alba	White Oak	**6**	G5	-	-	S5		-
Quercus macrocarpa	Bur Oak	5	G5	-	-	S5		-
Quercus rubra	Red Oak	**6**	G5	-	-	S5		-
Ranunculus abortivus	Kidney-leaf Buttercup	2	G5	-	-	S5		-
Rhamnus cathartica	Common Buckthorn	0	G?	-	-	SE5	I	-
Rhus radicans ssp. negundo	Climbing Poison-ivy	5	G5	-	-	S5		-
Rhus radicans ssp. rydbergii	Western Poison-ivy	0	G5	-	-	S5		-
Rhus typhina	Staghorn Sumac	1	G5	-	-	S5		-
Ribes americanum	Wild Black Currant	4	G5	-	-	S5		-
Rosa carolina	Pasture Rose	**6**	G4G5	-	-	S4		-
Rosa eglanteria	Sweetbrier			-	-			-
Rubus allegheniensis	Common Blackberry	2	G5	-	-	S5		-
Rubus idaeus ssp. melanolasius	Wild Red Raspberry	0	G5	-	-	S5		-
Rubus occidentalis	Black Raspberry	2	G5	-	-	S5		-
Rudbeckia hirta	Black-eyed Susan	0	G5	-	-	S5		-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Rumex crispus	Curly Dock	0	G?	-	-	SE5	I	-
Salix alba	White Willow	0	G5	-	-	SE4	I	-
Salix fragilis	Crack Willow	0	G?	-	-	SE5	I	-
Scirpus acutus	Hardstem Bulrush	**6**	G5	-	-	S5		-
Scirpus atrovirens	Black Bulrush	3	G5?	-	-	S5		-
Scirpus cyperinus	Wool Grass	4	G5	-	-	S5		-
Scirpus validus	Softstem Bulrush	5	G?	-	-	S5		-
Setaria viridis	Green Foxtail	0	G?	-	-	SE5	I	-
Sisymbrium officinale	Hedge Mustard	0	G?	-	-	SE5	I	-
Solanum dulcamara	Bittersweet Nightshade	0	G?	-	-	SE5	I	-
Solidago altissima var. altissima	Tall Goldenrod	1	G?	-	-	S5		-
Solidago canadensis var. canadensis	Canada Goldenrod	1	G5	-	-	S5		-
Solidago gigantea	Giant Goldenrod	4	G5	-	-	S5		-
Solidago juncea	Early Goldenrod	3	G5	-	-	S5		-
Sonchus arvensis ssp. arvensis	Field Sow-thistle	0	G?	-	-	SE5	I	-
Sonchus oleraceus	Common Sow-thistle	0	G?	-	-	SE5	I	-
Spiraea alba	Narrow-leaved Meadowsweet	3	G5	-	-	S5		-
Streptopus roseus	Rose Twisted Stalk	**7**	G5	-	-	S5		-
Syringa vulgaris	Common Lilac	0	G?	-	-	SE5	I	-
Taraxacum officinale	Common Dandelion	0	G5	-	-	SE5	I	-
Thlaspi arvense	Field Penny-cress	0	G?	-	-	SE5	I	-
Thuja occidentalis	Eastern White Cedar	4	G5	-	-	S5		-
Tilia americana	Basswood	4	G5	-	-	S5		-
Trifolium hybridum ssp. elegans	Alsike Clover	0	G?	-	-	SE5	I	-
Trifolium pratense	Red Clover	0	G?	-	-	SE5	I	-
Trifolium repens	White Clover	0	G?	-	-	SE5	I	-

Scientific Name	Common Name	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Tussilago farfara	Coltsfoot	0	G?	-	-	SE5	I	-
Typha latifolia	Broad-leaved Cattail	3	G5	-	-	S5		-
Ulmus americana	White Elm	3	G5?	-	-	S5		-
Urtica dioica ssp. dioica	European Stinging Nettle	0	G5T?	-	-	SE2	I	-
Verbascum thapsus	Common Mullein	0	G?	-	-	SE5	I	-
Verbena hastata	Blue Vervain	4	G5	-	-	S5		-
Verbena urticifolia	White Vervain	4	G5	-	-	S5		-
Veronica sp	Speedwell Species			-	-			-
Viburnum lentago	Nannyberry	4	G5	-	-	S5		-
Vicia cracca	Cow Vetch	0	G?	-	-	SE5	I	-
Vicia sativa ssp. nigra	Common Vetch	0	G?	-	-	SE5	I	-
Viola sp	Violet Species			-	-			N/A[1]
Vitis riparia	Riverbank Grape	0	G5	-	-	S5		-
Zanthoxylum americanum	Prickly-ash	3	G5	-	-	S5		-

Coefficient of Conservation: Numeric value between 0 and 10 which indicates the degree of faithfulness a plant displays to a specific habitat or set of environmental conditions. Conservative plant species, such as those which are only found in relatively pristine natural habitats such as bogs or prairies, are assigned a high coefficient of conservatism; other plant species which grow in a wide variety of habitats an d can tolerate high levels of cultural disturbance are assigned low values.

SRank: Provincial ranks used by the Natural Heritage Information Centre to set protection priorities for rare species and natural communities. [S1 – Critically Imperiled; S2 – Imperiled; S3 – Vulnerable; S4 – Apparently Secure; S5-Secure; SE – Exotic]
Global Rank: Global ranks are assigned by a consensus of the network of CDCs, scientific experts, and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species, subspecies or variety. G1 – Extremely Rare; G2 –Very Rare; G3 – Rare to Uncommon; G4 – Common; G5 – Very Common; G? - Unranked

COSSARO: the Committee on the Status of Species at Risk in Ontario (COSSARO) is a team of experts that provides recommendations for the classification of species in Ontario.

[1] Species unknown.

COSEWIC: The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) determines the national status of wild Canadian species, subspecies, varieties or other designatable units that are suspected of being at risk of extinction or extirpation. END – Endangered; THR – Threatened; SC – Special Concern

Table B.2. Bird Species Observed During Fieldwork in the Fruitland Road Class EA Study Area

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
GAVIIDAE	*Gavia immer*	Common Loon	G5	S4B, SZN	-	**Yes**	Lakes/ponds/rivers	Common
ANATIDAE	*Branta canadensis*	Canada Goose	G5	S5B, SZN	-	-	Variety of habitats near wetlands	Common
RALLIDAE		Unknown Rail sp			-	-		Uncommon
CHARADRIIDAE	*Charadrius vociferus*	Killdeer	G5	S5B, SZN	-	-	Agriculture	Abundant
LARIDAE	*Larus argentatus*	Herring Gull	G5	S5B, SZN	-	-	Islands	Common
	Larus delawarensis	Ring-billed Gull	G5	S5B, SZN	-	-	Islands	Abundant
SCOLOPACIDAE	*Scolopax minor*	American Woodcock	G5	S5B, SZN	-	**Yes**	Early successional	Common
ACCIPITRIDAE	*Buteo jamaicensis*	Red-tailed Hawk	G5	S5B, SZN	-	-	Agricultural	Common
COLUMBIDAE	*Columba livia*	Rock Dove	G5	SE	-	-	Urban	Abundant
	Zenaida macroura	Mourning Dove	G5	S5B, SZN	-	-	Early successional	Abundant
APODIDAE	*Chaetura pelagica*	Chimney Swift	G5	S5B, SZN	**THR**[3,4]	-	Urban	Uncommon
PICIDAE	*Colaptes auratus*	Northern Flicker	G5	S5B, SZN	-	-	Mixed woodlands	Common
	Picoides pubescens	Downy Woodpecker	G5	S5	-	-	Deciduous woodlands	Common
ALAUDINIDAE	*Eremophila alpestris*	Horned Lark	G5	S5B, SZN	-	**Yes**	Agricultural	Common
BOMBYCILLIDAE	*Bombycilla cedrorum*	Cedar Waxwing	G5	S5B,	-	-	Open Woodlands	Common

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
				SZN				
CARDINALIDAE	*Cardinalis cardinalis*	Northern Cardinal	G5	S5	-	-	Woodlands	Abundant
	Passerina cyanea	Indigo Bunting	G5	S5B, SZN	-	-	Open Woodlands	Common
CORVIDAE	*Corvus brachyrhynchos*	American Crow	G5	S5B, SZN	-	-	Woodlands	Common
	Cyanocitta cristata	Blue Jay	G5	S5	-	-	Woodlands	Common
EMBERIZIDAE	*Melospiza georgiana*	Swamp Sparrow	G5	S5B, SZN	-	**Yes**	Marsh	Common
	Melospiza melodia	Song Sparrow	G5	S5B, SZN	-	-	Early successional	Abundant
	Passerculus sandwichensis	Savannah Sparrow	G5	S5B, SZN	-	**Yes**	Agricultural	Abundant
	Spizella pallida	Clay-coloured Sparrow	G5	S4B, SZN	-	**Yes**	Early successional	Rare
	Spizella passerina	Chipping Sparrow	G5	S5B, SZN	-	-	Coniferous woodlands	Abundant
	Spizella pusilla	Field Sparrow	G5	S5B, SZN	-	**Yes**	Early successional	Common
	Zonotrichia albicollis	White-throated Sparrow	G5	S5B, SZN	-	**Yes**	Early successional	Uncommon
FRIGILLIDAE	*Carduelis tristis*	American Goldfinch	G5	S5B, SZN	-	**Yes**	Early successional	Abundant
	Carpodacus mexicanus	House Finch	G5	SE	-	-	Urban	Abundant
HIRUNDINIDAE	*Hirundo rustica*	Barn Swallow	G5	S5B, SZN	-	**Yes**	Agricultural	Abundant
	Stelgidopteryx serripennis	Northern Rough-winged Swallow	G5	S5B, SZN	-	**Yes**	Lakes/ponds/rivers	Common

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
	Tachycineta bicolor	Tree Swallow	G5	S5B, SZN	-	-	Treed/shrubby swamp	Abundant
ICTERIDAE	*Agelaius phoeniceus*	Red-winged Blackbird	G5	S5B, SZN	-	-	Marsh	Abundant
	Dolichonyx oryzivorus	Bobolink	G5	S4B, SZN	-	**Yes**	Agricultural	Common
	Icterus galbula	Baltimore Oriole	G5	S5B, SZN	-	-	Deciduous woodlands	Common
	Icterus spurius	Orchard Oriole	G5	SZB, SZN	-	**Yes**	Open woodlands	Uncommon
	Quiscalus quiscula	Common Grackle	G5	S5B, SZN	-	-	Woodlands	Abundant
	Molothrus ater	Brown-headed Cowbird	G5	S5B, SZN	-	-	Agricultural	Abundant
	Sturnella magna	Eastern Meadowlark	G5	S5B, SZN	-	**Yes**	Agricultural	Common
MIMIDAE	*Dumetella carolinensis*	Gray Catbird	G5	S5B, SZN	-	-	Early successional	Abundant
	Mimus polyglottos	Northern Mockingbird	G5	S4B, SZN	-	**Yes**	Early successional	Uncommon
PARIDAE	*Poecile atricapillus*	Black-capped Chickadee	G5	S5	-	**Yes**	Mixed woodlands	Abundant
PARULIDAE	*Dendroica coronata*	Yellow-rumped Warbler	G5	S5B, SZN	-	**Yes**	Coniferous woodlands	Rare
	Dendroica petechia	Yellow Warbler	G5	S5B, SZN	-	-	Early successional	Abundant
	Dendroica striata	Blackpoll Warbler	G5	S4B, SZN	-	-	Coniferous woodlands/Treeline	No info
	Geothlypis trichas	Common	G5	S5B,	-	-	Marsh	Common

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
		Yellowthroat		SZN				
	Oporornis philadelphia	Mourning Warbler	G5	S5B, SZN	-	**Yes**	Open woodlands	Uncommon
	Seiurus aurocapillus	Ovenbird	G5	S5B, SZN	-	**Yes**	Deciduous woodlands	Common
	Seiurus noveboracensis	Northern Waterthrush	G5	S5B, SZN	-	-	Treed /shrubby swamp	Common
	Setophaga ruticilla	American Redstart	G5	S5B, SZN	-	**Yes**	Deciduous woodlands	Uncommon
PASSERIDAE	*Passer domesticus*	House Sparrow	G5	SE	-	-	Urban	Abundant
STURNIDAE	*Sturnus vulgaris*	European Starling	G5	SE	-	-	Urban	Abundant
SYLVIIDAE	*Polioptila caerulea*	Blue-gray Gnatcatcher	G5	S4B, SZN	-	**Yes**	Deciduous woodlands	Uncommon
THRAUPIDAE	*Piranga olivacea*	Scarlet Tanager	G5	S5B, SZN	-	-	Deciduous woodlands	Uncommon
TROGLODYTIDAE	*Troglodytes aedon*	House Wren	G5	S5B, SZN	-	-	Early successional	Common
TURDIDAE	*Turdus migratorius*	American Robin	G5	S5B, SZN	-	-	Urban	Abundant
TYRANNIDAE	*Empidonax traillii*	Willow Flycatcher	G5	S5B, SZN	-	-	Shrubby swamp	Common
	Tyrannus tyrannus	Eastern Kingbird	G5	S5B, SZN	-	**Yes**	Early successional	Abundant
VIREONIDAE	*Vireo gilvus*	Warbling Vireo	G5	S5B, SZN	-	-	Open woodlands	Common
	Vireo olivaceus	Red-eyed Vireo	G5	S5B, SZN	-	-	Deciduous woodlands	Common

SRank: Provincial ranks used by the Natural Heritage Information Center to set protection priorities for rare species and natural communities. SRank: Provincial ranks used by the Natural Heritage Information Center to set protection priorities for rare species and natural communities. S1 – Critically Imperiled; S2 – Imperiled; S3 – Vulnerable; S4 – Apparently Secure; S5-Secure; SE – Exotic]
SZN – Non-breeding migrants/vagrants]

Global Rank: Global ranks are assigned by a consensus of the network of CDCs, scientific experts, and The Nature Conservancy to designate a rarity rank based on the range-wide status of a species, subspecies or variety. G1 – Extremely Rare; G2 –Very Rare; G3 – Rare to Uncommon; G4 – Common; G5 – Very Common; G? – Unranked

Hamilton Wentworth Abundance Status: # of breeding pairs (estimated) in the City of Hamilton: Rare – 1-20 pairs; Uncommon – 21-200 pairs; Common – 201-1000 pairs; Abundant - >1000 pairs;

Table B.3. Mammal Species Potentially Occurring in the Fruitland Road Class EA Study Area (Dobbyn 1994).

Scientific Name	Common Name	Provincial Status (COSSARO)	National Status (COSEWIC)	MNR Status (SRank)	Observed During Fieldwork	Hamilton Wentworth Local Status
Myotis lucifuga	Little Brown Bat	NAR	NAR	S5	-	Common
Eptesicus fuscus	Big Brown Bat	NAR	NAR	S5	-	Common
Canis latrans	Coyote	NAR	NAR	S5	-	Common
Vulpes vulpes	Red Fox	NAR	NAR	S5	-	Common
Procyon lotor	Raccoon	NAR	NAR	S5	yes	Common
Mustela vison	Mink	NAR	NAR	S5	-	Common
Mephitis mepthitis	Striped Skunk	NAR	NAR	S5	-	Common
Odocoileus virginianus	White-tailed Deer	NAR	NAR	S5	yes	Common
Didelphis virginiana	Virginia Opossum	NAR	NAR	S4	-	Common
Sylvilagus floridanus	Eastern Cottontail	NAR	NAR	S5	yes	Common
Tamias striatus	Eastern Chipmunk	NAR	NAR	S5	-	Common
Marmota monax	Woodchuck	NAR	NAR	S5	-	Common
Sciurus carolinensis	Gray Squirrel	NAR	NAR	S5	yes	Common
Tamiasciurus hudsonicus	Red Squirrel	NAR	NAR	S5	-	Common
Peromyscus leucopus	White-footed Mouse	NAR	NAR	S5	-	Common
Peromyscus maniculatus	Deer Mouse	NAR	NAR	S5	-	Common
Microtus pennsylvanicus	Meadow Vole	NAR	NAR	S5	yes	Common
Ondatra zibethicus	Muskrat	NAR	NAR	S5	-	Common
Zapus hudsonius	Meadow Jumping Mouse	NAR	NAR	S5	-	Common
Sorex cinereus	Common Shrew	NAR	NAR	S5	-	Common
Blarina brevicauda	Northern Short-tailed Shrew	NAR	NAR	S5	yes	Common
Condylura cristata	Star-nosed Mole	NAR	NAR	S5	-	Common

Table B.4. Herptile Species Potentially Occurring in the Fruitland Road Class EA Study Area (Oldham and Weller 2000).

Scientific Name	Common Name	Provincial Status (COSSARO)	National Status (COSEWIC)	MNR Status (SRank)	Observed During Fieldwork*	Hamilton Wentworth Local Status
Necturus maculosus	Common Mudpuppy	NAR	NAR	S4	-	Rare
Notophthalmus viridescens viridescens	Red-spotted Newt	NAR	NAR	S5	-	Uncommon
Ambystoma laterale	Blue-spotted Salamander	NAR	NAR	S4	-	Uncommon
Ambystoma jeffersonianum	Jefferson Salamander	**THR**	**THR**	S2	-	Rare
Ambystoma jeffersonianum-laterale "complex"	Jefferson / Blue-spotted Salamander Complex	NAR	NAR	S2	-	No info
Ambystoma jeffersonianum-laterale polyploids	Jefferson / Blue-spotted Salamander polyploids	NAR	NAR	S2	-	No info
Ambystoma maculatum	Spotted Salamander	NAR	NAR	S4	-	Uncommon
Plethodon cinereus	Northern Redback Salamander	NAR	NAR	S5	-	Common
Bufo americanus americanus	American Toad	NAR	NAR	S5	-	Abundant
Pseudacris crucifer	Spring Peeper	NAR	NAR	S5	-	Abundant
Pseudacris triseriata	Western Chorus Frog	NAR	NAR	S4	yes	Common
Hyla versicolor	Gray Treefrog	NAR	NAR	S5	yes	Abundant
Rana sylvatica	Wood Frog	NAR	NAR	S5	-	Common
Rana pipiens	Northern Leopard Frog	NAR	NAR	S5	yes	Abundant
Rana palustris	Pickerel Frog	NAR	NAR	S4	-	Rare
Rana clamitans melanota	Green Frog	NAR	NAR	S5	yes	Abundant
Rana catesbeiana	Bullfrog	NAR	NAR	S4	-	Uncommon
Chelydra serpentina	Common Snapping Turtle	**SC**	**SC (no schedule)**	S3	-	Common
Chrysemys picta marginata	Midland Painted Turtle	NAR	NAR	S5	-	Common
Emydoidea blandingi	Blanding's Turtle	**THR**	**THR**	S3	-	Rare
Clemmys insculpta	Wood Turtle	**END**	**THR**	S2	-	No info
Apalone spinifera spinifera	Eastern Spiny Softshell	**THR**	**THR**	S3	-	Rare

Thamnophis sirtalis sirtalis	Eastern Garter Snake	NAR	NAR	S5	yes	Abundant
Thamnophis sauritus septentrionalis	Northern Ribbon Snake	**SC**	**SC**	S3	-	Rare
Nerodia sipedon sipedon	Northern Water Snake	NAR	NAR	S5	-	Uncommon
Storeria occipitomaculata occipitomaculata	Northern Redbelly Snake	NAR	NAR	S5	-	Uncommon
Storeria dekayi	Brown Snake	NAR	NAR	S5	-	Common
Liochlorophis vernalis	Smooth Green Snake	NAR	NAR	S4	-	Uncommon
Diadophis punctatus edwardsi	Northern Ringneck Snake	NAR	NAR	S4	-	Rare
Lampropeltis triangulum	Eastern Milk Snake	**SC**	**SC**	S3	-	Common

SRank: Provincial ranks used by the Natural Heritage Information Centre to set protection priorities for rare species and natural communities. SRank: Provincial ranks used by the Natural Heritage Information Centre to set protection priorities for rare species and natural communities. S1 – Critically Imperiled; S2 – Imperiled; S3 – Vulnerable; S4 – Apparently Secure; S5-Secure; SE – Exotic]

COSSARO: the Committee on the Status of Species at Risk in Ontario (COSSARO) is a team of experts that provides recommendations for the classification of species in Ontario.

COSEWIC: The Committee on the Status of Endangered Wildlife in Canada (COSEWIC) determines the national status of wild Canadian species, subspecies, varieties or other designatable units that are suspected of being at risk of extinction or extirpation. END – Endangered; THR – Threatened; SC – Special Concern

Hamilton Wentworth Local Status: Abundant - >200 squares; Common – 26-200 squares; Uncommon – 11-25 stations; Rare – 1-10 station (square = 2x2km area)

Appendix C

Study Area Photographs

Photo 1 Watercourse #5 – Downstream Section May 25th, 2009 Aquatic habitat conditions looking upstream (south) from **Photo Location 1&2**.	
Photo 2 Watercourse #5 – Downstream Section May 25th, 2009 Aquatic habitat conditions looking upstream (south) from **Photo Location 1&2**.	

Photo 3 Watercourse #5 – Middlestream Section May 25th, 2009 Aquatic habitat conditions looking upstream (south) from **Photo Location 3 & 4**.	
Photo 4 Watercourse 5 – Middlestream Section May 25th, 2009 Aquatic habitat conditions looking downstream (north) from **Photo Location 3&4**.	

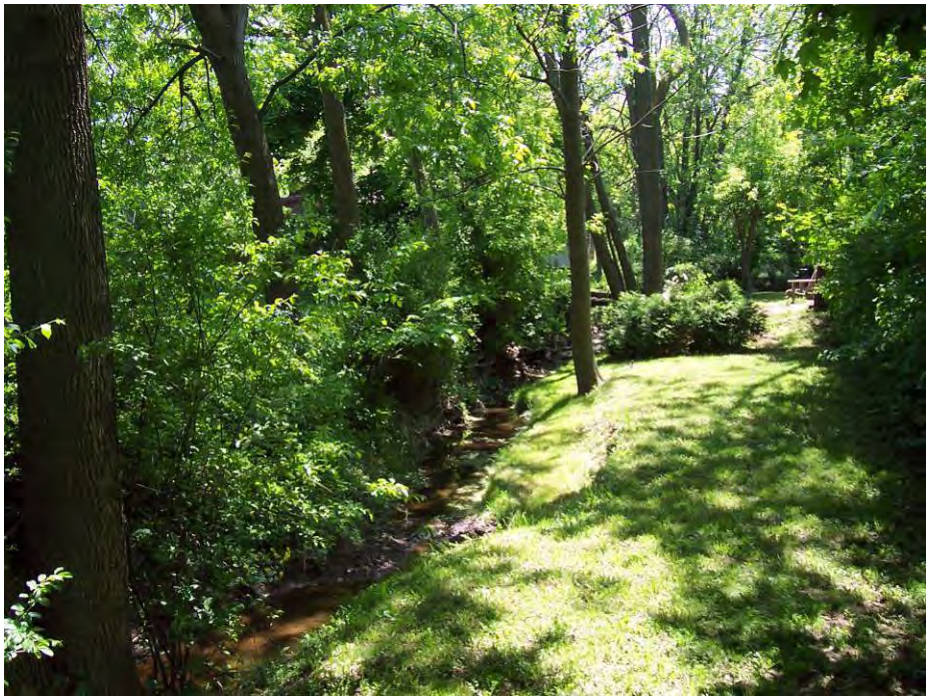
Photo 5 Watercourse 5 – Upstream Section May 25th, 2009 Aquatic habitat conditions looking upstream (south) from **Photo Location 5&6**.	
Photo 6 Watercourse 5 – Upstream Section May 25th, 2009 Aquatic habitat conditions looking downstream (north) from **Photo Location 5&6**.	

Photo 7 Tributary to Watercourse 5 May 25th, 2009 Aquatic habitat conditions looking downstream (north) from **Photo Location 5&6**.	
Photo 8 Watercourse #6 May 25th, 2009 Aquatic conditions looking downstream (north) immediately north of the Highway 8 culvert into the Study Area.	

Photo 9 Watercourse #6 May 25th, 2009 Aquatic habitat conditions looking downstream (north) from within the Study Area.	
Photo 10 Watercourse #6 May 25th, 2009 Aquatic habitat conditions looking upstream (south) from within Study Area.	

Photo 11 Watercourse #6 May 25th, 2009 Aquatic habitat conditions looking upstream (south) from the Barton Street culvert into the Study Area.	
Photo 12 Watercourse #6.1 July 27th, 2009 Drainage conditions looking upstream (south) from Barton Street into the Study Area.	

Photo 13 Watercourse #7 May 25th, 2009 Aquatic habitat conditions looking downstream (north) from the culvert under Highway 8.	
Photo 14 Watercourse #7 May 25th, 2009 Aquatic habitat conditions looking upstream (south) from the Glover Road culvert.	

Photo 15 MEMM4 Photograph of Fresh-Moist Mixed Meadow within the Study Area.	
Photo 16 SAGM1 Photograph of Vineyard (Agricultural) within the Study Area.	

Photo 17 THDM2-11 Hawthorn (dogwood/ buckthorn) Deciduous Shrub Thicket within the Study Area.	
Photo 18 SWDM4-1 Willow (Riparian) Mineral Deciduous Swamp within the Study Area.	

Photo 19 THDM4-1 Native Deciduous Regeneration Thicket within the Study Area.	
Photo 20 Typical soil profile within the Study Area.	

Appendix D

Fruitland Road Class EA Field Work Tables

Table D.1 – Description of ELC Communities

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
DECW	Deciduous woodlot	-	This small woodlot consists of common buckthorn, red ash, domestic apple, Norway maple, hawthorn and gray dogwood.	This community is present alongside the hawthorn deciduous thicket and orchard in the eastern portion of the study area.
FODM7-2	Fresh-Moist Green Ash Hardwood-Lowland Deciduous Forest	Silty Clay; 3-4 moisture regime	This mid-aged community's canopy and sub-canopy is dominated by red ash with rare occurrences of shagbark hickory, red oak and maple. Understory consists of bur oak, buckthorn and red ash. Jack-in-the-pulpit, garlic mustard, enchanter's nightshade and spotted jewelweed are all present in groundcover.	This community is located along parts of the riparian corridor of Watercourse #6.
FODM9-6	Fresh-Moist Oak – Hardwood Deciduous Forest	Silty clay loam; 5 moisture regime	The canopy of this naturally treed community's canopy is characterized by mature bur oak, white oak, red oak and shagbark hickory with a sub-canopy of red ask, trembling aspen and white elm. The understory is dominated by buckthorn with gray dogwood and pasture rose found occasionally. The ground layer contains herbaceous species such as Jack-in-the-pulpit.	This remnant mature forest community is a transition area between residential properties and agricultural fields in the northeastern section of the study area.. A small green ash lowland forest (FODM7-2) was documented just east of this community.
MEMM4 Inclusions:	Fresh-Moist Mixed Meadow Inclusions:	Clay; 6 moisture regime	The sparse canopy in this young community contains crabapple. The dominant understory consists of hawthorn, gray dogwood and	This large open community dominates large portions of the northwestern section of the study area.

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
1.MAMM1-15 2.MAMM2-5	1. Bulrush Gaminoid Mineral Meadow Marsh 2. Purple loosestrife Forb Mineral Meadow Marsh		rose species, while the ground layer is characterized by blue grass, barn grass, red top grass, wild carrot, red clover and timothy. Inclusion #1. This small bulrush meadow marsh has a dominant presence of hardstem bulrush. Other species present include purple loosestrife, barnyard grass, water plantain, curly dock, goldenrod and common cattail. Inclusion #2. Purple loosestrife dominates the area with common occurrences of common cattail. Other species include common reed, black bulrush, wild carrot, red osier dogwood.	Inclusion #1. Evidence of standing water in the bulrush meadow marsh was present during September field work. Inclusion #2. This small purple loosestrife meadow marsh has a high presence of alien species No standing water was evident within the marsh in September.
OAGM1	Annual Row Crop	-	Cropland (e.g. soy, lettuce, etc.)	Active agricultural areas.
SAGM2	Orchard	-	Orchard crop (e.g. apple, pear, etc.)	Active agricultural areas.
SWDM2-2	Green Ash Mineral Deciduous Swamp	Clay; 6 moisture regime	This natural wetland system's canopy is dominated by red ash with occasional presence of bur oak, white willow and Manitoba maple. The understory contains buckthorn, red ash and gray dogwood. The ground layer includes buckthorn, spotted jewelweed and common strawberry.	The green ash deciduous swamp vegetation type is the most common riparian vegetation communities in the study area.

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
			1. This is a willow swamp riparian community which occupies the banks of watercourse #6 and 7.	
TAGM1	Coniferous Plantation	-	This cultural area is located in the north-west portion of the site. Typical stands include Scotts pine, red pine, white pine, white spruce, etc.	Note: Plantation areas have been removed (labeled PR on the ELC figure). A small plantation area remains.
TAGM3	Deciduous Plantation	-	This cultural area is located in the north-west portion of the site. Typical stands include maple and oak species.	Note: Plantation areas have been removed (labeled PR on the ELC figure). A small plantation area remains.
THDM2-11	Hawthorn (Dogwood/Buckthorn) Deciduous Shrub Thicket	Silty clay loam; 1 moisture regime	This young thicket consists of an canopy of a variety of deciduous species including crabapple, red ash and bur oak. Buckthorn, gray dogwood and hawthorn species dominate the understory. Wild carrot, red clover, timothy and buckthorn are common groundcover.	Extensive gaps were found within the canopy. This small thicket is a transition area between lowland deciduous forest and graminoid mineral meadow marsh.
Other ELC Codes				
CEM	Cemetery	-	-	Graveyard and associated buildings.
CVR_3	Single Family Residential	-	-	Large single family dwellings lots that occasionally have small agricultural cropland/vineland areas.
CVR_4	Rural Property	-	-	Small single family dwellings lots

ELC Code	Classification	Soils/Hydrology	Vegetation	Comments
H	Hedgerow	-	Mainly consist of deciduous trees and shrubs. High composition of non-native species (e.g. crab apple, buckthorn)	Hedgerows that divide agricultural fields.
PR	Plantation Removed	-	-	Denotes harvested area. Land is currently denude of vegetation.

Table D.2. Plant Species Observed within the Fruitland Road Class EA Study Area

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Abutilon theophrasti	Velvetleaf	0	G?	-	-	SE5	I	-
Acer negundo	Manitoba Maple	0	G5	-	-	S5		-
Acer platanoides	Norway Maple	0	G?	-	-	SE5	I	-
Acer rubrum	Red Maple	4	G5	-	-	S5		-
Acer saccharinum	Silver Maple	5	G5	-	-	S5		-
Achillea millefolium ssp. millefolium	Common Yarrow	0	G5	-	-	SE	I	-
Agrimonia gryposepala	Tall Agrimony	2	G5	-	-	S5		-
Agrostis gigantea	Redtop Grass	0	G4G5	-	-	SE5	I	-
Agrostis hyemalis	Tickle Grass	4	G5	-	-	S1		Rare
Alisma plantago-aquatica	Common Water-plantain	3	G5	-	-	S5		-
Alliaria petiolata	Garlic Mustard	0	G?	-	-	SE5	I	-
Ambrosia artemisiifolia	Common Ragweed	0	G5	-	-	S5		-
Amelanchier arborea	Downy Serviceberry	5	G5	-	-	S5		-
Amelanchier laevis	Smooth Serviceberry	5	G4G5Q	-	-	S5		-
Arctium minus ssp. minus	Common Burdock	0	G?	-	-	SE5	I	-
Asclepias syriaca	Common Milkweed	0	G5	-	-	S5		-
Aster ericoides var. ericoides	Heath Aster	4	G5	-	-	S5		-
Aster lateriflorus var. lateriflorus	One-sided Aster	3	G5	-	-	S5		-
Aster novae-angliae	New England Aster	2	G5	-	-	S5		-
Aster urophyllus	Arrow-leaved Aster	6	G4	-	-	S4		-
Atriplex patula	Spearscale	0	G5	-	-	S5		uncommon
Barbarea vulgaris	Common Wintercress	0	G?	-	-	SE5	I	-
Berberis vulgaris	Common Barberry	0	G?	-	-	SE5	I	-
Bidens frondosa	Devil's Beggar-ticks	3	G5	-	-	S5		-
Brassica nigra	Black Mustard	0	G?	-	-	SE5	I	-

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Bromus inermis ssp. inermis	Smooth Brome	0	G4G5	-	-	SE5	I	-
Carex bebbii	Bebb's Sedge	3	G5	-	-	S5		-
Carex gracillima	Graceful Sedge	4	G5	-	-	S5		-
Carex pensylvanica	Pennsylvania Sedge	5	G5	-	-	S5		-
Carex rosea	Stellate Sedge	5	G5	-	-	S5		-
Carex vulpinoidea	Fox Sedge	3	G5	-	-	S5		-
Carya ovata	Shagbark Hickory	6	G5	-	-	S5		-
Centaurea maculosa	Spotted Knapweed	0	G?	-	-	SE5	I	-
Cerastium fontanum	Common Mouse-ear Chickweed	0	G?	-	-	SE5	I	-
Chrysanthemum leucanthemum	Ox-eye Daisy	0	G?	-	-	SE5	I	-
Cichorium intybus	Chicory	0	G?	-	-	SE5	I	-
Cirsium arvense	Canada Thistle	0	G?	-	-	SE5	I	-
Cirsium vulgare	Bull Thistle	0	G5	-	-	SE5	I	-
Claytonia virginica	Virginia Spring Beauty	5	G5	-	-	S5		-
Convulvulus sepium	Hedge Bindweed			-	-			-
Conyza canadensis	Horseweed	0	G5	-	-	S5		-
Cornus foemina ssp. racemosa	Grey Dogwood	2	G5	-	-	S5		-
Cornus stolonifera	Red-osier Dogwood	2	G5	-	-	S5		-
Crataegus monogyna	One-seeded Hawthorn	0	G5	-	-	SE5	I	-
Crataegus sp	Hawthorn Species			-	-			-
Dactylis glomerata	Orchard Grass	0	G?	-	-	SE5	I	-
Daucus carota	Wild Carrot	0	G?	-	-	SE5	I	-
Dianthus armeria	Deptford Pink	0	G?	-	-	SE5	I	-
Dipsacus fullonum ssp. sylvestris	Common Teasel	0	G?	-	-	SE5	I	-
Echinochloa crusgalli	Barnyard Grass	0	G?	-	-	SE5	I	-
Echinocystis lobata	Wild Cucumber	3	G5	-	-	S5		-

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Elymus repens	Quack Grass	0	G5	-	-	SE5	I	-
Epilobium coloratum	Purple-leaved Willow-herb	3	G5	-	-	S5		-
Erigeron annuus	Daisy Fleabane	0	G5	-	-	S5		-
Erythronium americanum ssp. americanum	Yellow Trout Lily	5	G5	-	-	S5		-
Euthamia graminifolia	Grass-leaved Goldenrod	2	G5	-	-	S5		-
Fragaria virginiana ssp. virginiana	Common Strawberry	2	G5	-	-	S5		-
Fraxinus pennsylvanica	Red Ash	3	G5	-	-	S5		-
Galium aparine	Cleavers	4	G5	-	-	S5		-
Geranium maculatum	Spotted Crane's-bill	6	G5	-	-	S5		-
Geum sp.	Avens Species			-	-			-
Glechoma hederacea	Ground Ivy	0	G?	-	-	SE5	I	-
Hieracium vulgatum	Common Hawkweed			-	-			-
Helianthus annuus ssp. annuus	Common Sunflower	0	G5	-	-	SE4	I	-
Hypericum perforatum	Common St. John's-wort	0	G?	-	-	SE5	I	-
Impatiens capensis	Spotted Touch-me-not	4	G5	-	-	S5		-
Juglans nigra	Black Walnut	5	G5	-	-	S4		-
Juncus tenuis	Path Rush	0	G5	-	-	S5		-
Juniperus virginiana	Eastern Red Cedar	4	G5	-	-	S5		-
Lactuca serriola	Prickly Lettuce	0	G?	-	-	SE5	I	-
Lathyrus odoratus	Sweet Pea	0	G?	-	-	SE1	I	-
Leonurus cardiaca ssp. cardiaca	Motherwort	0	G?	-	-	SE5	I	-
Linaria vulgaris	Butter-and-eggs	0	G?	-	-	SE5	I	-
Lonicera tatarica	Tartarian Honeysuckle	0	G?	-	-	SE5	I	-
Lotus corniculatis	Birds-foot Trefoil	0	G?	-	-	SE5	I	-
Lythrum salicaria	Purple Loosestrife	0	G5	-	-	SE5	I	-
Malus pumila	Common Apple	0	G5	-	-	SE5	I	-

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Malus sp	Crabapple Species			-	-			-
Matricaria perforata	Scentless Chamomile	0	G?	-	-	SE	I	-
Melilotus alba	White Sweet-clover	0	G5	-	-	SE5	I	-
Melilotus officinalis	Yellow Sweet-clover	0	G?	-	-	SE5	I	-
Mentha spicata	Spearmint	0	G?	-	-	SE4	I	-
Nepeta cataria	Catnip	0	G?	-	-	SE5	I	-
Oenothera biennis	Common Evening-primrose	0	G5	-	-	S5		-
Oxalis stricta	Upright Yellow Wood-sorrel	0	G5	-	-	S5		-
Parthenocissus quinquefolia	Virginia Creeper	6	G5	-	-	S4?		-
Phalaris arundinacea	Reed Canary Grass	0	G5	-	-	S5		-
Phleum pratense	Timothy	0	G?	-	-	SE5	I	-
Phragmites australis	Common Reed	0	G5	-	-	S5		-
Picea glauca	White Spruce	6	G5	-	-	S5		-
Picea sp	Spruce Species			-	-			-
Pinus sylvestris	Scots Pine	0	G?	-	-	SE5	I	-
Plantago major	Common Plantain	0	G5	-	-	SE5	I	-
Poa pratensis ssp. pratensis	Kentucky Blue Grass	0	G?	-	-	S5		-
Polygonum pensylvanicum	Pink Knotweed	3	G5	-	-	S5		-
Polygonum persicaria	Lady's Thumb	0	G?	-	-	SE5	I	-
Populus deltoides ssp. deltoides	Eastern Cottonwood	4	G5	-	-	S5		-
Populus grandidentata	Largetooth Aspen	5	G5	-	-	S5		-
Populus tremuloides	Trembling Aspen	2	G5	-	-	S5		-
Potentilla recta	Rough-fruited Cinquefoil	0	G?	-	-	SE5	I	-
Prunella vulgaris ssp. vulgaris	Commom Heal-all	0	G5	-	-	SE3	I	-
Prunus avium	Sweet Cherry	0	G?	-	-	SE4	I	-
Prunus virginiana ssp. virginiana	Choke Cherry	2	G5	-	-	S5		-

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Quercus macrocarpa	Bur Oak	5	G5	-	-	S5		-
Quercus rubra	Red Oak	6	G5	-	-	S5		-
Ranunculus abortivus	Kidney-leaf Buttercup	2	G5	-	-	S5		-
Rhamnus cathartica	Common Buckthorn	0	G?	-	-	SE5	I	-
Rhus radicans ssp. rydbergii	Western Poison-ivy	0	G5	-	-	S5		-
Rhus typhina	Staghorn Sumac	1	G5	-	-	S5		-
Rosa carolina	Pasture Rose	6	G4G5	-	-	S4		-
Rosa eglanteria	Sweetbrier			-	-			-
Rubus allegheniensis	Common Blackberry	2	G5	-	-	S5		-
Rubus idaeus ssp. melanolasius	Wild Red Raspberry	0	G5	-	-	S5		-
Rubus occidentalis	Black Raspberry	2	G5	-	-	S5		-
Rudbeckia hirta	Black-eyed Susan	0	G5	-	-	S5		-
Rumex crispus	Curly Dock	0	G?	-	-	SE5	I	-
Salix alba	White Willow	0	G5	-	-	SE4	I	-
Scirpus acutus	Hardstem Bulrush	6	G5	-	-	S5		-
Scirpus atrovirens	Black Bulrush	3	G5?	-	-	S5		-
Scirpus cyperinus	Wool Grass	4	G5	-	-	S5		-
Scirpus validus	Softstem Bulrush	5	G?	-	-	S5		-
Setaria viridis	Green Foxtail	0	G?	-	-	SE5	I	-
Sisymbrium officinale	Hedge Mustard	0	G?	-	-	SE5	I	-
Solidago altissima var. altissima	Tall Goldenrod	1	G?	-	-	S5		-
Solidago gigantea	Giant Goldenrod	4	G5	-	-	S5		-
Solidago canadensis var. canadensis	Canada Goldenrod	1	G5	-	-	S5		-
Sonchus arvensis ssp. arvensis	Field Sow-thistle	0	G?	-	-	SE5	I	-
Sonchus oleraceus	Common Sow-thistle	0	G?	-	-	SE5	I	-
Syringa vulgaris	Common Lilac	0	G?	-	-	SE5	I	-

Scientific Name	Common Names	Coefficient Conservation	Global Rank	COSEWIC	COSSARO	SRank	Introduced	Hamilton Local Status
Taraxacum officinale	Common Dandelion	0	G5	-	-	SE5	I	-
Thlaspi arvense	Field Penny-cress	0	G?	-	-	SE5	I	-
Thuja occidentalis	Eastern White Cedar	4	G5	-	-	S5		-
Trifolium hybridum ssp. elegans	Alsike Clover	0	G?	-	-	SE5	I	-
Trifolium pratense	Red Clover	0	G?	-	-	SE5	I	-
Trifolium repens	White Clover	0	G?	-	-	SE5	I	-
Tussilago farfara	Coltsfoot	0	G?	-	-	SE5	I	-
Typha latifolia	Broad-leaved Cattail	3	G5	-	-	S5		-
Ulmus americana	White Elm	3	G5?	-	-	S5		-
Urtica dioica ssp. dioica	European Stinging Nettle	0	G5T?	-	-	SE2	I	-
Verbascum thapsus	Common Mullein	0	G?	-	-	SE5	I	-
Verbena urticifolia	White Vervain	4	G5	-	-	S5		-
Veronica sp	Speedwell Species			-	-			-
Vicia cracca	Cow Vetch	0	G?	-	-	SE5	I	-
Vicia sativa ssp. nigra	Common Vetch	0	G?	-	-	SE5	I	-
Vitis labrusca	Fox Grape	3	G5	-	-	S1	I	-
Vitis riparia	Riverbank Grape	0	G5	-	-	S5		-

Coefficient of Conservation: Numeric value between 0 and 10 which indicates the degree of faithfulness a plant displays to a specific habitat or set of environmental conditions. Conservative plant species, such as those which are only found in relatively pristine natural habitats such as bogs or prairies, are assigned a high coefficient of conservatism; other plant species which grow in a wide variety of habitats an d can tolerate high levels of cultural disturbance are assigned low values.

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Table D.3. Mammal Species Potentially Occurring in the Fruitland Road Class EA Study Area (Dobbyn 1994).

Scientific Name	Common Name	Provincial Status (COSSARO)	National Status (COSEWIC)	MNR Status (SRank)	Observed During Fieldwork	Hamilton Wentworth Local Status
Myotis lucifuga	Little Brown Bat	NAR	NAR	S5	-	Common
Eptesicus fuscus	Big Brown Bat	NAR	NAR	S5	-	Common
Canis latrans	Coyote	NAR	NAR	S5	-	Common
Vulpes vulpes	Red Fox	NAR	NAR	S5	-	Common
Procyon lotor	Raccoon	NAR	NAR	S5	-	Common
Mustela vison	Mink	NAR	NAR	S5	-	Common
Mephitis mepthitis	Striped Skunk	NAR	NAR	S5	-	Common
Odocoileus virginianus	White-tailed Deer	NAR	NAR	S5	yes	Common
Didelphis virginiana	Virginia Opossum	NAR	NAR	S4	-	Common
Sylvilagus floridanus	Eastern Cottontail	NAR	NAR	S5	yes	Common
Tamias striatus	Eastern Chipmunk	NAR	NAR	S5	-	Common
Marmota monax	Woodchuck	NAR	NAR	S5	-	Common
Sciurus carolinensis	Gray Squirrel	NAR	NAR	S5	yes	Common
Tamiasciurus hudsonicus	Red Squirrel	NAR	NAR	S5	-	Common
Peromyscus leucopus	White-footed Mouse	NAR	NAR	S5	-	Common
Peromyscus maniculatus	Deer Mouse	NAR	NAR	S5	-	Common
Microtus pennsylvanicus	Meadow Vole	NAR	NAR	S5	-	Common
Ondatra zibethicus	Muskrat	NAR	NAR	S5	-	Common
Zapus hudsonius	Meadow Jumping Mouse	NAR	NAR	S5	-	Common
Sorex cinereus	Common Shrew	NAR	NAR	S5	-	Common
Blarina brevicauda	Northern Short-tailed Shrew	NAR	NAR	S5	-	Common
Condylura cristata	Star-nosed Mole	NAR	NAR	S5	-	Common

Table D.4. Herptile Species Potentially Occurring in the Fruitland Road Class EA Study Area (Oldham and Weller 2000)

Scientific Name	Common Name	Provincial Status (COSSARO)	National Status (COSEWIC)	MNR Status (SRank)	Observed During Fieldwork*	Hamilton Wentworth Local Status
Necturus maculosus	Common Mudpuppy	NAR	NAR	S4	-	Rare
Notophthalmus viridescens viridescens	Red-spotted Newt	NAR	NAR	S5	-	Uncommon
Ambystoma laterale	Blue-spotted Salamander	NAR	NAR	S4	-	Uncommon
Ambystoma jeffersonianum	Jefferson Salamander	**THR**	**THR**	S2	-	Rare
Ambystoma jeffersonianum-laterale "complex"	Jefferson / Blue-spotted Salamander Complex	NAR	NAR	S2	-	No info
Ambystoma jeffersonianum-laterale polyploids	Jefferson / Blue-spotted Salamander polyploids	NAR	NAR	S2	-	No info
Ambystoma maculatum	Spotted Salamander	NAR	NAR	S4	-	Uncommon
Plethodon cinereus	Northern Redback Salamander	NAR	NAR	S5	-	Common
Bufo americanus americanus	American Toad	NAR	NAR	S5	-	Abundant
Pseudacris crucifer	Spring Peeper	NAR	NAR	S5	-	Abundant
Pseudacris triseriata	Western Chorus Frog	NAR	NAR	S4	yes	Common
Hyla versicolor	Gray Treefrog	NAR	NAR	S5	-	Abundant
Rana sylvatica	Wood Frog	NAR	NAR	S5	-	Common
Rana pipiens	Northern Leopard Frog	NAR	NAR	S5	yes	Abundant
Rana palustris	Pickerel Frog	NAR	NAR	S4	-	Rare
Rana clamitans melanota	Green Frog	NAR	NAR	S5	-	Abundant
Rana catesbeiana	Bullfrog	NAR	NAR	S4	-	Uncommon
Chelydra serpentina	Common Snapping Turtle	**SC**	**SC (no schedule)**	S3	-	Common
Chrysemys picta marginata	Midland Painted Turtle	NAR	NAR	S5	-	Common
Emydoidea blandingi	Blanding's Turtle	**THR**	**THR**	S3	-	Rare

Clemmys insculpta	Wood Turtle	**END**	**THR**	S2	-	No info
Apalone spinifera spinifera	Eastern Spiny Softshell	**THR**	**THR**	S3	-	Rare
Thamnophis sirtalis sirtalis	Eastern Garter Snake	NAR	NAR	S5	-	Abundant
Thamnophis sauritus septentrionalis	Northern Ribbon Snake	**SC**	**SC**	S3	-	Rare
Nerodia sipedon sipedon	Northern Water Snake	NAR	NAR	S5	-	Uncommon
Storeria occipitomaculata occipitomaculata	Northern Redbelly Snake	NAR	NAR	S5	-	Uncommon
Storeria dekayi	Brown Snake	NAR	NAR	S5	-	Common
Liochlorophis vernalis	Smooth Green Snake	NAR	NAR	S4	-	Uncommon
Diadophis punctatus edwardsi	Northern Ringneck Snake	NAR	NAR	S4	-	Rare
Lampropeltis triangulum	Eastern Milk Snake	**SC**	**SC**	S3	-	Common

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Hamilton Wentworth Local Status: Abundant - >200 squares; Common – 26-200 squares; Uncommon – 11-25 stations; Rare – 1-10 station (square = 2x2km area)

Table D.5. Bird Species Observed During Fieldwork in the Fruitland Road Class EA Study Area

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
GAVIIDAE	*Gavia immer*	Common Loon	G5	S4B, SZN	-	**Yes**	Lakes/ponds/rivers	Common
ANATIDAE	*Branta canadensis*	Canada Goose	G5	S5B, SZN	-	-	Variety of habitats near wetlands	Common
RALLIDAE		Unknown Rail sp			-	-		Uncommon
CHARADRIIDAE	*Charadrius vociferus*	Killdeer	G5	S5B, SZN	-	-	Agriculture	Abundant
LARIDAE	*Larus argentatus*	Herring Gull	G5	S5B, SZN	-	-	Islands	Common
	Larus delawarensis	Ring-billed Gull	G5	S5B, SZN	-	-	Islands	Abundant
SCOLOPACIDAE	*Scolopax minor*	American Woodcock	G5	S5B, SZN	-	**Yes**	Early successional	Common
ACCIPITRIDAE	*Buteo jamaicensis*	Red-tailed Hawk	G5	S5B, SZN	-	-	Agricultural	Common
COLUMBIDAE	*Columba livia*	Rock Dove	G5	SE	-	-	Urban	Abundant
	Zenaida macroura	Mourning Dove	G5	S5B, SZN	-	-	Early successional	Abundant
PICIDAE	*Colaptes auratus*	Northern Flicker	G5	S5B, SZN	-	-	Mixed woodlands	Common
	Picoides pubescens	Downy Woodpecker	G5	S5	-	-	Deciduous woodlands	Common
ALAUDINIDAE	*Eremophila alpestris*	Horned Lark	G5	S5B, SZN	-	**Yes**	Agricultural	Common
BOMBYCILLIDAE	*Bombycilla cedrorum*	Cedar Waxwing	G5	S5B, SZN	-	-	Open Woodlands	Common
CARDINALIDAE	*Cardinalis cardinalis*	Northern Cardinal	G5	S5	-	-	Woodlands	Abundant

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
CORVIDAE	*Corvus brachyrhynchos*	American Crow	G5	S5B, SZN	-	-	Woodlands	Common
	Cyanocitta cristata	Blue Jay	G5	S5	-	-	Woodlands	Common
EMBERIZIDAE	*Melospiza georgiana*	Swamp Sparrow	G5	S5B, SZN	-	**Yes**	Marsh	Common
	Melospiza melodia	Song Sparrow	G5	S5B, SZN	-	-	Early successional	Abundant
	Passerculus sandwichensis	Savannah Sparrow	G5	S5B, SZN	-	**Yes**	Agricultural	Abundant
	Spizella pallida	Clay-coloured Sparrow	G5	S4B, SZN	-	**Yes**	Early successional	Rare
	Spizella passerina	Chipping Sparrow	G5	S5B, SZN	-	-	Coniferous woodlands	Abundant
	Spizella pusilla	Field Sparrow	G5	S5B, SZN	-	**Yes**	Early successional	Common
FRIGILLIDAE	*Carduelis tristis*	American Goldfinch	G5	S5B, SZN	-	**Yes**	Early successional	Abundant
	Carpodacus mexicanus	House Finch	G5	SE	-	-	Urban	Abundant
HIRUNDINIDAE	*Hirundo rustica*	Barn Swallow	G5	S5B, SZN	-	**Yes**	Agricultural	Abundant
	Stelgidopteryx serripennis	Northern Rough-winged Swallow	G5	S5B, SZN	-	**Yes**	Lakes/ponds/rivers	Common
	Tachycineta bicolor	Tree Swallow	G5	S5B, SZN	-	-	Treed/shrubby swamp	Abundant
ICTERIDAE	*Agelaius phoeniceus*	Red-winged Blackbird	G5	S5B, SZN	-	-	Marsh	Abundant
	Dolichonyx oryzivorus	Bobolink	G5	S4B, SZN	-	**Yes**	Agricultural	Common
	Icterus galbula	Baltimore Oriole	G5	S5B,	-	-	Deciduous	Common

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
				SZN			woodlands	
	Icterus spurius	Orchard Oriole	G5	SZB, SZN	-	**Yes**	Open woodlands	Uncommon
	Quiscalus quiscula	Common Grackle	G5	S5B, SZN	-	-	Woodlands	Abundant
	Molothrus ater	Brown-headed Cowbird	G5	S5B, SZN	-	-	Agricultural	Abundant
	Sturnella magna	Eastern Meadowlark	G5	S5B, SZN	-	**Yes**	Agricultural	Common
MIMIDAE	*Dumetella carolinensis*	Gray Catbird	G5	S5B, SZN	-	-	Early successional	Abundant
	Mimus polyglottos	Northern Mockingbird	G5	S4B, SZN	-	**Yes**	Early successional	Uncommon
PARIDAE	*Poecile atricapillus*	Black-capped Chickadee	G5	S5	-	**Yes**	Mixed woodlands	Abundant
PARULIDAE	*Dendroica coronata*	Yellow-rumped Warbler	G5	S5B, SZN	-	**Yes**	Coniferous woodlands	Rare
	Dendroica petechia	Yellow Warbler	G5	S5B, SZN	-	-	Early successional	Abundant
	Dendroica striata	Blackpoll Warbler	G5	S4B, SZN	-	-	Coniferous woodlands/Treeline	No info
	Geothlypis trichas	Common Yellowthroat	G5	S5B, SZN	-	-	Marsh	Common
	Oporornis philadelphia	Mourning Warbler	G5	S5B, SZN	-	**Yes**	Open woodlands	Uncommon
	Seiurus noveboracensis	Northern Waterthrush	G5	S5B, SZN	-	-	Treed /shrubby swamp	Common
	Setophaga ruticilla	American Redstart	G5	S5B, SZN	-	**Yes**	Deciduous woodlands	Uncommon
PASSERIDAE	*Passer domesticus*	House Sparrow	G5	SE	-	-	Urban	Abundant

Family	Scientific Name	Common Name	G Rank	S Rank	SARA[3] or ESA[4]	Hamilton Wentworth Conservation Priority Species	Typical Primary Breeding Habitat	Hamilton Wentworth Abundance Status
STURNIDAE	*Sturnus vulgaris*	European Starling	G5	SE	-	-	Urban	Abundant
TROGLODYTIDAE	*Troglodytes aedon*	House Wren	G5	S5B, SZN	-	-	Early successional	Common
TURDIDAE	*Turdus migratorius*	American Robin	G5	S5B, SZN	-	-	Urban	Abundant
TYRANNIDAE	*Empidonax traillii*	Willow Flycatcher	G5	S5B, SZN	-	-	Shrubby swamp	Common
	Tyrannus tyrannus	Eastern Kingbird	G5	S5B, SZN	-	**Yes**	Early successional	Abundant
VIREONIDAE	*Vireo gilvus*	Warbling Vireo	G5	S5B, SZN	-	-	Open woodlands	Common
	Vireo olivaceus	Red-eyed Vireo	G5	S5B, SZN	-	-	Deciduous woodlands	Common

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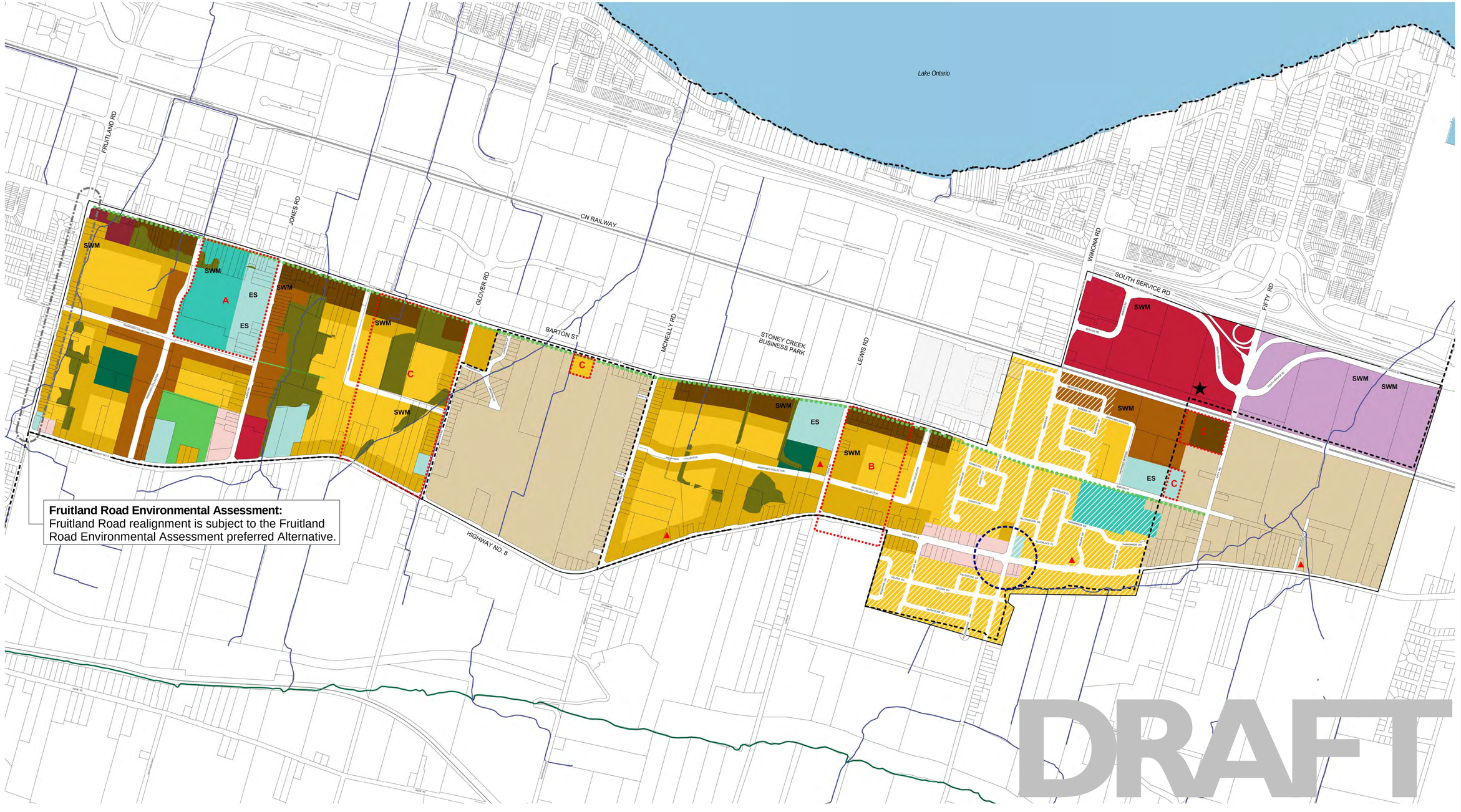
Hamilton Wentworth Abundance Status: # of breeding pairs (estimated) in the City of Hamilton: Rare – 1-20 pairs; Uncommon – 21-200 pairs; Common – 201-1000 pairs; Abundant - >1000 pairs;

Appendix D

- **Fruitland-Winona Secondary Plan – Land Use Map**



Population Approx.15,000

Legend

- Study Area
- Future Development

Existing Winona Land Use

- Low Density Residential 2
- Medium Density Residential 2
- Institutional
- Community Park

Land Use

- Low Density Residential 2
- Low Density Residential 3
- Medium Density Residential 2
- Medium Density Residential 3
- Institutional
- Local Commercial
- District Commercial
- Arterial Commercial
- Employment Lands
- Pedestrian Trail
- Neighbourhood Park
- Community Park
- General Open Space
- Natural Heritage
- Rural

Other Features

- Special Policy Area
- Fruitland Road EA Study Area
- Winona Centre
- Properties Designated under the Ontario Heritage Act
- Transit Hub
- ES — Elementary School
- SWM — Storm Water Management
- Barton Sreet Pedestrian Promenade
- Niagara Escarpment
- Proposed Roads
- Urban Boundary
- Watercourse
- Railway

Note: Recommendations of SCUBE East & SCUBE West Subwatershed Studies will be incorporated once these studies have been completed.

Fruitland-Winona Secondary Plan
Land Use Map
B.7.8-1

Date: June 2010

Not to Scale

Hamilton

PLANNING AND ECONOMIC DEVELOPMENT DEPARTMENT

Appendix E

- Stage 1 Archaeological Investigations Report

Jacques Whitford

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FINAL REPORT

Stage 1 Archaeological Assessment, Watercourses 5 and 6 Class Environmental Assessment Study, Stoney Creek, City of Hamilton, Ontario

CITY OF HAMILTON

Project No. 1020491
CIF # P002-094-2006

PROJECT NO. 1020491

REPORT TO City of Hamilton
77 James Street North, Suite 320
Hamilton, ON L8R 2K3

ON Stage 1 Archaeological Assessment, Watercourses 5 and 6 Environmental Assessment Study, Stoney Creek, City Of Hamilton, Ontario

February 8, 2007

Jacques Whitford
Suite 200, 2781 Lancaster Road
Ottawa, ON K1B 1A7

Phone: 613-738-0708
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Jacques Whitford

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1.0 INTRODUCTION

The City of Hamilton (the City) has proposed to make improvements to drainage systems at Watercourses 5 and 6 (an area which encompasses Watercourses 5.1, 6.1, 6.2 and 6.3) in Stoney Creek, within the limits of the City of Hamilton, Ontario (Figure 1.1). Specifically the City will be replacing or making improvements to existing culverts on both watercourses, improving storm water storage at the head of Watercourse 5, and creating a diversion channel from Watercourse 6 to Watercourse 5 along the south side of the Queen Elizabeth Way (QEW) expressway. As part of the Class Environmental Assessment process which the City is undertaking, a Stage 1 Archaeological Assessment of the project area was required. The City contracted Jacques Whitford Limited (Jacques Whitford) to undertake the Stage 1 assessment under an existing Consultant Roster agreement (#18 - Archaeology). The report was prepared by Colin Varley, M.A., R.P.A., Senior Archaeologist and Heritage Planning Consultant with Jacques Whitford.

1.1 Proposed Project Components

The Corporation of the City of Stoney Creek commissioned a Master Drainage Plan, submitted in 1990, that addressed future drainage issues and contained a number of proposed works. Additional reports completed after that plan resulted in a number of proposed projects for Watercourses 5, 5.1, and 6 (Table 1.1 and Figures 1.2, 1.3, and 1.4). Recommended improvements to Watercourses 6.1, 6.2 and 6.3 had already been made redundant by previous work to improve those drainage channels. The majority of the projects involve the replacement or refurbishment of existing infrastructure within limits of ground which has already been disturbed. The two projects which appear to have potential to affect previously undisturbed ground (with the exception of ploughing for agricultural purposes, which does not seriously impact on archaeological resources) are the as yet undefined limits of the storm water management area south of Barton Street and the diversion channel from Watercourse 6 to 5 south of the QEW.

Table 1.1 - Proposed Drainage Improvement Works, Watercourses 5 and 6

Map ID #	Watercourse	Intersection	Proposed Work
1	5	Barton Street	Culvert replacement
2	5	Arvin Avenue	Culvert underpinning
3	5 and 5.1	C.N.R. rail line	Culvert replacement
4	5	South Service Road	Culvert underpinning
5	5	QEW Core Lanes	Culvert replacement
6	5	North Service Road	Addition of culvert cell
7	5 and 6	QEW, South Side	Flexible mat diversion channel
8	6	QEW Core Lanes	Culvert replacement
9	6	South Service Road	Culvert underpinning
10	6	C.N.R. rail line	Culvert replacement
11	5	South of Barton Street	Storm Water Management storage area
12	6	Barton Street	Culvert replacement

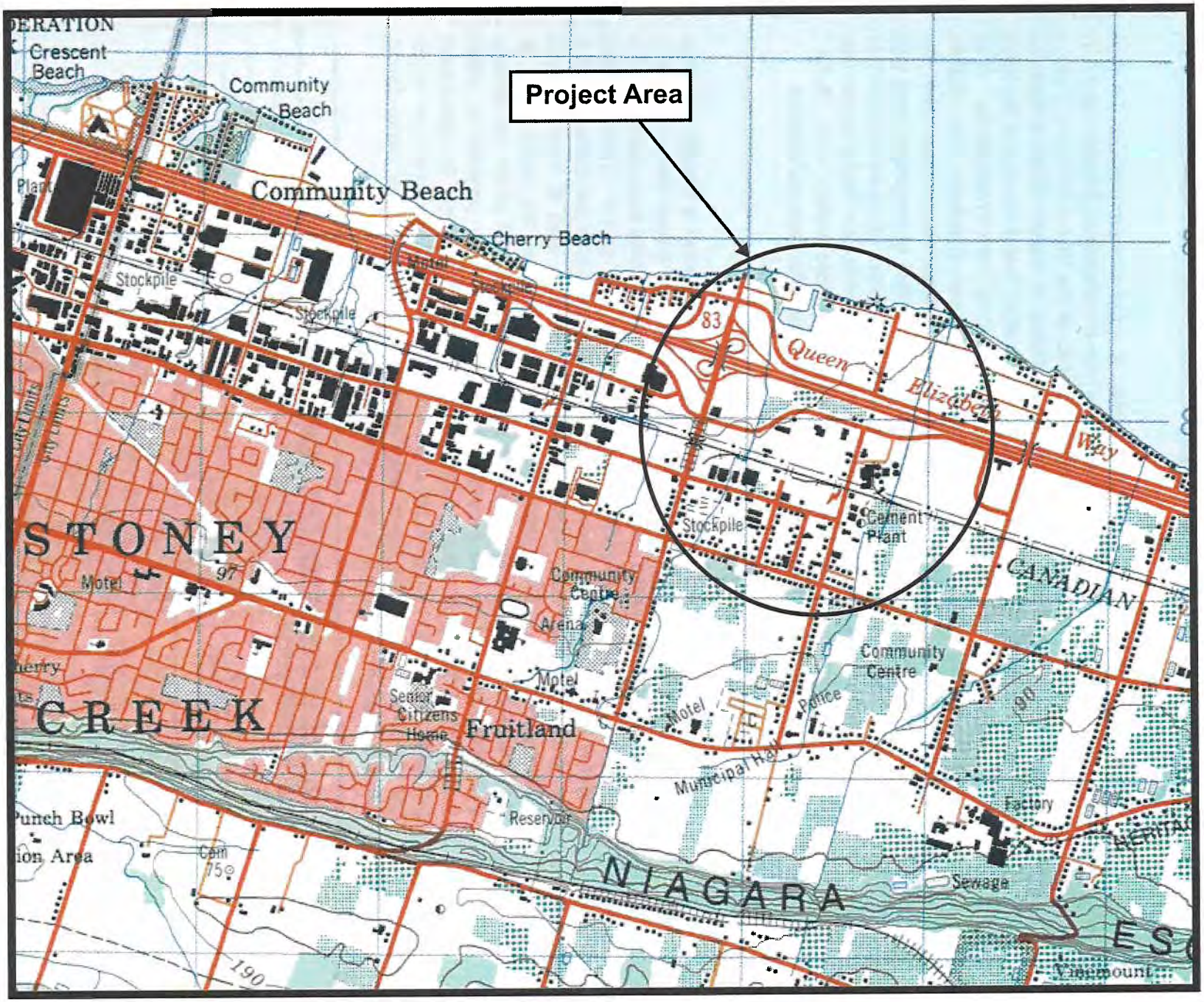

Figure 1.1 - Location of Project Area

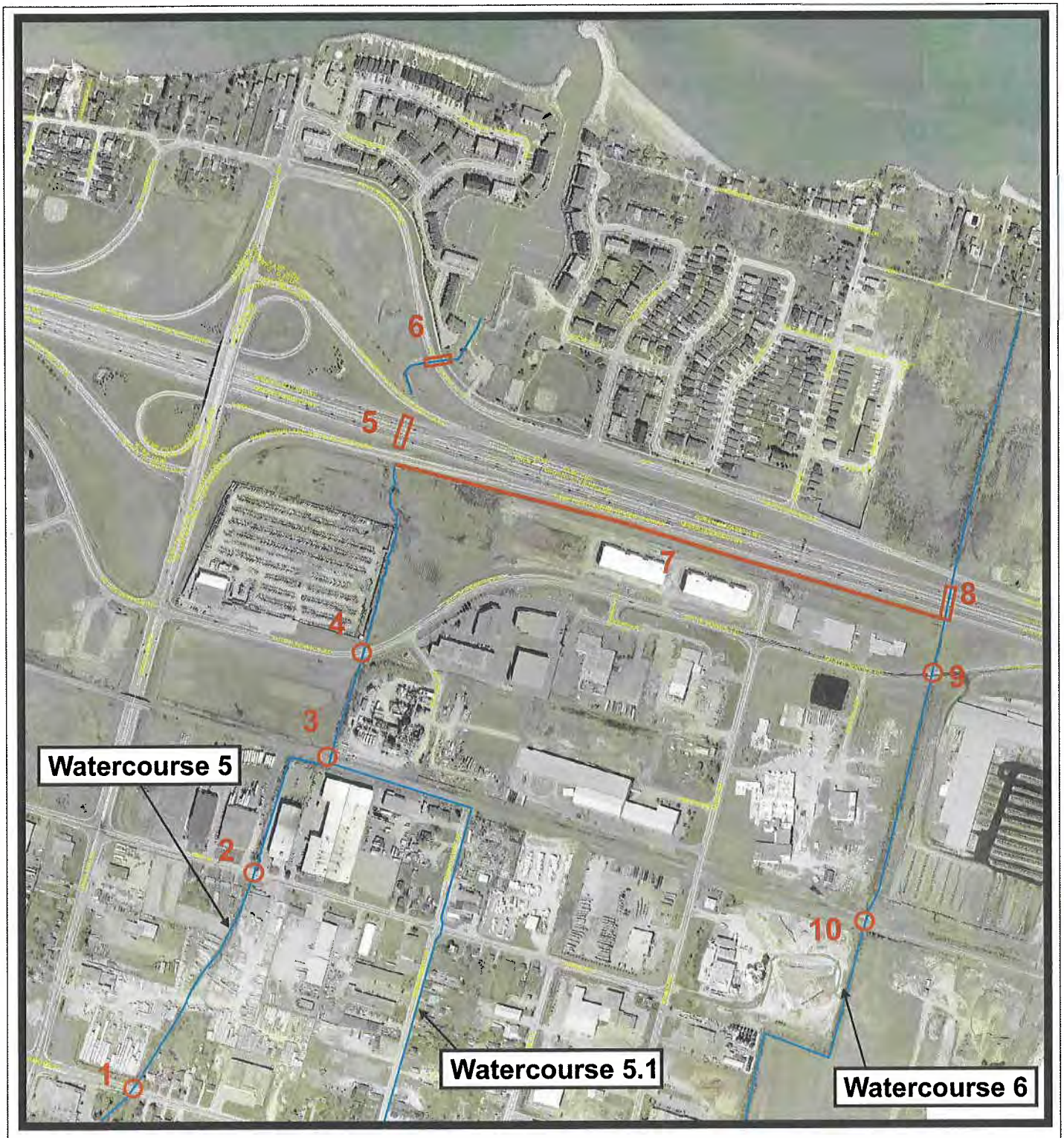

**Figure 1.2 - North End of Project Area,
Showing Watercourses 5, 5.1 and 6 and Proposed Works**

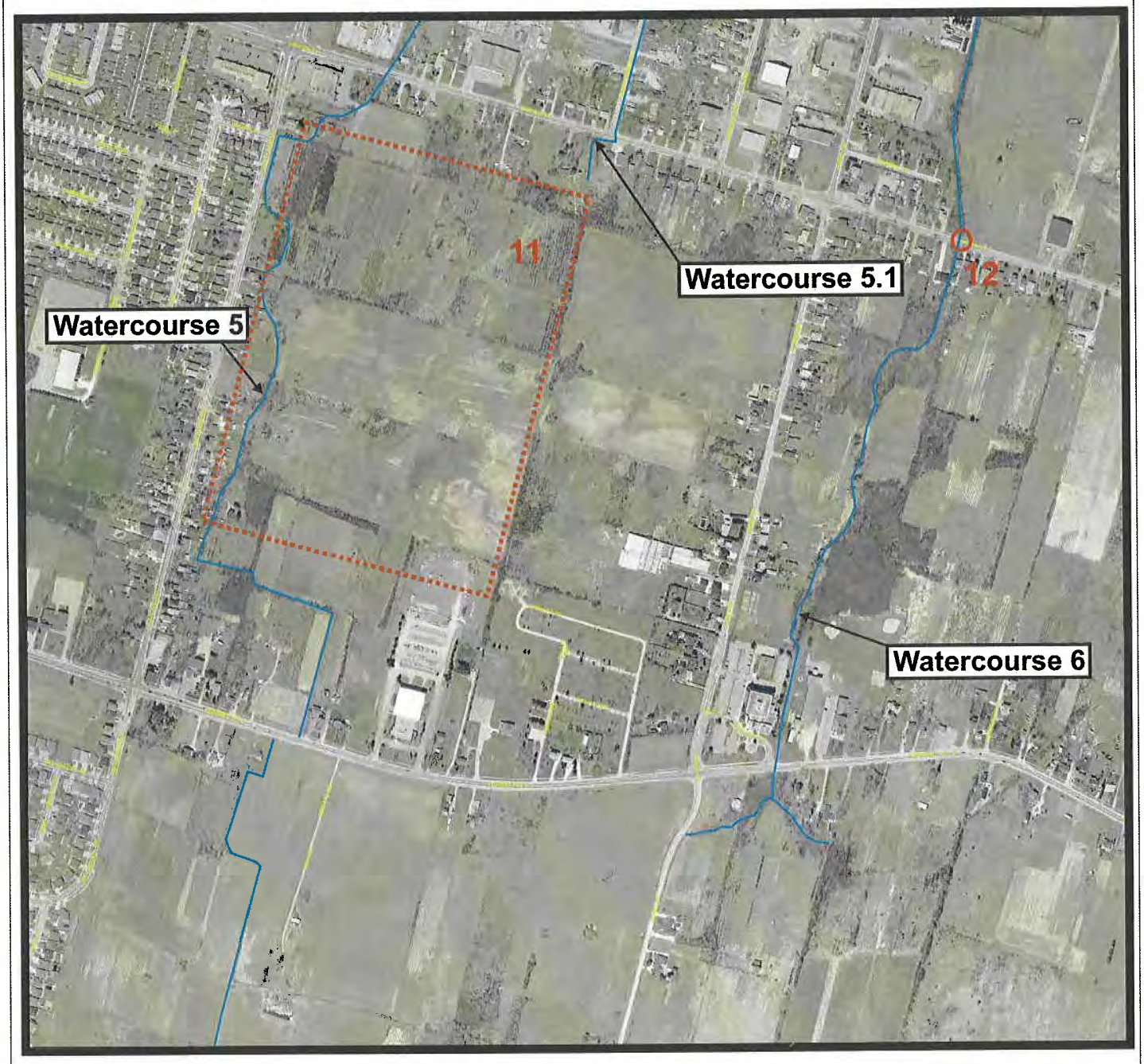

**Figure 1.3 - South End of Project Area,
Showing Watercourses 5, 5.1 and 6 and Proposed Works**

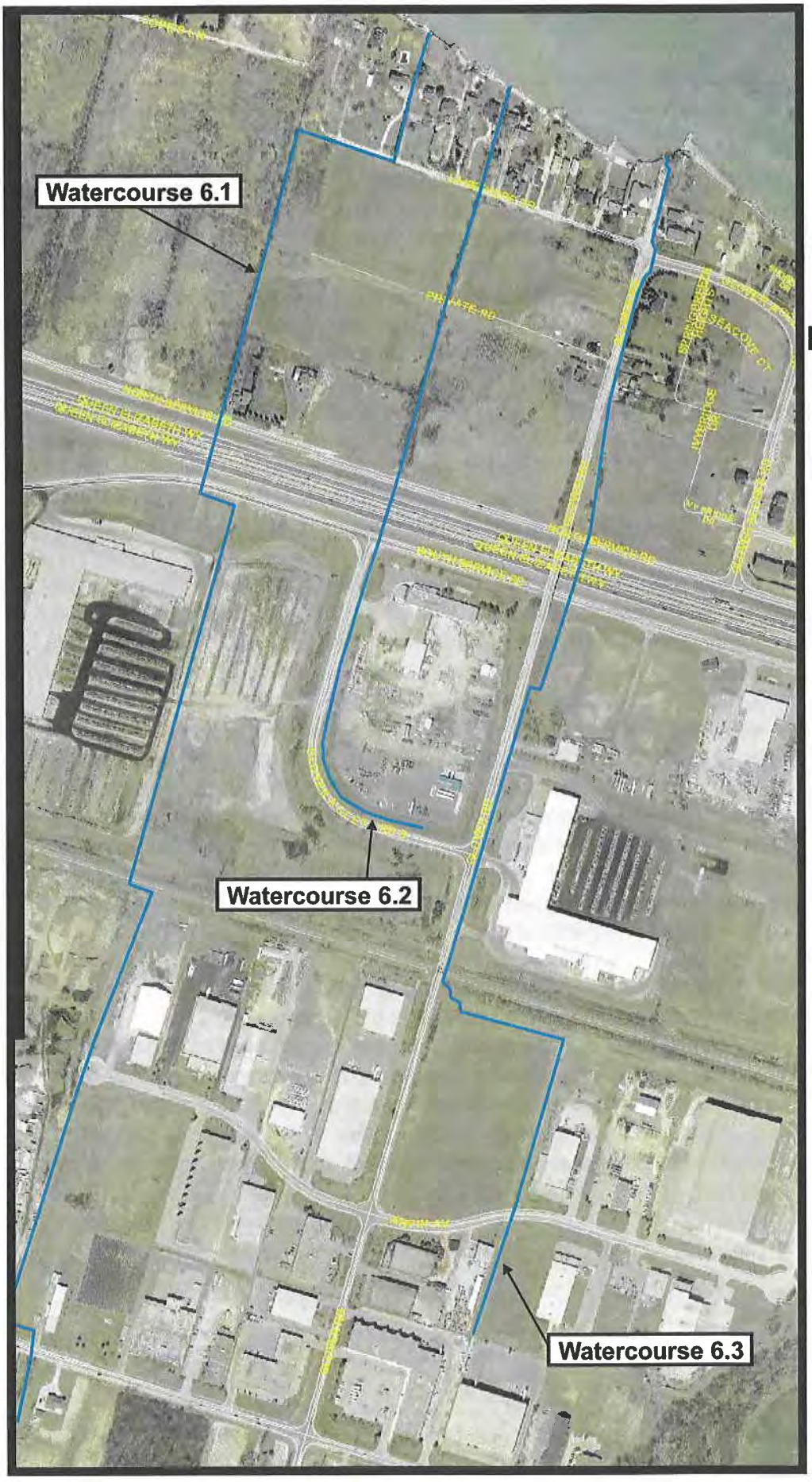

Figure 1.4 - Location of Watercourses 6.1, 6.2 and 6.3

2.0 PROJECT AREA

The project area is composed of portions of Lots 12, 13 and 14, Broken Front Concession and Concessions 1 and 2 in the former Saltfleet Township, Wentworth County, now part of the City of Hamilton. Overall the topography of the project area is a level plain that lies between the bottom of the Niagara Escarpment to the south and Lake Ontario to the north. Watercourses 5 and 6 are small, slow moving streams that run in a north-easterly direction from near the base of the escarpment. Watercourse 5 lies on the west side of the project area, nearest to Fruitland Road. Watercourse 6 is located on the east side of the project area, near Jones Road. Both watercourses cross Highway 8, Barton Street, the North and South Service Roads and the QEW (Figures 1.2 and 1.3). In the south end of the project area the setting is generally rural, and the streams run through agricultural lands. Between Barton Street and the QEW the project area is composed for the most part of industrial and commercial properties. North of the QEW is predominantly residential and parkland, with some commercial development along the lakefront.

The project area is part of the Iroquois Plain physiographic region, which surrounds the present day western shore line of Lake Ontario (Chapman and Putnam, 1984). The underlying bedrock is Queenston Formation shale, and the soils are heavy in texture and of low permeability, resulting in soils which shed water easily and dry out quickly (Chapman and Putnam, 1984). There are four soil types and two soil complexes within the project area (Figure 2.1). Two of the soil types are Morley and Trafalgar silty clay-loam soils, characterised by level or nearly level grade, imperfect to poor drainage and stone free or only slightly stoney composition. The other two soil types are Jeddo and Winona sandy-loam soils, characterised by level or nearly level grade, imperfect drainage and stone free composition (Presant et al., 1965). The two soil complexes evident in the project area are Winona-Jeddo sandy-loam and Trafalgar-Morley silty clay-loam, a mixture of the two named soil types which bear the same characteristics.

The present day watercourses show evidence of considerable anthropogenic re-alignment in some places. Along Watercourse 5 the section north of Arvin Avenue extending beyond the QEW and the section from the south project limit to just north of Highway 8 have been re-aligned as drainage ditches. Watercourse 6 has been altered as a drainage ditch from Barton Street north to its terminus (Figures 1.2 and 1.3). Along these portions of both watercourses it is extremely difficult to distinguish whether or not the present stream bed is even remotely similar to the natural stream bed.

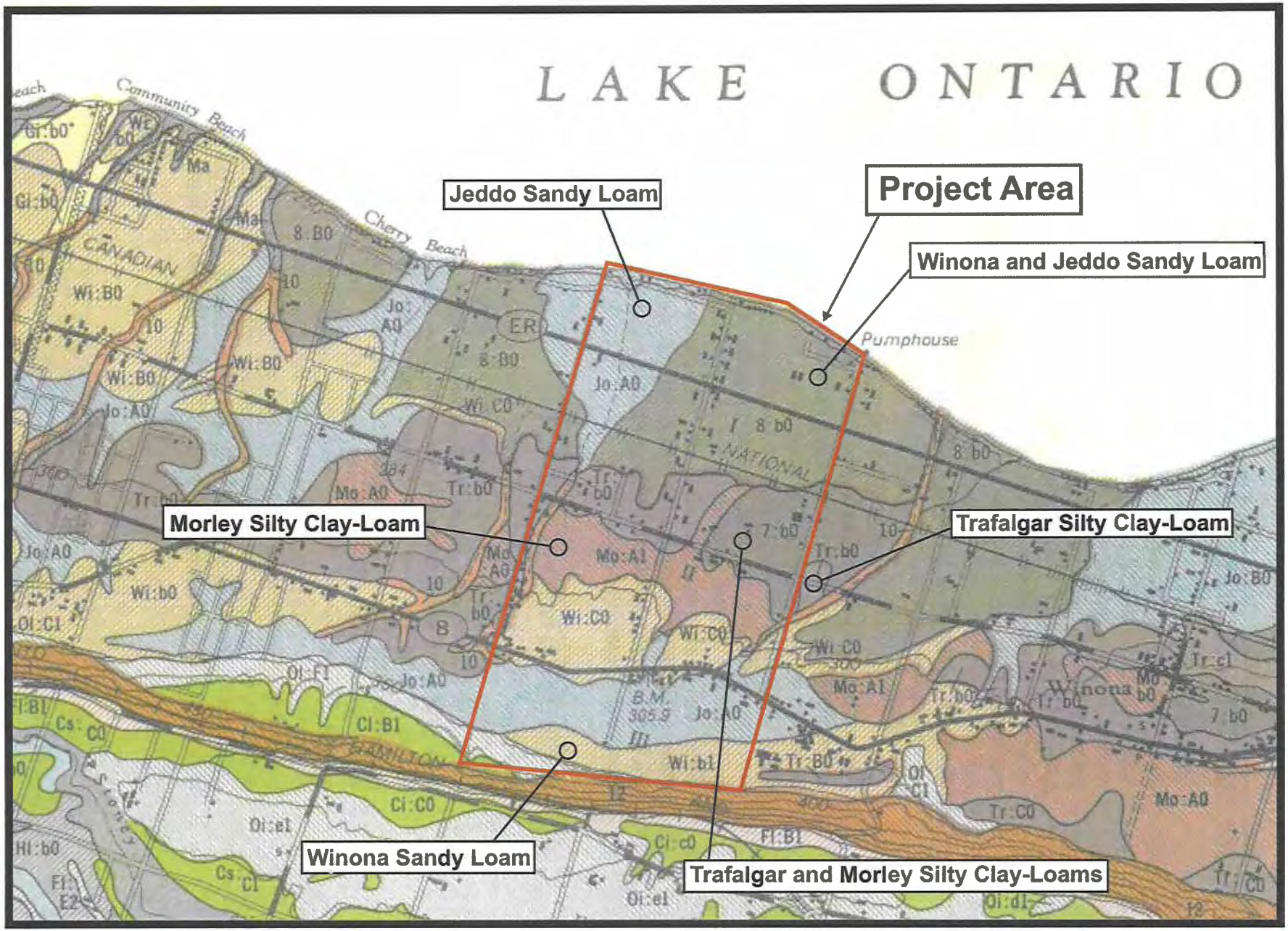

Figure 2.1 - Soil Types in the Project Area

3.0 EXISTING CONDITIONS

The assessment of archaeological potential for the site considered both prehistoric and historic period resources. Archaeological potential modeling for prehistoric era sites is based largely on the identification of landscape features which are either known to have attracted past habitation or land use, or which appear to have potential for attracting human use. These features include: navigable rivers and lakes; confluences of watercourses; smaller sources of potable water; ridges or knolls that overlook areas of resource potential; outcrops of high-quality stone for tool making; and, most importantly, combinations of these features. In general it has been demonstrated that areas within 200-300 m of watercourses, or other significant bodies of water (ASI, 1990; Cox, 1989), and in particular those areas with multiple water sources (Young et al., 1995), are considered to be of elevated archaeological potential.

Patterns of land use by historic period Euro-Canadians to some extent mirror those of the prehistoric period, since the same general needs must be met (i.e., proximity to potable water, access to natural resources, and a level, well drained habitation site). Conversely, the Euro-Canadian conversion of both fertile and more marginal land for agricultural purposes, the development of non-water travel routes, the exploitation of different resources such as subsurface mineral deposits, and other differences in land use patterns make potential modeling of Euro-Canadian and other non-Aboriginal historic sites somewhat less reliable. Fortunately, these sites are generally more visible than their prehistoric counterparts, which helps offset this lower level of predictive reliability.

3.1 PREHISTORIC RESOURCES

At present there are four registered prehistoric archaeological sites within 5 km of the project area (MoC, 2006). Three of these sites are located on the Niagara Escarpment, south-east of, and at significantly higher elevation than, the project area. The other site is located near the shoreline of Lake Ontario, a few hundred metres past the east limit of the current project area. One of the registered sites has been dated to the Late Palaeo-Indian archaeological period (c. 10,300-9,900 years before present (BP)) (Ellis and Deller, 1990). The Palaeo-Indians were the earliest inhabitants of Ontario, colonising areas shortly after the retreat of Wisconsin period glaciers. Another of the sites is a Late Woodland period burial site, dating to between 550-330 BP. The Late Woodland archaeological period is characterised by the large semi-permanent villages and associated satellite settlements. The remaining two sites, including the one close to the project area, are undated lithic scatters, the result of the manufacture or sharpening of stone tools.

Recently an as yet unregistered site has been identified in the project area. This previously private collection of artifacts includes sherds from ceramic vessels and fragments of ceramic smoking pipes and also appears to date to the Late Woodland period (Doroszenko, pers. comm.).

3.2 HISTORIC RESOURCES

At present there are no registered historic period archaeological sites on or near the project area (MoC, 2006). There are ten heritage buildings recognised by the Province of Ontario (Table 3.1), as well a historical plaque located at the former home of John Willson (sic) at 526 Winona Road North, 3.5 km east of the north part of the project area (OHF, 2006). The heritage buildings located on Lewis Road lie approximately 2.5 km to the east of the project area. The cluster of houses between 1317 and 1455 Highway 8 are approximately 4 km to the east. The house at 982 Highway 8 is also located approximately 1.5 km east of the project area.

Table 3.1 - Registered Heritage Buildings

Location	Heritage Building
1317 Highway No. 8	Pettit House - "Evanleigh"
1420 Highway No. 8	Fred B Henry House - "Spruceway"
1446 Highway No. 8	The Van Duzer House
1455 Highway No. 8	Fifty United Church
982 Highway No. 8	Jacob Smith House - "Langside"
408, 418 & 428 Lewis Road	Hamilton District Yard - Residence & Garage (B21648) MBS-ORC
408, 418 & 428 Lewis Road	Hamilton District Yard - Garage (B21647) MBS-ORC
408, 418 & 428 Lewis Road	Hamilton District Yard - Bridge Crew Residence (B21646) MBS-ORC
408, 418 & 428 Lewis Road	Hamilton District Yard - Zone Crew Residence (B19390) MBS-ORC
265 Lewis Rd	Levi Lewis Homestead

The general area of Saltfleet Township was settled in the late 18th century by United Empire Loyalists, and by the end of the first decade of the 19th century all of the Lots on Concession 1 of Saltfleet had been registered.

There are few early maps which show much detail with regard to occupation or development of the early years of the township. The most useful map from the 19th century is the one found in the 1875 Historical Atlas of Wentworth County (Page and Smith, 1875) (Figure 3.1). All of Lots 13 and 14 and part of Lot 12 of the Broken Front, and small portions Lots 12-14 in Concession 1, are shown as belonging to Charles Carpenter, who would have been 79 years old at that time (NAC, 1871) (Figure 3.1). Two buildings and an orchard are indicated in the lots in the Broken Front. The remaining land in Lots 13 and 14 in Concession 1 are owned by F. M. Carpenter, a farmer and at the time Reeve of Saltfleet Township. Reeve Carpenter originally settled on the property in 1843, and his residence and

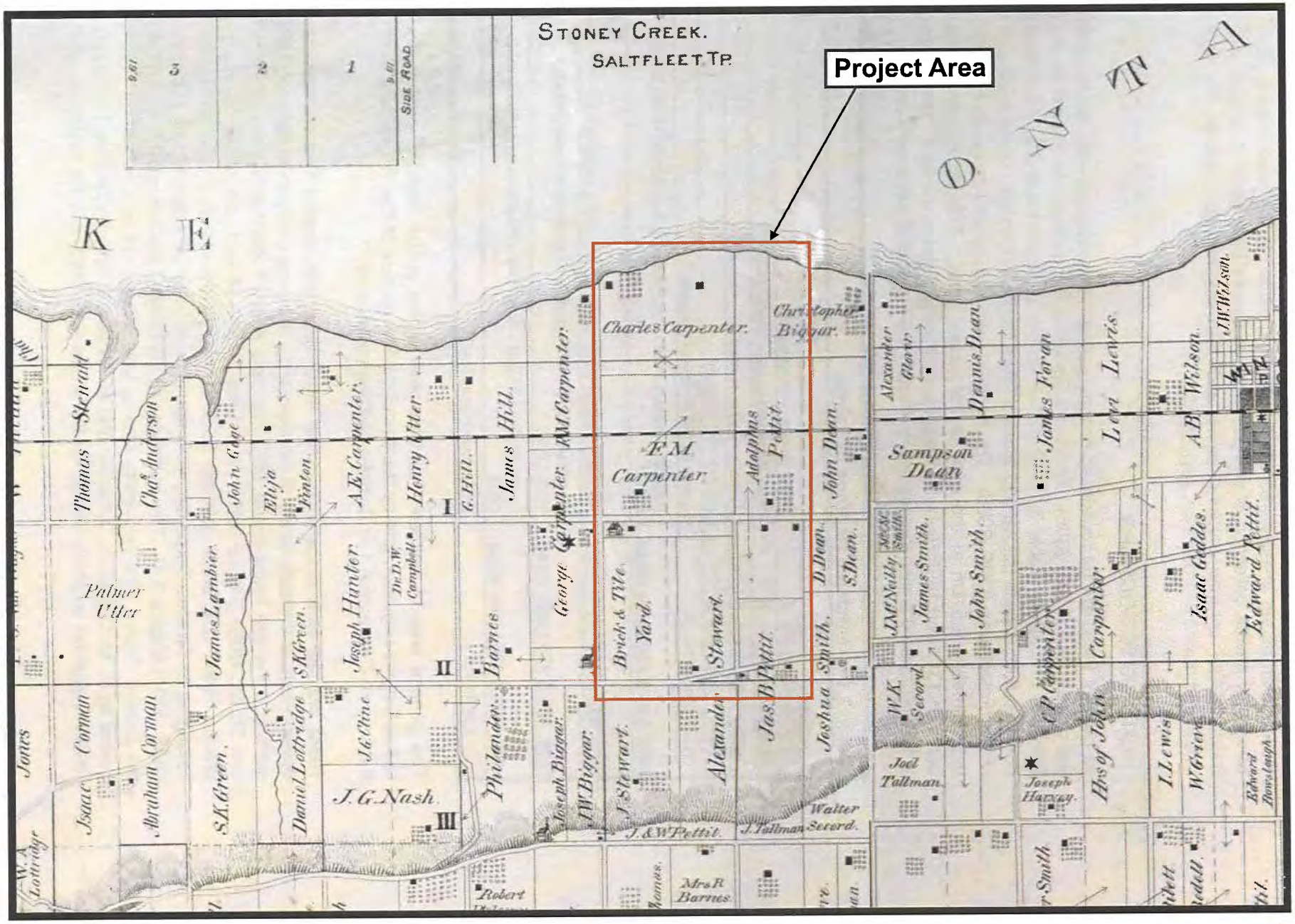

Figure 3.1 - Project Area As Shown on 1875 Page and Smith Historical Atlas

An orchard are shown as being in the south-west part of his property (Figure 3.1). Across the road from Reeve Carpenter's homestead, in the north part of both Lots 13 and 14 in Concession 2, there is shown a schoolhouse and another building, which may be a teacher's or headmaster's residence. The remainder of Lot 14, and a strip of Lot 13, is a brick and tile yard. The rest of Lot 13 is owned by Alexander Stewart, whose home and a small orchard are located immediately north of the road that is currently Highway 8 (Figure 3.1).

Lot 12 in Concession 1, as well as the north half of Concession 2, is the property of Adolphus Pettit. His property is shown as having three residence buildings, two on the north limit of Concession 2 and one house and an orchard on the south end of Concession 1 (Figure 3.1). It may be that two of the residences were unoccupied and had simply been acquired as part of a land purchase from earlier settlers. The south half of Lot 12, Concession 2 is owned by James B. Pettit, whose residence and orchard are shown as being on the south side of the current Highway 8 (Figure 3.1).

When the various residences and the schoolhouse are shown over current air photography of the project area it is evident that all of the former buildings have either been removed for previous development projects or are well removed from any of the proposed project areas (Figures 3.2 and 3.3).

4.0 STUDY RESULTS

Only two of the proposed infrastructure projects appear to have the potential to cause disturbance to previously undisturbed ground (with the exception of ploughing for agricultural purposes) within the project area. These two projects are the storm water management improvements south of Barton Street and the diversion channel on the south side of the QEW. The latter project may occur within previously disturbed ground. However, as the final location of the diversion channel has not been identified this cannot be certain.

Based on the results of the archival research and air photo interpretation there appears to be no potential for intact or significant historic period resources to be affected by proposed project activities in either the north or south parts of the project area.

In the north half of the project area the only part of the project which might have an impact on prehistoric archaeological resources is the construction of the diversion channel. However, this is possible if the diversion channel is not constructed in previously disturbed ground. If the ground has been previously disturbed below grade to any significant degree then it is unlikely that intact archaeological resources would have survived.

In the south half of the project area, between Barton Street and the headwaters of Watercourse 5, there is archaeological potential in the undisturbed portions of any fields which are currently used for agricultural purposes. Despite the fact that the

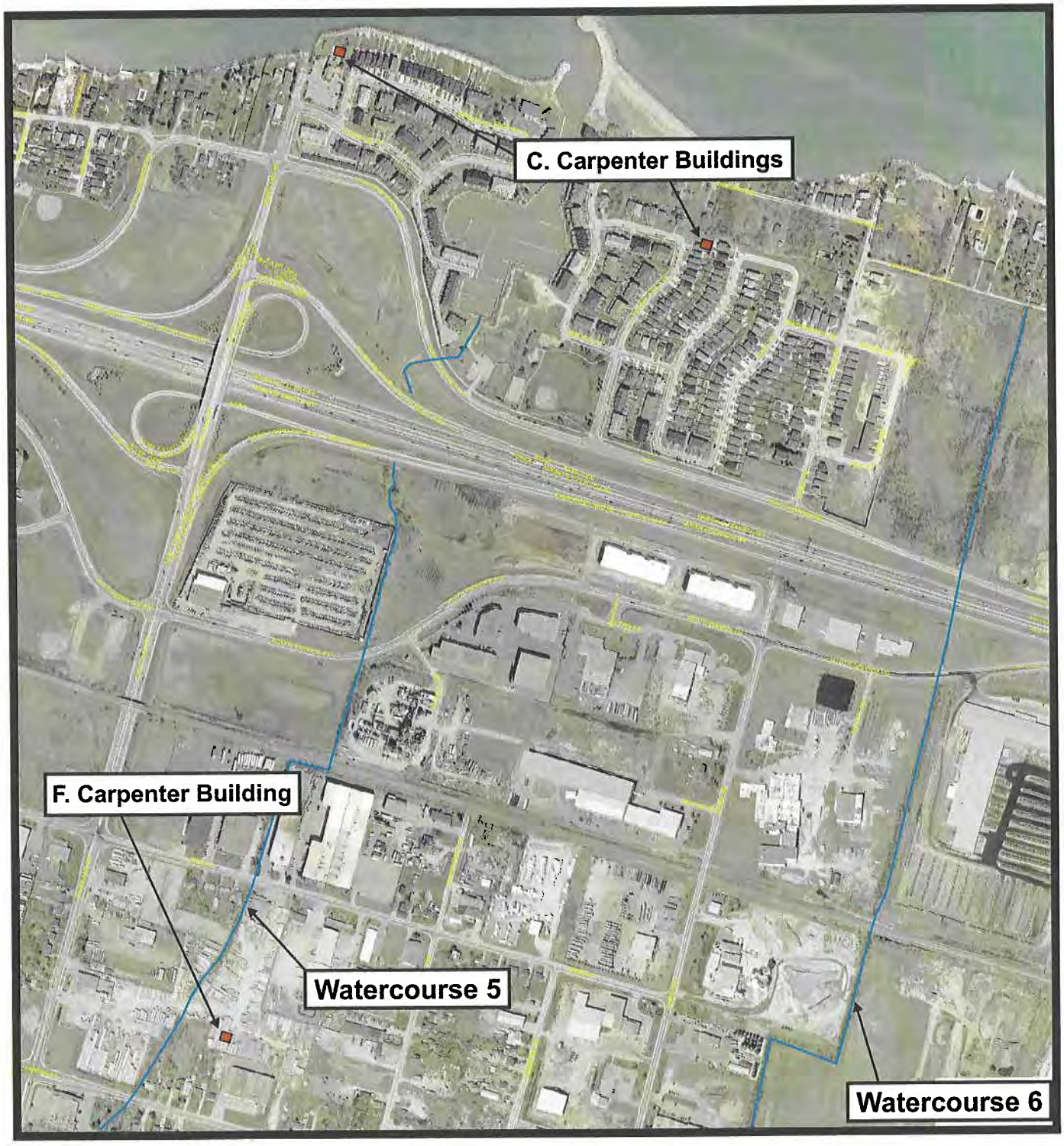

Figure 3.2 - Approximate Location of Buildings From 1875 Atlas Over Current Air Photos, North End of Project Area

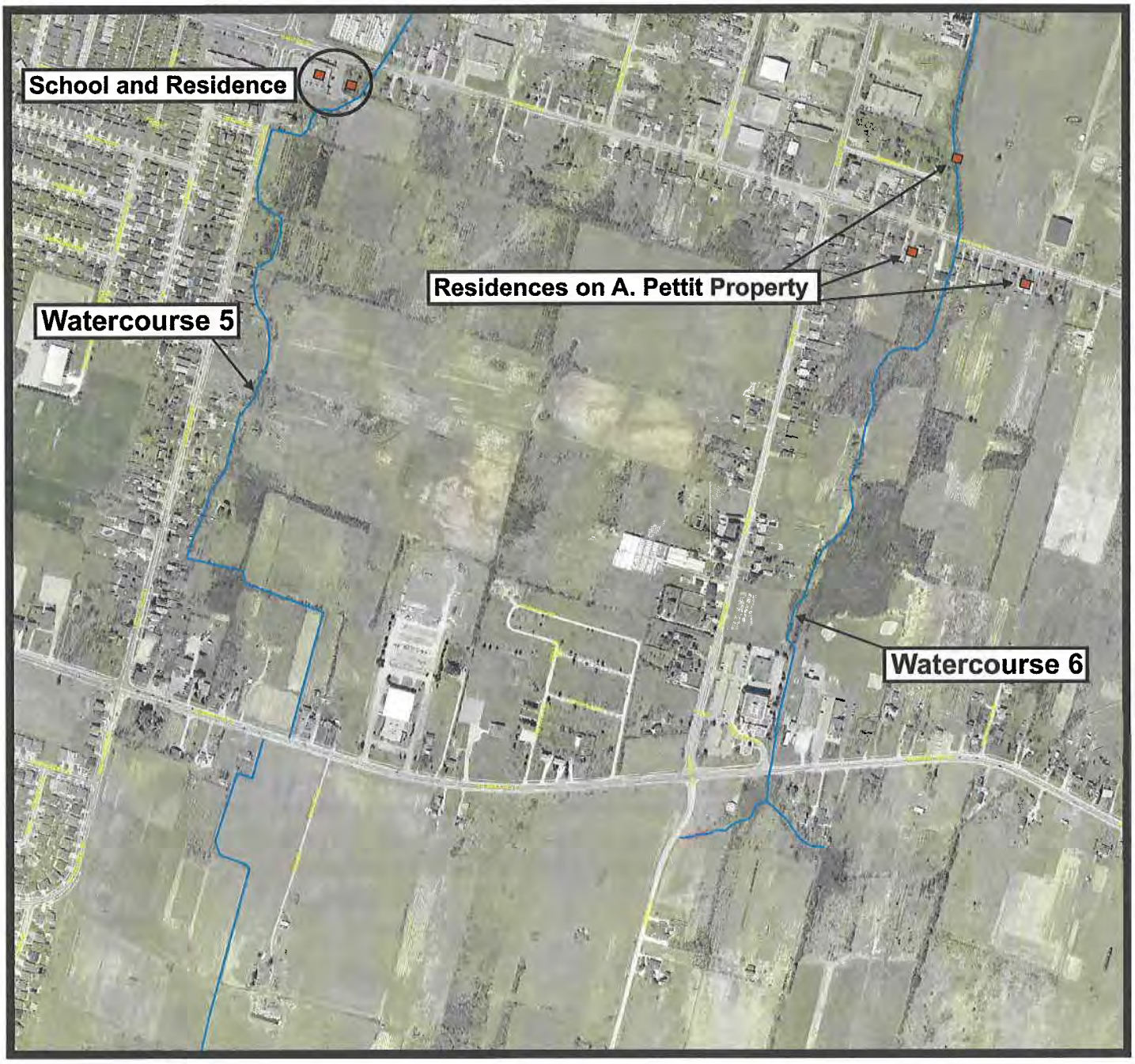

Figure 3.3 - Approximate Location of Buildings From 1875 Atlas Over Current Air Photos, South End of Project Area

channel of Watercourse 5 has undergone considerable alteration, the ground around it in the south portion of the project area demonstrates characteristics which have been shown to be indicative of elevated archaeological potential, particularly for sites of $5m^2$ or greater (e.g. ungulate potential, access to water resources) (Young et. al., 1995). Moreover, Late Woodland period sites have been demonstrated to be located well over 300 m away from any water source (Bellhouse et al., 1996).

5.0 RECOMMENDATIONS

Once a final location of the diversion channel is determined, if it falls outside the limits of previously disturbed ground any areas which may be disturbed by project related activities will need to be subject to Stage 2 archaeological assessment. As the area where the diversion channel is proposed to be located cannot be ploughed, Stage 2 assessment would require a test pit excavation strategy. Test pit excavation survey involves the excavation of 40 cm x 40 cm test pits through to subsoil. All soils excavated from the test pits is to be passed through a screen of not greater than 6 mm mesh. The interval at which the test pits are to be excavated is 5 or 10 m, depending on the perceived potential of the area to be tested. In this case it is recommended that testing occur at 10 m intervals

Once the location of any storm water management area is determined the limits of the permanent pond, and any peripheral areas which will be disturbed, will need to be subject to Stage 2 archaeological assessment. In this case, any portions of the pond site which are currently under cultivation, or which are not overgrown, would need to be assessed using a pedestrian survey strategy. A pedestrian survey requires that the ground be ploughed up as if it were being prepared for cultivation and allowed to weather through one hard rainfall, or several lighter rainfalls, and then examined by slowly walking over the field and looking for artifacts or other evidence of anthropogenic activity. Any parts of the pond area which is overgrown would be tested using a test pit excavation strategy. For both the pedestrian and test pit survey we recommend that the testing interval be at 5 m for this part of the project.

6.0 CLOSURE

This report has been prepared for the sole benefit of the City of Hamilton, and may not be used by any third party without the express written consent of Jacques Whitford Limited and City of Hamilton. Any use which a third party makes of this report is the responsibility of such third party.

The recommendations made in this report are in accordance with our understanding of the project as it was presented at the time of our report. In the event that changes or alterations are made to the project, we reserve the right to review our recommendations with respect to any such changes.

We trust this report meets your current requirements. Please do not hesitate to contact us should you require further information or have additional questions about any facet of this project.

Yours truly,

JACQUES WHITFORD LIMITED

Colin Varley, M.A., R.P.A.
Senior Archaeologist and Heritage Planning Consultant

Grant Aylesworth, Ph.D.
Archaeologist, Reviewer

7.0 REFERENCES

7.1 Literature Cited

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7.2 Personal Communications

Doroszenko, Dena, Archaeologist, Heritage Programs and Operations Branch, Ontario Heritage Foundation, Toronto, Ontario.

Appendix F

- Review Agency and First Nations Consultation
  - Agency Contact List
  - Agency Consultation
  - First Nations Consultation

Agency Contact List

Fruitland Road Class EA - Agency Mailing List

Downtown and Community Renewal Division should be contacted for the most up to date mailing list for BIA's

NEC contact to be used for next mailout

Last Name	First Name	Title 1	Title 2	Organization	Address 1	Address 2	City	Prov.	PC	Tel. #	Ext.	Fax #	
OTHER MUNICIPALITIES													
Belanger	Dave	Mr.	Manager - Water Supply Program	City of Guelph	29 Waterworks Place		Guelph	ON	N1E 6L9	519-837-5627	251	519-822-8837	
Bosetti	Marvin	Mr.	Administrator/Clerk Treasurer	Township of North Dumfries	1171 Greenfield Road	RR #4	Cambridge	ON	N1R 5S5	519-621-0340		519-623-7641	
Carman	Jayne	Ms.	County Clerk	Brant County	P.O. Box 160		Burford	ON	N0E 1A0	519-449-2451		519-449-2454	
Fletcher	Kris	Ms.	Regional Clerk, Clerks & Administrator's Office	Regional Municipality of Waterloo	150 Frederick Street, 1st Floor		Waterloo	ON	N2G 4J3	519-575-4561		519-575-4481	
Pilon	Janet	Ms.	Regional Clerk	Regional Municipality of Niagara	2201 St. David's Road, Box 1042		Thorold	ON	L2V 4T7	905-685-1571 x3226		905-687-4977	
Cousins	Joe	Mr.	Director of Transit Services	Regional Municipality of Niagara	2201 St. David's Road, Box 1042		Thorold	ON	L2V 4T7	905-685-1571 x3226		905-687-4977	
Flora	Eric	Mr.	Associate Director of Transit Services	Regional Municipality of Niagara	2201 St. David's Road, Box 1042		Thorold	ON	L2V 4T7	905-685-1571 x3226		905-687-4977	
Hammer	John	Mr.	Director, Transportation	Regional Municipality of Waterloo	150 Frederick Street, 1st Floor		Waterloo	ON	N2G 4J3	519-575-4401		905-575-4453	
Howarth	Tim	Mr.	Water Wastewater Technologist	The Corporation of Haldimand County	1162 Regional Road 8		Cayuga	On	N0A 1E0	905-318-5962	177	905-772-3779	
Lancaster	Janice	Ms.	City Clerk	Haldimand County	45 Munsee St. N.		Cayuga	ON	N0A 1E0				
Langley	Carolyn	Ms.	Regional Clerk	Township of West Lincoln	P.O. Box 400, 318 Canborough St.		Smithville	ON	L0R 2A0	800-350-3876		905-957-3219	
Law	Brenda	Ms.	Clerk / Treasurer	Township of Puslinch	7404 Wellington Rd. 34 - Aberfoyle RR #3		Guelph	ON	N1H 6H9	519-763-1226		519-763-5846	
Neville	Ian	Mr.	Commissioner of Public Works	Regional Municipality of Niagara	2201 St. David's Road, Box 1042		Thorold	ON	L2V 4T7				
Southall	Wendy	Ms.	Chief of Police	Niagara Regional Police Service	68 Church Street		St. Catharines	ON	L2R 3C6				
Phillips	Kim		City Clerk	City of Burlington	426 Brant St. P.O. Box 5013		Burlington	ON	L7R 3Z6	905-335-7702		905-335-7881	
Prno	John	Mr.	Director, EMS	Region of Waterloo, Public Health	99 Regina St. S., 6th Floor		Waterloo	ON	N2J 4V3	519-883-2315		519-880-9150	
Robichaud	Lynn	Ms.	Environmental Co-ordinator	City of Burlington	426 Brant St. P.O. Box 5013		Burlington	ON	L7R 3Z6	905-335-7600 x7931		905-335-7880	
Scheidel	Keith	Mr.	Public Works Superintendent	Township of North Dumfries	1171 Greenfield Road, RR #4		Cambridge	ON	N1R 5S5	519-621-7885		519-623-7641	
van Scheyndel	Paul	Mr.	Fire Chief	Township of North Dumfries	1171 Greenfield Road, RR #4		Cambridge	ON	N1R 5S5	519-632-7956		519-623-7641	
Vout	Katherine	Ms.	Town Clerk	Town of Grimsby	160 Livingston Avenue	P.O. Box 159	Grimsby	ON	L3M 4G3	905-945-9634 x2003		905-945-5010	
Wallensfels	Monica	Ms.	Clerk	Region of Halton	1151 Bronte Road		Oakville	ON	L6M 3L1	905-825-6000			
Waugh	Donna	Ms.	County Clerk	County of Wellington	74 Woolwich Street		Guelph	ON	N1H 3Z9	800-663-0750		519-837-1909	
		Sir/Madam	Town Clerk	Town of Milton	43 Brown Street		Milton	ON	L9T 5H2	905-878-7252			
Mitchell	Alex	Mr.	City Clerk	City of Cambridge	50 Dickson Street - 2nd Floor	P.O . Box 669	Cambridge	ON	N1R 5W8	519-740-4680			
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Woo	Leslie	Ms.	General Manager - Transportation Policy and Planning	Metrolinx	20 Bay Street	Suite 901	Toronto	ON	M5J 2N8				
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Dea	Jeffrey	Mr.	Environmental Assessment & Approvals Branch	Ministry of the Environment	2 St. Clair Ave. W. 14th Floor		Toronto	ON	M4V 1L5	416-314-7213			jeffrey.dea@ontario.ca
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Duval	Elizabeth	Ms.		Ministry of Citizenshiop & Immigration	119 King St. W., 14th Floor		Hamilton	ON	L8P 4Y7	905-521-7346		905-521-7398	
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Graham-Watson	Loraine	Ms.	Regional Director - Hamilton/Niagara Regional Office	Ministry of Community and Social Services	119 King St. W. 7th Floor		Hamilton	ON	L8P 4Y7	905-521-7844			
Johnson	Michael	Mr.	Manager, Heritage Operations Unit, Heritage & Libraries Bra	Ministry of Culture	400 University Ave., 4th Floor		Toronto	ON	M7A 2R9				
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Whitehead	ken	Mr.	Manager	Niagara Escarpment Commission	232 A Guelph Street		Georgetown	ON	L7G 4B1				
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Ministry of Health & Long Term Care		Sir/Madam	Safe Water Unit - Infectious Diseases Branch		5700 Yonge Street, 8th Floor		Toronto	ON	M2M 4K5				
Ministry of Public Infrastructure		Sir/Madam			7 Queen's Park Crescent, 6th Floor, Frost Bldg. South		Toronto	ON	M7A 1Y7	416-325-0424			info@pir.gov.on.ca
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National Heritage Information Centre		Sir/Madam			300 Water Street		Peterborough	ON	K9J 8M4				
Ontario Region		Sir/Madam		Industry Canada	151 Younge St - 4th Floor		Toronto	ON	M5C 2W7	416-973-5000			
Pachoil	Carol	Ms.	Retail Business Manager	Canada Post Commercial Service Centre	27 Legend Crt		Ancaster	ON	L9K 1J0	905-304-2225			
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Wood	Bruce	Mr.	Hamilton Port Authority		506 James St. N.		Hamilton	ON	L8L 1K1	905-525-4330	237	(905)928-8872	bmatthews@hamiltonport.ca
Wright	Mark	Mr.	Navigable Waterways Program	Transport Canada	100 South Front Street		Sarnia	ON	N7T 2M4				
		Sir/Madam			15 Eddy Street		Hull	QUE	K1A 0N9	1-888-222-2592			cta.comment@cta-toc.gc.ca
Environmental Assessment & Approvals Branch		Sir/Madam	E/A Project Co-ordination Section		2 St. Clair Ave. W.	14th Floor	Toronto	ON	M4V 1L5				MEA.NOTICES.EAAB@ontario.ca

FIRST NATION'S CONTACT														
Assembly of First Nations				Treblay Building	473 Albert Street		Ottawa	ON	K1R 5B4	613-241-6789	Toll # 866-869	613-241-5808		
Bastien	Heather	Ms.	Huron Wendat First Nation	255 Place Chef Michel Laveau			Wendake	PQ	G0A 4V0	418-843-3767		418-842-1108		
Bomberry	Lonny		Director, Lands & Resources	2498 Chiefswood Road	P.O. Box 5000		Ohsweken	ON	N0A 1M0	519-753-2272		519-753-3449		
Boswell	Don	Mr.	Senior Claims Analyst, Specific Claims Branch	Department of Indian and Nothern Affairs	10 Wellington St.	Room 1310	Gatineau	PQ	K1A 0H4			819-956-2258		
Brennan	Jane	Ms.	Administrator	The Metis Nation of Ontario	500 Old St. Patric St.	Unit D	Ottawa	ON	K1N9G4	613-798-1488		613-722-4225		
Chiblow	Sue	Ms.	Council of Ontario Chiefs	111 Peter Street, Suite 804			Toronto	ON	M4V 2H1	416-597-1266				
Donnelly	David	Mr.	Patent & Trademark Agents	The Flatiron Building	49 Wellington Street East		Toronto	ON	M5E 1C9	416-703-1100		416-703-7422		
Elijah	Rolanda	Ms.	Association of Iroquois and Allied Indians	387 Princess Avenue			London	ON	N6B 2A7	519-434-2761	38	519-679-1653		
General	David M.	Mr.	Six Nations	1695 Chiefswood Road	P.O. Box 5000		Ohsweken	ON	N0A 1MO					
General	Paul	Mr.	Six Nations Eco-Centre	2676 Fourth Line Road	P.O. Box 5000		Ohsweken	ON	N0A 1M0					
Gros-Louis	Max	Mr.	Huron Wendat First Nation	255 Place Chef Michel Laveau			Wendake	PQ	G0A 4V0	418-843-3767		418-842-1108		
Harris	Barb	Ms.	Six Nations of the Grand River Territory		P.O. Box 5000		Ohsweken	ON	N0A 1MO	519-445-2201		519-445-4208		
Hartley	Elize	Ms.	President	Metis Women's Circle	c/o HEDAC	20 Kenilworth Ave. N.	Hamilton	ON	L8H 4R3	905 526-9036		905 526-0575	Mailed	
Hill	Leroy	Mr.	Haudenosaunee Resource Centre	2634 Sixth Line	RR #2		Oshweken	ON	N0A 1M0	905-765-1749		905-765-9193		
LaForme	Bryan	Mr.	Mississaugas of the New Credit First Nation	2789 Mississauga Road	RR #6		Hagersville	ON	N0A 1H0	905-768-1133		905-768-1225		
Lainé	Luc	Mr.	Huron Wendat First Nation		255 rue Chef Michel Laveau		Wendake	PQ	G0A 4V0					
Maracle	Sylvia	Ms.		Ontario Federation of Indian Friendship	219 Front Street East		Toronto	ON	M5A 1E8	416-956-7575	306			
Montour	William K.	Mr.	Chief, Six Nations		1695 Chiefswood Road	P.O. Box 5000	Ohsweken	ON	N0A 1M0	519.445.2563		519.445.0242		
Nahrgang	Kris		Cultural Explorers		257 Big Cedar Lake Road	RR #4	Burleigh Falls	ON	K0L 2H0	705-930-1020				
Roy	Franklin	Mr.	Director, Litigation Management and Resolution Branch	Department of Indian and Nothern Affairs	10 Wellington St.		Gatineau	PQ	K1A 0H4			819-997-1679		
Sault	Margaret	Ms.	Director of Lands, Claims & Member Research	Mississaugas of New Credit First Nation	2789 Mississauga Road	RR #6	Hagersville	ON	N0A 1H0	905-768-0100				
St.Clair	Jacqueline	Ms.	Center for Topographical Information	Canadian Geographical Names Database	615 Booth Street	Room 634	Ottawa	ON	K1A0E3	613-992-3892		613-943-8282		
Barberstock	Susan		Executive Director	Hamilton Regional Indian Centre	712 Main Street East				L8M 1K6	905 548-9593		905 545-4077		
Union of Ontario Indians	Nipissing First Nation				P.O. Box 711		North Bay	ON	P1B 8J8	705-497-9127	Toll #877-702	705-497-9135		
			Indian and Northern Affairs Canada	Environment Unit	25 St. Clair Avenue East	8th Floor	Toronto	ON	M4T 1M2					
Trepanier	Louise	Ms.	Director, Claims East of Manitoba, Comprehensive Claims Branch	Department of Indian and Nothern Affairs	10 Wellington St.	Room 1310	Gatineau	PQ	K1A 0H4			819-953-3109		
Wedge	Grant	Mr.	Council, Crown Law Office-Civil	Ministry of the Attorney General	720 Bay St.	8th Floor	Toronto	ON	M5G 2K1			416-326-4181		
Wheaton	Pam	Ms.	Director, Policy and Relationships Branch	Ministry of Aboriginal Affairs	720 Bay St.	4th Floor	Toronto	ON	M5G 2K1			416-326-4017		
Compton	Dennis	Mr.	Acting Executive Director	De dwa da dehs nye>s Aboriginal Health Centre	678 Main St. East		Hamilton	ON	L8M 1K2	905 544-4320		905 544-4247		
Heath	Margaret			Canadian Metis Council	31 Niagara Street				L8L 6A3	905 521-1558				
Barberstock	Susan		Executive Director	Hamilton Regional Indian Centre	712 Main Street East				L8M 1K6	905 548-9593		905 545-4077		
Trott	Judi		Employment and Training Officer	Metis Nation of Ontario Training Initiative	445 Concession Street				L9A 1C1	905 318-2336		905 318-2207		
Ense	Linda		Executive Director	Native Women's Centre	Rosedale Postal Outlet, 1900 King St. East PO Box 69036				L8K 1W1	905 664-1114	223	905 664-1101		
Laslo	Taunya		Executive Director	Niwasa Aboriginal Early Learning Programs	1869 Main Street East				L8H 1G2	905 549-4884	222	905 549-7337		
McAulay	Melanie		Executive Director	Sacajawea Non-Profit Housing Inc	19 Albert Street				L8M 2Y1	905 544-3406		905 544-1320		
Lewis	Janice		Executive Director	Urban Native Homes Incorporated	19 Albert Street				L8M 2Y1	905 548-6974	27	905 548-6808		
Monture	Rick		Acting Director	McMaster University - Indigenous Studies Program	1280 Main Street West, Hamilton Hall Room 103				L8S 4K1	905 525-9140	27615	905 540-8443 (27459)		
McLester	Ron		Program Manager	Mohawk College - Aboriginal Student Services	Fennell & West 5th Streets				L8N 3T2	905 575-1212	3892	905 575-2336		
McCormack	Cindy Sue			Social Planning Research Council	162 King William St. Suite 103				L8R 3N9	905 522-1148	313	905 522-9124		
Powless	Crystal			BOND	712 Main Street East				L8M 1K6	905 548-9593	226	HRIC		
Workman	Teresa	Ms.	Executive Administrator	Hamilton Executive Directors' Aboriginal Coalition	20 Kenilworth Avenue North		Hamilton	ON	L8H 4R3	289 389-2076		289 389-2094	Mailed	
City of Hamilton														
Bradford	**Anna**	**Ms.**	**Director of Culture**	**Community Services**	**77 James St. N., Suite 400**		**Hamilton**	**ON**	**L8R 2K3**					
Browett	**Brent**	**Mr.**	**Director**	**Emergency Services**	**55 King William Street**		**Hamilton**	**ON**	**L8R 1A2**	**905-546-2424 x7742**		**905-546-4202**		
Cunliffe	**Dave**	**Mr.**	**Director of Fire Operations/Deputy Chief**	**Emergency Services**	**55 King William Street**		**Hamilton**	**ON**	**L8R 1A2**			**905 546-3344**		
DiDomenico	**Jennifer**	**Ms.**	**Manager of Business and Support Services**	**Public Works**	**77 James St. N., Suite 320**		**Hamilton**	**ON**	**L8R 2K3**			**905-546-2443**		
Eisenberger	**Fred**	**Mr.**	**Mayor - City of Hamilton**	**City of Hamilton**	**77 James St. N., Suite 230**		**Hamilton**	**ON**	**L8R 2K3**					
Everson	**Neil**	**Mr.**	**Executive Director**	**Economic Development**	**1 James St. S., 8th Floor**		**Hamilton**	**ON**	**L8P 4R5**					
Goodger	**Beth**	**Ms.**	**Director, Waste Management**	**Public Works**	**120 King St. W., Suite 1170**		**Hamilton**	**ON**	**L8P 4V2**					
Hazell	**Marty**	**Mr.**	**Director, Parking & By-Law Services**	**Planning & Economic Development**	**77 James St. N., Suite 250**		**Hamilton**	**ON**	**L8R 2K3**					
Homerski	**Philip**	**Mr.**	**Information and Business Advisor**	**Water/Wastewater & Sustainable Infrastructure Division**	**77 James St. N., Suite 320**		**Hamilton**	**ON**	**L8R 2K3**	**905-546-2424**	**2605**	**905-546-4107**		
Hull	**Don**	**Mr.**	**Director of Transit**	**Public Works**	**2200 Upper James Street**		**Mt. Hope**	**ON**	**L0R 1W0**					
Janssen	**Bill**	**Mr.**	**Manager, Community Planning & Design**	**Planning & Development**	**77 James St. N., Suite 250**		**Hamilton**	**ON**	**L8R 2K3**		**1261**	**905-546-4473**		
Kirkpatrick	**Al**	**Mr.**	**Acting Manager, Strategic Planning**	**Water/Wastewater & Sustainable Infrastructure Division**	**77 James St. N., Suite 320**		**Hamilton**	**ON**	**L8R 2K3**					
LaPointe-Kay	**Diane**	**Ms.**	**Director of Recreation**	**Community Services**	**77 James St. N., Suite 400**		**Hamilton**	**ON**	**L8R 2K3**					
Lee-Morrison	**Christine**	**Ms.**	**Manager, Environmental Planning**	**Water/Wastewater & Sustainable Infrastructure Division**	**77 James St. N., Suite 320**		**Hamilton**	**ON**	**L8R 2K3**					
Mallard	**Paul**	**Mr.**	**Director of Planning**	**Planning & Economic Development**	**77 James St. N., Suite 400**		**Hamilton**	**ON**	**L8R 2K3**					
Maloney	**Eileen**	**Ms.**	**Co-ordinator BIAs**	**Planning & Economic Development**	**77 James St. N., Suite 250**		**Hamilton**	**ON**	**L8R 2K3**					
Marini	**Ron**	**Mr.**	**Director, Downtown & Community Renewal Division**	**Planning & Economic Development**	**77 James St. N. Suite 250**		**Hamilton**	**ON**	**L8R 2K3**	**905-546-2424**	**4178**			

Mater	Grace	Ms.	Program Manager	Social Development & Early Childhood Services Division	1 Hughson St. N., 2nd Floor		Hamilton	ON	L8R 3L5	905.546.2424	3590			
McKinnon	Dan	Mr.	Manager	Customer Service & Community Outreach	330 Wentworth St. N.		Hamilton	ON	L8L 5W2					
McNamara	Mike	Mr.	Manager of Forestry & Horticulture	Operations & Maintenance	77 James St. N., Suite 351		Hamilton	ON	L8R 2K3					
Mitchell	David L.	Mr.	Councillor, Ward 11	City of Hamilton	77 James St. N., Suite 230		Hamilton	ON	L8R 2K3					
Mullan	Brian	Mr.	Chief of Police	Hamilton Police Services	155 King William St., Box 1060, LCD1		Hamilton	ON	L8N 4C1			905-643-7250		
Muller	Joe	Mr.	Heritage Planner		77 James St. N., Suite 250		Hamilton	ON	L8R 2K3	905-546-2424 x1214				
Murdoch	Craig	Mr.	Manager, Waste Disposal	Waste Management	120 King St. W., Suite 1170		Hamilton	ON	L8P 4V2	905-546-2424 x3915		905 546-4202		
Norman	Robert	Mr.	Manager, Open Space Development	Water/Wastewater & Sustainable Infrastructure Division	77 James St. N., Suite 320		Hamilton	ON	L8R 2K3	905-546-2424 x2298				
Paparella	Guy	Mr.	Director	Planning & Economic Development	77 James St. N., Suite 400		Hamilton	ON	L8R 2K3					
Pearson	Maria	Ms.	Councillor, Ward 10	City of Hamilton	77 James St. N., Suite 230		Hamilton	ON	L8R 2K3					
Plant	Robert	Mr.	Manager, Communications and Community Development	Hamilton Public Library	55 York Boulevard		Hamilton	ON	L8N 4E4	905 546 3200 ext. 6342				
Plosz	Catherine	Mr.	Natural Heritage Planner	Planning & Economic Development	77 James St. n., Suite 250		Hamilton	ON	L8R 2K3	905-546-2424 x1231				
Richardson	Elizabeth	Dr.	Medical Officer of Health	Pubic Health Services	1 Hughson St. N., 4th Floor		Hamilton	ON	L8R 3L5					
Sergi	Tony	Mr.	Director, Development Engineering	Planning & Economic Development	77 James St. N., Suite 400		Hamilton	ON	L8R 2K3					
Shaw	James	Mr.	Senior Advisor - Mayor's Office	City of Hamilton	77 James St. N., Suite 230		Hamilton	ON	L8R 2K3					
Shynal	Bryan	Mr.	Director, Operations & Maintenance	Public Works	77 James St. N., Suite 400		Hamilton	ON	L8R 2K3					
Soldera	Jane	Ms.	Director, Program Policy & Planning	Community Services	1 Hughson St. N., 4th Floor		Hamilton	ON	L8R 3L5			905-540-5926		
Solomon	Hart	Mr.	Manager, Traffic & Engineering Operations	Operations & Maintenance	77 James St. N., Suite 320		Hamilton	ON	L8R 2K3	905-546-2424 x4584				
Tollis	Tony	Mr.	Director, Budget & Finance	Corporate Services	77 James St. N., Suite 400		Hamilton	ON	L8P 4Y5					
Tomasik	Helen Hale	Ms.	Director, Strategic Services	Community Services	1 Hughson St. N., 2nd Floor		Hamilton	ON	L8R 3L5			905 546 3282		
Woodcox	Vicki	Ms.	Sr. Director, Employment, Housing & Long Term Care	Community Services	1 Hughson St. N., 2nd Floor		Hamilton	ON	L8R 3L5					
Zinkewich	Lisa	Ms.	Manager - Rapid Transit	Public Works	77 James St. N., Suite 320		Hamilton	ON	L8R 2K3	905-546-2424 x1473				
Hamilton Central Ambulance Communication Centre					**661 Upper James**	**P.O. Box 60527**	**Hamilton**	**ON**	**L9C 7N7**					
HOSPITALS														
Court	Richard	Mr.	Director, Engineering & Development	McMaster University Medical Centre	1200 Main St. W.		Hamilton	ON	L8S 4J9					
Langstaff	Karen	Ms.	Director of Facilities	St. Joseph's Hospital	50 Charlton Ave. E.		Hamilton	ON	L8N 4A6					
Ryder	Marvin	Mr.	Chair, Board of Directors	Hamilton Health Sciences	P.O. Box 2000		Hamilton	ON	L8N 3Z5					
SCHOOLS														
Belaire	Karen	Ms.	McMaster University	University Planner	1280 Main St. W.	Physical Plant	Hamilton	ON	L8S 4K1	905.525-9140	27695			
Brennan	Jessica	Ms.	Chair	Hamilton-Wentworth District School Board	100 Main St. W. P.O. Box 2558		Hamilton	ON	L8N 3L1					
Daly	Pat		Hamilton District Catholic School Baord	90 Mulberry Street	P.O. Box 2012		Hamilton	ON	L8N 3R9					
Kanaroglou	Pavlos	Mr.	Professor/Acting Director - Canada Research Chair	McMaster University - Gen. Science Bldg. Rm 207	1280 Main St. W.		Hamiton	ON	L8S 4K1	905.525.9140	23525			
Pace	P.		Hamilton District Catholic School Baord	90 Mulberry Street	P.O. Box 2012		Hamilton	ON	L8N 3R9					
Sage	Daryl	Mr.	Manager,	Hamilton-Wentworth District School Board	100 Main St. W. P.O. Box 2558		Hamilton	ON	L8N 3L1					
McKerrall	Dan	Mr.	Accommodation and Planning	Hamilton-Wentworth District School Board	100 Main St. W. P.O. Box 2558		Hamilton	ON	L8N 3L1					
McIsaac	Rob	Mr.	President	Mohawk College	135 Fennell Avenue West	P.O. Box 2034	Hamilton	ON	L8N 3T2					
Labrecque	S.			French Public School Board	116 Cornelius Parkway		Toronto	ON	M6L 2K5					
Beaudin	A.			French Catholic School Board	110 Drewry Avenue		North York	ON	M2M 1c8					
Whalen	Kate	Ms.	Manager - University Sustainability	McMaster University - Gilmour Hall - Room 318	1280 Main St. W.		Hamilton	ON	L8S 4L8					
Couldrey	Roger	Mr.	McMaster University Vice-President (Administration)	McMaster University - Gilmour Hall - Room 202	1280 Main St. W.		Hamilton	ON	L8S 4L8					
Sullivan	Terry	Mr.	McMaster University Security and Parking Services		1280 Main St. W. - CUC-102		Hamilton	ON	L8S 4K1	905.525.9140	23372			
UTILITIES														
Ardelli	Terri	Ms.	Land Analyst, Urban Development	TransCanada Pipelines	450-1st Street S.W.		Clagary	AL	T2P 5H1	403-920-7370		403-920-2329		
Bassindale	Maggie	Ms.		Hydro One	40 Olympic Drive		Dundas	ON	L9H 7P5			(905) 522-4503		
Blakely	John	Mr.	Senior Right-of-Way Agent	Enbridge Pipelines Inc.	801 Upper Canada Drive P.O Box 128		Sarnia	ON	N7W 1A3	(519)339-0507		905-547-5237		
Greco	Enzo	Mr.	Mapping Supervisor	Union Gas	Box 10, 360 Strathearne Ave. N.		Hamilton	ON	L8N 3A5					
Hayes	Janice	Ms.		Cogeco Cable Inc.	695 Lawrence Road		Hamilton	ON	L8K 6P2			905-689-1233		
Hunter	John	Mr.	President	Hamilton Utilities Corporation	79 Bay Street North		Hamilton	ON	L8R 2P5					
Ierullo	Tony		Senior Network Management Engineer/Officer	Hydro One	483 Bay Street (location TCT15)		Toronto	ON	M5G 2P5					
Lamoureux	Dave	Mr.	Operations Manager	Union Gas	360 Strathearne Ave. N.		Hamilton	ON	L8N 3A5	905-548-3441				
Lane	Paul	Mr.		Sun Canadian Pipeline	830 Highway 6 North P.O. Box 470		Waterdown	ON	L0R 2H0	905-689-6641	136	514-395-5613		
Lukianow	David	Mr.	Manager - Public Works	Canadian Pacific Railway	1290 Central Parkway West	Suite 700	Mississauga	ON	L5C 4R3					
Lummack	David	Mr.		South Mount Cable Ltd	1074 Upper Wellington Street		Hamilton	ON	L9A 3S6	905-389-7269				
MacTaggart	John	Mr.		CN Rail - Engineering & Environmental Services	1 Administration Road, Box 1000	1st Floor	Concord	ON	L4K 1B9					
Marshall	Doug	Mr.		Mountain Cablevision	141 Hester St.		Hamilton	ON	L9A 2N9	905-389-0174		905-689-3553		
Mitchell	Colleen	Ms.	Land Agent - Eastern Pipeline Operations	Imperial Oil Products & Chemical Division	100 - 5th Concession Rd. E.		Waterdown	ON	L0R 2H1	1-888-242-6660 x242				
Newman	Ann	Ms.	Crossings Co-ordinator, Eastern Region	Enbridge Pipelines Inc.	801 Upper Canada Drive P.O Box 128		Sarnia	ON	N7W 1A3	(519)339-0503				
Ontario Power Generation	Sir/Madam				700 University Avenue		Toronto	ON	M5G 1X6	416-592-2555				
Roth	Alf	Mr.		Union Gas Ltd.	360 Strathearne Ave. N.		Hamilton	ON	L8N 3A5					
Strugar	Steve	Mr.	Manager of Capital Projects	Horizon Utilities Corporation	55 John St. N., 6th Floor		Hamilton	ON	L8R 3M8					
Sutton	Eleanor	Ms.	Bell Canada		20 Hunter St. W.		Hamilton	ON	L8N 3H2	(905) 577-6093				
Walker	Astle	Mr.		Cogeco Cable Inc - 950 Syscon Road	P.O. Box 5076, Station Main		Burlington	ON	L7R 4S6					
Winkley	John	Mr.	Regional Director - Marketing	Southern Ontaio Railway	241 Stuart St. W.		Hamilton	ON	L8N 3P9					
Woods	Geoff	Mr.		Canadian National Railway	1 Administration Road, Box 1000	1st Floor	Concord	ON	L4K 1B9					
Wyatt	Eve	Ms.		Greater Toronto Transit Authority	20 Bay Street, Suite 600		Toronto	ON	M5J 2W3					
OTHER														
Runciman	Mark	Mr.	Chief Executive Officer	Royal Botanical Gardens	P.O. Box 399		Hamilton	ON	L8N 3H8	905.527.1158			680 Plains Rd., Burlington, ON L7T 4	
Maza	Martin	Mr.		Royal LePage	426 Highway #8	Unit # 2	Stoney Creek	ON	L8G 1G2	905-662-1407				
Lowe	Cyndi	Ms.		Royal LePage	426 Highway #8	Unit # 2	Stoney Creek	ON	L8G 1G2	905-662-1407				
Behie	Connie		Executive Director	Stoney Creek BIA	21 Mountain Ave. South		Stoney Creek	ON	L8G 2V5	905-664-4000				
Grbinicek	Lisa	Ms.	Senior Strategic Advisor	Niagra Escarpment Commission	232 Guelph St		Georgetown	ON	L7G 4B1	905-877-2512				

Agency Consultation

From: Grueneis, Karl
Sent: Tuesday, June 22, 2010 1:58 PM
To: Nava, Tara Lynn
Cc: Fazio, Margaret
Subject: FW: Fruitland Road Municipal Class EA
Attachments: Checklist for Determining Archaeological Potential.doc; Built Heritage and Cultural Heritage Landscapes Assessment Checklist.doc

FYI, file and appendix.

Thx

Karl Grueneis
Senior Environmental Planner
AECOM
3-30 Hannover Drive
St. Catharines, Ontario L2W 0A1

Tel: 905.346.3732
Fax: 905.688.5812
Email: karl.grueneis@aecom.com

From: Cifuentes, Alejandro (MTC) [mailto:Alejandro.Cifuentes@ontario.ca]
Sent: Tuesday, June 22, 2010 1:37 PM
To: Grueneis, Karl
Cc: eplanning@hamilton.ca
Subject: Fruitland Road Municipal Class EA

Hi Karl,

Thank you for your letter with respect to the Class Environmental Assessment for the Fruitland Road Municipal Class EA, City of Hamilton. From your letter, it is my understanding that the project is at an early stage within the Class EA process, however I would like to flag some important information that may or may not apply to this specific project:

As part of the Class Environmental Assessment process, the Ministry of Tourism and Culture has an interest in the conservation of cultural heritage resources including:

- Archaeological resources;
- Built heritage resources; and
- Cultural heritage landscapes.

Attached is MTC's *Checklist for Determining Archaeological Potential,* which identifies characteristics of the property that indicate whether archaeological resources might be present and/or impacted. Please complete the checklist to determine whether an archaeological assessment by an archaeologist licensed under the *Ontario Heritage Act* is required for this project prior to any ground disturbance and/or site alterations.

Also attached is our *Built Heritage Resources and Cultural Heritage Landscapes Assessment Checklist.* Please complete the checklist to determine whether a qualified heritage consultant must be retained to carry out a Heritage Impact Assessment.

The completed checklists should be returned to the Ministry, along with any additional relevant information, such as maps (key location and site plan preferred) and photos. Please direct

your reply, questions or comments to the undersigned.

Regards,

Alejandro Cifuentes

Alejandro Cifuentes B.U.R.Pl
A/Heritage Planner
Ministry of Tourism and Culture
Programs and Services Branch - Culture Services Unit
400 University Avenue, 4th Floor
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Alejandro.Cifuentes@ontario.ca

Ministry of Tourism and Culture
Criteria for Determining Archaeological Potential

A Checklist for the Non-Specialist

Feature Of Archaeological Potential	Yes	No	Unknown
1. Known archaeological sites within 250 m?	❑	❑	❑

Physical Features	Yes	No	Unknown
2. Is there water on or near the property? If Yes, what kind of water?	❑	❑	❑
a) Primary water source within 300 m (lakeshore, river, large creek, etc)	❑	❑	❑
b) Secondary water source within 200 m (stream, spring, marsh, swamp, etc)	❑	❑	❑
c) Past water source within 300 m. (beach ridge, river bed, relic creek, etc)	❑	❑	❑
3. Elevated topography (knolls, drumlins, eskers, plateaus, etc)	❑	❑	❑
4. Pockets of sandy soil in a clay or rocky area	❑	❑	❑
5. Distinctive land formations (mounds, caverns, waterfalls, peninsulas, etc)	❑	❑	❑
6. Is there a known burial site or cemetery that is registered with the Cemeteries Regulation Unit directly adjacent to the property?	❑	❑	❑

Cultural Features	Yes	No	Unknown
7. Associated with food or scarce resource harvest areas (traditional fishing locations, agricultural/ berry exctraction areas, etc)	❑	❑	❑
8. Indications of early Euro-Canadian settlement (monuments, cemeteries, structures, etc)	❑	❑	❑
9. Associated with historic transportation routes (historic road, trail, portage, rail corridor, etc)	❑	❑	❑

Property-specific Information	Yes	No	Unknown
10. Property is designated and/ or listed under the Ontario Heritage Act (municipal register)	❑	❑	❑
11. Local knowledge (aboriginal communities, heritage organisations, etc)	❑	❑	❑
12. Recent disturbance, not including agricultural cultivation (post-1960, extensive and intensive)	❑	❑	❑

Scoring the results:

If **Yes** to <u>any</u> of **1**, **2a-c, 6** or **11** → archaeological potential is **determined –** assessment is required

If **Yes** to <u>two or more</u> of **3 to 5 or 7-10** → archaeological potential is **determined –** assessment is required

If **Yes** to **12** <u>or</u> **No** to **1 to 10** → **Low** archaeological potential is **determined –** assessment may or may not be required (depending on answers from 1-11)

If 3 or more **Unknown** → more research required

Screening for Impacts to Built Heritage and Cultural Heritage Landscapes

This check list will help identify potential cultural heritage resources, determine how important they are and indicate whether a cultural heritage impact assessment is needed.

Step 1 – Screening Potential Resources		
		Built heritage resources
YES	**NO**	Does the property contain any built structures, such as:
❑	❑	▪ Residential structures (e.g. house, apartment building, trap line shelter)
❑	❑	▪ Agricultural (e.g. barns, outbuildings, silos, windmills)
❑	❑	▪ Industrial (e.g. factories, complexes)
❑	❑	▪ Engineering works (e.g. bridges, roads, water/sewer systems)
		Cultural heritage landscapes
YES	**NO**	Does the property contain landscapes such as:
❑	❑	▪ Burial sites and/or cemeteries
❑	❑	▪ Parks
❑	❑	▪ Quarries or mining operations
❑	❑	▪ Canals
❑	❑	▪ Other human-made alterations to the natural landscape

Step 2 – Screening for Potential Significance		
YES	**NO**	**A property's heritage significance may be identified through the following:**
❑	❑	1. Is it designated or adjacent to a property designated under the Ontario Heritage Act?
❑	❑	2. Is it listed on the municipal heritage register or provincial register (e.g. Ontario Heritage Bridge List)?
❑	❑	3. Is it within or adjacent to a Heritage Conservation District?
❑	❑	4. Does it have an Ontario Heritage Trust easement or is it adjacent to such a property?
❑	❑	5. Is there a provincial or federal plaque?
❑	❑	6. Is it a National Historic Site?
❑	❑	7. Does documentation exist to suggest built heritage or cultural heritage landscape potential? (eg. research studies, heritage impact assessment reports, etc.)
❑	❑	8. Was the municipality contacted regarding potential cultural heritage value? Were any concerns expressed?
❑	❑	9. What are the dates of construction? Are the buildings and/or structures over 40 years old? Is it within a Canadian Heritage River watershed?
❑	❑	10. Is a renowned architect or builder associated with the property?

Note: If you answer "yes" to any of the questions in Step 2, a heritage impact assessment is required.

Step 3 – Screening for Potential Impacts		
YES	**NO**	
❑	❑	**Destruction** of any, or part of any, significant heritage attribute or feature.
❑	❑	**Alteration** that is not sympathetic, or is incompatible, with the historic fabric or appearance.
❑	❑	**Shadows** created that alter the appearance of a heritage attribute or change the visibility of a natural feature or plantings, such as a garden.
❑	❑	**Isolation** of a heritage attribute from its surrounding environment, context or a significant relationship.
❑	❑	**Direct or indirect obstruction** of significant views or vistas from, within, or to a built and natural feature.
❑	❑	**A change in land use** such as rezoning a battlefield from open space to residential use, allowing new development or site alteration to fill in the formerly open spaces.
❑	❑	**Land disturbances** such as a change in grade that alters soils and drainage patterns that adversely affect an archaeological resource.

Contents of a Heritage Impact Assessment

As a minimum, the following should be included in a heritage impact assessment:

1. Historical research, site analysis and evaluation
2. Identification of the significance and heritage attributes of the property
3. Description of the proposed development/ site alteration
4. Measurement of impacts
5. Consideration of alternatives, mitigation and conservation methods
6. Implementation and monitoring schedules
7. Summary statement and conservation recommendations

For more information, refer to Ministry of Tourism and Culture *Info Sheet#5: Heritage Impact Assessments and Conservation Plans* as part of the Ontario Heritage Tool Kit, which is available on the Ministry's website www.culture.gov.on.ca .

First Nations Consultation

Appendix G

- Public Consultation
  - Fruitland Road Community Advisory Committee Presentation – January 22, 2009
  - Notice of Study Commencement, Public Information Centre #1 and #2
  - Public Information Centre #1 Sign In Sheet
  - Public Information Centre #1 Display Boards
  - Public Information Centre #1 Comment Sheets
  - Fruitland Road Community Advisory Committee Presentation – May 10, 2010
  - Public Information Centre #2 Sign In Sheets
  - Public Information Centre #2 Display Boards
  - Public Information Centre #2 Comment Sheets
  - Additional Public Consultation
  - Notice of Phase 1 and 2 Report Availability for Review

Fruitland Road Community Advisory Committee Presentation - January 22, 2009

WELCOME

Thursday January 22, 2009

Purpose of the Meeting

- Introduce the Project Team.
- Present the Fruitland Road EA Study Area and Provide Background Information.
- Explain how Municipal Class EA fits with Secondary Plan and How Winona CAC Will Participate.
- Review Municipal Class EA Goals and Objectives.
- Review the Study Area Issues To Date.
- Break Out Into Groups to Gather Input and Ask Questions.
- Next Steps.

STUDY AREA

Municipal Class Environmental Assessment Study
Fruitland Road (Barton Street to Highway 8)

Hamilton

AECOM

BACKGROUND INFORMATION

September 1992, Regional Municipality of Hamilton-Wentworth – Fruitland Road Realignment (Highway 8 to Barton Street) Class EA

- The 1992 EA Study was initiated to consider the need for a new Escarpment crossing.
- This study was based on before Red Hill Valley Parkway was built.
- *Environmental Assessment Act* (EAA) Approval has expired (5 year lapse of time between EA approval and construction).
- In 1997, the Province of Ontario reversed their decision and the full Red Hill Valley Parkway was opened in fall 2008.

BACKGROUND INFORMATION

September 1992, Regional Municipality of Hamilton-Wentworth – Fruitland Road Realignment (Highway 8 to Barton Street) Class EA Cont'd

- Today the traffic patterns across the City are different and reflect the opening of the Red Hill Valley Parkway.
- Recent studies have indicated that there are no plans for significant growth or development on top of the "Stoney Creek" Escarpment.
- Today have urban boundary expansion-placement of Fruitland Road in centre.

BACKGROUND INFORMATION

City of Hamilton's Public Works Department – Truck Route Master Plan

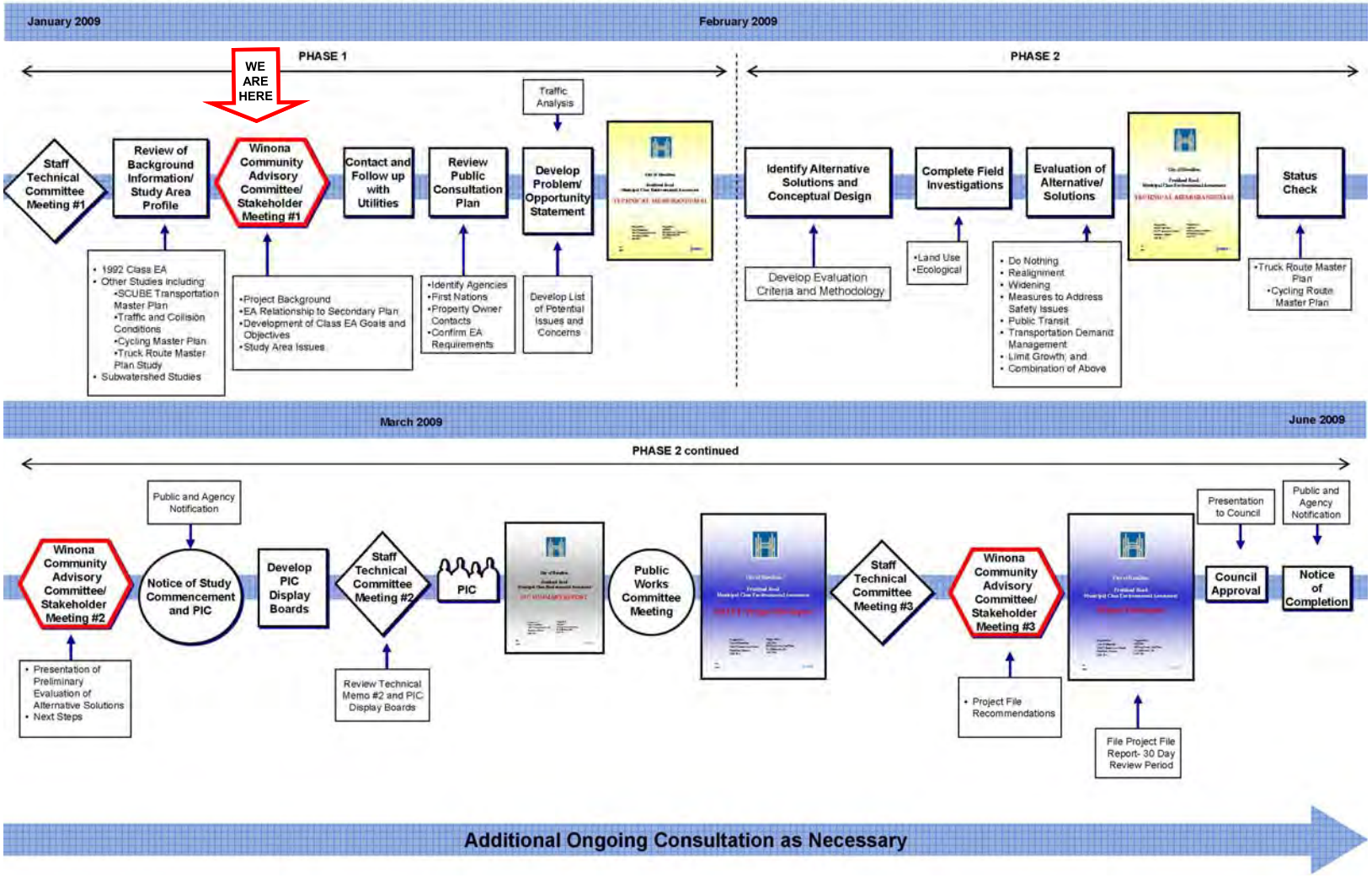
- The City has initiated a Truck Route Master Plan.
- This Fruitland Road EA was meant to follow outcome of the Truck Route Master Plan.
- The Truck Route Master Plan has been delayed.
- In order to not holdup the urban boundary expansion, this EA runs in parallel and assumes a worst case scenario that the existing full time truck route designation for Fruitland Road will be maintained.
- The Truck Route Master Plan has the potential to alter designation on Fruitland Road.

BACKGROUND INFORMATION

City of Hamilton – Stoney Creek Urban Boundary Expansion (SCUBE) Area Transportation Master Plan

- The SCUBE Area Transportation Master Plan was endorsed by the City of Hamilton's Public Works Committee on October 6, 2008.
- This Master Plan followed an EA process, however, no new EA projects were identified.
- Master Plan did identify two separate projects:
  1. Municipal Class EA for Fruitland Road (address MEA Class EA lapse of time); and
  2. 50 Road Transportation hub.
- The SCUBE Area Transportation Master Plan is out for public review and not yet finalized.

CLASS EA AND CONSULTATION PROCESS



MUNICIPAL CLASS EA GOALS AND OBJECTIVES

The overall goals and objectives for the Winona CAC's involvement in this Municipal Class EA Study is to have appropriate opportunities for you to provide input at key points, including:

- The identification of the Problem and Opportunity Statement
- The evaluation of realistic Alternative Solutions and Design Concepts.
- The review of the Project File prior to being placed on public record.

PHASE 1 ACTIVITIES

- Document and review all previously provided information and issues identification results.
- Commitment to carry forward and use all applicable information in this Class EA.
- In the process of establishing the chronology of events leading up to this project, to provide full context for the project and help identify the complete problem/opportunity statement for this EA.

PROBLEMS AND OPPORTUNITIES

- Public Health and Safety (e.g. Vehicular Traffic, Sidewalks?).
- Social/Cultural (e.g. Enjoyment of Property, Improve Quality of Life?).
- Natural Environment (e.g. Impact to Trees, Watercourses?).
- Economic/Financial (e.g. Capital Costs?).
- Ensure Efficient Movement of People and Goods.
- Other Categories?

BREAK OUT GROUPS

Purpose of the Break Out Groups

- We want to hear from everyone.
- Gather early input and information from the CAC.
- Ask questions, discuss project related issues, and discuss project goals.

NEXT STEPS

Next Steps

- Technical Analysis.
- Conduct Field Investigations.
- Develop Problem and Opportunity Statement.
- Identify and Evaluate Alternative Solutions.
- Present the Preliminary Results to CAC in advance of Public Information Centre, tentatively scheduled in Spring 2009.

THANK YOU FOR ATTENDING

P:\eo\2008\City of Hamilton\Fruitland Road\Stakeholder Meeting No.1_FINAL

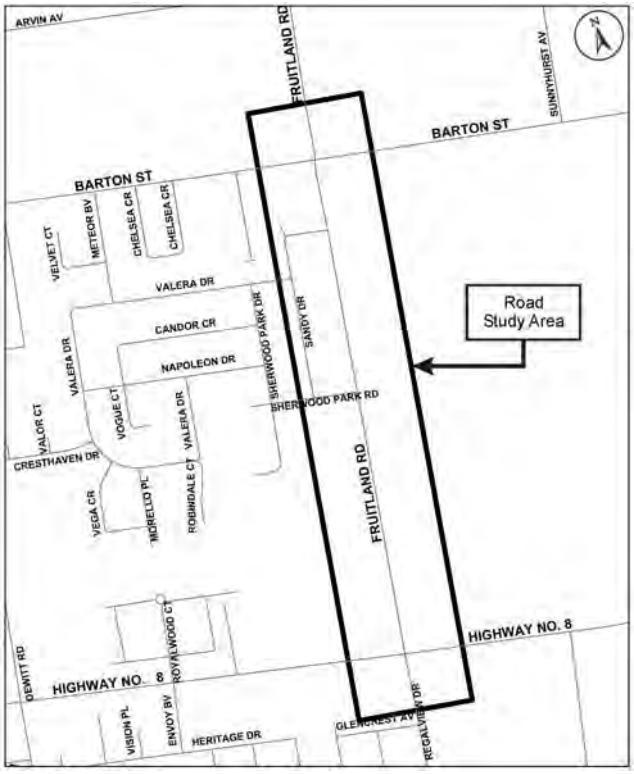
Notice of Study Commencement, Public Information Centre #1 and #2

Hamilton
Public Works

FRUITLAND ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT (EA)
NOTICE OF STUDY COMMENCEMENT AND
PUBLIC INFORMATION CENTRES #1 AND #2

THE STUDY

The City of Hamilton has initiated the Municipal Class Environmental Assessment (EA) process for the Fruitland Road Class EA study area outlined below:



THE PROCESS

This Class EA is fulfilling the requirements of the Municipal Engineers Association's Municipal Class Environmental Assessment planning process (June 2000, as amended in October 2007) – up to and including Phase 2 only, for Schedule B projects. Some of the identified alternatives could potentially require further study in the future.

The City is ready to meet with the public and other stakeholders to discuss the proposed alternatives and criteria categories at the following Public Information Centre (PIC):

PUBLIC INFORMATION CENTRE #1

DATE:	**May 4, 2010**
TIME:	**6:00 to 8:00 p.m.**
LOCATION:	Stoney Creek Municipal Service Centre - Lobby 777 Highway No. 8, Stoney Creek

Once the Project Team members have received the comments from PIC#1, they will be making changes to reflect the comments received and to proceed with Public Information Centre #2, where the preliminary preferred alternative and a complete evaluation process will be provided for public input at the following location and time:

PUBLIC INFORMATION CENTRE #2

DATE:	**June 15, 2010**
TIME:	**6:00 to 8:00 p.m.**
LOCATION:	Stoney Creek Municipal Service Centre - Lobby 777 Highway No.8, Stoney Creek

PUBLIC COMMENTS INVITED

There is an opportunity at any time during this process for interested persons to review outstanding issues and bring concerns to the attention of the Project Manager. If you require further information, have any questions or comments, wish to be added to the study mailing list or please visit the City website, contact the Public Works Department, or the Project Manager, via the following means:

City staff:
Margaret Fazio,
Project Manager, Environment and Sustainable Infrastructure Division
Public Works, City of Hamilton
77 James Street North, Suite 320
Hamilton, ON, L8R 2K3
Phone: 905-546-2424 ext. 5103
E-mail: eplanning@hamilton.ca
Website: www.hamilton/fruitlandEA

Consultant Staff:
Karl Grueneis
Senior Environmental Planner
AECOM
80 King Street, Floor 2
St. Catharines, ON, L2R 7G1
Phone: 905-346-3732
E-mail: Karl.Gruneis@aecom.com
Website: www.aecom.com

Please contact the City Project Manager regarding disability accommodation requirements for PIC#1 as soon as possible and for PIC#2 by June 1, 2010.

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

This Notice issued on April 23 and April 30, 2010.

Public Information Centre #1
Sign In Sheet

Hamilton

Public Information Centre

Fruitland Road Municipal Class Environmental Assessment – Public Information Centre #1

777 Highway No. 8, Stoney Creek, Stoney Creek Municipal Centre (Lobby) - 6:00 pm – 8:00 pm

SIGN-IN SHEET

(please print clearly)

Name (include affiliation)	Organization (if any)	Address	City	Postal Code	Email	Tel.	Fax

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

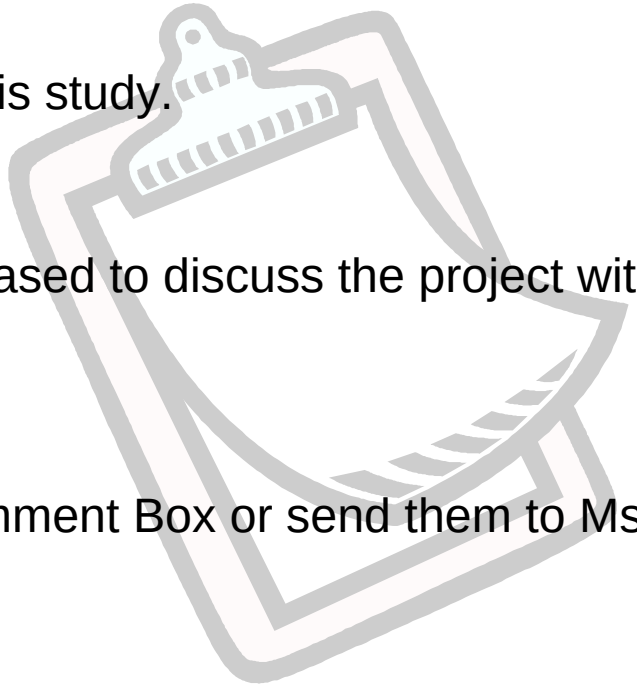
Public Information Centre #1
Display Boards

FRUITLAND ROAD (BARTON STREET TO HIGHWAY 8)

Municipal Class Environmental Assessment Study (Phases 1 and 2)

Tuesday May 4, 2010
6:00 PM – 8:00 PM
Stoney Creek Municipal Service Centre – Lobby
777 Highway No. 8, Stoney Creek

1 Welcome



- We want to thank you for attending and participating in this study.
- Please sign in on the sheet provided.
- If you have any questions, our representatives will be pleased to discuss the project with you.
- Comment sheets are provided.
- Please place your completed comment sheets in the Comment Box or send them to Ms. Margaret Fazio by Tuesday May 18, 2010.

2 Study Area Limits

The study area limits extend from Barton Street south to Highway 8.

Not to Scale

3 Background Information

September 1992, Regional Municipality of Hamilton – Wentworth – Fruitland Road Realignment (Highway 8 to Barton Street) Class EA

- The 1992 Class EA Study was initiated to consider the need for a new Escarpment crossing.
- This study was based on conditions before the Red Hill Valley Parkway was built.
- Environmental Assessment Act (EAA) Approval has expired (5 year lapse of time between EA approval and construction).
- In 1982, the six lane Red Hill Creek Expressway (now referred to as the Red Hill Valley Parkway) was approved by the Province of Ontario. In 1990, construction work begins but provincial funding was withdrawn due to environmental concerns. In 1997, funding was restored and an EA exemption order was granted and the Red Hill Valley Parkway was opened in fall 2008.
- Today as part of the Stoney Creek Urban Boundary Expansion (SCUBE) and subsequent Fruitland–Winona Secondary Plan, Fruitland Road is located as the western edge limit of the planning area.
- Today the traffic patterns across the City are different and reflect the opening of the Red Hill Valley Parkway.
- Currently the City does not have any plans for another Escarpment crossing in the Stoney Creek Area.

Background Information (Continued)

City of Hamilton's Public Works Department – Truck Route Master Plan Study

- The study was initiated to develop a comprehensive Truck Route Master Plan for the City of Hamilton that would review issues pertaining to:
  - Hamilton as a major transportation centre (major port, air cargo hub, road and rail routes that serves the busiest transportation corridor in Canada).
  - Economically, a truck network for the efficient movement of goods that is safe and minimizes the impact on the environment and the community is needed.
- The Fruitland Road Class EA was originally meant to follow the outcome of the Truck Route Master Plan but that study was delayed and now the two studies are being done in parallel.
- A second round of Public Information Centres (PIC) was held in November and December 2009 for the Truck Route Master Plan Study.
- A Public Works Truck Route Sub-Committee Meeting was held on April 26, 2010 at 2:00 p.m. (Room 207, Hamilton Convention Centre). Public observations only. No delegations were accepted at this meeting.
- A Public Works Committee Meeting is scheduled for May 31, 2010 at 9:00 a.m. (Albion Room, Hamilton Convention Centre) providing that the Sub-Committee approves the study recommendations. Delegations are accepted at this meeting. Current status of the project can be found on the project website: http://www.Hamilton.ca/TruckRouteStudy.
- Fruitland Road is currently designated as a full time truck route.
- Until the Truck Route Master Plan is finalized, to avoid impacts to the schedule of the Fruitland–Winona Secondary Planning process, this EA assumes that the existing full time truck route designation for Fruitland Road will be maintained.

Background Information (Continued)

City of Hamilton – Stoney Creek Urban Boundary Expansion (SCUBE) Area Transportation Master Plan

- The SCUBE Area Transportation Master Plan was endorsed by the City of Hamilton's Public Works Committee on October 6, 2008 and finalized and approved by Council in January 2009.
- This Master Plan followed an EA process, however, no new EA projects were identified.
- The SCUBE Area Transportation Master Plan identified the need for an East-West Collector Road which would connect from Sherwood Drive to Jones Road.
- The SCUBE Area Transportation Master Plan did identify two separate projects:
  - Municipal Class EA for Fruitland Road from Barton Street to Highway 8 (address MEA Class EA lapse of time).
  - Fifty Road Transportation Hub.

Background Information (Continued)

Fruitland–Winona Secondary Plan (formerly SCUBE)

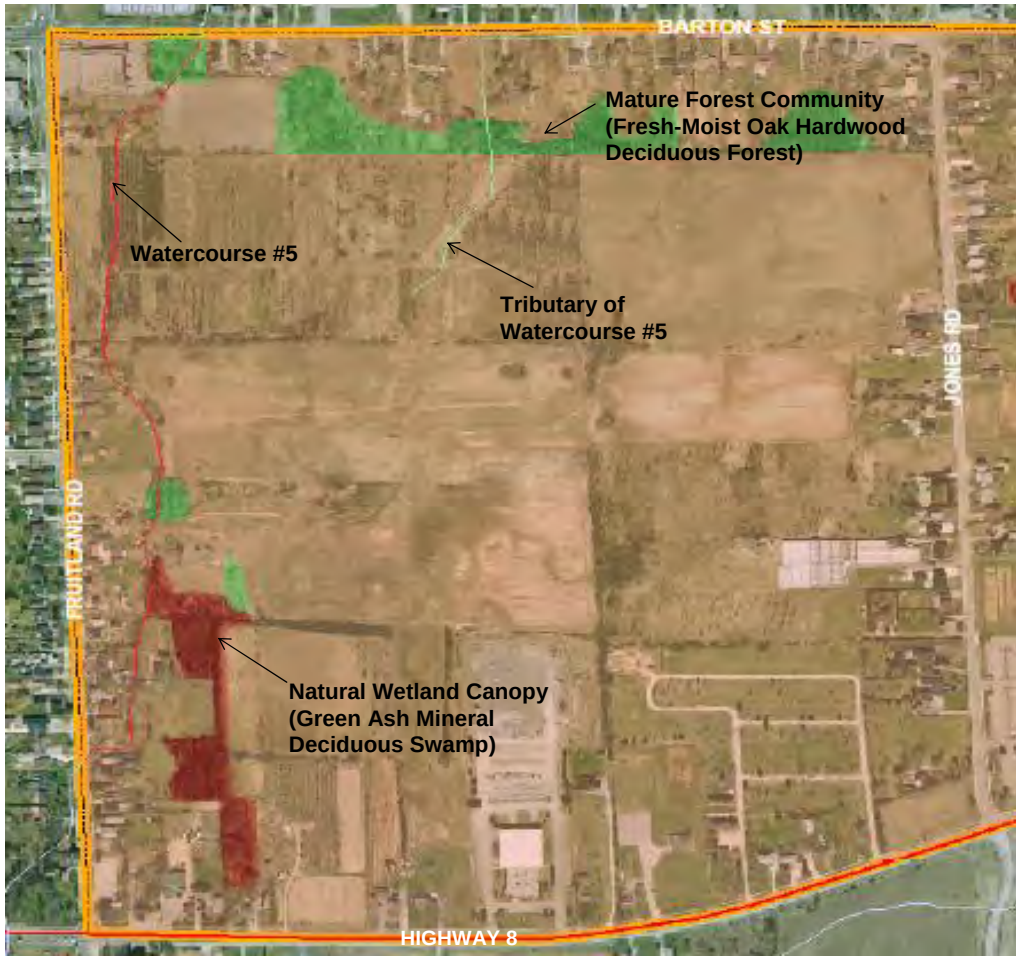
- The City of Hamilton is preparing a Secondary Plan for the Fruitland–Winona (SCUBE) area.
- The purpose of the study is to establish appropriate land use designations, a neighbourhood transportation network, infrastructure requirements, development standards, policy framework and implementation strategy.
- The Secondary Plan will guide future investment and development in the area.
- The Secondary Plan will reflect the conclusions of the Fruitland Road Class EA.
- The Secondary Plan has identified the need for a new North-South Road between Highway 8 and Barton Street and mid-block between Fruitland Road and Jones Road.

7 Purpose of the Study

The purpose of this Fruitland Road Class EA Study is to:

- Update the Regional Official Plan which was guided by the results of the 1992 Fruitland Realignment (Highway 8 to Barton Street) Class EA Study.
- Investigate truck and vehicle traffic and access management measures with the potential to improve safety and traffic operations for all roadway users.

8 Natural Heritage Environmental Features and Constraints

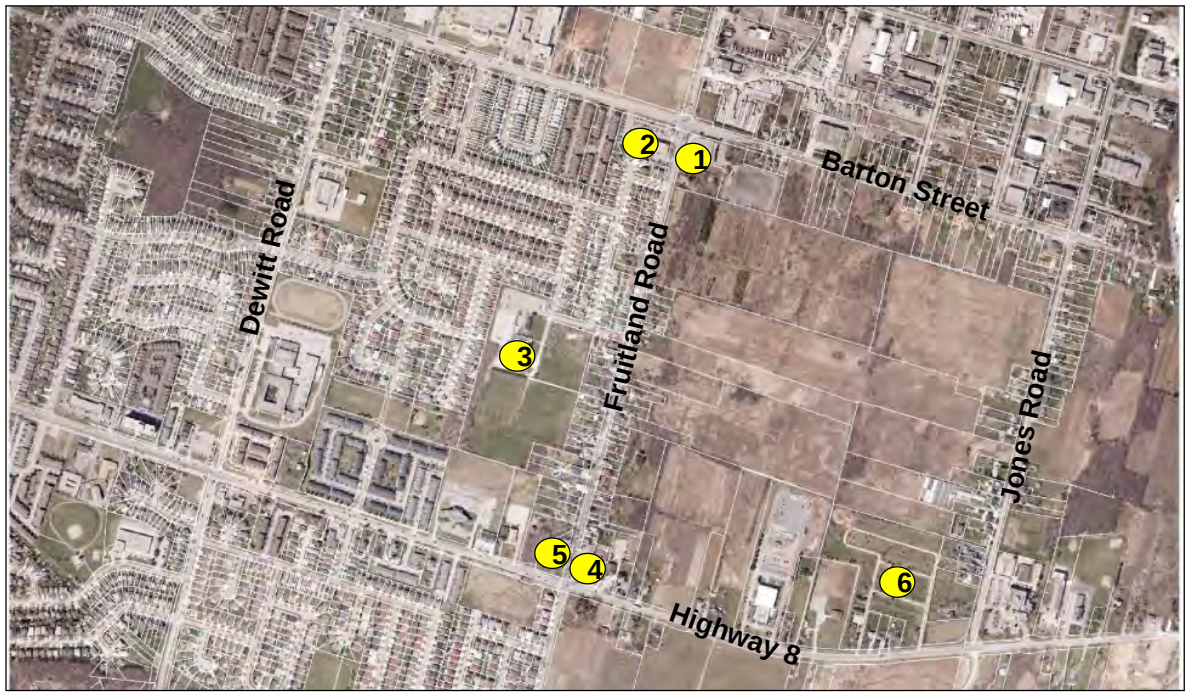


Legend

- High Constraint
- Medium Constraint
- Low Constraint
- Highway
- Watercourse
- Study Area

Not to Scale

9 Social and Cultural Features



Legend

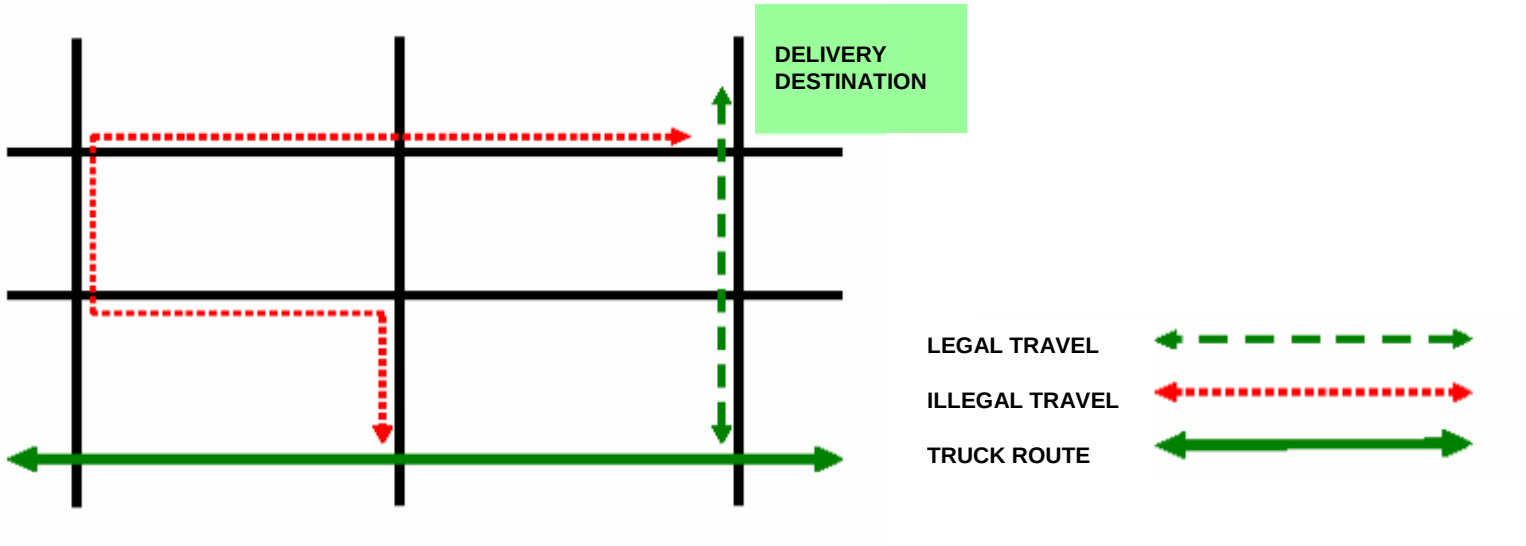
1. Grand Olympia Banquet Centre
2. Fruitland Square Plaza
3. Saltfleet Arena, Sherwood Park
4. Wesley United Church
5. Fruitland Cemetery
6. Mountain View Garden Cemetery

Not to Scale

10 Permissible Traffic for Local Truck Delivery

Trucks can go:

- On any signed designated route, such as Fruitland Road.
- On any road which is part of the shortest route from origin or destination to closest truck route, therefore any roads that are not part of the truck route network will experience sole legal truck traffic.



Existing and Future Traffic Conditions

Speeding

- The posted speed of Fruitland Road is 50 km/h between Barton Street and Highway 8.
- Speed data was collected as part of the automated traffic counts in 2006 through 2009. Based on the speed profile analysis, it is observed that drivers are operating with a speed range of 61-67 km/h between Barton Street and Highway 8.

2009 AM and PM Peak Operational Analysis of Study Area Intersections

- 2009 AM and PM peak hour results indicate that all intersections are operating well with good traffic flow. No geometric or traffic control/signal changes are required.

2014 and 2019 Future Projected AM and PM Peak Operational Analysis of Study Area Intersections

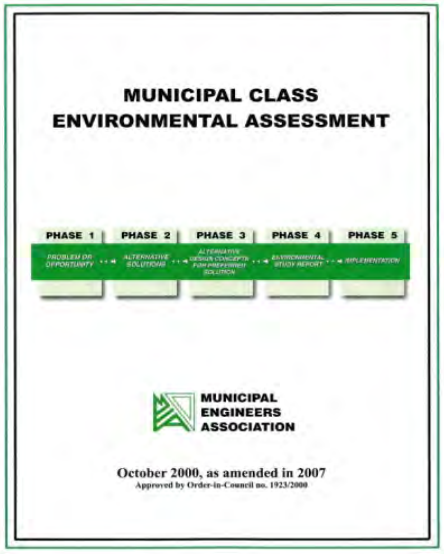
- A growth rate factor of 3.6% per annum was utilized from the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan (Phase 1 and 2) Study Report.
- 2014 AM and PM peak hour results indicate that all intersections are expected to operate well with good traffic flow. No geometric or traffic control/signal changes are required.
- 2019 AM and PM peak hour results indicate that all intersections are expected to operate well, with the exception of the southbound shared through right lane at the intersection of Barton Street and Fruitland Road. A southbound dedicated right-turn lane is recommended to accommodate the projected high volumes at Fruitland Road and Barton Street intersection.

12 Problem and Opportunity Statement

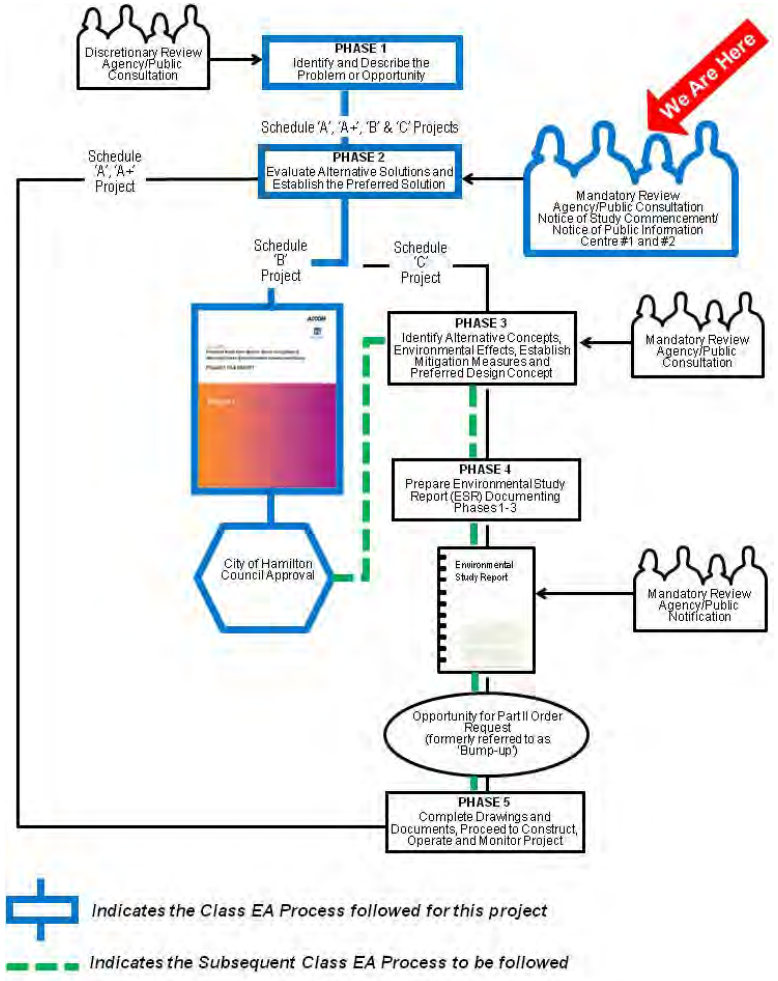
- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles, which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.
- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

13 Overview of the Class Environmental Assessment Process

- This project is currently following the MEA Class EA Schedule 'B' planning process.
- The Municipal Class EA is approved under the *Environmental Assessment Act* and enables the planning of municipal infrastructure projects in accordance with a proven process for protecting the environment.



- There is an opportunity at selected points in the study for public and agency input (see diagram).
- The project schedule will be confirmed at the end of "Phase 2" and the need for further study will be determined.



Meeting with the Fruitland-Winona Community Advisory Committee

The City met with the Fruitland–Winona Community Advisory Committee (CAC) on January 22, 2009 to discuss the Fruitland Road Municipal Class EA Study.

The purpose of meeting was to:

- Introduce the Fruitland Road EA Project Team and meet the CAC members.
- Acquire background information from a wide variety of potentially affected members of the public and other stakeholders.
- Explain how this Municipal Class EA fits with the Secondary Plan process and how Fruitland-Winona CAC will participate in the Fruitland Road Municipal Class EA study.
- Review Municipal Class EA goals and objectives.
- Review the study area issues to date.
- Break out into groups to gather input and ask questions.
- Present the next steps.

15 Issues/Comments Raised at the Fruitland-Winona Community Advisory Committee Meeting

The following summarizes the issues and comments that were identified during the break out group session at the CAC meeting and the current update and responses to the comments.

Issues / Comments	Responses
Sherwood Meadows plan of subdivision was approved and developed on the premise that Fruitland Road would be realigned 10 years ago, what happened to the funding?	The implementation of the preferred alternative (realignment) of the 1992 Fruitland Road Municipal Class EA was put on hold by the City of Stoney Creek Council until the upcoming Stoney Creek Urban Boundary Expansion was finalized.
How does the Fruitland Road designation change from a truck route to not being a truck route and how does that get enforced?	The Truck Route Master Plan (TRMP) is currently being completed by the City and will address the designation of Fruitland Road. The recommendations of this study will have been presented to the Public Works TRMP Sub-Committee on April 26, 2010 followed by the Public Works Committee on May 31, 2010, providing that the Sub-Committee approves this next step. Current status of the project can be found on the project website: http://www.Hamilton.ca/TruckRouteStudy. The public can be present at both meetings and additional delegations to Council can only be received at the Public Works Committee meeting on May 31, 2010. Only the TRMP is addressing the issue whether Fruitland Road is designated as a truck route or not and the enforcement issue will be addressed through the TRMP by-laws.
Will the recommendations from this EA be incorporated into the TRMP?	Yes, if this Class EA Study is completed first then the preliminary recommendations may be considered or incorporated into the TRMP.

Issues/Comments Raised at the Fruitland-Winona Community Advisory Committee Meeting (Continued)

Issues / Comments	Responses
Will development charges be used to fund the road realignment?	Funding sources will come from tax levies, development charges, etc.
Noise, air pollution and vibration caused by the trucks is a nuisance to the local residents.	The City is assessing alternative solutions (e.g., Realignment of Fruitland Road, new North-South Road) which would reduce the through truck traffic movements on Fruitland Road.
Speeding vehicles and trucks on Fruitland Road is an issue.	Vehicle speed was also included in the evaluation of alternative solutions. Refer to Panel 11 for details on the existing traffic condition assessment and speeding.
Traffic calming measures should be considered as well as realignment options.	Traffic calming measures (e.g., speed bumps, curb extensions) as a standalone alternative were not evaluated independently because Fruitland Road is classified as an “Arterial” roadway and these features are not permitted on roads with this classification.
Any other roads connected to the QEW been considered for the by-pass?	No, current studies do not consider other by-passes.
Traffic volumes have increased since the opening of Red Hill Parkway and use Fruitland Road as a shortcut to QEW, what can be done?	The perception of increased traffic on Fruitland Road has not been confirmed by the recent traffic count data and the future traffic volumes will be addressed through the preliminary preferred solution. Ongoing studies such as the Truck Route Master Plan (TRMP) and the Fruitland–Winona Secondary Plan as well as this Class EA Study are also addressing this issue.

17 Work Completed Since January 2009

- Incorporated findings from the first CAC meeting, previously made petitions and delegations made to the Public Works Committee in 2009 by Fruitland Road residents, and other communications related to the study area.
- Incorporated information gained from the Truck Route Master Plan and the Fruitland–Winona Secondary Plan, Archaeological Stage 1 Study, Watershed Studies, etc.
- Developed the Proposed Evaluation Criteria.
- Developed the Proposed Alternative Solutions.
- Completed Traffic Network Analysis.
- Completed all season Natural Heritage Assessment based on the Proposed Alternative Solutions.
- Completed Emergency Response Time Analysis based on the Proposed Alternative Solutions.

18 Proposed Evaluation Criteria

Criteria	Measure
Transportation/Engineering	Traffic and Transit Operations
	Overall Traffic Safety and Improved Pedestrian/Cyclist Safety (e.g., sidewalks, bike lanes)
	Truck Traffic
	Vehicle Speed
	Accessibility (local access) and Turning Movements
	Fire and Emergency Service/Waste Management/Snow Removal/School Bus Services
	Future Traffic Network (i.e., connection to future road networks)
	Future Land Use Patterns (i.e., compatibility with future land uses and opportunity to facilitate development)
Social Environment	Property Requirements (e.g., impact to residences, businesses, agricultural lands)
	Impact to Business Operations
Natural Environment	Impact to Vegetation
	Impact to Aquatic Features
Cultural Environment	Impact to Archaeological Resources
	Impact to Built Heritage and Cultural Landscape
Cost	Overall Construction and Maintenance Costs
	Costs to the City of Hamilton

Proposed Alternative Solutions

Alternatives	Description
Alternative 1: Do Nothing	▪ No improvements or changes would be undertaken to existing alignment of Fruitland Road between Barton Street and Highway 8. ▪ The "Do Nothing" alternative represents what would likely occur if none of the alternative solutions were implemented. ▪ Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area.
Alternative 2A: Realign Fruitland Road	▪ Realign Fruitland Road 360 metres east of existing intersection with Highway 8. ▪ Maintain local access on existing Fruitland Road. ▪ No access to new realigned Fruitland Road at Sandy Drive. ▪ Intersection at Sherwood Drive and new realigned Fruitland Road. ▪ Truck route designated to new realigned Fruitland Road. ▪ Integrated with Secondary Plan development concepts.
Alternative 2B: Realign Fruitland Road	▪ Alternative 2B is the same as Alternative 2A with the following exception: - Cul-de-sac at existing Fruitland Road at Highway 8 (use of church parking lot for cul-de-sac).
Alternative 3A: New North-South Road	▪ Construct new North-South Road east of Fruitland Road intersecting at Barton Street and Sunnyhurst Avenue to the north and intersecting Highway 8 ▪ New North-South Road would become the new designated truck route. ▪ Cul-de-sac at existing Fruitland Road south of Barton Street. ▪ Integrated with Secondary Plan development concepts.
Alternative 3B: New North-South Road	▪ Alternative 3B is the same as Alternative 3A with the following exception: – Cul-de-sac at existing Fruitland Road south of Barton Street is replaced with a one way southbound entry access (i.e., barrier) south of the Fruitland Square Plaza and one way northbound entry access at Sherwood Park Drive.
Alternative 3C: New North-South Road	▪ Alternative 3C is the same as Alternative 3B with the following exception: – One way northbound entry access at Sherwood Park Drive is removed.
Alternative 3D: New North-South Road and Maintain Existing Fruitland Road	▪ Alternative 3D would have Fruitland Road remain open with no access restrictions. ▪ Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area. ▪ Trucks would continue to use Fruitland Road until the new North-South Road was constructed and designated as the truck route. ▪ Once development takes place in the growth area and the trucks are rerouted to the new North-South Road, Fruitland Road would be examined for re-classification, to a potential classification lower than an Arterial Road, therefore the warrants for various traffic calming/controls would be examined at that time.

Note: With the exception of Alternative 1, for all alternatives, funding sources include tax levy, development charges, etc.. For alternative road closures or variations of road closures these were considered to meet the objective of removing through vehicle traffic and through truck traffic from Fruitland Road.

20 Alternative 1: Do Nothing

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 1: DO NOTHING

21 Alternative 2A: Realign Fruitland Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 2A: REALIGN FRUITLAND ROAD 360 METRES EAST WITH CLOSED ACCESS AT SANDY DRIVE WITH AN INTERSECTION AT SHERWOOD PARK DRIVE AND REALIGNED FRUITLAND ROAD AND MAINTAIN LOCAL ACCESS ON EXISTING FRUITLAND ROAD

22 Alternative 2B: Realign Fruitland Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 2B: REALIGN FRUITLAND ROAD 360 METRES EAST WITH CLOSED ACCESS AT SANDY DRIVE WITH AN INTERSECTION AT SHERWOOD PARK DRIVE AND REALIGNED FRUITLAND ROAD AND CUL-DE-SAC EXISTING FRUITLAND ROAD AT HIGHWAY 8

23 Alternative 3A: New North-South Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 3A: NEW NORTH–SOUTH ROAD SOUTH OF SUNNYHURST AVENUE WITH NEW BARTON STREET AND HIGHWAY 8 INTERSECTIONS AND CUL-DE-SAC EXISTING FRUITLAND ROAD SOUTH OF BARTON STREET

24 Alternative 3B: New North-South Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 3B: NEW NORTH–SOUTH ROAD SOUTH OF SUNNYHURST AVENUE WITH NEW BARTON STREET AND HIGHWAY 8 INTERSECTIONS AND PARTIALLY CLOSED ACCESS ON FRUITLAND ROAD SOUTH OF BARTON STREET AND SHERWOOD PARK DRIVE (NORTHBOUND AND SOUTHBOUND ACCESS RESTRICTIONS)

25 Alternative 3C: New North-South Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 3C: NEW NORTH–SOUTH ROAD SOUTH OF SUNNYHURST AVENUE WITH NEW BARTON STREET AND HIGHWAY 8 INTERSECTIONS AND PARTIALLY CLOSED ACCESS ON FRUITLAND ROAD SOUTH OF BARTON STREET (NORTHBOUND ACCESS RESTRICTIONS ONLY)

Alternative 3D: New North-South Road and Maintain Existing Fruitland Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

ALTERNATIVE 3D: NEW NORTH–SOUTH ROAD SOUTH OF SUNNYHURST AVENUE WITH NEW BARTON STREET AND HIGHWAY 8 INTERSECTIONS AND MAINTAIN EXISTING FRUITLAND ROAD WITH NO ACCESS RESTRICTIONS

How Can You Provide Input

- All comments collected during the course of this EA Study will be considered as part of the project's next stages.
- Fill out a comment sheet tonight or send it to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Strategic Planning and Rapid Transit
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
320 – 77 James Street North
Hamilton, Ontario L8R 2K3
Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca

- Visit the project website at: www.myhamilton.ca/fruitlandEA
- Ask to be added on the mailing list.

Next Steps

- Upon completion of this Public Information Centre, comments from review agencies and the public will be considered in refining the Alternative Solutions.
- Meet with the Fruitland–Winona Community Advisory Committee and refine Alternative Solutions, if required.
- Evaluate Alternative Solutions.
- Select the Preliminary Recommended Solution.
- Present the results of the evaluation and the Preliminary Recommended Solution at the second Public Information Centre scheduled for:

  Tuesday June 15, 2010
  6:00 PM – 8:00 PM
  Stoney Creek Municipal Service Centre – Lobby
  777 Highway No. 8, Stoney Creek

- Following the second Public Information Centre, the City will select the Preferred Solution and prepare a Project File Report for approval by the City of Hamilton Council.

Public Information Centre #1
Comment Sheets

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Trucks + Speeding ↓
(on Dewit As Well)

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Yes

PIC#1-1

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

I like Alt 2A

Do Not like 3 Lanes

(Too many trucks, pollution, accidents

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

Please indicate your involvement in this study.

You are:

- [x] Property Owner
- [ ] Business Owner
- [x] Member of the General Public
- [ ] Member of an Interest Group (Please specify): _____
- [ ] Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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City of Hamilton
320 – 77 James Street North
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Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca
Website: www.hamilton/fruitlandEA

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address: [redacted]

Telephone: [redacted] Fax: N/A

Email: ~~~~

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

BOARD 11 - I AGREE DEDICATED RIGHT TURN LANE SOUTH BOUND AT #8 BUT ALSO AT BARTON - SHOULD LOOK AT DENITT AS WELL FOR DEDICATED RT TURN LANES -
BY PASS SHOULD BE BUILT BUT NO RESTRICTION TO FRUITLAND OTHER THAN TRUCK ACCESS

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

YES, PUSHING TRAFFIC FROM NEW ACCESS THRU RESIDENTIAL STREETS IS NOT A GOOD IDEA

PIC#1 - 2

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

I AGREE WITH PROPOSAL 2A, BUT WITHOUT BLOCKING OFF FRUITLAND RD

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

HWY 50 & 20 ARE ONLY ACCESS AT PRESENT. AN ALTERNATIVE NORTH SOUTH CORRIDOR IS NEEDED ALL THE WAY DOWN TO THE SERVICE RD.

Question 5: Other comments or remarks.

Please indicate your involvement in this study.

You are:

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- [x] Business Owner
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- [ ] Member of an Interest Group (Please specify): _____
- [ ] Agency Representative (Please specify): _____

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Address: [redacted]

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Personally, I think anyone who bought a house on Fruitland Road had traffic from the beginning. Regardless of promises, I would have wanted to take a chance as purchasing a home there. It does not make sense to make Fruitland Rd a cul de sac - What about essential services needing to get through?

The Problem and Opportunity Statement for this study was identified as follows:

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Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

I think the presentation was very complete and that it explained alternatives very clearly

PIC#1-3

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

No. I do not think the road should be closed

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

no comments

Question 5: Other comments or remarks.

Please indicate your involvement in this study.

You are:

____ Property Owner

____ Business Owner

____ Member of the General Public

V Member of an Interest Group (Please specify): SCUBE

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Re-align fruitland rd. Get the heavy traffic + trucks on a by-pass
Safety first for lives
Alternative 2A OR 2B

The Problem and Opportunity Statement for this study was identified as follows:

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- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC #1-4

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Just re-align the traffic

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Our lives before development.

Please indicate your involvement in this study.

You are:

_✓_ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

YES, I live at FRUITLAND & SANDY DRIVE, WE were told before buying home that Sandy DR was to be a cul-de-sac. IT was a done deal 30 years ago when sub-division was built. PLEASE keep the plan to re-locate Fruitland RD & give us what we were promised.

The Problem and Opportunity Statement for this study was identified as follows:

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- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Currently, absolote hazzard & dangerous. This is an opportunity to put a new fruitland RD in a safe enviroment without worring about existing restrictions. A Fresh start so to speak, and Lets GET IT RIGHT

PIC#1-5

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

I agree with Alternative 2A. Utilizes existing Fruitland between QEW - BARTON, bends and allow all new contruction to handle heavy loads in a safe enviroment. Trying to build in the existing road dosnt make sense, it makes contruction job harder, ultimately more expensive, and it will still be unsafe

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Yes, consider the history of this issue. Pretty much everybody has been told for years this would be done. We all have invested our future on this happening. Do whats right! Do not take the easy way out at safetys expense.

Question 5: Other comments or remarks.

This issue is getting old. Its time to do whats right & do it now.

Please indicate your involvement in this study.

You are:

__✓__ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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City of Hamilton
320 – 77 James Street North
Hamilton, Ontario L8R 2K3
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Name: [redacted]

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

THERE ARE WAY TO MANY TRUCKS SPEEDING AND USING FRUITLAND FOR THE WRNG REASONS. IE STEEL HAULERS HAVE NO BUSINESS BEING THERE ED BUT LIGITAMATE ACCESS - TOO MUCH NOISE AND VIBRATIONS AND SAFETY -

2A OR 2S WOULD BE ADVISED

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC #1-6

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Please indicate your involvement in this study.

You are:

____ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

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Project Manager, Environmental Planning
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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

As a Fruitland Rd resident, nothing of this plan seems to be in my interest. Trucks speeding 24/7 - Pollution Our home has cracks in foundation/walls/ceilings brand new windows no longer fitting properly - a constant stream of garbage thrown from vehicles. It's like living on the 40 Hwy at 4:30 am. Where are the promised alternatives

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Serious problems regarding traffic are a major concern for our family

Pollution Dust Emissions etc

PIC #1-7

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

it will not solve any existing problems Rather a whole barrel of new ones will occur.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Go back to the study done in 1991 (tor-)

Question 5: Other comments or remarks.

Keep promises made

Please indicate your involvement in this study.

You are:

X Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

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Project Manager, Environmental Planning
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FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

YES I DO. If you (AECOM) deroute FRUITLAND RD WILL This mean more TRAFFIC on Dewitt After all I am a concerned resident of Stoney Creek and worry about the TREMENDOUS, CONSTANT, TRAFFIC on My Street.....

The Problem and Opportunity Statement for this study was identified as follows:

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Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC #1-8

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

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Question 5: Other comments or remarks.

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

Please indicate your involvement in this study.

You are:

__✓__ Property Owner

____ Business Owner

__✓__ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca
Website: www.hamilton/fruitlandEA

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address: [redacted]

Telephone: [redacted] Fax: ✓

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Traffic is way heavy on fruitland Trucks + cars.

Re-align fruitland rd!

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC#1-9

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Sherwood + Fruitland rd intersection is a nightmare traffic jam in the summer.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Please indicate your involvement in this study.

You are:

__1__ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Heavy Traffic on Fruitland rd
Trucks + cars.
Re align Fruitland rd. !

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

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Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC#1-10

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Sherwood + Fruitland rd intersection is a traffic jam in the sumer

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Please indicate your involvement in this study.

You are:

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____ Business Owner

____ Member of the General Public

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FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

I LIVE ON THE CUL DE-SAC ON THE NORTH END OF SANDY DRIVE CAREFULLY CHOSEN TO GIVE GOOD ACCESS TO THE NEW & BE QUIET.
BLOCKAGE OF SANDY DRIVE & FRUITLAND IS NOT ACCEPTABLE AS:
1) ACCESS TO MY HOUSE IS VIA STREETS IN THE SURVEY WITH CARS PARKED BOTH SIDES. PARKING MUST BE BANNE

CONT'D BACK OF P3

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

ALTERNATIVE 3D IS ACCEPTABLE TO ME.
I AM VERY PUZZLED AT THE 'HEAVY TRUCK TRAFFIC ON FRUITLAND RD, MOST OF THESE SEMI-TRAILERS DO NOT SEEM TO HAVE ANY BUSINESS IN THE AREA. I ALSO REGULARY SEE TRUCK DRIVER SCHOOL 'SEMI's.

PIC #1 - 11

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

SEE Q2.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

SEE OPT 1

Question 5: Other comments or remarks.

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

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You are:

✓ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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CONT'D

ON VELARA - FULL LENGTH TO DEWITT ALSO FOR SAFETY VEHICLES.

2) SNOW PLOWING WILL BE COMPROMISED.

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

We like Developement #26.
(New North/South Rd).
Would make everyone happy.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Yes I do. I live in the area and see existing problems daily. Very dangerous.

PIC #1-12

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Yes I agree.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Question 5: Other comments or remarks.

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

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You are:

- ✓ Property Owner
- ____ Business Owner
- ____ Member of the General Public
- ____ Member of an Interest Group (Please specify): _____
- ____ Agency Representative (Please specify): _____

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COMMENT SHEET

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Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

As a resident of Sandy Drive I am hoping for a solution that minimizes restrictions from Sandy to Fruitland (both North + South)

Alternative 3D seems to combine the best of all scenarios - truck traffic on Fruitland is greatly reduced while maintaining existing access *NO ACCESS RESTRICTIONS VERY, VERY IMPORTANT!

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC#1-13

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Existing residents of Sherwood Hights Sub-Division have grown accustomed to easy access (north & south) to Fruitland We need a sol'n that continues to allow for this access.

Cul-de-sacs at one or both ends of Fruitland will cause traffic in the neighborhood to be diverted along/through survey to Dewitt Rd → major problem → kids, cars parked on roads, etc.

Question 5: Other comments or remarks.

Fruitland road as it currently exists for residential traffic is fine — ~~as long as~~ we need a sol'n that diverts truck traffic to a new North/South Road while maintaining existing Fruitland Rd traffic (Alternative 3D) — everyone will be happy!

Please indicate your involvement in this study.

You are:

✓ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

Fruitland Road is a major access road to the QEW and should be left that way. It has a lot of traffic on it, but if you buy a home on a major road, be prepared for that situation.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

There are a large number of cars that speed on Fruitland Rd, but police presence would greatly reduce speeders. Hamilton & Stoney Creek have enough traffic tie-ups without creating another one by closing off access to it.

PIC #1 - 14

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

No. I say do nothing. Leave it alone. Hamilton & Stoney Creek do not have the funds to build a bypass For Fruitland Rd. Hamilton should spend its money fixing existing roads & services. Money doesn't grow on trees.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

No. Leave everything the way it is. No cost to the City on to the homeowners. This is just a bunch of "whiners" that should be ignored. I have not heard of one person that has been killed in an accident on Fruitland Rd.

Question 5: Other comments or remarks.

I hope the City of Hamilton listens to the general public in this area against this proposed plan For closing Fruitland Rd to through traffic & building a bypass, etc. Don't let 10-12 Families that live along Fruitland Rd. ruin it for the rest of the population of the area. If these 10 or 12 Families do not like living on a busy road, then move. Simple, easy & no cost to the City of Hamilton.

Please indicate your involvement in this study.

You are:

✓ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

AS A RESIDENT OF FRUITLAND RD. IT IS VERY BUSY, NOISY, SPEEDERS ARE A BIG CONCERN AS WELL AS BIG TRUCKS, DIFFICULT TO EXIT DRIVE WAY. ON GOING PROBLEMS.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.
- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

I AGREE WITH THE PROBLEM 100%, I HOPE THE OPPORTUNITY STATEMENT WILL BENEFIT THE RESIDENCE OF FRUITLAND RD

PIC #1-15

AECOM

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

YES MOST OF THEM. THE ONES THAT PRIVATIZE FRUITLAND RD. OR MAKE IT A CUL DU SAC.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

IF A BYPASS IS PUT IN BETWEEN JONES RD & FRUITLAND RD. IT WILL TAKE ALL TRAFFIC & TRUCK TRAFFIC AWAY FROM ALL OTHER ROADS - GOING TO QEW — PROBLEM SOLVED.

Question 5: Other comments or remarks.

RESIDENCE OF FRUITLAND RD. WERE PROMISED A CUL DU SAC ALMOST 20 YEARS AGO — LETS KEEP THIS PROMISE AND TAKE THIS TRAFFIC AWAY FROM FRUITLAND RD. & SHERWOOD PARK AREA. BEFORE MORE PEOPLE ARE HURT OR WORSE !!! THANK YOU.

AECOM

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

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You are:

- ✓ Property Owner
- ____ Business Owner
- ____ Member of the General Public
- ✓ Member of an Interest Group (Please specify): FRUITLAND RD. COM.
- ____ Agency Representative (Please specify): _____

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AECOM

Hamilton Police Service

FAX INFORMATION

Chief of Police Brian J. Mullan
155 King William Street, Box 1060, LCD 1, Hamilton, Ontario, Canada, L8N 4C1 Telephone 905-546-4925

TO

ORGANIZATION PUBLIC WORKS DEPARTMENT.

MUNICIPALITY

DEPARTMENT / BRANCH ENVIRONMENTAL PLANNING

NAME MS. MARGARET FAZIO

FAX NUMBER (905) 546-4435

NUMBER OF PAGES SENT INCLUDING THIS COVERING LETTER 4

FROM

NAME [redacted]

DATE MAY 10/10

BRANCH / SECTION / DIVISION

SUBJECT FRUITLAND RD. ASSESSMENT STUDY

FAX NUMBER [redacted]

MESSAGE

NOTE: IF YOU DID NOT RECEIVE ALL THE PAGES, OR IF YOUR COPY WAS NOT CLEAR, PLEASE ADVISE US IMMEDIATELY BY PHONING THE OFFICE FROM WHICH THE FAX WAS SENT.

CAC GROUP 1

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

(1) The continued and projected development for the S.C./Winona area incld. St Cr. Mtn. will compound traffic problems and other issues on Fruitland Rd. i.e. 4,500 new homes (2) No measures to control speeding have ever been put in place. (3) Trucks & traffic V. children. (4) Study appears to minimize nighttime disturbance. (5) Air quality & health concerns.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Problem statement is mischaracterized as it presents aggressive drivers as the problem. Problem is that these trucks & cars should not be on the road, based on assurances made, regarding bypass & cul-de-sac and it is 100% residential. Pls refer to submission of Fruitland Rd. Com. Assoc.

PIC#1-16

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

The East/West road connecting to Glenwood is a concern as it will create more traffic volume on Fruitland Rd. We are somewhat puzzled how this road is identified as no plans have been approved.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

1) How much weight is assigned to the human impact?
2) In terms of economic considerations are we considering the cost of people getting sick, health care costs, law suits?
3) Alternative time frames for implementation of each realignment option? Build Barnes first, then Fruitland after.

Question 5: Other comments or remarks.

In relation to development charges ~~to~~ to fund road alignment it was stated it would come from tax levies, development charges etc. Previously developers already provided funding towards the bypass. Now it appears that residents who have lost property values and have purchase of their property have contributed to development funding now may be getting tax increase to fund bypass. Are we going to pay again?

Please indicate your involvement in this study.

You are:

_____ Property Owner

_____ Business Owner

_____ Member of the General Public

_____ Member of an Interest Group (Please specify): _____

_____ Agency Representative (Please specify): _____

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CAC GROUP 2

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

→ Increase police enforcement
→ safety concerns - children on Fruitland Road - biking etc. park located off of Fruitland.
→ these concerns are common to others areas of the Fruitland - Winona Area - Hwy #8, Barton St, McNeilly Rd, 50 Rd.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

- opportunities are extremely limited for resolving the problem, since existing surveys & roadways are already built.

PIC #1-17

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

→ None are ideal because all affect others - eg. blocks off Sandy Rd.

Problem with 2A → restricts emergency services access
→ leave road open.
→ 3D best if you have to build one at all. Would prefer to do nothing.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

→ Consider Air Quality & Prevailing Winds.

Question 5: Other comments or remarks.

In addition: Adapt plan → include bypass to be designated arterial & truck route then remove arterial designation from Fruitland Rd. & implement traffic calming measures on Fruitland Rd.

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

Please indicate your involvement in this study.

You are:

____ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
320 – 77 James Street North
Hamilton, Ontario L8R 2K3
Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca
Website: www.hamilton.ca/fruitlandEA

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: _____

Address: _____

Telephone: _____ Fax: _____

Email: _____

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Group 3

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

- Road was never built to withstand the weight of 18 wheel Tractor Trailors. (Shaking Foundations)

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

- Problem statment should be expanded to address structural conditions (drainage, flooding ?, sidewalks)
- Damage to private property
- Pedestrian safety (especially during soccer) & new development increase
- Trucks disturbing sleep of the local residents

PIC#1 - 18

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

Alternative 2A seems to meet the needs of the greater community. However, the southbound access to Sandy Dr. would be beneficial, for local traffic to get around (only into Sandy Dr., not out)

3 series are harder for trucking community (too many turns)

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Look at the impact to existing traffic network (e.g. Dewitt Rd)

Question 5: Other comments or remarks.

Prefered alternative must satisfy a wide range of stakeholders. (residents, trucks, businesses, pedestrians, industries, school bus, emergency vehicles.

Please indicate your involvement in this study.

You are:

____ Property Owner

____ Business Owner

____ Member of the General Public

____ Member of an Interest Group (Please specify): _____

____ Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

SEE THE ATTACHED

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

PIC#1-19

AECOM

COMMENT SHEET FOR FRUITLAND ROAD ASSESSMENT STUDY

Question # 1
Do I have any comments, concerns or suggestions with the existing conditions?

No I do not have any concerns with the existing Fruitland Road. This is a main access of a major highway (QEW) and anyone who builds buys or rents on a main therefore must know what to expect. What would happen if every main road in the city asked for a bypass road it would be Kayos. It will also start a precedent that would create other problems

Question # 2
Do I agree with the problem and opportunity statement?

No I do not agree. If there is a problem with speed and aggressive driving then the police should be informed and they can monitor it and issue fines as appropriate. The answer is fix the problem, not build another road.

Question # 3
Do you agree with the alternate planning solution?

No I do not agree with any of the alternative planning solutions. The reason is it is not needed and also the comment in number 2 applies here.

Question # 4
Do you have any comments or suggestions on the criteria to evaluate the alternatives?

There are two main things that I feel should **not be done** in this process. They are a bypass road is not required and the other under no circumstances should any part of the Fruitland road be a cul-de-sac.

Question # 5
Other comments or remarks

There are many roads in the city and even in Stoney Creek that need to be fixed before any thought of a bypass road. The example is #8 Highway from Dewitt to Glover road needs upgrading and widening.
A cul-de-sac on Fruitland road will create a safety problem for emergency vehicles to get to parts of Fruitland road and the survey to the west.
A bypass road will take up valuable development land.
Fruitland road once again is a main access to the highway and it is a more direct route. I notice the truck route plan they are taking into consideration engine brakes etc. so as to reduce the noise which should help

[redacted] 11 May 2010

Please indicate your involvement in this study.

You are:

- [x] Property Owner
- [ ] Business Owner
- [ ] Member of the General Public
- [x] Member of an Interest Group (Please specify): President Winona Senior Centre
- [ ] Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

No.

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Yes. It a seasonable position and reflects a balance of the ~~two~~ major issue (SCUBE) and the concerns of ~~the~~ some residents along Fruitland Rd. My concern is will this extensive process by required by all the residents ~~of~~ along each major route in the SCUBE Area? If so this will never end. PK#1-20

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

I do not agree with Planning Solutions 2A and 2B.
all other solutions are acceptable

The proposed re-alignment is awkward, and expensive
There is no practical solution to tie the terminus (proposed) of existing

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Fruitland rd and the re-aligned Fruitland together.
The impact to existing creek will be significant
The proposed re-alignment is indicative of the type of planning that occurred 20 years ago - in the fashion that it addresses the creek.
ie today you just dont run a road over an ESA.

Question 5: Other comments or remarks.

Option 3A, B, C and D
seem to provide the best alternatives as they offer something to the residents along Fruitland - who do have a realistic expectation based upon the previous vision for Fruitland road

Also - these options do provide for a logical and conventional road pattern for the future development area.

Please indicate your involvement in this study.

You are:

- ✓ Property Owner
- ✓ Business Owner
- ✓ Member of the General Public / Stoney Creek Resident
- ____ Member of an Interest Group (Please specify): _____
- ____ Agency Representative (Please specify): _____

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Name: [redacted]

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or suggestions regarding the existing conditions within the study area?

While I feel compassion as many residents have been misled (& shouldn't have been promised things) All solutions will have the same, if not greater problems to other areas. Where does ones rights end and another's rights begin? These problems are not limited to this one particular road; they are global

The Problem and Opportunity Statement for this study was identified as follows:

- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Question 2: Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

Sure

"an opportunity" with extreme limitations, as huge growth has occured minimizing solutions

PIC#1-21

AECOM

Question 3: Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

NO, while they may solve one problem, they do not solve them all.

ie bypass resolves truck problems, however no solution for ₵ car traffic problems ie implement speed bumps, stop sign etc.

Question 4: Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

Service roads & QEW for trucks. bypass Hiway 8 & Barton St. completely, extend Linc on escarpment to go to Hiway (preferably on an existing 4-lane road access to QEW. Once again each solution creates problems for others.
However I believe this is completely ridiculous

Question 5: Other comments or remarks.

I feel this is a huge mess that will end up in the courts. Why were promises made in the first place? We can not go back in time. We are extremely limited in our options now & all these problems affect us all

Hamilton

PUBLIC INFORMATION CENTRE NO. 1
TUESDAY MAY 4, 2010

Please indicate your involvement in this study.

You are:

___ Property Owner

___ Business Owner

___ Member of the General Public

___ Member of an Interest Group (Please specify): _____

___ Agency Representative (Please specify): _____

It would be appreciated if you would answer the following questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday May 18, 2010** to:

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Submission on behalf of the Fruitland Road Community Assoication
May 11, ~~2011~~ 2010

On behalf of the Frutiland Road Community Association I thank you for the opportunity to voice our concerns as residents who live on Fruitland Rd.

As the focus of this meeting is to consider the Environmental Assessment for the Fruitland Rd. study area, we believe that it is appropriate and necessary that these views be expressed and considered

As you know, Hamilton's vision is to be " The Best Place to raise a Child". To achieve that vision, or to have it be meaningful, we must align ourselves around it.

All of us, I'm sure, either have children, or have families and loved ones, and so we would hope that we can resist being divisive around this issue and rather, be supportive.

The conditions on Fruitland Rd. threaten the well being of residents and others.

According to statistics complied by the city, there are in excess of 8,070 cars and trucks that travel Fruitland Road daily. 4,035 vehicles each day, break the speed limit. Many of these vehicles are heavy trucks. 289 vehicles each day were found to break the speed limit by traveling in excess of 70 kms/hr.

Fruitland Rd. is a residential road where frontages face this traffic- there is no escaping it.

These conditions, have the following effects on people:

Toxic fumes related to the high volume of truck and vehicle traffic, is causing respiratory problems, stress, anxiety, high blood pressure and numerous other health conditions for people living on the road.

In a recent study conducted by Dr. Nair of the Firestone Research clinic, he concludes that there is a correlation between living on roads of this nature, and respiratory conditions like many of us have developed.

Our homes vibrate, window seals crack, foundations are damaged and items inside our homes are damaged, due to the constant vibration of relentless high volumes of truck and vehicle traffic. Our property values continue to decrease as a result of the excessive and dangerous traffic.

A conversation with your loved ones, with neighbours or with friends, is nearly impossible outdoors, due to the excessive noise.

People cannot sleep at night due to the noise.

Often times, vehicles **DO NOT** stop for school buses as they stop to let off our children. There have been too many close calls.

PIC#1-22

Pulling in or out of your driveway is dangerous. One resident was struck and suffered permanent brain damage. Getting our mail for some residents is also a nightmare as the mail boxes are located across the street and it is a challenge to cross the road without being hit.
A resident had a car crash through his front porch and into his home. A front porch where his children ordinarily played!

Fruitland Rd. residents were relieved to hear that our CAC developed plans that supported the need for a realignment of Fruitland Rd, and a by-pass. They were also relieved to learn that the city's preferred plan, also included a realignment of Fruitland Rd, and a by-pass.

Understandably, we were both surprised and disappointed that this work we completed collaboratively, and over the period of 2 years, was modified by the city, to remove the by-pass from the plan.

We believe that it was important to leave the plans as they were agreed to, in that they reflect the opinions of our CAC as representatives of our community. We are troubled that they were suddenly removed without consultation and without a compelling reason.

When many of us moved here, as part of the Sherwood Meadows Development, we invested our life savings in our properties. We were shown an **official plan** which assured us that a by-pass would be built and that we would be living on a cul-de-sac. This was the ONLY reason we built and/or purchased homes on Fruitland Road. We could have selected any lot in this development and would have if we did not receive these assurances. We were told by the city and the builder that homes facing Fruitland Road could only be built if Fruitland Road was closed and made into a cul de sac given that it was to be 100% residential. The road would be re-aligned to the east between Barton and Hwy #8. This is what the "official plan" showed, this is what we were assured by the city and the builder, and this information was the foundation of our contractual agreements when purchasing our new homes.

Instead, we are living on what amounts to a dangerous freeway.

There has been extraordinary amounts of taxpayers monies wasted on previous EA's done for Fruitland Road and studies by city staff, which all supported the By-Pass. In fact, the city held several meetings with the community and showed us a official and approved plans for the By-Pass, we were given a construction date as monies were collected and allocated in the city's capital budget to build the By-Pass. However, the city allowed these studies to expire and claim that they money for the By-Pass was spent, but can't account for it. This was done with no consultation or explanation to the community.

This history dates back even further. Prior to the Sherwood Meadows Development 20 years ago, the city tried to widen Fruitland Road to allow for more traffic flow as it was classified as an arterial road. Residents were invited to a meeting, however the meeting was cut short because it was quickly concluded that the street could not be widened given that Fruitland Road was residential, and the location of a community cemetery and community church at either corner of Fruitland and Hwy #8.

For almost two decades now, the residents of Fruitland Road have been promised over and over again by our representing councilors for Wards 10 and 11, and the Mayor that they would implement interim measures to help alleviate the dangerous conditions and damages of excessive and speeding traffic, until such time the Fruitland Road By-pass is built. These promises included, removing trucks off Fruitland Road or at least restricting traffic from 7am - 7pm, placing barriers, speed bumps, stop signs or other traffic calming measures. To date **NOTHING** has been done, despite the ongoing pleas to our councilors and the Mayor and despite the continued escalation of danger and damage that this traffic is causing to the health and safety of our families' lives, the community, and the excessive damage to our homes, properties, environment and trees. Instead of addressing the issue, our councilors continue to try and pit one community against the other in an attempt to divert their responsibility to this community and address this very serious problem. We felt it necessary to disclose the truth and history behind of our situation so that other communities are aware and can appreciate our concerns and frustrations.

The history is rich and the frustrations of Fruitland Road residents continue to grow.

The by-pass is long overdue and we were encouraged by our CAC's agreement to include it in our plans. It demonstrated to us that our community understood our concerns and cared. We thank-you for that.

There is an underlying principle here. That principle being, the value of human life and quality of life, against potentially inconveniencing truck drivers and motorists.

The by-pass would not only solve this problem, but it would be a just solution, given the conditions we've described and the assurances that were made when we built and/or bought our homes, or chose to remain on Fruitland Rd.

While tonight is about the Fruitland Rd. E.A., Fruitland Rd. residents stand for protecting the interests of the health and welfare of all of the community.

We thank-you for the support you have shown us through the CAC planning process. We are asking for your continued support for the building of a by-pass.

Thank you.

SAME COMMENT SHEET SUBMITTED BY 11 PEOPLE AFTER PIC NO.1

Fruitland Road EA
Comment Sheet May 11, 2010

Question 1. Do you have any comments, concens, or suggestions regarding the existing conditions within the study area?

- Existing conditions are grossly inappropriate for residential living.
- People are being poisoned.
- The city is exposed to a class action law suit.
- People were not informed that Fruitland Road was being recommended by council as a new GO-Train location. The fact that the city left this critical information silent when people were asked to comment on the EA is very misleading as a GO-Station on Fruitland Road would have a drastic impact on Fruitland Road and the study area of the EA. City staff and the Councillors for Wards 10 and 11 had ample opportunity to inform the community and they choose not to. This is yet another example of the continued evasiveness we face from the city with respect to addressing the serious issues on Fruitland Road.

Question 2. Do you agree with the Problem and Opportunity Statement for this study? Please indicate why or why not.

- NO. It is inaccuate and signifcantly mimizes the real and serious issues.
- It is also misleading, because it does not provide people with a clear history of facts. Two important facts being:

1. That the Sherwood Meadows Approved City Plan included a re-alignment of Fruitland Road, making Fruitland Road into a cul de sac. The city held meetings and shared correspondence with residents, showed them these approved plans and purschases of land and homes were made by residents based on these approved plans and assurances. These are significant FACTs that city is weithholding.
2. Monies were collected from the devleopers during the building of the Sherwood Meadows development to build the Fruitland Road by-pass and make Fruitland Road into a cul de sac. Monies were also captured in the city's 5-year capital budget and a date was provided for construction of the Fruitland Road by-pass and cul de sac. Were did these monies go? Why weren't the residents notified? It is also noteworthy to mention that Councillor Pearson recently made a public statement that a Fruitland Road re-alignment would cost approximately $20M. However, she conveniently failed to mention that the city already had the money for the re-alignment and can't account for it. The intgegrity of our Ward 10 and 11 coucillors and some city staff has to be called into quesiton. People deserve to know and understand the factual background in order to appreciate and respect the concerns of the residents of Fruitland Road. It is misleading and irresponsible to leave this critical information out.

- The main issues are:
    - The impact that these conditions are having on our children and loved ones.
    - The presence of trucks and traffic and the volumes.
    - The impact that these conditions are having on our health and safety.
    - The impact that these conditions are having on our property values and the damage to our homes.
    - The impact that these conditions are having on our enviornment.

- The City luring residents into believing that they would be living in a quiet cul de sac with traffic streamed to a re-alignment road.
- The problem statement is disengenious. People are NOT stupid.

Question 3. Do you agree with the Alternative Planning Solutions (as presented on the display boards) examined by the City? Please indicate why or why not.

The only valid solution is the one that was conveyed and assured to redisents, when they bought their homes or chose to remain on Fruitland Road. Anything short of that representation and the realignment road and cul de sac cannot be considered legitimate.

Previous EA's that the city allowed to expire, and that cost the taxpayers a significant amount of money, supported a re-alignment. It is concerning why and how the city allowed the EAs to expire given the re-alignment was still on "the books" in 2002. In addition, there are documtents dated as late as 2003 the clearly state city staff supporting the need for the Fruitland Road re-alignment. Staff Comment *"A Traffic Impact Study was completed by Public Works. The study concluded, amongst other issues, the planned Fruitland Road By-pass between Barton Street and Highway #8 is required to be maintained."*

Of the solutions, 2B with a By-pass running further east is the only one that the Fruitland Road Community Association would find accecptable.

Question 4. Do you have any comments or suggestions on the criteria that will be used to evaluate the alternatives? Are there any additional criteria that should be considered?

It is clear that there is not enough emphasis on the health and welfare of the Fruitland Road residents and community members. Residents have developed chronic respitory conditions and other medical problems based on exposure to truck and traffic toxins. Residents are being poisoned. Children's health and safety are at great risk.

It is also very concerning that the Project Manger for this EA, Margaret Fazio has made her preference public. At the May 11, 2010 meeting Margaret Fazio joined in Group 1 discussions and supported two women at that table who were against re-aligning Fruitland Road. She made verbal comments and motions that clearly conveyed to the other people in that group and those sitting around that table that she is opposed to a realignment nor has any interest in addressing the serious traffic and health and safety issues on Fruitland Road. In fact, the majority of the people at this table informed others in attendance that they were shut out of the conversation and that they did NOT endorse any of the comments made by the two women at this table, including those of Ms. Fazio's. It was completely unethical, unprofessional, and irresponsible for Ms. Fazio to have interfered by participating in these discussions. Her job as the Project Manager was to present the status of the EA and to answer any questions.

It is also very concerning that Councillor Mitchell made a public statement that Fruitland Road would never be closed and that the residents were a bunch of looney tunes. This comment was made during one of the Truck Route Master Plan PIC's, which was prior to

the Truck Routes Final report. Councillor Mitchell is the Chair of the Truck Route sub-committee.

Another piece of criteria that ought to be considered is correspondece the residents of Fruitland Road recieved from the city and that of Councillor Maria Pearson that gave additional assurances that the Fruitland Road by-pass was being built and provided a construction date. Councillor Pearson conveyed in writting to residents *"regarding the Fruitland Road By-pass. I am pleased to see it now in the five-year Capital Budget..... for construction in 1998. The next step is to continue pursuing relief from the truck traffic on Frutiland Road by possible time restrictions and to <u>be sure</u> this project <u>stays</u> in the 5 year Capital Budget."*

Other significant criteria to take into consideration is the volume of letters, e-mails, petitions, pictures, verbal and written submission at the various EA, SCUBE and Transportation PICs, delegation presenations to council meetings etc...over the course of several years, from residents and community residents with respect to their concerns about the unsafe, unhealthy, and unchecked conditions on Frutiland Road. As well as the damage to the property's and decrease in property values on Frutiland Road.

Residents HAVE been seriously injured, casuing coma's and brain damage as a result of the volumous and speeding traffic on Frutiland Road. Children have had too many close calls of being hit crossing the street to get on and off of their school buses. Houses have been damaged by speeding traffic, causing structual damage as a vehicle barrelled through a residents front porch and home, where his children played.

Traffic volumes HAVE increased since the opening of the Red Hill Valley Expressway, according to city stats. The Red Hill Valley Expressway opened in November 2007. A city traffic study on Fruitland Road was done in April 2008, which concluded that 8,070 vehicles travelled Fruitland Road each day. Over half of those vehicles and trucks were speeding, some over 70kms an hour. In 2009, the city conducted another traffic study on Frutiland Road that concluded 8,592 vehicles and trucks travelled Frutiland Road each day. An increase since since the last traffic study the year prior.

Through the development of Sherwood Meadows, Fruitland Road was never built to sustain high volumes of traffic, and was never built to house truch traffic, hence the noise, vibration, and damage to the property's and homes on Fruitland Road. This was confirmed by city staff and representing councillors.

Question 5. Other comments or remarks.

The city is walking down what will be an embarrassing and costly path. Hamilton will never be "the best place to raise a child" as it leaves children, the elderly and other residents to langusih on a poisonious and danagerous road.

The by-pass must be built before any construction commences (i.e. the development of 4500 new homes east of Fruitland Road).

[redacted]

Dear Margaret Fazio,

I am a Dewitt Road resident with an environmental engineering education background not to mention Civil field technician work experience in underground infrastructure for over ten years.

I can't even begin to explain to you how many Ontario Regulations this would break. According to the City of Hamilton's planning department my house was approved for construction in 2007 and I sit quiet close to the road. Diverting traffic from Fruitland Road to Dewitt Rd would certainly be very damaging to my building. Not to mention the pollution it would cause in an elementary school zone. The definition of pollution according to the EPA also includes NOISE, AIR & VIBRATION. (O.Reg 419/05) Knowledge of this Regulation would certainly show that there would be significant damages to my brand new home and not to mention the safety of the children in this area is at risk allowing heavy trucks and transport trucks to navigate up or down our already busy enough thruway.

If the residents of Fruitland Road have a problem with QEW traffic using there road as a thruway, the residents should have investigated like the rest of us in society all the pros and cons of living on Fruitland Road. I have been born and raised in Stoney Creek and when I chose to buy a property I knew that Fruitland Road has always been and will continue to be a busy street because of the access to the QEW. Diverting traffic to Dewitt is not a proper solution in my eyes to this problem.

I have much to say about this matter but unfortunately I am not able to attend to meeting on May 4, 2010. I would like to have this submitted in the meeting minutes.

Received on May 13, 2010.

Fruitland Rd. and the Traffic Realignment and My View May 5, 2010

We must come up with a solution to design a happy community for now and the future. The present and future transportation will have to be designed to support many parties.

1. Present trafic traveling south from the QEW, to there present designations, residence, community center ,commercial and utility service vehicles, and heavey transport to their designations. NOTE: Community ctr. one way in or out off Fruitland Rd.

2. Present trafic coming from those designations to enter into their main trafic eg. QEW, or the arteries off Fruitland to the industrial parks eg. Arvin ave or Barton street.

3.Future residences will require similar accesses in the new serveys East of us.

4. The present trafic on Fruitland Rd. is rising to a dangerous level. I believe identifying the auto accident count on Fruitland Rd. or at immediate connecting arteries between QEW access ramps and Barton Street, will show these conditions are serious. This has to be included in the correction. Trafic of all sorts has to past Barton Str. with ease to prevent large backups of large transports entering the industrial parks between QEW and Barton Str.. To force all trafic to turn only left or right at Barton Str. ,as in Alt 3abcd, to reach their desigsation south of Barton Str.,would cause a havic disaster no matter how many lanes. This would show total ignorance to the trucking industry.

5. To allow trafic to continue as is and opening a new main artery at Fruitland Rd. and Sherwood park, (which leads to the community ctr. recreational park), will create a mayham. A place where all industrial traffic will not be able to travel south or north. The residence can take the back ways in where no trucks allowed. Until they clear the accident. Presently summer soccer at the center clogs that corner full of kids and families coming and going, hundreds, all summer long. It is tough just getting on to Fruitland Rd. from Sherwood Park Dr. with present conditions.

6. I believe this trafic can be moved to satisfy all areas of this facet. From the QEW through the magor industrial core and on to their designations including all local or industrial or utility sevice vehicles, school buses, ambulances, ect.

7. Correction will re route the Fruitland Rd. traffic veering to the left just south of Olympic Hall. This new route will continue through to a "T" intersection at Hwy 8. A trafic light allows an easy right or left turn for all and industrial trafic unto Hwy 8 East or West. Existing trafic lites at Fruitland Rd. and Hwy 8 won't be required any longer. Again this will ease all trafic an easy access to the artery leading to the QEW or any area south of Hwy 8 eg. the industrial park.

8. To finish, a small artery running East and West connecting unto Sheerwood Park Rd. this will connect

the present and local utilty trafic on Fruitland Rd. to the new main artery conected to QEW or the local commercial or industrial parks outside of our commuinity eg. Barton Str., Arvin Ave.

9. There would be no reason to block Fruitland at Hwy 8 allowing all local vehicles access eg. domestic or utlity eg. ambulance. This is still access to the community park. In addition there is no reason that you would have to stop the same vehicles from being able to continue south on Fruitland Rd.until Sandy Dr., at this point you can only enter Sandy Dr. Now also at this point, Sandy Dr. and Fruitland Rd. trafic can exit Sandy Dr. unto Fruitland Rd.South bound only. This is a safe and easy intersection. This will also allow some secoundary route for utility and ambulances plus a lot of local residence ease if their is blockage on the new route.

10. This is a happy community, check out the workers at the local business they will tell you. So lets grow together and share the new road that will satisfy us all. Local residence and children, community activity supporters, industrial parks, the commercial businesses, the truck drivers and all the new neighbors about to grow wiyh us. We want a happy community.

From [redacted]

I would like some feedback on my plea.

Fruitland Road Community Advisory Committee Presentation - May 10, 2010

WELCOME

WELCOME TO THE SECOND FRUITLAND – WINONA COMMUNITY ADVISORY COMMITTEE MEETING

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

FRUITLAND ROAD

FROM BARTON STREET TO HIGHWAY 8

Tuesday May 11, 2010

6:00 PM – 8:00 PM

Stoney Creek Municipal Service Centre – Salt Fleet Room

777 Highway No. 8, Stoney Creek

GROUND RULES

For this meeting:

- We ask that you please sign in.
- We encourage everyone to participate – all opinions are important and valued.
- We will listen carefully to each other.
- We encourage full, fair and orderly discussion by all members on all issues related to the Fruitland Road Class EA Study.
- We request that all members respect the views of others and avoid repeating subjects that have been discussed/noted in essence of time and allow opportunities for others to participate.
- We request that all members record their comments/questions during the presentation and all questions be raised after the presentation.
- We will record all comments/questions related to the Fruitland Road Class EA Study during the discussion period.
- We ensure that all comments received will form part of the public record with the exception of personal information and all comments will be considered as part of the study.

PURPOSE OF THE MEETING

To present:

- Purpose of the Study
- Problem and Opportunity Statement
- Supporting Studies
- Proposed Evaluation Criteria
- Proposed Alternative Solutions
- Outcome of the First Public Information Centre
- Next Steps

To obtain:

- Your Comments on the Information Presented
- Your Suggestions, Concerns, Questions

PURPOSE OF THE STUDY

To conduct a Municipal Class EA to:

- Update the Regional Official Plan which was guided by the results of the 1992 Fruitland Road Realignment (Highway 8 to Barton Street) Class EA Study.
- Investigate truck and vehicle traffic and access management measures with the potential to improve safety and traffic operations for all roadway users.

PROBLEM AND OPPORTUNITY STATEMENT

The problems being addressed and opportunities to be realized include:

- Current concerns for the Fruitland Road residents are vehicle speed/aggressive driving of trucks and other vehicles, which can cause difficulty entering and exiting fronting driveways along Fruitland Road.

- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

SUPPORTING STUDIES

The following studies/analyses have been completed for this Class EA Study:

- Traffic Network Analysis on Fruitland Road.
- All Season Natural Heritage Assessment based on the Proposed Alternative Solutions.
- Emergency Response Time Analysis based on the Proposed Alternative Solutions.

OUTCOME OF THE FIRST PUBLIC INFORMATION CENTRE

The following is a brief summary of the first Public Information Centre.

- Attendance: 101 people signed in.
- Information presented:
  - Study Area Limits and Features
  - Background Information
  - Problem and Opportunity Statement
  - CAC Issues and Comments Raised at the January 22, 2009 Meeting
  - Proposed Evaluation Criteria
  - Description of Proposed Alternative Solutions
  - Next Steps

PROPOSED ALTERNATIVE SOLUTIONS

Alternative 1: Do Nothing

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.

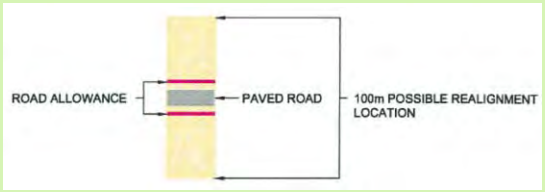
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 2A: Realign Fruitland Road 360 metres east with closed access at Sandy Drive with an intersection at Sherwood Park Drive and Realigned Fruitland Road and maintain local access on existing Fruitland Road

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



Hamilton

Municipal Class Environmental Assessment Study
Fruitland Road (from Barton Street to Highway 8)

AECOM

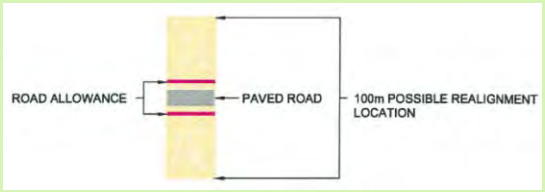
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 2B: Realign Fruitland Road 360 metres east with closed access at Sandy Drive with an intersection at Sherwood Park Drive and Realigned Fruitland Road and cul-de-sac existing Fruitland Road at Highway 8

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



Hamilton

Municipal Class Environmental Assessment Study
Fruitland Road (from Barton Street to Highway 8)

AECOM

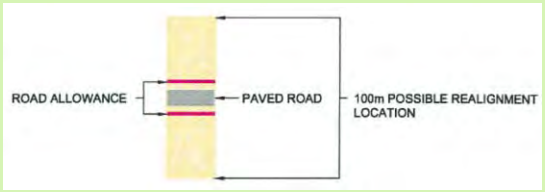
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 3A: New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and cul-de-sac existing Fruitland Road south of Barton Street

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



Hamilton

Municipal Class Environmental Assessment Study
Fruitland Road (from Barton Street to Highway 8)

AECOM

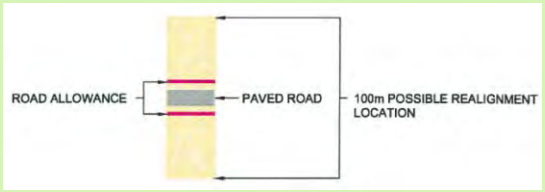
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 3B: New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and partially closed access on Fruitland Road south of Barton Street and Sherwood Park Drive (northbound and southbound access restrictions)

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



Hamilton

Municipal Class Environmental Assessment Study
Fruitland Road (from Barton Street to Highway 8)

AECOM

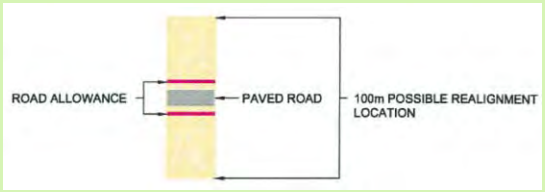
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 3C: New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and partially closed access on Fruitland Road south of Barton Street (northbound access restrictions only)

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



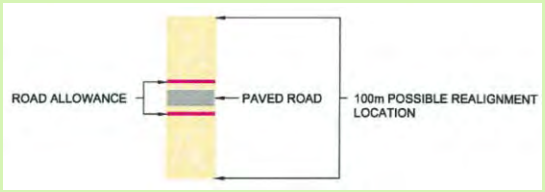
PROPOSED ALTERNATIVE SOLUTIONS

Alternative 3D: New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and maintain existing Fruitland Road with no access restrictions

LEGEND

Disclaimer:

Proposed Road Network Identified in the Preliminary Ongoing Fruitland-Winona Secondary Plan (September 2009). Specific new North-South Road Alignment will be determined in the subsequent planning process.



OUTCOME OF THE FIRST PUBLIC INFORMATION CENTRE

The following is a summary of the written comments received at the PIC.

- Speeding trucks on Fruitland Road and Dewitt Road is a problem (safety, noise, vibration).
- Dedicated southbound right turn lane at Barton Street and Fruitland Road but also at Barton Street and Dewitt Road.
- Traffic from the QEW through a residential area is not a good idea.
- Highway 50 and 20 are the only other QEW access points at present, an alternative north/south corridor is needed all the way down to the Service Road.
- It does not make sense to make Fruitland Road a cul-de-sac – what about essential services needing to get through?
- Realign Fruitland Road.
- This issue is getting old. It is time to do what is right and do it now.
- Trucks using Fruitland Road for the wrong reasons (i.e., steel haulers).
- Sherwood and Fruitland Road intersection is a nightmare traffic jam in the summer. (i.e., soccer fields)

OUTCOME OF THE FIRST PUBLIC INFORMATION CENTRE

The following is a summary of the verbal comments received at the PIC.

- Safety concerns with entering and exiting the driveways and the residents fear that the oncoming traffic especially trucks will crash into them.
- Fruitland Road was not constructed for heavy truck traffic resulting in structural damage to houses. How will the residents be compensated for the damages?
- Residents located in the subdivision south of Highway 8 (Adriatic Boulevard) are concerned about the traffic volumes and speeding coming from the Escarpment. Suggests that the City investigate other roads and the speeding conditions on them.
- Where are the trucks coming from and going?
- The 3 series alternatives result in more truck turns, which equals more air pollution.
- Will Council ultimately make the decision on the EA recommendation?
- Similar traffic/truck problems on Dewitt Road.
- The 2 series alternatives will result in more traffic traveling west through Sherwood Park Drive subdivision to get to Barton Street.

NEXT STEPS

We will:

- Review comments, questions and suggestions received by the public, CAC as well as other participants (e.g., agencies, utilities) on the information that was presented at the first PIC.
- Complete the evaluation of Alternative Solutions.
- Present the Preliminary Recommend Alternative Solution at the second Public Information Centre on June 15, 2010.
- Review and incorporate, where applicable, comments and suggestions made on the 'Preliminary Recommended Solution'.
- Select the 'Preferred Solution'.
- Prepare the Project File which will document the planning process followed and the public and agency consultation that took place throughout the course of the study.
- Submit the Project File for City Council review and approval.

3 Background Information

September 1992, Regional Municipality of Hamilton – Wentworth – Fruitland Road Realignment (Highway 8 to Barton Street) Class EA

- The 1992 Class EA Study was initiated to consider the need for a new Escarpment crossing.
- Environmental Assessment Act (EAA) Approval has expired (5 year lapse of time between EA approval and construction).
- Today the traffic patterns across the City are different and reflect the opening of the Red Hill Valley Parkway.
- Currently the City does not have any plans for another Escarpment crossing in the Stoney Creek Area.

City of Hamilton's Public Works Department – Truck Route Master Plan Study

- Public Works Committee Meeting May 31, 2010 approved the study recommendation to maintain Fruitland Road as a full time truck route. Current status of the project can be found on the project website: http://www.Hamilton.ca/TruckRouteStudy.
- Dependent on implementation of the preferred alternative a by-law could be prepared which recognizes a new truck route.

Background Information (Continued)

City of Hamilton – Stoney Creek Urban Boundary Expansion (SCUBE) Area Transportation Master Plan

- The SCUBE Area Transportation Master Plan was endorsed by the City of Hamilton's Public Works Committee on October 6, 2008 and approved by Council in January 2009.
- The SCUBE Area Transportation Master Plan identified the need for an East-West Collector Road which would connect from Sherwood Drive to Jones Road.
- The SCUBE Area Transportation Master Plan did identify two separate projects:
  - Municipal Class EA for Fruitland Road from Barton Street to Highway 8 (address MEA Class EA lapse of time).
  - Fifty Road Transportation Hub.

Fruitland–Winona Secondary Plan (formerly SCUBE)

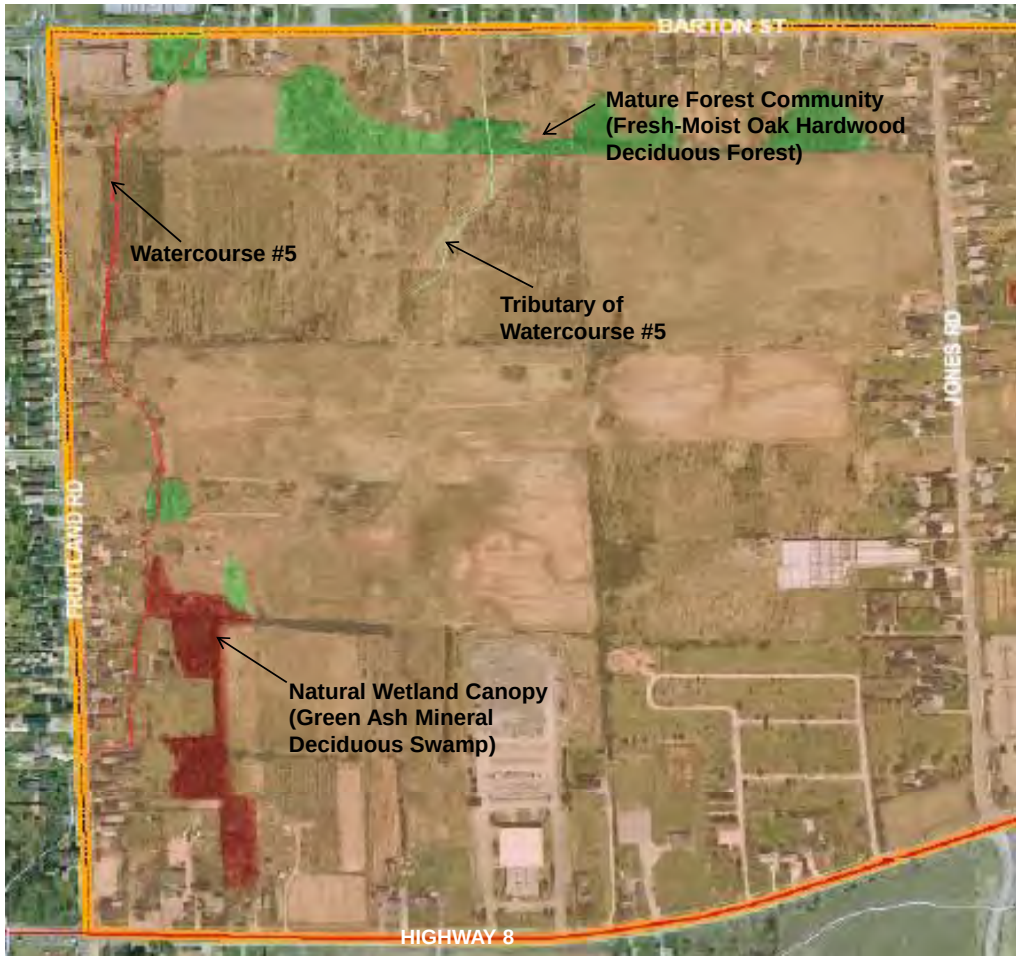
- The City of Hamilton is preparing a Secondary Plan for the Fruitland–Winona (SCUBE) area.
- The purpose of the study is to establish appropriate land use designations, a neighbourhood transportation network, infrastructure requirements, development standards, policy framework and implementation strategy.
- The Secondary Plan will guide future investment and development in the area.
- The Secondary Plan will reflect the conclusions of the Fruitland Road Class EA.
- The Secondary Plan has identified the need for a new North-South Road between Highway 8 and Barton Street and mid-block between Fruitland Road and Jones Road.

5 Purpose of the Study

The purpose of this Fruitland Road Class EA Study is to:

- Update the Regional Official Plan which was guided by the results of the 1992 Fruitland Realignment (Highway 8 to Barton Street) Class EA Study; and
- Investigate truck and vehicle traffic and access management measures with the potential to improve safety and traffic operations for all roadway users.

6 Natural Heritage Environmental Features and Constraints



Legend

- High Constraint
- Medium Constraint
- Low Constraint
- Highway
- Watercourse
- Study Area

Not to Scale

7 Social and Cultural Features

Legend

1. Grand Olympia Banquet Centre
2. Fruitland Square Plaza
3. Saltfleet Arena, Sherwood Park
4. Wesley United Church
5. Fruitland Cemetery
6. Mountain View Garden Cemetery

Not to Scale

8 Existing and Future Traffic Conditions

Speeding

- The posted speed of Fruitland Road is 50 km/h between Barton Street and Highway 8.
- Speed data was collected as part of the automated traffic counts in 2006 through 2009. Based on the speed profile analysis, it is observed that drivers are operating with a speed range of 61-67 km/h between Barton Street and Highway 8.

2009 AM and PM Peak Operational Analysis of Study Area Intersections

- 2009 AM and PM peak hour results indicate that all intersections are operating well with good traffic flow. No geometric or traffic control/signal changes are required.

2014 and 2019 Future Projected AM and PM Peak Operational Analysis of Study Area Intersections

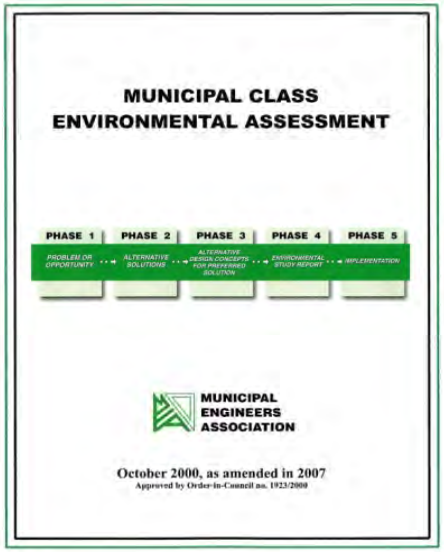
- A growth rate factor of 3.6% per annum was utilized from the Stoney Creek Urban Boundary Expansion (SCUBE) Transportation Master Plan (Phase 1 and 2) Study Report.
- 2014 AM and PM peak hour results indicate that all intersections are expected to operate well with good traffic flow. No geometric or traffic control/signal changes are required.
- 2019 AM and PM peak hour results indicate that all intersections are expected to operate well, with the exception of the southbound shared through right lane at the intersection of Barton Street and Fruitland Road. A southbound dedicated right-turn lane is recommended to accommodate the projected high volumes at Fruitland Road and Barton Street intersection.

9 Problem and Opportunity Statement

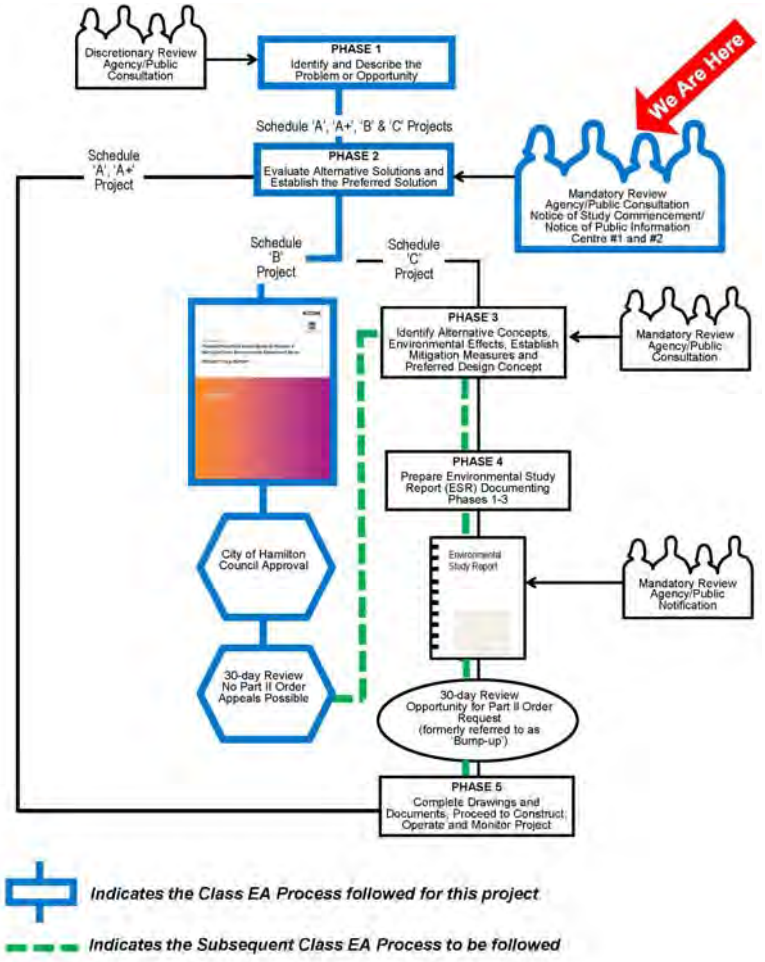
- Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles, which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area.
- The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road as well as establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

Overview of the Class Environmental Assessment Process

- This project is currently following the MEA Class EA Schedule 'B' planning process.
- The Municipal Class EA is approved under the *Environmental Assessment Act* and enables the planning of municipal infrastructure projects in accordance with a proven process for protecting the environment.



- There is an opportunity at selected points in the study for public and agency input (see diagram).



PIC No.1 and Meeting with the Fruitland-Winona Community Advisory Committee

PIC No.1 was held on Tuesday May 4, 2010 to present:

- Study Background;
- Fruitland Road Problem Statement;
- Alternative Solutions; and
- Preliminary Evaluation Criteria.

The City also met with the Fruitland–Winona Community Advisory Committee (CAC) on May 11, 2010.

- Attendees broke into working groups and provided input on the above meeting topics; and
- A petition was also presented by the CAC and received by City Staff.

A summary table of Comments and Responses are available as handouts at the sign in table and on the project website.

12 Proposed Alternative Solutions

Alternatives	Description
Alternative 1: Do Nothing	▪ No improvements or changes would be undertaken to existing alignment of Fruitland Road between Barton Street and Highway 8. ▪ The "Do Nothing" alternative represents what would likely occur if none of the alternative solutions were implemented. ▪ Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area.
Alternative 2A: Realign Fruitland Road	▪ Realign Fruitland Road 360 metres east of existing intersection with Highway 8. ▪ Maintain local access on existing Fruitland Road. ▪ No access to new realigned Fruitland Road at Sandy Drive. ▪ Intersection at Sherwood Drive and new realigned Fruitland Road. ▪ Truck route designated to new realigned Fruitland Road. ▪ Integrated with Secondary Plan development concepts.
Alternative 2B: Realign Fruitland Road	▪ Alternative 2B is the same as Alternative 2A with the following exception: - Cul-de-sac at existing Fruitland Road at Highway 8 (use of church parking lot for cul-de-sac).
Alternative 3A: New North-South Road	▪ Construct new North-South Road east of Fruitland Road intersecting at Barton Street and Sunnyhurst Avenue to the north and intersecting Highway 8 ▪ New North-South Road would become the new designated truck route. ▪ Cul-de-sac at existing Fruitland Road south of Barton Street. ▪ Integrated with Secondary Plan development concepts.
Alternative 3B: New North-South Road	▪ Alternative 3B is the same as Alternative 3A with the following exception: – Cul-de-sac at existing Fruitland Road south of Barton Street is replaced with a one way southbound entry access (i.e., barrier) south of the Fruitland Square Plaza and one way northbound entry access at Sherwood Park Drive.
Alternative 3C: New North-South Road	▪ Alternative 3C is the same as Alternative 3B with the following exception: – One way northbound entry access at Sherwood Park Drive is removed.
Alternative 3D: New North-South Road and Maintain Existing Fruitland Road	▪ Alternative 3D would have Fruitland Road remain open with no access restrictions. ▪ Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area. ▪ Trucks would continue to use Fruitland Road until the new North-South Road was constructed and designated as the truck route. ▪ Once development takes place in the growth area and the trucks are rerouted to the new North-South Road, Fruitland Road would be examined for re-classification, to a potential classification lower than an Arterial Road, therefore the warrants for various traffic calming/controls would be examined at that time.

Note: With the exception of Alternative 1, for all alternatives, funding sources include tax levy, development charges, etc.. For alternative road closures or variations of road closures these were considered to meet the objective of removing through vehicle traffic and through truck traffic from Fruitland Road.

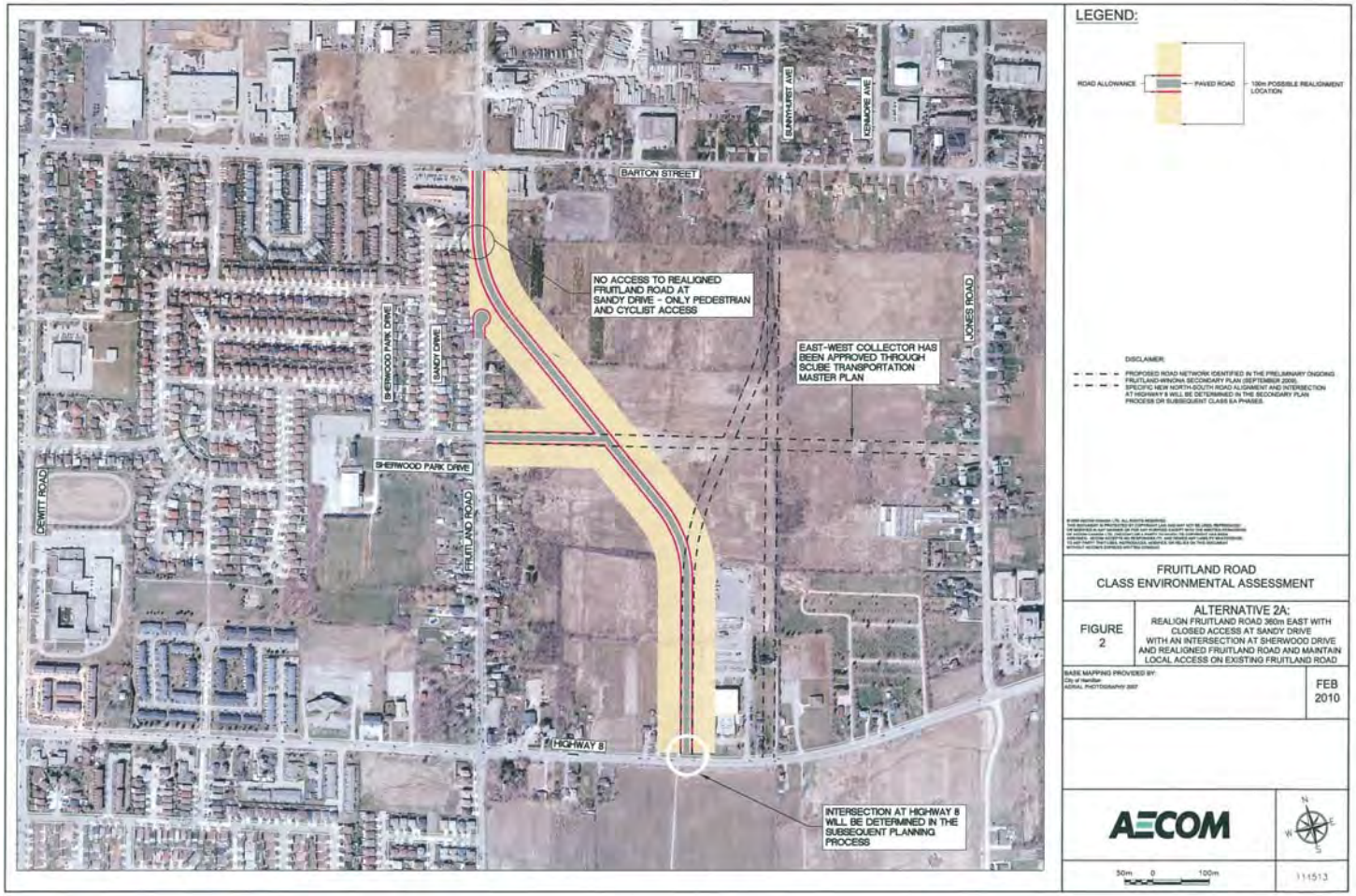
13 Alternative 1: Do Nothing

Hamilton
Public Works

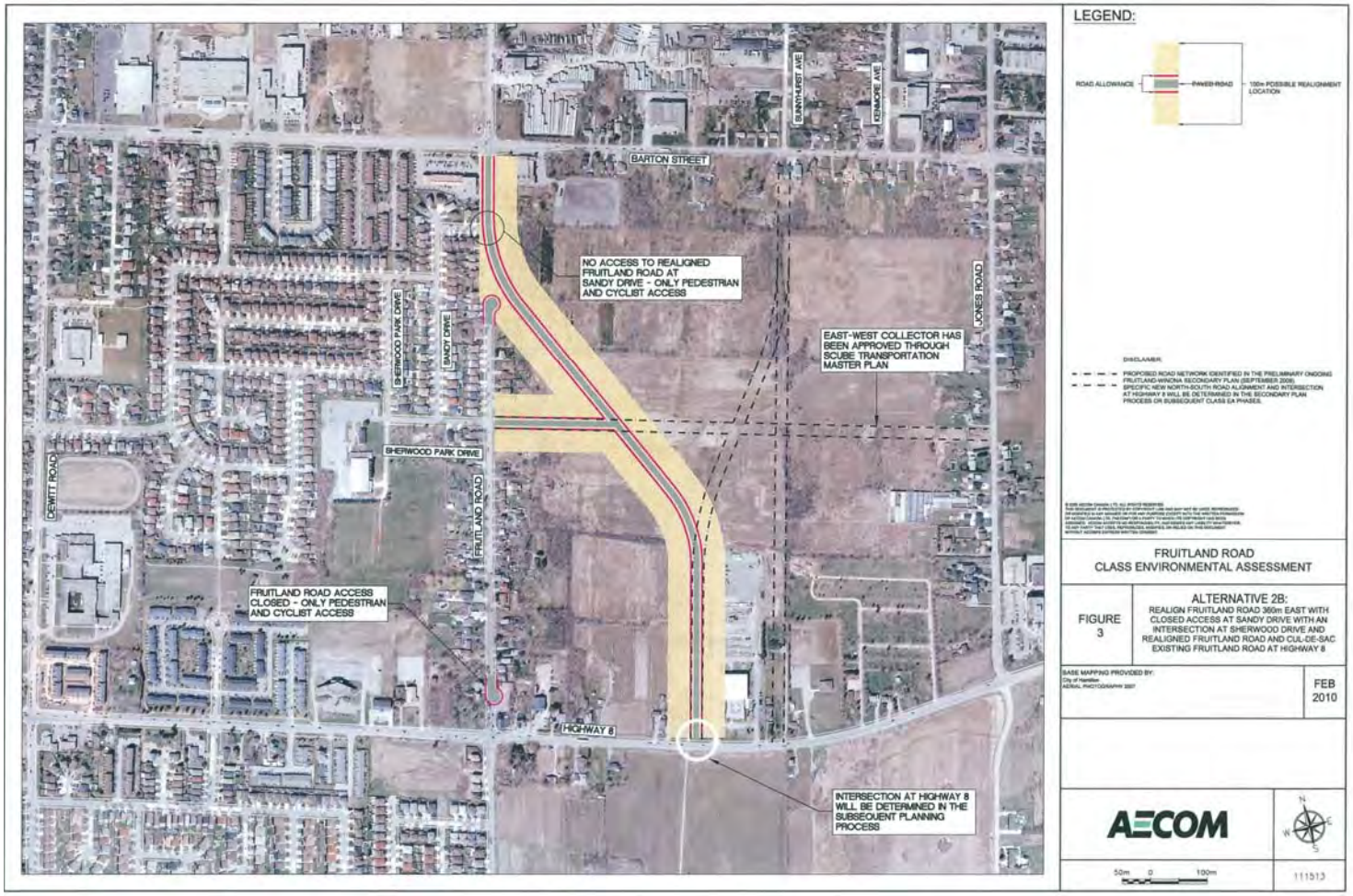
Strategic Planning and Rapid Transit
Environment and Sustainable Infrastructure Division
Public Works Department
www.hamilton.ca/cpi

AECOM

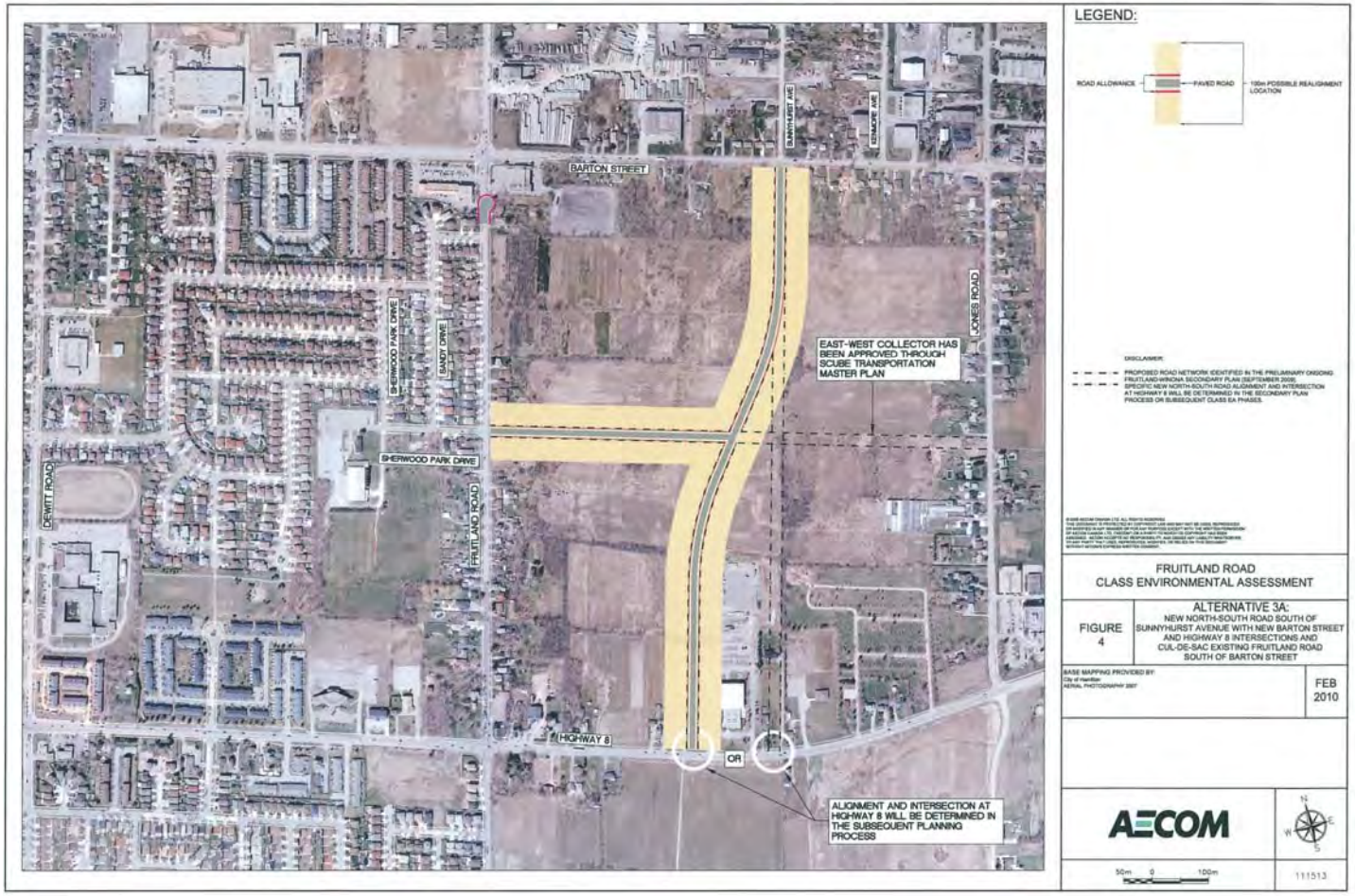
14 Alternative 2A: Realign Fruitland Road



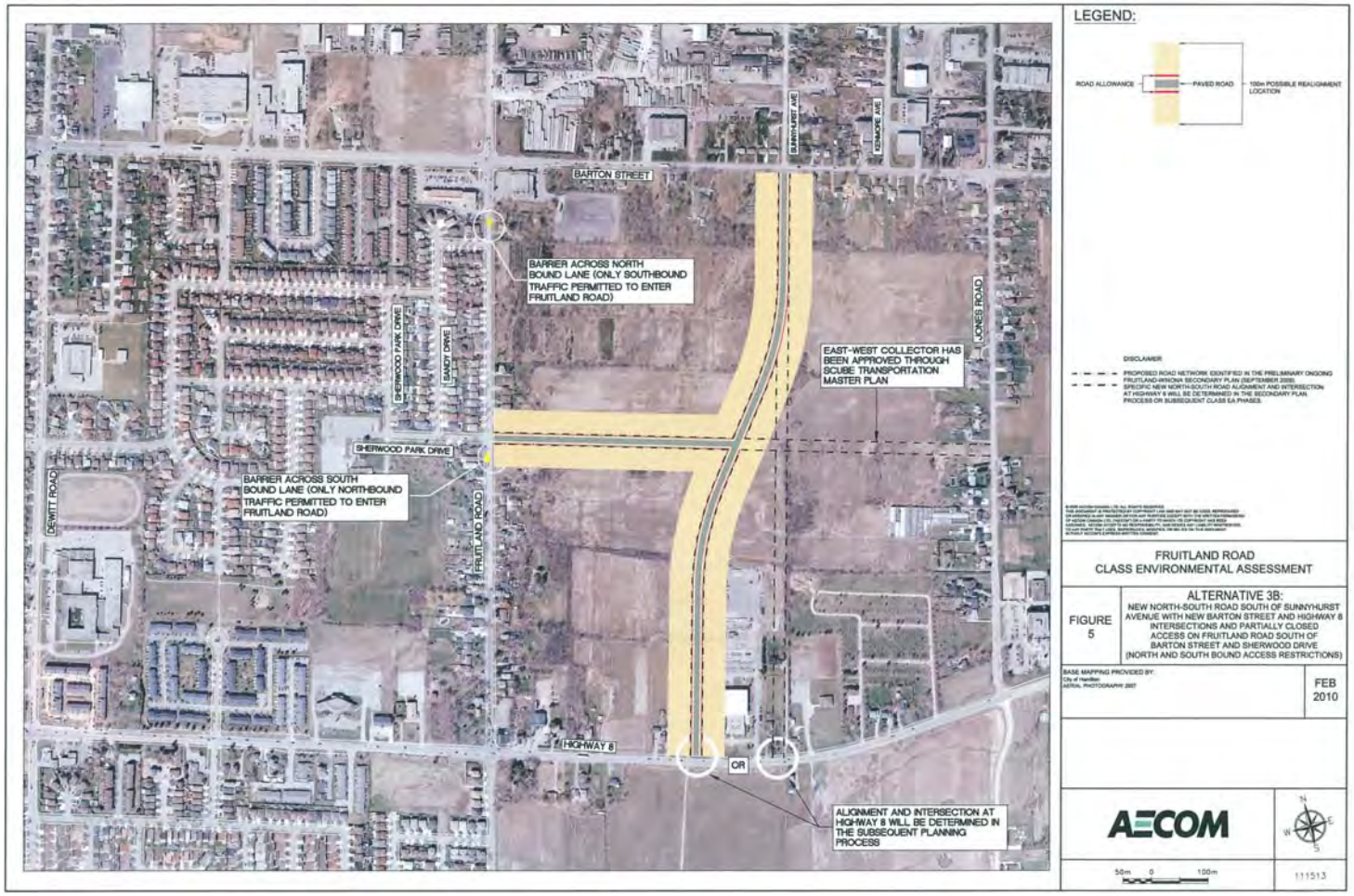
15 Alternative 2B: Realign Fruitland Road



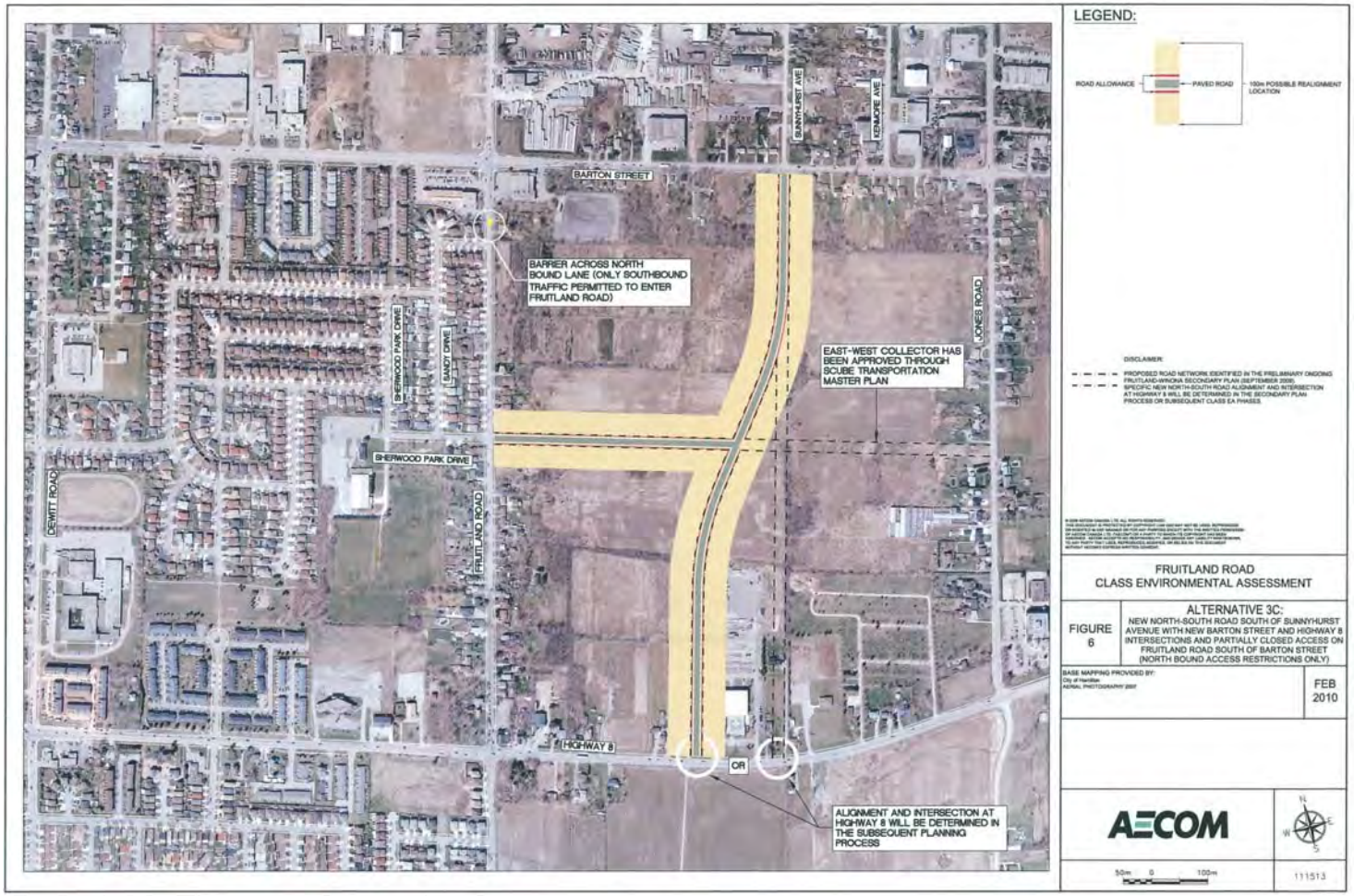
16 Alternative 3A: New North-South Road



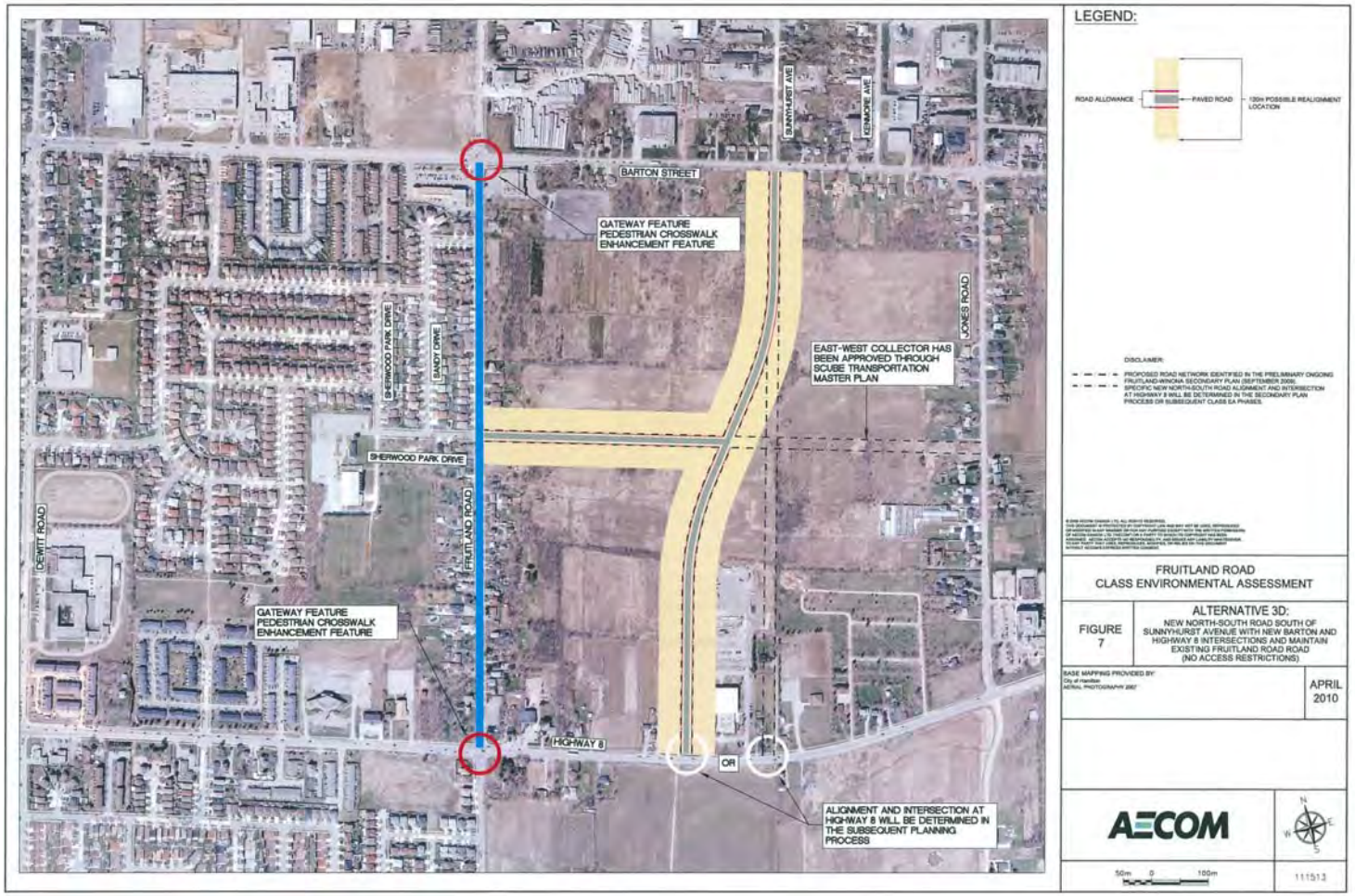
17 Alternative 3B: New North-South Road



18 Alternative 3C: New North-South Road



Alternative 3D: New North-South Road and Maintain Existing Fruitland Road

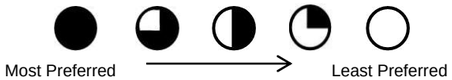


EVALUATION OF ALTERNATIVE SOLUTIONS

PROBLEM AND OPPORTUNITY STATEMENT: Current concerns for the Fruitland Road residents are vehicle speeds/aggressive driving of trucks and other vehicles, which can cause difficulty entering and exiting fronting driveways along Fruitland Road. The residents believe that these factors contribute to the traffic safety issues in the study area. The City of Hamilton's Secondary Plan process presents an opportunity to address some of the problems on Fruitland Road and to establish a lay out of the future road network that will connect to Fruitland Road and distribute traffic for the proposed growth area.

FINAL

LEGEND



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Transportation / Engineering	Traffic Operations	• Traffic operations would remain status quo at the intersections and through the mid-block section of Fruitland Road and therefore no improvements to existing conditions. • Through vehicle and truck traffic movements would continue on existing Fruitland Road. • Connectivity to the QEW would remain the same.	◑	• Permanent closure (cul-de-sac) at Fruitland Road and Barton Street would re-distribute the traffic to adjacent north-south roads to the west of the study area and potentially impact traffic operations on those roads (i.e., Dewitt Road). • With the exception of local neighbourhood traffic, through vehicle and truck traffic would be required to use the Realigned Fruitland Road. • Traffic operations at the intersection of existing Fruitland Road and Highway 8 would be considered acceptable. • Intersection of Realigned Fruitland Road and Highway 8 would be similar to existing conditions. • Residents located on Sandy Drive would be required to travel through Sherwood Park Drive for access. The volumes are relatively low and would not affect the traffic operations at the Fruitland Road and Sherwood Park Drive intersection. • Connectivity to the QEW would remain the same.	◑	• Permanent closure (cul-de-sac) at Fruitland Road and Barton Street would re-distribute the traffic to adjacent north-south roads to the west of the study area and potentially impact traffic operations on those roads (i.e., Dewitt Road). • All through vehicle and truck traffic would be required to use the Realigned Fruitland Road. • Existing Fruitland Road south of Sherwood Park Drive would have a significant improvement to traffic operations because the road would be used to access properties only. • Traffic operations at the intersection of existing Fruitland Road and Highway 8 would improve because of the closed access. • Intersection of Realigned Fruitland Road and Highway 8 would be similar to existing conditions. • Residents located on Sandy Drive would be required to travel through Sherwood Park Drive for access. The volumes are relatively low and would not affect the traffic operations at the Fruitland Road and Sherwood Park Drive intersection. • Connectivity to the QEW would remain the same.	◑	• Permanent closure (cul-de-sac) at Fruitland Road and Barton Street would re-distribute the traffic to adjacent north-south roads to the west of the study area and potentially impact traffic operations on those roads (i.e., Dewitt Road). • Existing Fruitland Road would serve local neighbourhood traffic and would therefore result in a noticeable reduction in southbound through vehicle and truck traffic because the vehicles and trucks would be required to use the new North-South Road. • Traffic operations at the intersections of existing Fruitland Road and Highway 8 would be considered acceptable. • New intersections at Barton Street and Highway 8 would be similar to existing conditions and considered acceptable. • Traffic operations at the intersection of existing Fruitland Road and Sherwood Park Drive would experience higher volumes due to the additional traffic from Sandy Drive, however still considered acceptable. • Connectivity to the QEW would be compromised because of the closed access on existing Fruitland Road south of Barton Street, which would introduce additional turning movements at the new North-South Road and Barton Street intersection.	◑	• Directional closures south of Barton Street and south of Sherwood Park Drive would re-distribute the traffic to adjacent north-south roads to the west of the study area and potentially impact traffic operations on those roads (i.e., Dewitt Road). • Existing Fruitland Road would serve local neighbourhood traffic and would therefore result in a significant reduction in through vehicle and truck traffic. • Traffic operations at the intersections of existing Fruitland Road, Sherwood Park Drive and Highway 8 would be considered acceptable. • New intersections at Barton Street and Highway 8 would be similar to existing conditions and considered acceptable. • Connectivity to the QEW would be compromised because of the northbound access restriction on existing Fruitland Road south of Barton Street as well as the southbound restriction south of Sherwood Park Drive, which would introduce additional turning movements at the new North-South Road and Barton Street intersection.	◑	• Directional closures south of Barton Street would re-distribute the traffic to adjacent north-south roads to the west of the study area and potentially impact traffic operations on those roads (i.e., Dewitt Road). • Existing Fruitland Road would serve local neighbourhood traffic and would therefore result in a noticeable reduction in through vehicle traffic and through truck traffic. • Traffic operations at the intersections of Fruitland Road, Sherwood Park Drive and Highway 8 are considered acceptable. • New intersections at Barton Street and Highway 8 would be similar to existing conditions and considered acceptable. • Connectivity to the QEW would be compromised because of the northbound access restriction on existing Fruitland Road south of Barton Street, which would introduce additional turning movements at the new North-South Road and Barton Street intersection.	◑	• Same as Alternative 1 except that there would be more dispersion of through vehicle and truck traffic in the overall road network. • Connectivity to the QEW would remain the same until the new North-South Road becomes the designated truck route.	◑
	Overall Traffic Safety and Improved Pedestrian/Cyclist Safety (e.g., sidewalks, bike lanes)	• No change to the overall traffic safety of the road since the potential for conflicts along existing Fruitland Road would remain the same. There would be no decrease in through vehicle and truck traffic volumes. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access would remain the same. • Gateway feature may assist in reducing speeds.	◔	• Traffic safety at the intersection of Sandy Drive and existing Fruitland Road would slightly improve because the potential area of conflict at this location would be eliminated. • Decreased through vehicle and truck traffic would reduce the potential for conflicts along existing Fruitland Road. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access at the intersection of existing Fruitland Road and Sandy Drive would be maintained. • Diversion of traffic away from Fruitland Road may impact safety on other roads.	◕	• Overall traffic safety of the road would significantly improve because the potential area of conflicts at the intersection of Sandy Drive and Highway 8 are eliminated. • No through vehicle and truck traffic on existing Fruitland Road would significantly reduce the potential for conflict points along existing Fruitland Road. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access at the intersection of existing Fruitland Road and Highway 8 and Sandy Drive would be maintained. • Diversion of traffic away from Fruitland Road may impact safety on other roads.	●	• Closure at Fruitland Road south of Barton Street would result in additional conflict points for through vehicle and truck traffic because of the added turning movements to travel northbound to access Barton Street or the QEW. • Potential for conflicts along existing Fruitland Road for the local neighbourhood traffic would reduce because the through vehicle and truck traffic volumes would be lower. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access would remain the same. • Diversion of traffic away from Fruitland Road may impact safety on other roads.	◕	• Southbound and northbound access restrictions located on existing Fruitland Road south of Barton Street and Sherwood Park Drive would result in additional conflict points because of the added turning movements to travel northbound to access Barton Street or the QEW and southbound to access Highway 8. • Potential for conflicts along existing Fruitland Road for the local neighbourhood traffic would significantly decrease because the through vehicle and truck traffic volumes would be further reduced. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access would remain the same. • Diversion of traffic away from Fruitland Road may impact safety on other roads.	◑	• Barrier access restrictions at Fruiland Road south of Barton Street would result in additional conflict points because of the added turning movements to travel northbound to access Barton Street or the QEW. • Potential for conflicts along existing Fruitland Road for the local neighbourhood traffic would be reduced because the through vehicle and truck traffic volumes would be lower. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access would remain the same. • Diversion of traffic away from Fruitland Road may impact safety on other roads.	◕	• Overall traffic safety of the road would slightly improve with the installation of the visual features (e.g., gateway signage, enhanced pedestrian crosswalk) which would allow traffic travelling through the area to become more aware that this section of Fruitland Road is residential and to be cognizant of the surroundings. Therefore, the potential for conflicts along existing Fruitland Road would remain the same and/or improve since the enhanced visual effects would entice the through vehicle and truck traffic to reduce speeds and be more cautious. • Cycling Master Plan proposes a bike lane to be added on existing Fruitland Road, which would make it safer for cyclists. • Pedestrian access would remain the same. • Gateway feature may assist in reducing speeds.	◑
	Truck Traffic	• Trucks would continue to use existing Fruitland Road as it remains a designated truck route.	○	• Trucks would be required to take the Realigned Fruitland Road because that would become the new designated truck route and therefore would eliminate the through truck traffic using existing Fruitland Road.	◕	• Same as Alternative 2A.	◕	• Trucks would be required to take the new North-South Road as it would become the new designated truck route and therefore would eliminate the through truck traffic using existing Fruitland Road. • Turning lanes at the new Barton Street and Highway 8 intersections (take form of a roundabout or a traffic signal controlled intersection) would be required to accommodate the vehicle volumes and are less desirable for trucks.	◑	• Same as Alternative 3A.	◑	• Same as Alternative 3A.	◑	• Same as Alternative 3A.	◑

EVALUATION OF ALTERNATIVE SOLUTIONS

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FINAL

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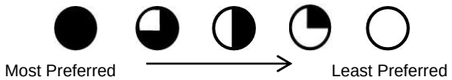

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Transportation / Engineering	Vehicle Speed	• No change to the existing speeding behaviour on existing Fruitland Road.	○	• Speeding would decrease slightly on existing Fruitland Road because there is the access restriction south of Sandy Drive . • Speeding could potentially increase along the Realigned Fruitland Road but would depend on the development planned for this corridor (i.e., fewer fronting properties and driveways). However, the speeding behaviour could be mitigated through careful consideration to the design of the road and adjoining land uses.	◑	• Same as Alternative 2A except that speeding would decrease significantly because of the northbound and southbound access restrictions (cul-de-sac) at both ends of existing Fruitland Road and the road would serve local neighbourhood traffic.	◕	• Speeding would decrease on existing Fruitland Road because the access restriction south of Barton Street. • Speeding could potentially increase along the new North-South Road but would depend on the development planned for this corridor (i.e., fewer fronting properties and driveways). However, the speeding behaviour could be mitigated through careful consideration to the design of the road and adjoining land uses.	◑	• Same as Alternative 3A except there are the northbound and southbound access restrictions (partial closures) south of Barton Street and Sherwood Park Drive. The road would serve local neighbourhood traffic.	◕	• Same as Alternative 3A with some access restrictions.	◑	• No access restictions on existing Fruitland Road however the visual features could help to reduce speeds through the residential area. • Speeding could potentially increase along the new North-South Road but would depend on the development planned for this corridor (i.e., fewer fronting properties and driveways). However, the speeding behaviour could be mitigated through careful consideration to the design of the road and adjoining land uses.	◔
	Accessibility (local access) and Turning Movements	• Traffic volumes are expected to increase over time, which could further affect accessibility into adjacent properties and driveways.	○	• Access to adjacent properties would be improved by the reduction of through vehicle and truck traffic on existing Fruitland Road. • Properties on Sandy Drive and the properties on Fruitland Road immediately south of Sandy Drive would be impacted by the closed access. • Local neighbourhood traffic on existing Fruitland Road and Sandy Drive would have to travel a circuitous route going northbound to access Barton Street or the QEW by travelling east along Sherwood Park Drive (i.e., new East-West Collector Road) to the Realigned Fruitland Road. • Traffic from the Barton Street area destined to the neighbourhood, Saltfleet Arena and Sherwood Park would be required to take the Realigned Fruitland Road and travel west along Sherwood Park Drive, which would introduce additional travel distance and time.	◔	• Access to adjacent properties would be significantly improved since there would be no through vehicle and truck traffic on existing Fruitland Road. • Properties on Sandy Drive and the properties on Fruitland Road immediately south of Sandy Drive would be impacted by the closed access. • Local neighbourhood traffic on existing Fruitland Road and Sandy Drive would have to travel a circuitous route going northbound to access Barton Street or the QEW as well as southbound destined to the neighbourhood, Saltfleet Arena and Sherwood Park or to Highway 8. The local traffic would be required to travel east along Sherwood Park Drive (i.e., new East-West Collector Road) to the Realigned Fruitland Road, which would introduce additional travel distance and time.	◔	• Access to adjacent properties would be improved by the reduction of through vehicle and truck traffic on existing Fruitland Road. • Local neighbourhood traffic travelling northbound on existing Fruitland Road to access Barton Street or the QEW would be required to travel east on Sherwood Park Drive (i.e., new East-West Collector Road) to the new North-South Road and would have to travel a circuitous route. • Traffic from the Barton Street area destined to the neighbourhood, Saltfleet Arena and Sherwood Park would be required to take the new North-South Road and travel west along Sherwood Park Drive, which would introduce additional travel distance and time.	◑	• Access to adjacent properties would be improved by the reduction of through vehicle and truck traffic on existing Fruitland Road. • Local neighbourhood traffic traveling northbound on existing Fruitland Road to access Barton Street or the QEW or southbound to access Highway 8 would be required to travel east along Sherwood Park Drive (i.e., new East-West Collector Road) to the new North-South Road and would have to travel a circuitous route. • Southbound and northbound traffic can utilize existing Fruitland Road destined to the neighbourhood, Saltfleet Arena and Sherwood Park but would be required to take the new North-South Road and travel east along Sherwood Park Drive to exit the community facilities, which would introduce additional travel distance and time.	◔	• Access to adjacent properties would be improved by the reduction of through vehicle and truck traffic on existing Fruitland Road. • Local neighbourhood traffic travelling northbound on existing Fruitland Road to access Barton Street or the QEW would be required to travel east along Sherwood Park Drive east (i.e., new East-West Collector Road) to the new North-South Road and would have to travel a circuitous route. • Southbound and northbound traffic can utilize existing Fruitland Road destined to the neighbourhood, Saltfleet Arena and Sherwood Park but only northbound traffic would be required to take the new North-South Road and travel east along Sherwood Park Drive to exit the community facilities, which would introduce additional travel distance and time.	◑	• Same as Alternative 1except that the visual effects would help to reduce speeds and potentially influence the through vehicle and truck traffic to use the new North-South Road which would improve accessibility to adjacent propoerties on existing Fruitland Road.	◑
	Fire and Emergency Service / Waste Management/ Snow Removal/ School Bus Services	• Travel time for fire and emergency services, waste management, snow removal, and school bus services would remain the same as existing conditions.	●	• Minor increase (approximately 1 to 2 minutes) in travel time for fire and emergency services because of the cul-de-sac south of Barton Street. • Waste management services and snow-ploughs would require a full cul-de-sac (minimum radius of 18 metres) to maintain services. • Existing school bus stop would require relocation.	◔	• Moderate increase (approximately 1 to 2 minutes) in fire and emergency services because of the cul-de-sac south of Barton Street and Highway 8. • Waste management services and snow-ploughs would require a full cul-de-sac (minimum radius of 18 metres) to maintain services. • Existing school bus stop would require relocation.	◑	• Minor increase (approximately 1 to 2 minutes) in travel time for fire and emergency services because of the cul-de-sac south of Barton Street. • Waste management services and snow-ploughs would require a full cul-de-sac (minimum radius of 18 metres) to maintain services. • Existing school bus stop would require relocation.	◑	• Minor increase (approximately 1 to 2 minutes) in travel time for fire and emergency services because the northbound and southbound partial restrictions and be required to travel a circuitous route across Sherwood Park Drive to the new North-South Road. • Waste management and snow removal services would be required to modify existing routes to accommodate the partial closures. • Existing school bus stop would require relocation.	◕	• Minor increase (approximately 1 minute) in travel time for fire and emergency services because of the partial northbound access restriction south of Barton Street. • Waste management and snow removal services would be required to modify existing routes to accommodate the partial closures. • Existing school bus stop would require relocation.	◕	• Same as Alternative 1.	◕
	Future Traffic Network (i.e., connection to future road networks)	• Existing Fruitland Road would provide a connection to the proposed future road network (i.e., new East-West Collector Road) identified in the preliminary ongoing Fruitland-Winona Secondary Plan.	●	• Proposed Realigned Fruitland Road can provide opportunities for future network connections.	●	• Same as Alternative 2A.	●	• Proposed new North-South Road can provide opportunities for future network connections.	●	• Same as Alternative 3A.	●	• Same as Alternative 3A.	●	• Same as Alternative 1 and 3A.	●

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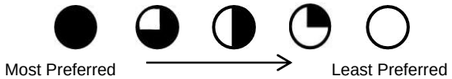

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	Future Land Use Patterns (i.e., compatibility with future land uses and opportunity to facilitate development)	• Existing Fruitland Road would provide opportunities to facilitate future development to the developable lands to the east within the new North-South Road network area.	• Provides opportunities to facilitate future development however the curvature of the road north of Sherwood Park Drive connecting to Barton Street would have some limitations on the type of land uses and development possibilities.	• Same as Alternative 2A.	• Provides opportunities to facilitate development without major constraints or limitations with the current proposed land uses shown in the preliminary ongoing Fruitland-Winona Secondary Plan.	• Same as Alternative 3A.	• Same as Alternative 3A.	• Same as Alternative 1 and 3A.
	Timing of Improvements	• Visual features (e.g., gateway signage, enhanced pedestrian crosswalk) could be implemented within the 2 – 5 year timeframe.	• Realigned Fruitland Road would be implemented once future development is approved anticipated within the 5 – 15 year timeframe. • The City does not have control over timing of construction.	• Same as Alternative 2A.	• New North-South Road would be implemented once future development is approved anticipated within the 5 – 15 year timeframe. • The City does not have control over timing of construction.	• Same as Alternative 3A.	• Same as Alternative 3A.	• Same as Alternative 3A except that the visual features (e.g., gateway signage, enhanced pedestrian crosswalk) could be implemented within the 2 – 5 year timeframe.
Social Environment	Property Requirements (e.g., impact to residences, businesses, agricultural lands)	• No property requirements therefore no direct impacts to residential, commercial or agricultural properties.	• Realigned Fruitland Road would be built on lands dedicated by the land owner, developer or purchased by the City through the Secondary Plan process. • Proposed road north of proposed East-West Collector would be redundant to the north south road already proposed by the Fruitland-Winona Secondary Plan.	• Same as Alternative 2A. • Additional property from the Wesley Church Parking Lot would be required to accommodate the cul-de-sac at Highway 8. • Proposed road north of proposed East-West Collector would be redundant to the north south road already proposed by the Fruitland-Winona Secondary Plan.	• New North-South Road would be built on lands dedicated by the land owner or developer. • Direct impacts to three (3) residential properties located on Barton Street south of Sunnyhurst Avenue.	• Same as Alternative 3A.	• Same as Alternative 3A except that there would be additional impacts to two (2) residential properties and one (1) commercial/business property on Highway 8.	• No direct impacts from gateway features to residential, commercial or agricultural properties since all of the visual feature enhancements would be contained within the existing City's road right-of-way. • Same as Alternative 3A.
	Impact to Business Operations	• No permanent impacts to business operations because all accesses on existing Fruitland Road would be maintained.	• Same as Alternative 1.	• Same as Alternative 1.	• No through and local traffic would be permitted because of the access restrictions and therefore diverted away from the commercial properties located on Fruitland Road at Barton Street resulting in the potential loss of business.	• Same as Alternative 3A.	• There is the opportunity for southbound through and local traffic.	• Same as Alternative 1 in the short term (2 – 5 years), however in the long term (5 – 15 years), the through and local traffic would be diverted away from the commercial properties located on Fruitland Road at Barton Street and therefore the potential loss of business.
	Noise and Air Quality	• Marginal increase in noise level. • Over time traffic congestion will increase resulting in the idling of vehicles which can contribute to reduced air quality.	• Partially removes traffic and noise/air quality impacts away from Fruitland Road.	• Same as Alternative 2A.	• Completely removes traffic and noise/air quality impacts away from Fruitland Road.	• Same as Alternative 3A.	• Same as Alternative 3A.	• Same as Alternative 3A.
Natural Environment	Impact to Vegetation	• No impacts to vegetation.	• Realigned Fruitland Road would encroach and remove some vegetation.	• Same as Alternative 2A.	• New North-South Road would encroach and remove some vegetation. • Potential habitat fragmentation of a mature forest community (fresh moist-oak hardwood deciduous forest). Although not considered significant, the forest would potentially be affected by future site plan development.	• Same as Alternative 3A.	• Same as Alternative 3A.	• Same as Alternative 3A.
	Impact to Aquatic Features	• No impacts on Watercourse 5.	• Direct impact on Watercourse 5. • Would mostly likely require a box culvert similar to the existing culvert located at Barton Street north of Fruitland Road.	• Same as Alternative 2A.	• No direct impact to watercourses.	• No direct impact to watercourses.	• No direct impact to watercourses.	• No direct impact to watercourses.
	Impact to Wildlife	• No impacts to wildlife.	• Potential impacts to wildlife, however these species are susceptible to urban land uses.	• Same as Alternative 2A.	• Same as Alternative 2A.	• Same as Alternative 2A.	• Same as Alternative 2A.	• Same as Alternative 2A.

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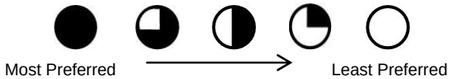
FINAL

LEGEND



NOTES

1 Fruitland Road is classified as an arterial roadway under the current Stoney Creek Official Plan, and a minor arterial under the Council approved City of Hamilton's Urban Official Plan (2009) which is under review by the Ontario Municipal Board. Future road classification and designation of Fruitland Road is to be determined in the future.

2 Indicates funding sources from tax levy, development charges, etc.

CRITERIA	MEASURE	ALTERNATIVE SOLUTIONS													
		ALTERNATIVE 1: Do Nothing Includes Gateway Feature/Pedestrian Crosswalk enhancements at Fruitland Road, Barton Street and Highway 8 intersections		ALTERNATIVE 2: Realign Fruitland Road				ALTERNATIVE 3:New North–South Road [1]							
				ALTERNATIVE 2A Realign Fruitland Road 360m east with closed access at Sandy Drive with an intersection at Sherwood Park Drive and Realigned Fruitland Road and maintain local access on existing Fruitland Road		ALTERNATIVE 2B Realign Fruitland Road 360m east with closed access at Sandy Drive with an intersection at Sherwood Park Drive and Realigned Fruitland Road and cul-de-sac existing Fruitland Road at Highway 8		ALTERNATIVE 3A New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and cul-de-sac existing Fruitland Road south of Barton Street		ALTERNATIVE 3B New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and partially closed access on Fruitland Road south of Barton Street and Sherwood Park Drive (northbound and southbound access restrictions)		ALTERNATIVE 3C New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and partially closed access on Fruitland Road south of Barton Street (northbound access restrictions only)		ALTERNATIVE 3D New North–South Road south of Sunnyhurst Avenue with new Barton Street and Highway 8 intersections and Maintain Existing Fruitland Road (no access restrictions) that includes Gateway Feature/Pedestrian Crosswalk enhancements at Fruitland Road, Barton Street and Highway 8 intersections	
Cultural Environment	Impact to Archaeological Resources	• No potential impact since there are no known archaeological resources within the City's road right-of-way.	●	• Potential to discover archaeological artefacts and resources within the realigned segment of Fruitland Road. Complete a Stage 2 archaeological assessment.	◕	• Same as Alternative 2A.	◕	• Potential to discover archaeological artefacts and resources within the new North-South Road corridor. Complete a Stage 2 archaeological assessment.	◕	• Same as Alternative 3A.	◕	• Same as Alternative 3A.	◕	• Same as Alternative 3A.	◕
	Impact to Built Heritage and Cultural Landscape	• No impacts to built heritage and cultural landscapes because they are located outside of the study area limits.	●	• Same as Alternative 1.	●	• Same as Alternative 1.	●	• Same as Alternative 1.	●	• Same as Alternative 1.	●	• Same as Alternative 1.	●	• Same as Allternative 1.	●
Cost	Overall Construction and Maintenance Costs	• $162,000 for Gateway Features. • Low maintenance cost.	◕	• Moderate cost ($5.73 Million).[2] • Moderate maintenance costs.	◑	• High cost ($7.1 Million).[2] • Value may increase subject to land appraisal report being completed for Church property. • Moderate maintenance costs.	◑	• Moderate to High cost ($7.56 Million).[2] • Moderate maintenance costs. • NOTE: Additional property purchases of approximately $3 Million will be required for eastern option (where new road meets Highway No. 8).	◔	• Moderate to High cost ($7.66 Million).[2] • Moderate maintenance costs. • NOTE: Additional property purchases of approximately $3 Million will be required for eastern option (where new road meets Highway No.8).	◔	• Moderate to High cost ($7.55 Million).[2] • Moderate maintenance costs. • NOTE: Additional property purchases of approximately $3 Million will be required for eastern option (where new road meets Highway No. 8).	◔	• Moderate to high cost ($7.72 Million)[2]. • $162,000 for Gateway Features. • Moderate maintenance costs. • NOTE: Additional property purchases of approximately $3 Million will be required for eastern option (where new road meets Highway No.8).	◔
	Costs to the City of Hamilton	• Approximately 100% of the overall construction and maintenance costs ($162,000).	●	• Approximately 83% of the overall construction and maintenance costs ($4.76 Million).	◑	• Approximately 96% of the overall construction and maintenance costs ($6.7 Million). • Value may increase subject to land appraisal report being completed for Church property.	○	• Approximately 25% of the overall construction and maintenance costs ($1.89 Million). • If eastern option is chosen City costs will be proportionally higher.	◕	• Approximately 25% of the overall construction and maintenance costs ($1.91 Million). • If eastern option is chosen City costs will be proportionally higher.	◕	• Approximately 25% of the overall construction and maintenance costs ($2.64 Million). • If eastern option is chosen City costs will be proportionally higher.	◑	• Approximately 25% of the overall construction and maintenance costs ($1.93 Million). • If eastern option is chosen City costs will be proportionally higher.	◕
RANKING OF ALTERNATIVES		**1st**		**3RD**		**4th**		**2nd**		**2nd**		**2nd**		**1st RECOMMENDED**	

Preliminary Recommended Solution and Rationale

- Based on the preceeding evaluation, Alternative 3D: New North-South Road and Maintain Existing Fruitland Road is being recommended.
- Rationale for selecting Alternative 3D includes:
  - Addresses the problem statement;
  - Can be implemented in conjunction with Fruitland-Winona Secondary Plan;
  - Low impact on traffic operations as well as fire/emergency and municipal services;
  - Truck Route is relocated to the new arterial roadway in conjunction with development; and
  - Implementation of Gateway Features/Enhanced Pedestrian Crosswalk is not dependent on timing of Stoney Creek Secondary Plan and can be constructed sooner thus providing some benefits to Fruitland Road residents at relatively low cost.

Gateway Feature / Pedestrian Crosswalk Enhancement Feature

Components at Barton Street and Highway 8 include:

- Entrance Archway Feature
- On-ground Treatment/Landscaping
- Decorative Lights
- Painted Cross Walks

24 Next Steps

- Upon completion of this Public Information Centre, comments from review agencies and the public will be considered in evaluation of Alternative Solutions.
- City Staff members will select the Preliminary Preferred Solution and prepare a Phase 1 and 2 Draft Summary Project Report with a staff report for approval by the Public Works Committee of City Council . Staff will be asking for permission to post the Draft Summary Project Report for 30-day review.
- If further steps are required in the Class EA process (completion Phases 3 and 4 of Class EA) City staff will determine the process method to complete Schedule 'C' Class EA activities either through Municipal Class EA process or through integrated Planning Act process.
- At the completion of Phase 4 and the resulting Environmental Study Report (ESR) another 30-day public review would be applicable as well as a possibility for a Part II Order (appeal) to the Ministry of Environment.

How Can You Provide Input

- All comments collected during the course of this EA Study will be considered as part of the project's next stages.
- Fill out a comment sheet tonight or send it to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Strategic Planning and Rapid Transit
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
320 – 77 James Street North
Hamilton, Ontario L8R 2K3
Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca

- Visit the project website at: www.myhamilton.ca/fruitlandEA
- Ask to be added on the mailing list.

Public Information Centre #2
Comment Sheets

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☐ Please Indicate Below

I think all company's should be natified of the proper truck routes in writing. Myself living on dusett Rd seen a great increase in Transport, steel Coil and other trucks. Even with the no truck sign. This begins a concern because of the schools on this road.
The propose plan is a very good idea, it should take a huge flow off both roads. If the drivers abide by the rules.

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☑

Yes that is a very good proposal if recognized by all communities.

PIC #2-1

AECOM

Question 3: Do you have any other comments, questions or remarks.

Please indicate your involvement in this study.

You are:

✓ Property Owner

_____ Business Owner

_____ Member of the General Public

_____ Member of an Interest Group (Please specify): _____

_____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
55 John Street North, 6th Floor
Hamilton, Ontario L8R 3M8
Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca
Website: www.hamilton.ca/fruitlandEA

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address:

Telephone: [redacted] Fax: _____

Email: _____

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☐ Please Indicate Below

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☑

I agree with 3D solution assuming it does include gateway features installed in the near future.

PIC#2-2

AECOM

Question 3: Do you have any other comments, questions or remarks.

Please indicate your involvement in this study.

You are:

_✓_ Property Owner

_____ Business Owner

_____ Member of the General Public

_____ Member of an Interest Group (Please specify): _____

_____ Agency Representative (Please specify): _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☑ Please Indicate Below

I do not favor alternative 3A or 3B

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☑ Please Indicate Why or Why Not YES ☐

Having traffic turning on Barton from or to, to QEW. it will increase pollution from stop and go.

PIC#2-3

AECOM

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

Question 3: Do you have any other comments, questions or remarks.

I (prefer) alternative 2A or 2B - it is a better flowing traffic so there is less pollution from traffic

Please indicate your involvement in this study.

You are:

yes Property Owner

NO Business Owner

NO Member of the General Public

NO Member of an Interest Group (Please specify): _____

NO Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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Website: www.hamilton.ca/fruitlandEA

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Name: [redacted]

Address:

Telephone: Fax:

Email:

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☑ YES ☐ Please Indicate Below

I Agree, I like 3D New North-South Road.

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☑

I perfectly agree with new gateway feature.

PIC # 2-4

AECOM

Question 3: Do you have any other comments, questions or remarks.

Please reconsider safety again before finalize it.

Please indicate your involvement in this study.

You are:

_____ Property Owner

_____ Business Owner

_____ Member of the General Public

__✓__ Member of an Interest Group (Please specify): Transportation Tech' Student

_____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

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Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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Address: _____

Telephone: _____ Fax: _____

Email: [redacted]

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☑ Please Indicate Below

My Question is that by this alternative how much effect will be there for general public. ?

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☑

Yes, because more & more alternative will make life easy & safe for Community.

PIC #2-5

AECOM

Question 3: Do you have any other comments, questions or remarks.

During visit I found presentation satisfactory BUT I feel that there is no major detail of Envoirnmental issue during the Construction. I feel more detail of safety & Envoironment will make more effective.

Please indicate your involvement in this study.

You are:

_____ Property Owner

_____ Business Owner

_____ Member of the General Public

✓ Member of an Interest Group (Please specify): STUDENT OF MOHAWK COLLEGE. (Transportation).

_____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
55 John Street North, 6th Floor
Hamilton, Ontario L8R 3M8
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Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address:

Telephone:

Email:

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☒ YES ☐ Please Indicate Below

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☒

PIC # 2-6

AECOM

Question 3: Do you have any other comments, questions or remarks.

Please indicate your involvement in this study.

You are:

X Property Owner

_____ Business Owner

_____ Member of the General Public

_____ Member of an Interest Group (Please specify): _____

_____ Agency Representative (Please specify): _____

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Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
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Address: _____

Telephone: _____ Fax: _____

Email: _____

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☑ YES ☐ Please Indicate Below

- SEVERAL ALTERNATIVES EVALUATED AND PRESENTED.

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☑

- ALTERNATIVE 3D, LEAVING FRUITLAND ROAD OPEN WITH NO ACCESS RESTRICTIONS ALLOWS FOR A LOGICAL PROGRESSION TO THE ROAD NETWORK PROPOSED WITHIN THE FRUITLAND-WINONA SECONDARY PLAN AS SHOWN ON LAND USE MAP B.7.8.1 PRESENTED AT THE JUNE 24TH PIC. REDESIGNATING THE TRUCK ROUTE TO THE NEW NORTH-SOUTH ROAD MAY NOT BE ANY BETTER. WE ARE SIMPLY SHIFTING THE ISSUE TO FUTURE RESIDENTS WITH HOUSING AND ACCESS ALONG THE FUTURE ROAD. FRUITLAND ROAD NORTH OF BARTON IS THE LINK TO QEW. SO TRUCKS WILL WANT A DIRECT ROUTE FROM HIGHWAY NO. 8 EAST & WEST OF FRUITLAND ROAD.

Question 3: Do you have any other comments, questions or remarks.

THE RECLASSIFICATION OF FRUITLAND ROAD LOWER THAN AN MINOR ARTERIAL ROAD WILL BE A TOUGH CALL. THE SECONDARY PLAN SUGGESTS THAT THE NEW NORTH-SOUTH ROAD BE CLASSIFIED A COLLECTOR WITH "TRUCK TRAFFIC"! WE ARE SIMPLY SHIFTING THE ISSUE AND CONFUSING MATTERS FROM A HIERARCHY OF ROADS WITH THIS PLANNING AREA.

Please indicate your involvement in this study.

You are:

- ✓ Property Owner
- _____ Business Owner
- _____ Member of the General Public
- _____ Member of an Interest Group (Please specify): _____
- _____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

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Project Manager, Environmental Planning
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Environment and Sustainable Infrastructure Division
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Tel: 905.546.2424 ext. 5103
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Email: eplanning@hamilton.ca
Website: www.hamilton.ca/fruitlandEA

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Name: [redacted]

Address:

Telephone

Email:

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

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Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☑ Please Indicate Below

I am concerned that the city's alternative plan 3D requires people living on Barton St. to leave their homes in order for a by-pass to be built for Fruitland Rd. The residents of Fruitland Rd. cannot wait another 20-40 years for a by-pass, nor do they want to see anybody forced out of their homes. I know I would not want to move from my home and so, would not expect anyone else to be forced from their homes either. A better solution must be proposed.

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☑ Please Indicate Why or Why Not YES ☐

This will not solve the problem of the speeding cars and heavy trucks coming down the road. I believe that a good temporary solution until the by-pass can be built is to put in either portable speed bumps or a stop sign, or maybe both. This would serve as a temporary, cost effective solution to the major problems that the Fruitland Rd. residents face DAILY!

PIC # 2-8

AECOM

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

Question 3: Do you have any other comments, questions or remarks.

Should the city end up building a by-pass that is parallel to Jones and Fruitland road, I recommend that the road continue through Barton to Arvin Ave. Doing this will allow trucks to access the QEW [redacted] with [redacted] minimal disturbance to local residents.

Please indicate your involvement in this study.

You are:

- ✓ Property Owner
- ____ Business Owner
- ____ Member of the General Public
- ✓ Member of an Interest Group (Please specify): Fruitland Road Community Associatio
- ____ Agency Representative (Please specify): ____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

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Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
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City of Hamilton
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Hamilton, Ontario L8R 3M8
Tel: 905.546.2424 ext. 5103
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546-4491

Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT STUDY

PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address: [redacted]

Telephone: [redacted] Fax: [redacted]

Email: [redacted]

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Hamilton

FRUITLAND ROAD (FROM BARTON STREET TO HIGHWAY 8)
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PUBLIC INFORMATION CENTRE NO. 2
TUESDAY June 15, 2010

COMMENT SHEET

Please take a few minutes to complete this comment sheet. All comments will be considered and included in the documentation of the Class EA process.

Question 1: Do you have any comments, concerns, or questions regarding the evaluation of Alternative Solutions?

NO ☐ YES ☐ Please Indicate Below

Question 2: The Recommended Solution is Alternative 3D: which may include implementation of gateway features. Do you agree with the Preliminary Recommended Solution identified by the City?

NO ☐ Please Indicate Why or Why Not YES ☐

PIC # 2-9

Question 3: Do you have any other comments, questions or remarks.

- WHICH HOUSES NEED TO BE REMOVED FOR PROPOSED ROAD THAT ALIGNS WITH SUNNYHURST?
- WHAT WILL HAPPEN TO 720 BARTON ST?
- WHAT WILL BE DONE WITH THE LAND ON THE NORTH SIDE OF BARTON ST. IN THIS AREA?
- WHAT IS THE TIME FRAME BEFORE WE START SEEING ~~CAN~~ CHANGES AND COMPLETION?

Please indicate your involvement in this study.

You are:

____ Property Owner
____ Business Owner
✓ Member of the General Public
____ Member of an Interest Group (Please specify): _____
____ Agency Representative (Please specify): _____

It would be appreciated if you would answer the above questions and drop them in the Comment Box provided tonight or mail, fax or email them by **Tuesday June 29, 2010** to:

Ms. Margaret Fazio, B.Sc., C.C.E.P
Project Manager, Environmental Planning
Strategic Planning and Rapid Transit Group
Environment and Sustainable Infrastructure Division
Public Works Department
City of Hamilton
55 John Street North, 6th Floor
Hamilton, Ontario L8R 3M8
Tel: 905.546.2424 ext. 5103
Fax: 905.546.4435
Email: eplanning@hamilton.ca
Website: www.hamilton.ca/fruitlandEA

Optional: Please provide your regular mailing address information if you would like to receive future updates on this study. If seeking answers to questions please provide e-mail address and phone number.

Name: [redacted]

Address:

Telephone:

Email:

Comments and information regarding this study are being collected to assist the City of Hamilton in meeting the requirements of the *Environmental Assessment Act*. They will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record.

[redacted]

I have put together my view and recommendation for the realignment of Fruitland Road and its relation to the Fruitland/Winona Development Plan

Alternative #1 – Traffic Operations

A new intersection at the corner of Sherwood Park and Fruitland is in the development plans of Fruitland/Winona Secondary. Much traffic created from medium-density locations south of Sherwood Park Road would create a larger volume of traffic at this intersection. This intersection; therefore, would require a four-way stop.

Overall Traffic Safety and Improved Pedestrian Cyclist Safety

The Fruitland/Sherwood Park Road intersection would create large volumes of left, and right, turning traffic at that point, which would decrease the safety factors, especially for cyclists and pedestrians.

Truck Traffic

Traffic control at Sherwood Park and Fruitland Road would increase the start and stop of truck traffic, causing excessive pollutions at that point.

Vehicle Speed

If the intersection at Fruitland/Sherwood required a traffic light , speeding problems could increase while drivers try to beat the traffic light from both directions.

Accessibility

Accessibility to the community center at Sherwood Park Road will be extremely hindered with this new intersection at Fruitland/Sherwood

Fire and Emergency Service/Waste Removal/School Bus Services

With the future development of Fruitland/Winona secondary, the volume of these services will increase. A traffic light or stop sign at the Fruitland/Sherwood intersection could worsen the safety and response time. Fruitland Road consists of 2 lanes only limiting the safety of emergency vehicles maneuvering around stopped traffic.

Future Traffic Network

The potential connection at Sherwood Park Road would only be required if a cul-de-sac is implemented at Fruitland Road and Barton Street. The new development can exit, and enter, using both Barton Street and Highway 8 as displayed in 3ABCD. Access to QEW would change using various routes.

Noise and Air Quality

A four-way stop intersection at Sherwood Park and Fruitland Road would create excessive volumes of noise and air pollution, created by large volumes of stop and go traffic, and especially from loaded down transport.

Impact to Aquatic Features

Extending Sherwood Park Road will have direct impact on water course 5 as indicated in the Fruitland/Winona Secondary Plan.

Impact on Wildlife

There are deer that follow the water course 5 paths, which means that the Sherwood Park Road extension would have an impact on these animals.

Alternative #2A with modifications

Modifications

(1) The cul-de-sac at Barton Street will be located further north, having the realignment veering South-East at a sooner point. This will remove any conflict with residents located south of Sandy Drive. The present location as shown in Alternative 2A, B, shows several house frontages blocked in completely. This will leave these residents with severe accessibility conflicts, as well as the risk of increased noise and air pollution. (2) A barrier located at Sandy Drive will be set up to allow local traffic to enter from Fruitland Road in one direction only. Traffic can exit Sandy Drive southbound only.

The third modification would be the south end of realignment meeting Highway 8. It can be located further west than shown in 2AB alternative. This will become a 3-way intersection. Fruitland Road can be converted from stoplights to stop-signs at Fruitland Road and Regalview Drive. The new N-S artery as shown in all alternatives appears to interchange too close to a curvature located east of this intersection. Highway 8 at this point has a speed limit of 70 km. These modifications will improve the safety factors of traffic at this intersection.

Traffic Operations

A 3-way intersection at Highway 8 as shown in "2A with modification" would be safer than the existing one at the Fruitland/Hwy8 which is a 4 way intersection. Also safer than the alternatives indicated in the Fruitland/Winona developments. Traffic at Fruitland and Barton will flow effectively in all directions managing both present and future development.

Overall Traffic Safety and Improved Pedestrian Cyclist Safety

A large volume of existing and future traffic can be isolated to a safer route which would improve the safety of the pedestrians, cyclists, and the designated school bus pick-up areas on Fruitland Road.

Truck Traffic

Existing truck traffic on Fruitland Road would be eliminated; although, it would still allow easy accessibility to larger service vehicles like snow plows, fire trucks or school buses.

Vehicle Speed

In 2A with modifications, Fruitland Road would only consist of the existing local traffic. Most of the current speed infractions are created by the high volume of drive through traffic. In 2A with modifications, a four-way stop at Fruitland and Sherwood Park Road would also reduce much speed infraction on Fruitland Road. Excessive speed required by emergency service vehicles can be managed much easier and safer using 2A with modifications.

Accessibility

In 2A with modifications, there would be full access from both North and South of Fruitland Road onto Sandy Drive. To exit from this community, Sherwood Park Road would give them easier and safer accessibility onto a major artery. These modifications minimize any excessive new distances being travelled.

Fire and Emergency Service/Waste Removal/School Bus Services

2A with modifications will still give these services the same accessibility to the existing and new developments. All fire, police, and ambulance can travel safer, away from residential and school bus traffic. This could improve access time to highway accidents when being serviced from the Highway 8 fire department or any emergency calls from the residential, commercial or industrial communities. Arvin Ave fire will still have full easy access

Future Land Use Patterns

In 2A with modifications, land can be utilized in all facets, including commercial and residential applications. Location and density planning will have no variance with 2A modifications.

Timing of Improvements

2A with modifications would give proper access for future development of Fruitland/Winona Secondary. This would eliminate heavy construction traffic that would create excessive damage to Fruitland Road.

Noise and Air Quality

Within 2A with modifications, any existing noise and air pollutions can be harnessed away from the local residents. The vehicles stop points will not be increase between Barton Street and Highway 8. Vehicles, including heavy transport, emit high volumes of noise and air pollutions during stop and go periods created at stop intersections. Mandatory turning intersections for heavy transport will even produce unacceptable volumes of noise and air pollution over a short distance, along Barton, between Fruitland and the new N-S artery. These points are identified in alternatives 3A, B, C and D.

Alternatives 3A, B, C, D

Traffic Operations

All truck traffic will be routed through a series left and right hands turns over a short distance, travelling from Highway 8 to Barton Street. Because large transports require wide turns, two turning lane intersections will not be of any advantage for moving traffic. As in Fruitland/Winona Secondary plan, high density residential on Barton Street would be hindered by any truck traffic on this road. Alternative 3D would create excessive traffic at the new Sherwood Park/Fruitland Road intersection. This would be a common easy route practiced by much of the new development, using it to get to the QEW, as well as commercial and/or industrial markets.

Overall Traffic Safety

Large volume and heavy transport traffic can hinder the pedestrian traffic, frequenting community parks and centers. The heavy noise and air pollution creates discomforts to family activities at these community parks. Large volumes of traffic along the N-S artery as seen in 3ABCD will affect the community park as shown in Fruitland/Winona development plans.

Truck Traffic

In the alternatives 3A, B, C or D, truck traffic will be hindered on these routes, causing increased and unnecessary travel time for drivers.

Noise and Air Quality

3A, B, C, and D will vary on disturbances of noise and air quality. Noise and air quality will be increased to unacceptable levels, because of transports having to take left and right hand turns at close distances between Barton Street and the new North-South artery, and Fruitland Road. This would have great effects on the comfort of community centers and parks as shown in the Fruitland/Winona Secondary plan. This would affect the high density population residing along Barton as shown in the development plans.

Impact to Aquatic Features

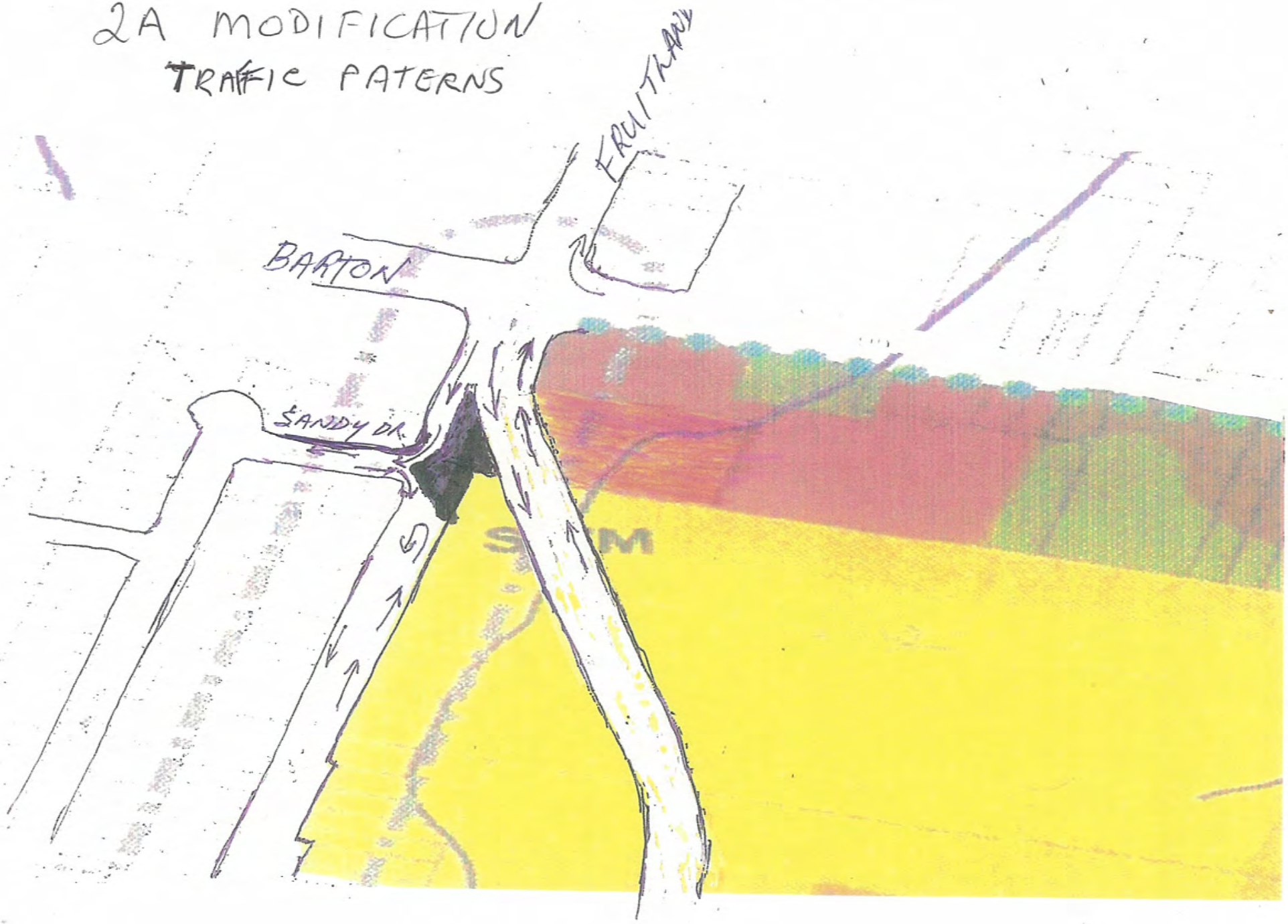
The East-West artery connecting to Sherwood Park Road will have direct impact on water course 5.

Impact on Wildlife

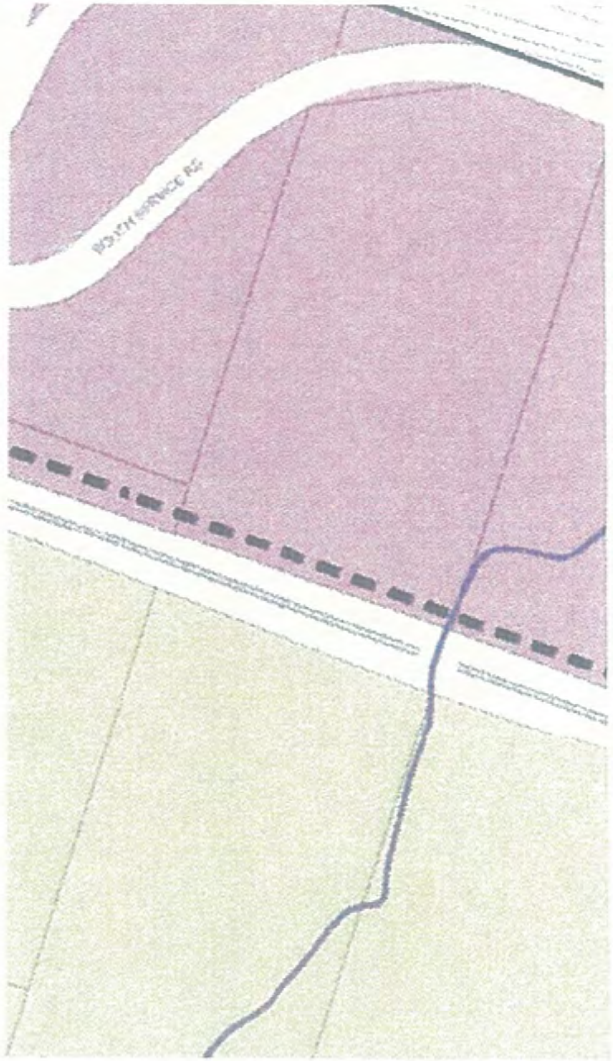
These alternatives will have a negative impact on the small deer population that is present along water course 5.

2A MODIFICATION

2A MODIFICATION
TRAFFIC PATERNS



SAFTEY FACTOR IN 3 ABCD
AS NOTED



NOTE CURVATURE OF
ROAD AT INTERSECTION
SPEED LIMIT 70KLH
UNSAFE.

[redacted]

[redacted]

June 28, 2010 Project No. 07149

City of Hamilton
77 James Street North
Hamilton, Ontario L8R 2K3

Attention: Ms. Margaret Fazio, B.Sc., C.C.E.P.
Project Manager
Strategic Planning and Public Transit

Dear Madam,

Re: Fruitland Road (Barton Street to Hwy. #8)
Municipal Class Environmental Assessment Study – Phases 1 and 2

We are agents for [redacted] with regards to their lands on Jones Road within the above-mentioned Planning District. Their lands are legally described as "Part of Lot 13, Concession 2, Township of Saltfleet, City of Hamilton". The municipal addresses are 213 Jones Road (P.I.N. 17354-0098 (L.T.) and 223 Jones Road (P.I.N. 17354-0095 (L.T.) and lands to the north at P.I.N. 17354-0092 (L.T.).

We attended the Fruitland Road (from Barton Street to Highway #8) Municipal Class Environmental Assessment Study Public Information Centre No. 2 on Tuesday June 15, 2010 at the Stoney Creek Municipal Offices. With regards to that we wish to comment as follows;

1. We note that your recommendation of Alternative 3D: "New North-South Road and maintain existing Fruitland Road" involves construction of a new collector road within the SCUBE West Secondary Plan. We understand that the intention is to designate that as a truck route in the future and to divert truck traffic from Fruitland Road. We agree that it is desirable to stop truck traffic on Fruitland Road between Hwy. #8 and Barton Street because of the existing residential fronting directly to Fruitland Road. We would support a plan to reduce traffic from the current residential area but do not support relocating the truck route as shown. We expect that truck traffic is traveling to and from the Q.E.W. and on that basis suggest it be directed easterly or westerly on Barton Street to existing acceptable truck routes on Arterial roads. We question the need for the suggested truck route in this location considering the existing alternative routes available. In our view, relocation of the truck route to the SCUBE West Secondary Plan area would not solve the problem but only move it to a new residential area.

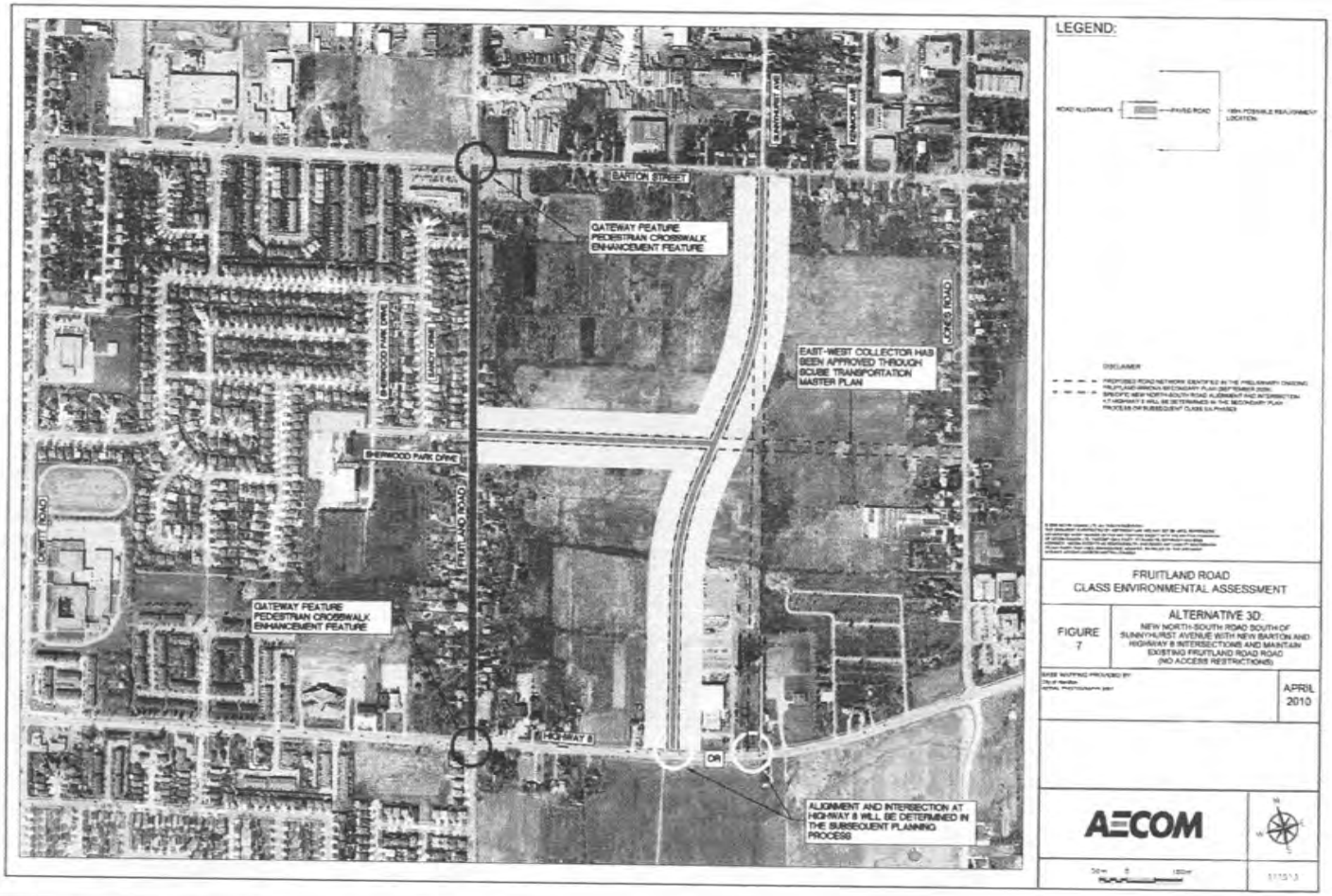
[redacted]

Thank you for allowing us to comment and should you wish to discuss or require further clarification, please contact the undersigned.

Yours very truly,

[redacted]

19 Alternative 3D: New North-South Road and Maintain Existing Fruitland Road



July 11, 2010

City of Hamilton,
Public Works – E & SI
55 John Street North
6th Floor
Hamilton, On
L8R 3M8

Attn: Margaret Fazio, Project Manager

Re: EA Assessment Fruitland Road

Hi Margaret

I received your letter concerning the Fruitland Road EA and I am very concerned regarding the possible end uses for my property resulting from the possible alternatives from alignment at highway # 8. I do agree though, that this new bypass and the new Fruitland/Winona Urban Community plan is long overdue.

I have a few questions regarding this process and when you have time could you please get back to me.

1) Will the location of the new road entering at # 8 hwy. be finalized before council approves the recommended alternative?
2) When do you expect the approval to take place?
3) In the review period after phase 1& 2 is there an **appeal process** before moving on to phases 3&4?
4) What is the reason for 2 alternatives of the north-south road---curved and straight--exiting at two different locations at # 8 hwy app. 400 feet apart?
5) Are the Hamilton Horizons utilities, located on # 8 hwy. moving, selling/or part-land selling or is the City considering taking over the property/building for various end uses?
6) As you know I have attended all but one ca meeting and have been in contact with the planning dept. since the mid nineties, regarding severing lots off my property for **family use**, and for possible market sale for building lots, but unfortunately no services were, are and will not be available at any time along highway 8.and with

the proposed land designation in my area being changed to medium density 2,my only hope would be to apply for a zoning change and hook up with development behind me or off the new proposed by-pass road by means of easements. This possible alternative thru my property negates all my plans for any kind of severance, zoning change, any development, either by my self or from a possible property sale to a builder, therefore would my 1-1/2 acres be purchased by the City for a comparable value, such as, the value I would receive by myself proceeding to do any of the above?

And yes, please include me on any future direct mailing lists.

Sincerely yours,

Additional Public Consultation

ARMSTRONG HUNTER
& Associates

Land Use Planning
Development & Design
Project Management

February 5, 2009

Added to Contact List

Margaret Fazio
Project Manager
Environmental Planning
Capital Planning and Implementation Division
City of Hamilton
77 James Street North
Ste 320, Hamilton, ON
L8R 2K3

RE: Fruitland Road, Class Environmental Assessment

We are the Planning consultants representing Marz Homes, owners of lands located within the Fruitland Road Environmental Assessment Study Area.

We would respectfully request that we be notified of all meetings/open houses and that we receive a copy of all reports prepared in respect of this Study.

Should you have any questions, please feel free to contact me at [redacted] or by email at [redacted]

Yours Truly,

[redacted]

Cc: Marz Homes

Hamilton

Public Works Department, Environment and Sustainable Infrastructure Division
55 John Street North, 6th Floor, Hamilton, Ontario L8R 3M8
Phone: 905-546-2424 Ext.5103 Fax: 905-546-9991

June 30, 2010

Re: Fruitland Road Municipal Class Environmental Assessment (EA)

To whom it may concern,

The City of Hamilton is currently conducting a Municipal Class EA for the Fruitland Road area between Barton and Highway No. 8. A copy of the study area is attached for your reference. This project is being conducted in conjunction with the Fruitland –Winona Secondary Planning process. The results of the Fruitland Road Class EA process will affect the final outcome of the Secondary Planning process, in that the Council's decision on first study will have to be implemented in the second study. Having said that, staff members for both projects have been working together to ensure that coordination of ideas and work takes place between both endeavors.

The Fruitland Road Class EA process will have already invited you to the two Public Information Centres (#1 and #2), which have taken place on May 11 and June 15, 2010, respectively. Both were also advertised in the Hamilton Spectator and Stoney Creek News one and two weeks prior to the first meeting. Despite direct mailing efforts and advertising of the project the project team felt that it is very important that we contact you directly in relation to your property.

There are several properties which can be potentially affected by the recommended alternative from the Fruitland Road Class EA process.

Please see the attached figure from the PIC#2, to see the recommended study solution in question.

The location of where the new North-South Road is to meet Highway #8 is not yet fully finalized, and together with other details it is subject to further steps in the Class EA process, in the near future.

Please note that although this project team's recommended location is alternative 3D, the fact that there is a collector width road in the general north-south configuration is also a requirement of the Fruitland-Winona Secondary Plan.

You can see the study details on the city website at www.hamilton.ca/fruitlandEA or contact me directly, if you have any questions in this matter.

We are currently nearing completion of Phase 2 of the Class EA process (development alternative solutions, their evaluation and proposal of preliminary preferred alternative) and progressing towards Council approval of the recommended alternative.
We are only now able to contact you, because only due to finalization of analysis we are at a stage where we have a recommended alternative and can alert you as to how this may affect your property directly.

We are interested in hearing form you in writing, and would appreciate a response by **July 14, 2010,** if possible. If you require an extension please let us know.

We anticipate asking Council for an additional minimum 30 day public review period for the City's component of the process (Phase 1&2 only), prior to passing the study process for the further Phase 3&4 work, subject to the Planning Act.

Further opportunities for public consultation will be made available during those phases, including a required minimum 30 day public review period when any interested stakeholder can have opportunity for a Part II Order (appeal process) regarding the entire Fruitland Road Class EA process.

Please let us know if you wish to be included in the direct mailing list for the remainder of the study.

In the meantime, if you have any questions, please do not hesitate to contact me directly at 905-546-2424 Ext. 5103 or e-mail me at eplanning@hamilton.ca or you may also contact our consultant: Karl Grueneis of AECOM Water, Canada, at 1- 905-688-4272.

Yours truly,

Margaret Fazio
Project Manager, Environmental Planning
Infrastructure Planning and Source Water Protection Group
Strategic Planning & Rapid Transit Section
Environment & Sustainable Infrastructure Division
Public Works Department
City of Hamilton
55 John Street North, 6th Floor,
Hamilton, Ontario L8R 3M8
Phone: 905-546-2424 ext. 5103
Fax: 905-546-9991
Email: eplanning@hamilton.ca
Attach. Study Area
Cc: Andrea McDonald, Community Planner
Karl Grueneis, AECOM Water, Canada

July 14, 2010

To Whom It May Concern:

As requested, we are writing to you in regards to the "Fruitland Road Municipal Class Environmental Assessment. We, the residents at [redacted] and [redacted] Stoney Creek, have reviewed the proposal dated June 30, 2010, and we welcome further information and discussion regarding the entire Fruitland Road Class EA process. We wish to be included in the direct mailing list for the remainder of the study.

Thank you,

[redacted] [redacted] [redacted]

Received on July 19, 2010

Fruitland Rd. road repair and maintenance

I hired a reputable engineering firm for consultation, on present road conditions and future ware. A Geotechnical engineer did a visual examination of the road and related traffic conditions. He described the road as being in an “alligator crack condition”. The road at this state will require complete renewal including all piping. The man holes are in disrepair conditions. He noted high speed traffic including heavy trucking will shorten the life of this road extremely to less than 5 years. He also commented that a road being a truck route and in such condition should be in some near budget planning to completely overhaul. He continued to comment that the life of the road could extend further if heavy trucks removed and speed control enforced.

I am not aware of any present planning to repair Fruitland Rd. This road is still a major access to the highway for emergency vehicles. If a plan in development allows Fruitland Road as a major access point for construction vehicles to develop east of, much hardships will be inflicted for a long period of time. This access has to be restricted to Hwy. 8 or the immediate S.E. corner where it will limit its actions to a commercial area and not a residential.

I feel the city of Hamilton and its council, the development management, the roads and maintenance in line with infrastructure and the developers themselves have to come with realistic terms with Fruitland Road. Fruitland Road will become a major part of development. Therefore it should be recognized as new development and follow all the new development laws.

One law I believe is restricting house building on truck routes to an environmentally friendly surrounding. To protect from such, backyards will face the truck route. The truck route will require a wall similar to the existing development between Fruitland and Millen on the south side of Barton. To implement such along the east side of Fruitland between Barton and Sheerwood would inflict unacceptable conditions of noise and air pollution on to the residence of the west side of Fruitland.

Please don’t make a costly mistake that the tax payers pay. Move the trucks over and prolong the life of Fruitland Road. It can be done.

Thank You

Notice of Phase 1 and 2 Report Availability for Review

Appendix H

- Council Report – September 29, 2010

City Clerk's Division

COUNCIL FOLLOW-UP NOTICE

TO: Gerry Davis, General Manager, Public Works

DATE: September 30, 2010

FROM: Carolyn Biggs
City Clerk's Division

RE: **City Council Meeting – September 29, 2010**

Attached is Report 10-010 of the Public Works Committee, which was approved, **as amended,** and the information section received, by City Council at its meeting held on September 29, 2010.

Please note the following:

Item 1 **Intersection Control List (PW10001(f))**

Amended to delete sub-section (o) as this was previously approved by Council on July 8, 2010 (Item 13 of Committee of the Whole Report 10-020).

Item 6 **Emerald Ash Borer (EAB) Management Plan (PW10088)**

Please note that sub-section (b) directs that the development of an Emerald Ash Borer action plan be referred to the 2011 budget process.

For your information, I will prepare the necessary correspondence referred to in sub-section (d) and forward a copy for your files.

Item 7 **Re-establishment of Sub-Committees Reporting to the Public Works Committee**

Please note sub-section (e) which appoints Brian Smith to the Glanbrook Landfill Co-ordinating Committee for the balance of the 2006-2010 term of Council.

Item 8 **Litter, Illegal Dumping and Security Issues affecting Municipal Properties Abutting Railway Lands (PW10084)**

Sub-section (d) directs that staff report back to the Committee on the results of the pilot public education program in November 2011. This item will be placed on the Outstanding Business List until such time as this information is presented.

Item 10 Fruitland Road Municipal Class EA (PW10087)

Please note that the works outlined in sub-section (d) are subject to future budget deliberations.

Item 11 Provincial Discussion of Ten-Year Infrastructure Plan (PW10089)

Sub-section (c) directs staff to report back following dialogue with Provincial and Federal levels respecting infrastructure funding opportunities. Therefore, this item will be placed on the Outstanding Business List pending presentation of this information.

I will prepare the appropriate correspondence as directed in sub-section (d) and provide a copy to you for your files.

Info Item (l))(i) (bb)(ii) Backyard Slope Failure – 2 Cherry Road, Hamilton

Staff updated and reported that a report will be presented to the Committee following review of the geotechnical report. Councillor Mitchell requested that the staff report be prepared in consultation with Planning Department staff.

Info Item (l)(iii) Update – Liberty Energy

In response to an inquiry from Councillor Powers, staff advised that an update report will be presented to the Committee in early 2011 with respect to Liberty Energy. This item will not be placed on the Outstanding Business List; however, I wanted to ensure that staff was aware of the response to Councillor Powers' inquiry.

Would you please execute the directions of Council with respect to the recommendations contained in Report 10-010.

:cab.

c.c. Anna Apkarian
Tom Hewitson
Helen Vastis (Item 12)
Debbie Edwards (Items 16 and 17)
Eleanora Filippone (Item 16)

Public Works Committee

REPORT 10-010

(as amended by City Council on September 29, 2010)

9:30 a.m.
Monday, September 20, 2010
Council Chambers
Hamilton City Hall
71 Main Street West

Present:	Chair S. Merulla Vice Chair T. Jackson Councillors B. Bratina, C. Collins, L. Ferguson, M. McCarthy, D. Mitchell, R. Powers
Also Present:	Councillors B. Morelli, R. Pasuta, M. Pearson G. Davis, General Manager, Public Works G. Rae, Senior Director, Environment and Sustainable Infrastructure B. Goodger, Senior Director, Operations and Waste Management J. Mater, Senior Director, Transportation, Energy and Facilities D. Hull, Director of Transit C. Biggs, City Clerk's

THE PUBLIC WORKS COMMITTEE PRESENTS REPORT 10-010 AND RESPECTFULLY RECOMMENDS:

Item 1 was amended as highlighted:

1. Intersection Control List (PW10001(f)) (Wards 1, 6, 7, 8, 11, 12 and 15) (Item 5.3)

That the appropriate By-law to provide traffic control as follows, be passed:

Intersection			Stop Direction		Class	Location / Comments / Petition	Ward
Street 1		Street 2	Existing	Requested			
(a)	Vollick Dr.	Wimberly Ave.	N/C	WB	B	N. of Parkside Dr., W. of Center Rd.	15
(b)	Vollick Dr.	Cathedral St.	N/C	EB	A	N. of Parkside Dr., W. of Center Rd.	15
(c)	Cathedral St.	Nisbet Blvd.	N/C	NB	B	N. of Parkside Dr., W. of Center Rd.	15
(d)	Aztec Court	Colin Crescent	N/B Stop	SB	A	E. of Upper James, N. of Stone Church	7
(e)	Assisi Street	Sulmona Drive	N/C	EB	A	S. of Rymal, W. of Upper Gage	6
(f)	East 38th St.	Brucedale Ave. East	E/W	NB/SB	B	N. of Fennell. W. of Upper Gage	6
(g)	Peacock Place	Thresher Drive	N/C	SB	A	N. of Limeridge, W. of Up. Wentworth	7
(h)	Esquire Place	Bonaventure Drive	N/C	EB	B	N. of Linc, W. of Garth St.	8
(i)	Wall Street	Clifton Downs	N/C	EB	B	N. of Linc, W. of Garth St.	8
(j)	Bala Place	Clifton Downs	N/C	NB	B	N. of Linc, W. of Garth St.	8
(k)	Harmony Hill Dr.	Gregorio Ave.	N/C	SB	A	E. of Southcote Rd, N. of Garner Rd.	12
(l)	Maplevale Dr.	Gregorio Ave.	N/C	NB	B	E. of Southcote Rd, N. of Garner Rd.	12
(m)	Bookjans Dr.	Maplevale Dr.	N/C	EB/WB	B	E. of Southcote Rd, N. of Garner Rd.	12
(n)	Lorupe Ct	Maplevale Dr.	N/C	WB	B	E. of Southcote Rd, N. of Garner R.d	12
~~(o)~~	~~Grassyplain Drive~~	~~Idlewilde Lane~~	~~NB~~	~~EB/WB~~	~~B~~	~~W of Garth St, N of Twenty Rd W.~~	~~11~~
(o)	Strathcona Ave. N.	Head Street	EB	NB/SB	B	N. of King St W, W. of Queen St N	1

2. Garbage Pick-up – Pete Maring Delegation (PW10081) (Ward 6) (Item 5.4)

That Report PW10081 respecting Garbage Pick-up – Pete Maring Delegation, be received.

3. Lower Davis Flood and Erosion Control Municipal Class Environmental Assessment (PW10086) (Ward 5) (Item 5.5)

(a) That, upon completion, the General Manager, Public Works Department, be authorized and directed to file the Lower Davis Flood and Erosion Control Class Environmental Assessment (EA) document with the Municipal Clerk for a minimum (30) day public review period;

(b) That upon completion of the minimum thirty (30) day public review period and subject to budget approval, the General Manager, Public Works Department, be authorized and directed to proceed with detailed design and implementation of the preferred solution of the Class Environmental Assessment for the above study if projects have no outstanding issues from the minimum (30) day review period;

(c) That, subject to comments received during the public review period, the General Manager of Public Works report to the Public Works Committee respecting issues that are controversial or cannot be resolved for the above projects.

4. Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 2392 Second Concession West, Lynden (PW10082) (Ward 14) (Item 6.1)

That the application of the owner of 2392 Second Concession West, Lynden, to permanently close and purchase a portion of the abutting road allowance, be approved, subject to the following conditions:

(a) That the City Solicitor be authorized and directed to prepare a by-law to permanently close the highway;

(b) That the appropriate by-law be introduced and enacted by Council;

(c) That the Economic Development and Real Estate Division of the Planning and Economic Development Department be authorized and directed to sell this closed highway in accordance with the Procedural By-law for the Sale of Land, By-law No. 04-299;

(d) That the City Solicitor be authorized and directed to register a certified copy of the by-law permanently closing the highway in the proper land registry office;

(e) That the by-law permanently closing the highway does not take effect until a certified copy of the by-law is registered in the proper land registry office;

(f) That the Public Works Department publish a notice pursuant to Section 34 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, of the City's intention to pass the by-law.

5. Proposed Permanent Closure and Sale of a Portion of the Road Allowance of Old Mohawk Road Abutting 1114 Old Mohawk Road, Ancaster (PW10083) (Ward 12) (Item 6.2)

That the application of Maranatha Free Reformed Church to permanently close and purchase a portion of the road allowance abutting the property at 1114 Old Mohawk Road, Ancaster, be approved, subject to the following conditions:

(a) That the City Solicitor be authorized and directed to prepare a by-law to permanently close the highway;

(b) That the appropriate by-law be introduced and enacted by Council;

(c) That the Economic Development and Real Estate Division of the Planning and Economic Development Department be authorized and directed to sell this closed highway in accordance with the Procedural By-law for the Sale of Land, By-law No. 04-299;

(d) That the City Solicitor be authorized and directed to register a certified copy of the by-law permanently closing the highway in the proper land registry office;

(e) That the by-law permanently closing the highway does not take effect until a certified copy of the by-law is registered in the proper land registry office;

(f) That the Public Works Department publish a notice pursuant to Section 34 of the Municipal Act 2001, S.O. 2001, c. 25, as amended, of the City's intention to pass the by-law.

6. Emerald Ash Borer (EAB) Management Plan (PW10088) (City Wide) (Item 7.1)

(a) That the report "A Strategic Plan to Manage the Emerald Ash Borer in Hamilton", May 2010, attached to Report PW10088 as Appendix A be received;

(b) That staff be directed to develop an Emerald Ash Borer action plan to include public communication and outreach, waste wood management, and a ten-year funding plan that will start with, and be referred to the 2011 budget process;

(c) That staff be directed to contact the Federal and provincial governments on providing funding for affected municipalities prior to any capital investment by the City of Hamilton;

(d) That correspondence be sent to the Canadian Food Inspection Agency, the Federal Minister of Natural Resources Canada, the Ontario Minister of Natural Resources, local MP's and MPP's, the Association of Municipalities of Ontario, the Federation of Canadian Municipalities, Royal Botanical Gardens, Hamilton Conservation Authority and Conservation Halton, urging them to advocate for increased Emerald Ash Borer research funding and for the provision of financial assistance to affected municipalities.

7. Re-establishment of Sub-Committees Reporting to the Public Works Committee (CL10007(d)) (City Wide) (Item 8.1)

(a) That the Sub-Committees, as outlined in Appendix "A" attached to Report CL10007(d), be re-established to report to the Public Works Committee, for the 2010-2014 term of Council;

(b) That the Sub-Committees, as outlined in Appendix "B" attached to Report CL10007(d), not be re-established;

(c) That the required Council appointments for each Sub-Committee, in accordance with the composition as shown, be determined at the Nominating Committee meeting of the new Council;

(d) That the citizen composition of the following Sub-Committees be re-affirmed:

(i) Glanbrook Landfill Co-ordinating Committee:
5 citizen representatives

(ii) Hess Village Pedestrian Mall
2 citizen representatives

(iii) Storm Event Response Group (SERG)
5 citizen members (including experts from the community in storm management, insurance, climatology, wastewater management and other relate fields, as required)

(iv) Waste Reduction Task Force (WRTF)
14 members of the public representing a cross-section of the community

(e) That Brian Smith be appointed to the Glanbrook Landfill Co-ordinating Committee to replace the late Sheila May for the balance of the 2006-2010 term;

(f) That the terms for the citizen members be for the term of the 2010-2014 Council, or until such time as their respective mandates have been completed or successors appointed.

8. Transit Shelter Advertising Agreement (TOE01061(b)) (City Wide) (Item 8.2)

(a) That the Mayor and City Clerk be authorized to execute the revised transit shelter advertising agreement with CBS Outdoor Advertising (CBS) for the period 2011 to 2015 in the form satisfactory to the City Solicitor;

(b) That where appropriate staff be authorized to eliminate the front facing glass wall in transit shelters as a means of mitigating cost and vandalism;

(c) That staff be authorized to utilize CBS Outdoor Advertising to add, remove, relocate or install transit shelters and to replace shelter glass walls as deemed necessary from time to time;

(d) That the City of Hamilton, Corporate Services Department set up a Transit Shelter Capital Reserve in the amount of $175,000 to be utilized to fund the addition, removal, relocation or installation of transit shelters and to replace shelter glass walls as deemed necessary from time to time.

9. Litter, Illegal Dumping and Security Issues Affecting Municipal Properties Abutting Railway Lands (PW10084) (Wards 1, 2, 3, 4, 5, 10 and 11) (Item 8.3)

(a) That Public Works (Operations & Waste Management) staff, Planning and Economic Development (Municipal Law Enforcement) staff and Canadian National Railway (CN) officials continue to work collaboratively to respond to complaints of littering, dumping and security on and abutting railway properties;

(b) That staff and stakeholders develop a pilot preventative public education program for implementation in the spring of 2011 to prevent litter, illegal dumping and security issues on railway properties and on properties abutting the CN railway mainline, with costs funded from existing Operations & Waste Management Division's Public Education budget resources;

(c) That staff report back to Committee on the results of the pilot public education program in November 2011.

10. Fruitland Road Municipal Class Environmental Assessment (PW10087) (Wards 10 and 11) (Item 8.4)

(a) That the General Manager, Public Works, be authorized and directed to file the Fruitland Road Class EA Project File Report with the Municipal Clerk for a minimum thirty (30) day public review period;

(b) That following construction and prior to opening of the proposed North-South road the Truck Route Sub-Committee of Public Works Committee considers an amendment to remove the current truck route designation on Fruitland Road and permanently relocate this designation to a new North-South road to be developed as part of the new Fruitland-Winona Secondary Plan area and community as this road will be built for this purpose;

(c) That the General Manager, Public Works, be authorized and directed upon opening of the proposed North-South road, to monitor local traffic network operations to ensure that any issues with the new road network are addressed and reported back to the Truck Route Sub-Committee;

(d) That the General Manager, Public Works, together with Planning and Economic Development Department staff, be authorized and directed to proceed with the investigation of proposed gateway features and enhanced pedestrian crosswalks as identified in the Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study (August 2010) for Fruitland Road at Barton Street and at Highway No 8, subject to future budget deliberations.

11. Provincial Discussion of Ten-Year Infrastructure Plan (PW10089) (City Wide) (Item 8.5)

(a) That Report PW10089 be submitted to the Minister of Energy and Infrastructure as the City's comments on the Province of Ontario's Ten Year Infrastructure Plan that is under development;

(b) That staff continue to communicate with the Minister's office on opportunities to partner with the Provincial Government on funding public infrastructure within the City of Hamilton, through a Ten Year Infrastructure Plan;

(c) That staff report back on any infrastructure funding opportunities either with the Provincial or Federal levels of Government to support sustainability, derived through this dialogue with the Province of Ontario;

(d) That copies of this report be sent to the local Members of Provincial Parliament, local Members of Parliament, the Association of Municipalities of Ontario, Regional Public Works Commissioners of Ontario (RPWCO) and Federation of Canadian Municipalities.

12. Agreement to Accept Compensation, Section 30, Expropriations Act, 67-85 Seabreeze Crescent, Part 1 on Plan 62R-17990, Trillium Seabreeze Park, Trillium Neighbourhood (LS10015) (Ward 11) (Item 8.7)

(a) That a Full and Final Release (subject to receipt of an executed copy from the property owners Christian Beier, in Trust et al), resulting from the provisions of Section 30 of the Ontario Expropriations Act, for vacant residential lands known as Lot 15 and parts of Lots 14 and 16 on Registered Plan 635; part of Lot 9, Broken Front Concession in the former Geographic Township of Saltfleet, all shown as Part 1 on Plan 62R-17990, being part of PIN 17362-0562, part of Assessment Roll No. 250310002020000, comprising an area of 10,000 square metres (2.47 acres), having a frontage of 123.303 metres (404.53 feet) along the southern limit of Seabreeze Crescent, know municipally as 67–85 Seabreeze Crescent, in the former City of Stoney Creek, now in the City of Hamilton (as shown on Appendix “A” to Report LS10015 (attached), in the amount of $1,350,000, be approved and completed;

(b) That the final settlement payment of $690,000 (being the difference between the settlement amount and the original Section 30 payment of $660,000) be charged firstly to Capital Budget Item 4400556521 – Trillium Seabreeze Park, secondly to Capital Budget Item 4401056008 –Parkland Acquisition Project and thirdly the required balance to Capital Budget Item 4401056521 – Trillium Seabreeze Neighbourhood Park and that, the City make a payment to Gowlings Law Office - Lee Pinelli in trust for the Owner(s) the sum of $690,000.00 on the closing of this Agree-ment.

That an amount of $38,000 as administrative compensation to the Real Estate Section for staff time on this transaction (negotiation and appraisal), and any Legal Service fees and disbursements, be charged to Capital Budget Item 4401056521 – Trillium Seabreeze Neighbourhood Park and credited to Account 57880-3560150200 (Property Purchases and Sales);

(c) That the Mayor and Clerk be authorized and directed to execute all necessary documents in a form satisfactory to the City Solicitor.

13. Request for All-Way Stops at the Intersections of Hatt Street and John Street, Hatt Street and Napier Street South and Hatt Street and Wellington Street South in the former Town of Dundas (Ward 13).

(a) That all-way stops be installed at the intersections of Hatt Street and John Street, Hatt Street and Napier Street Sout and Hatt Street and Wellington Street South in the former Town of Dundas (Ward 13);

(b) That the appropriate amendment to the City's Traffic By-law be passed.

14. Request for All-Way Stop Control at the Intersection of Dewitt Road and Seaman Street, Stoney Creek (Ward 10).

(a) That an all-way stop control be implemented at the intersection of Dewitt Road and Seaman Street, Stoney Creek as soon as possible;

(b) That the appropriate amendment to the City's Traffic By-law be passed.

15. Transfer of Outstanding Business Items (Item 11.1(d)(i))

That Item T on the Public Works Committee Outstanding Business List respecting "Opposition to City's proposal to designate Fall Fair Way and Pumpking Pass Way" as "No Parking" Zones be referred to the Economic Development and Planning Committee for appropriate action.

16. Termination of Mixed Broken Glass Supply Agreement with Unical Inc. (PW06008a/LS10013) - (City Wide)

(a) That the General Manager, Public Works Department be authorized to terminate the Mixed Broken Glass Supply Agreement dated December 6, 2007, between the City of Hamilton and Unical Inc.;

(b) That the General Manager, Public Works Department be authorized to retain Natural Living Systems Limited, operating as Recyclable Materials Marketing ("ReMM") to enter into a long-term agreement with a processor of mixed broken glass and to otherwise manage mixed broken glass on behalf of the City, under the same terms and conditions of its current contract with the City which expires at the end of March 31, 2013, subject to any amendments which are satisfactory to the General Manager, Public Works Department to account for all the required work;

(c) That any potential operating budget impacts in 2010 be mitigated in the existing Public Works budget and that any future potential operating budget impacts be referred to the 2011 operating budget process;

(d) That staff be authorized and directed to explore the prospects and viability of litigation against Unical Inc. and its bonding company, namely Cautionnements Mutuels des Ameriques Inc.;

(e) That the City Solicitor be authorized to commence legal proceedings against Unical Inc. and its bonding company, namely Cautionnements Mutuels des Ameriques Inc., deemed appropriate after considering the results of recommendation (d) in Report PW06008a/LS10013;

(f) That the Mayor and Clerk be authorized and directed to execute all necessary agreements and associated documents to implement recommendation (b) in Report PW06008a/LS10013, in a form satisfactory to the City Solicitor.

(g) That the contents of Report PW06008a/LS10013 remain confidential.

17. Proposed Director's Report under Section 62(1) of the Ontario Water Resources Act – 768 Mountain Brow Road, Burlington, Ontario (City Wide) (LS10014/PW10090)

(a) That the City Solicitor and General Manager of Public Works be authorized if and when they deem it appropriate, to enter into discussions with the Ministry of the Environment and The Regional Municipality of Halton to attempt to resolve the issues related to the proposed Director's Report and any issued Director's Report, including the issues under appeal, respecting the private water supply at 768 Mountain Brow Road, Burlington, and to inform City Council on the outcome of any such resolution.

(b) That the City Solicitor be authorized and directed to take all necessary actions to appeal any Director's Report issued pursuant to section 62(1) of the *Ontario Water Resources* Act respecting the private water supply at 768 Mountain Brow Road, Burlington, including but not limited to the application for a stay of the term/conditions of said Director's Report, all as described in Report LS10014/PW10090, if such an appeal is deemed to be appropriate by the City Solicitor and the General Manager of Public Works.

(c) That Report LS10014/PW10090 respecting the proposed Director's Report under section 62(1) of the *Ontario Water Resources Act* – 768 Mountain Brow Road, Burlington, Ontario not be released as a public document as the information relates to potential litigation and advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

FOR THE INFORMATION OF COUNCIL:

Prior to the meeting's commencement, Councillor D. Mitchell announced the recent passing of Sheila May, Councillor in the former Township of Glanbrook, and acknowledged her many contributions to various organizations throughout her lifetime.

(a) CHANGES TO THE AGENDA (Item 1)

The Clerk advised of the following changes:

(i) ADDED REPORT

(aa) Agreement to Accept Compensation, Section 30, Expropriations Act, 67-85 Seabreeze Crescent, Part 1 on Plan 62R-17990, Trillium Seabreeze Park, Trillium Neighbourhood (LS10015) (Ward 11) (Added as Item 8.7)

(ii) NOTICE OF MOTION

(aa) Request for All-Way Stop Control at the Intersection of Dewitt Road and Seaman Street, Stoney Creek (Ward 10) (Added as Item 10.1)

(bb) Request for Stop Control at the Intersections of Winegarden Trail at Davidson Boulevard and Linington Trail at Newcombe Drive, Dundas (Ward 13) (Added as Item 10.2)

On a motion (Mitchell/Collins) the agenda was approved, as amended.

(b) DECLARATIONS OF INTEREST (Item 2)

None

(c) APPROVAL OF MINUTES (Item 3.1)

On a motion (Collins/Powers) the Minutes of the June 14, 2010 meeting of the Public Works Committee were approved, as presented.

(d) DELEGATION REQUESTS (Item 4)

(i) Delegation request from Stephen Rowe to speak in favour of the proposed Karma Hill Dog Park to be installed on Birch Street (Item 4.1)

On a motion (Powers/Mitchell) the delegation request from Stephen Rowe to speak in favour of the proposed Karma Hill Dog Park to be installed on Birch Street, was approved.

(e) CONSENT AGENDA

(i) Minutes of Various Sub-Committees (Item 5.1)

On a motion (Mitchell/Ferguson) the following Minutes were received for information:

(aa) Clean City Liaison Committee – April 15, 2010

(bb) Glanbrook Landfill Co-ordinating Committee – May 31, 2010

(cc) Hamilton Cycling Committee:

(i) May 5, 2010
(ii) June 2, 2010
(iii) July 7, 2010

(ii) Minutes of the Lake Erie Region Source Protection Committee

On a motion (Mitchell/Ferguson) the June 20, July 8 and August 12, 2010 Minutes of the Lake Erie Region Source Protection Committee, were received.

(iii) Intersection Control List (PW10001(f)) (Wards 1, 6, 7, 8, 11, 12 and 15) (Item 5.3)

On a motion (Mitchell/Ferguson) the Intersection Control list was amended to include the following:

(a) That all-way stop controls be implemented at the intersection of Grassyplain Drive and Idlewilde Lane, Glanbrook;

(b) That all-way stop controls be implemented at the intersection of Strathcona Avenue North and Head Street, Hamilton;

(c) That the appropriate be passed.

The amendments CARRIED and the Main Motion, as amended, CARRIED.

(f) PUBLIC HEARINGS/DELEGATIONS

(i) Proposed Permanent Closure and Sale of a Portion of Road Allowance Abutting 2392 Second Concession West, Lynden (PW10082) (Ward 14) (Item 6.1)

Chair Merulla advised the Committee that the above-noted proposed permanent closure and sale was advertised in the Spectator on Friday, September 10, 2010 and requested if there was any one present who wished to address the Committee on this issue. There was no one.

See Item 4 for the disposition of this item.

(ii) Proposed Permanent Closure and Sale of a Portion of the Road Allowance of Old Mohawk Road Abutting 1114 Old Mohawk Road, Ancaster (PW10083) (Ward 12) (Item 6.2)

Chair Merulla advised the Committee that the above-noted proposed permanent closure and sale was advertised in the Spectator on Friday, September 10, 2010 and requested if there was any one present who wished to address the Committee on this issue. There was no one.

See Item 5 for the disposition of this item.

(g) PRESENTATIONS

(i) Emerald Ash Borer (EAB) Management Plan (PW10088) (City Wide) (Item 7.1)

Mike McNamara, Manager of Forestry and Horticulture, provided information on the Emerald Ash Borer (EAB) and its history of infestation.

The EAB has been a forest pest in Ontario communities since 2002 and has been spreading since throughout Ontario. In 2008, the City of Hamilton commissioned a study with the City of Burlington and Region of Halton and hired Ken Marchant to review the infestation progress and develop some management strategies for the City to mitigate this pest problem.

Mr. McNamara introduced Ken Marchant, plant health specialist, who has a master's degree in pest management, with specialization in invasive forest insects.

The Committee was provided with a power point presentation which included the following:

- History of the Emerald Ash Borer (EAB), managing EAB; life stages
- How does EAB damage the tree
- EAB signs and symptoms, including thinning crown, splitting of bark to reveal larval gallery beneath, destruction of inner bark through larval feeding, epicormic shoots
- numerous management strategies which were initially considered to combat EAB;
- EAB management tools, including stem injection with systemic pesticides
- Management options – Outline of: (1) Minimal Management; (2) Active Management; (3) Pre-emptive Management; (4) Aggres-sive Management
- Comparison of Options (2011-2020)
- Referred/Recommended option (Option 3)
- Comparison of various options
- Management Plan – next steps

A copy of the power point presentation has been retained in the Office of the City Clerk for the public record.

Councillor Powers asked if the Royal Botanical Gardens and Conserva-tion Authorities had been involved in this study. Staff responded that they are doing their own studies and that more consultation will be done with the public and stakeholders.

On a motion (McCarthy/Powers) the following was added as sub-section (c) and the balance of the recommendations renumbered accordingly:

"(c) That staff be directed to contact the Federal and Provincial governments on providing funding for affected municipalities prior to any capital investment by the City of Hamilton."

The amendment CARRIED and the Main Motion, as amended, CARRIED.

The Committee also agreed to a "friendly" amendment to include the Royal Botanical Gardens, Hamilton Conservation Authority and Conservation Halton in sub-section (d) of the recommendations.

(h) RE-ESTABLISHMENT OF SUB-COMMITTEES REPORTING TO THE PUBLIC WORKS COMMITTEE (CL10007(d)) (City Wide) (Item 8.1)

On a motion (Mitchell/Jackson) the following was added as sub-section (e) and the balance of the sub-sections renumbered accordingly:

"(e) That Brian Smith be appointed to the Glanbrook Landfill Co-ordinating Committee to replace the late Sheila May for the balance of the 2006-2010 term."

The Amendment CARRIED and the Main Motion, as amended, CARRIED.

(i) NIAGARA PENINSULA RAIL SERVICE EXPANSION CLASS ENVIRONMENTAL ASSESMENT STUDY AND PRELIMINARY DESIGN (Referred from Council on August 12, 2010) (Item 8.6)

On a motion (Powers/Jackson) the resolution from Niagara Region respecting the Niagara Peninsula Rail Service Expansion Class Environmental Assessment Study and Preliminary Design was received and referred to staff for a report to the Public Works Committee.

(j) MOTIONS

(i) Request for All-Way Stops at the Intersections of Hatt Street and John Street, Hatt Street and Napier Street South and Hatt Street and Wellington Street South in the former Town of Dundas (Ward 13).

The following preamble was provided to the Committee with respect to the above-noted matter:

Whereas Hatt Street in the former Town of Dundas is being utilized as a convenient bypass for traffic that would normally utilize the signal-controlled King Street West;

And Whereas this traffic is travelling at speeds usually well in excess of posted limits through a predominantly residential area of the community.

See Item 13 for the disposition of this item.

(k) NOTICES OF MOTION (Item 10.1)

(i) Councillor R. Powers introduced the following Notices of Motion:

Request for All-Way Stop Control at the Intersection of Dewitt Road and Seaman Street, Stoney Creek (Ward 10).

Whereas there has been a request for an all-way stop at the intersection of Dewitt Road and Seaman Street, Stoney Creek;

And whereas staff has completed the necessary investigation and has determined that an all-way stop is warranted at this location;

And whereas due to the timing of the last Public Works meeting and the new term of Council, commencement would not enable this needed request to go forward until the sometime in January, 2011.
Now Therefore Be It Resolved:

(a) That an all-way stop control be implemented at the intersection of Dewitt Road and Seaman Avenue, Stoney Creek as soon as possible;

(b) That the appropriate amendment to the City's Traffic By-law be passed.

On a motion (Powers/Jackson) the rules of order were waived to allow for the introduction of a Motion respecting Request for All-way Stop Control at the Intersection of Dewitt Road and Seaman Street, Stoney Creek.

See Item 14 for the disposition of this item.

(ii) **Request for Stop Control at the Intersections of Winegarden Trail at Davidson Boulevard and Linington Trail at Newcombe Drive, Dundas (Ward 13).**

(a) That an all-way stop control be implemented at the intersection of Winegarden Trail and Davidson Boulevard;

(b) That northbound and southbound stop controls be implemented at the intersection of Newcombe Drive and the north leg of Linington Trail;

(c) That the appropriate amendment to the City's Traffic By-law be passed with installation to take place as soon as possible.

(l) GENERAL INFORMATION/OTHER BUSINESS

(i) Items on Outstanding Business List (Item 11.1)

(aa) Amendments to Due Dates:

On a motion (McCarthy/Collins) the items on the Public Works Committee Outstanding Business List were amended to reflect the following revised due dates:

(i) Item A: Biosolids Management Plan
Due Date: October 4, 2010
Proposed New Due Date: Q1 2011

(ii) Item D: Opportunities for Reduction – Public Works Program
Due Date: September 13, 2010
Proposed New Due Date: During 2011 Budget Deliberations

(iii) Item E: Control Measures to Stop Dust Fallouts resulting from Unpaved Parking Lots and Roads on Industrial Properties
Due Date: Q1 2010
Proposed New Due Date: Q1 2011

(iv) Items H1 and H2: Standardization of Bus Parts
Due Date: July 6. 2010
Proposed New Due Date: Q1 2011

(v) Item L: High-Efficiency Toilet Replacement Program
Due Date: September 13, 2010
Proposed New Due Date: Q1 2011

(bb) Verbal Updates on Outstanding Business Items

(i) Item F: Pavement Work – Highway 20 and Kirk Road

Staff reported that the work has been complete; Councillor Mitchell indicated that he is receiving positive comments.

(ii) Item K: Backyard Slope Failure – 2 Cherry Road, Hamilton

Staff reported that the geotechnical report has been completed. Following their review of the recommendations, a report will be brought back to the Committee.

Councillor Mitchell requested that the staff report be prepared in consultation with Planning Department staff.

(iii) Item M: QEW Underpass Rehabilitation Projects – Grays, Winona and Fifty Road Interchanges

Staff reported that discussions have taken place with the MTO regarding construction of sidewalks on the approaches to the overpass over the QEW in exchange for closures that will impact traffic and neighbourhoods. Determining costs and impacts. Information report will be presented to Committee at a later date.

(iv) Item P: Correpsondence from Various M.P.'s re: Support for Bill C-46 – Federal Legislation for Transit and other Green Commuter Choices

Staff advised that this item was referred to staff to look into proposed legislation, and is not scheduled to move forward for another six months. Staff will be in touch with the Federal Departments and will be following up with a report to the Committee.

(cc) Removal of Outstanding Business Items

On a motion (Collins/Mitchell) the following items were removed from the Outstanding Business List:

(i) Item G: Civic Messaging

Staff advised that they have spoken with the Councillor who brought this issue forward, and he is satisfied with the actions that have been taken by staff.

(ii) Item J: Petition on behalf of Wentworth Condominium Corporation 132 respecting Traffic Safety Measures at the Corner of Queenston Road and Donn Avenue
(Signal approved as part of the $2.7 million in Strategic Initiatives)

(iii) Item O: Designation of Warren Park as a Leash-Free Park
(Issue dealt with by Committee of the Whole on August 10, 2010)

(iv) Item R: Traffic Control Operations in the Vicinity of Regional Road 56 at Windwood Drive/Southbrook Drive (Issue dealt with by Committee on the Whole on July 6, 2010)

(v) Item I: Littering, illegal dumping and security issues affecting municipal properties abutting railway Lands (Item 8.3)

(vi) Item V: Garbage Pick-up – Pete Maring Delegation (PW10081) (Ward 6) (Item 5.4)

(ii) Delegation Request from Terra Vox (Trevor Pettit) referred to SWMMP

Staff advised that the Solid Waste Management Master Plan received a delegation from Trevor Pettit of Terra Vox at their meeting on September 8, 2010.

Terra Vox is based in Tillsonburg and is proposed to build a 1000 tpd energy-from-waste facility in Nanticoke and is looking for feedstock. As the principles of the SWMMP are based on Hamilton managing its own waste, exporting waste was not contemplated.

The delegation was received by the Steering Committee and Mr. Pettit was advised that there would be opportunities for vendors to participate in the SWMMP review which was recently initiated.

(iii) Update – Liberty Energy

Councillor Powers requested an update with respect to Liberty Energy. Staff responded that they have been working with Liberty Energy and will be presenting a report to the Committee in early 2011.

(m) PRIVATE AND CONFIDENTIAL

On a motion (Jackson/Powers) the Committee moved In Camera at 10:40 a.m. pursuant to Sections 8.1(e) and (f) of the City's Procedural By-law and the Municipal Act, as the subject matters of Items 12.1 and 12.2 deal with litigation, including an action before administrative tribunals, affecting the City, and for the receiving of advice that is subject to solicitor-client privilege, including communications necessary for that purpose.

12.1 Termination of Mixed Broken Glass Supply Agreement with Unical Inc. (PW06008a/LS10013) (City Wide)

12.2 Proposed Director's Report under Section 62(1) of the Ontario Water Resources Act – 768 Mountain Brow Road, Burlington, Ontario (City Wide) (LS10014/PW10090)

On a motion (Jackson/Powers) the Committee reconvened in Open Session at 10:55 a.m.

See Items 16 and 17 for the disposition of these items.

There being no further business, the Committee adjourned at 11:00 a.m.

Respectfully submitted

Councillor S. Merulla, Chair
Public Works Committee

Carolyn Biggs
Legislative Assistant
September 20, 2010

Hamilton

CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Environment and Sustainable Infrastructure Division

TO: Chair and Members Public Works Committee	**WARD(S) AFFECTED:** WARDS 10 & 11
COMMITTEE DATE: September 20, 2010	
SUBJECT/REPORT NO: Fruitland Road Municipal Class Environmental Assessment (PW10087) - (Wards 10 & 11)	
SUBMITTED BY: Geoff Rae, MBA, P.Eng. Acting General Manager Public Works Department **SIGNATURE:**	**PREPARED BY:** Margaret Fazio (905) 546-2424, Extension 5103 Al Kirkpatrick (905) 546-2424, Extension 4173

RECOMMENDATION

(a) That the General Manager, Public Works, be authorized and directed to file the Fruitland Road Class EA Project File Report with the Municipal Clerk for a minimum thirty (30) day public review period;

(b) That following construction and prior to opening of the proposed North-South road the Truck Route Sub-Committee of Public Works Committee considers an amendment to remove the current truck route designation on Fruitland Road and permanently relocate this designation to a new North-South road to be developed as part of the new Fruitland-Winona Secondary Plan area and community as this road will be built for this purpose;

(c) That the General Manager, Public Works, be authorized and directed upon opening of the proposed North-South road, to monitor local traffic network operations to ensure that any issues with the new road network are addressed and reported back to the Truck Route Sub-Committee;

(d) That the General Manager, Public Works, together with Planning and Economic Development Department staff, be authorized and directed to proceed with the investigation of proposed gateway features and enhanced pedestrian crosswalks as identified in the Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study (August 2010) for Fruitland Road at Barton Street and at Highway No 8, subject to future budget deliberations.

EXECUTIVE SUMMARY

Fruitland Road from Barton Street to Highway 8 (see Appendix A) has a long history of difficulty with the presence of trucks in a residential area. The study project team has worked closely with the Fruitland-Winona Secondary Plan staff to take advantage of the opportunity that the proposed development of this area offers in helping resolve the above-mentioned problem. The preferred alternative, (3D), recommends that through trucks utilize a proposed new North-South road, east of the existing Fruitland Road between Highway 8 and Barton Street and that the existing section of Fruitland Road between Highway 8 and Barton Street remains open. In addition proposed gateway features and enhanced pedestrian crosswalks on Fruitland Road at Highway 8 and at Barton Street, will become a new visual traffic calming measure and highlight to motorists that they are entering a residential neighbourhood and to drive accordingly.

The Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study (August 2010) has followed the Municipal Engineers Association Municipal Class Environmental Assessment (EA) process for Phases 1 and 2 and the preferred alternative has been confirmed to be a Schedule C project. Phases 3 and 4 will be required to be completed. However the road project may be implemented through a Planning Act process, in which case the City would not be the proponent.

Seven (7) alternatives were evaluated through this EA process to address the problem/opportunity statement. The overlap with the ongoing Fruitland-Winona Secondary Plan's roadway requirements has helped provide a preferred alternative (3D). The proposed North-South road will be designated as the truck route in the Fruitland-Winona area and new development and roadway network will be designed so that negative conflicts will not be created. This study includes a review of archaeology, natural inventory (terrestrial, avian & fisheries), emergency response assessment, Watercourse 5&6 Study and traffic conditions that would be affected by the recommended new road alternative.

Alternatives for Consideration - See Page 10

FINANCIAL / STAFFING / LEGAL IMPLICATIONS

Financial: The majority of funding for the proposed new North-South road, approximately 75%, is expected to come from the development community with the anticipated approval of the Fruitland-Winona Secondary Plan, with the City paying the remainder of the costs.

The overall construction cost for the new road between Barton Street and Highway 8 is approximately $7.7 Million. The proposed gateway features and enhanced pedestrian crosswalks would cost approximately $162,000, funded through a future capital budget.

The City would be responsible for approximately 25% of the overall roadway construction cost of approximately $1.9 Million.

Alternative 3D has two options within the alternative. The eastern option is more costly due to additional property acquisition, therefore, the western option for Alternative 3D is recommended.

NOTE: Additional property purchases of approximately $3.0 Million will be required if the easterly road alignment option is chosen subject to finalization of Phases 3 and 4. If this additional property acquisition cost is required, it will be shared by future developers at 75% and the City contributing towards the remainder.

Staffing: There are no staffing changes anticipated.

Legal:

Municipal Class Environmental Assessment Process

The study has been conducted in accordance with the Municipal Class EA process with the intent to determine road location and design. As a result, the study has fulfilled the Class EA requirements for Phases 1 and 2 to determine the preferred solution has been confirmed to be a Schedule C project. Phases 3 and 4 will be required to be completed. Class EA requirements for Schedule C projects include the following four phases:

Phase 1 - problem identification
Phase 2 - review alternative solutions - **(end of City process)**
Phase 3 - provide alternative design concepts for preferred solutions
Phase 4 - provide a detailed environmental study report

Given that the project is located in lands which will be developed by private landowners it is likely that the City will not be constructing the proposed new North-South road and further implementation will be through Planning Act review/processes.

The City will be providing the project file report to the public for a minimum thirty (30) day review in order for the public to provide any final comments that they may have with respect to Phases 1 and 2. There will be no opportunity for a Part II Order (appeal) because Phases 1 and 2 were completed in order to arrive at a preferred solution. If any appeals were to occur, they would only be permitted following Phases 3 and 4.

HISTORICAL BACKGROUND

In September 1992, the former Regional Municipality of Hamilton - Wentworth (now the City of Hamilton) completed the Fruitland Road Realignment Class Environmental Assessment (Class EA) Study. The study followed the 1987 Ontario Municipal Engineers Association (MEA) Municipal Class EA Schedule C (Phases 1 to 4) planning process and focused on addressing problems related to traffic flow and volumes on Fruitland Road and recommended the realignment of Fruitland Road from Barton Street to Highway No 8, which did not rule out a future extension up to the Niagara Escarpment. This realignment was subsequently adopted in the former City of Stoney Creek's and Regional Municipality of Hamilton - Wentworth's Official Plans.

The budget was set aside for construction but the former City of Stoney Creek council decided that the initiation of this work be deferred pending the initiation of the Stoney

Creek Urban Boundary Expansion (SCUBE) which included Fruitland Road in its study area and provided the opportunity to have the lands dedicated through the Planning Act plan of subdivision process. The Region at the time, did proceed with the purchase of several key properties along the east side of Fruitland Road south of Barton Street.

On January 1, 2001, the new City of Hamilton was formed through the amalgamation of the former city and the other constituent lower-tier municipalities of the Regional Municipality of Hamilton-Wentworth with the upper-tier regional government.

In 2003 the City began the development of new Rural and Urban Official Plans for the entire amalgamated City. The Rural Official Plan (OP) was approved by the Province in December 2008, but is currently under appeal to the Ontario Municipal Board (OMB). The Urban Hamilton OP was completed in July 2009 and is awaiting approval from the Ministry of Municipal Affairs and Housing (MMAH). Until the new Official Plan is approved, the former area Municipal (i.e., City of Stoney Creek) and Regional Municipality of Hamilton Official Plans will remain in effect.

In October 2003, City Council adopted the Regional Official Plan Amendment (ROPA No. 14) and Stoney Creek Official Plan Amendment (OPA No. 99) to permit the expansion of the urban area in lower Stoney Creek. Following the OMB decision to approve the expansion, the City of Hamilton initiated the Stoney Creek Urban Boundary Expansion (SCUBE) exercise which today is referred to as the Fruitland - Winona Secondary Plan.

Additionally, in 1992 the approved EA did not rule out a future extension up to the Niagara Escarpment however, since that time the Red Hill Valley Parkway has been approved and built and no City plans exist indicating a need for an additional Niagara Escarpment Crossing south of Highway 8 in the community of Stoney Creek. This and other factors have been considered when evaluating the alternative solutions to the problem and opportunity statement for this process.

POLICY IMPLICATIONS

Fruitland - Winona Secondary Plan/OPA - The Fruitland-Winona Secondary Plan is being completed parallel to the Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study. The proposed Fruitland - Winona Secondary Plan will determine land use and associated policies guiding the development of the study area. This planning process will result in an Official Plan Amendment under the Planning Act with appropriate appeal procedures.

SCUBE West Sub watershed Study - This study is reviewing the drainage boundaries for streams which drain the proposed future development lands within the Fruitland-Winona Secondary Plan. This study is presently being completed under the EA process and if any projects are identified from this study (Schedule B or C) there is an opportunity to submit a Part II Order.

Truck Route Study - The City wide truck route study has been recently been completed and Fruitland Road is designated as a truck route. This policy will need to be

amended when the proposed north south road is constructed and designated as the new truck route and remove Fruitland Road as a truck route.

Public Works Strategic Plan "Innovate Now" - "Services our communities connect with and trust"

The proposed gateway features and enhanced pedestrian crosswalk improvements to Fruitland Road at Highway 8 and at Barton Street comply with the Public Works Department - Business Plan, because community needs are the focus. These improvements will benefit the neighbourhood by providing a more efficient and safer means to travel through the community.

The road infrastructure improvements conform to the City of Hamilton Strategic Plan, Healthy Community focus area because of the alternative location can be designed to a positive standard for a new community. The improvements may encourage walking and cycling as transportation options through the community, therefore contributing to the aspirations of achieving a healthy community.

RELEVANT CONSULTATION

Municipal Class Environmental Assessment

Public consultation is a key component of the Municipal Class EA process.

The Notice of Study Commencement and Public Information Centre No. 1 and 2 was published in the Stoney Creek News on April 22 and 29, 2010 as well as the Hamilton Spectator on April 23 and 30, 2010. All notices were also available on the city's website at www.myhamilton.ca/fruitlandEA.

The same notice was delivered to the land owners and residents inside and outside of the study area limits. The boundary limits for the drop mail included all properties along and south of Barton Street to the Niagara Escarpment, along and east of Dewitt Road to Jones Road, and from Fruitland Road and Highway 8 intersection to properties along Highway 8. The drop mail distribution took place on Thursday, April 15, 2010.

Fruitland - Winona Community Advisory Committee

Through the EA planning process the City met with the Fruitland–Winona Community Advisory Committee (CAC) on two occasions. The first was on January 22, 2009 to discuss the Fruitland Road Municipal Class EA Study as part of the meeting hosted by the Planning and Economic Development Department staff.
The purpose of meeting was to:

- Introduce the Fruitland Road EA Project Team and meet the CAC members.
- Acquire background information from a wide variety of potentially affected members of the public and other stakeholders.
- Explain how this Municipal Class EA fits with the Fruitland-Winona Secondary Plan process and how CAC will participate in the Fruitland Road Municipal Class EA study.
- Review Municipal Class EA goals and objectives.

- Review the study area issues to date.
- Break out into groups to gather input and ask questions.
- Present the next steps.

The City also met with the CAC for a second time on May 11, 2010. A brief presentation summarizing work completed to date and an overview of the alternative solutions was given. The main component of the meeting was to break the attendees into working groups to receive feedback on the following:

- Purpose of the Study;
- Problem and Opportunity Statement;
- Proposed Evaluation Criteria; and
- Proposed Alternative Solutions.

There was no consensus among the Committee as to which alternative would be preferred. Comments were provided which resulted in modifications to the evaluation criteria; however no changes to the alternative solutions themselves were made.

Public Information Centre #1

The first PIC was held on May 4, 2010 from 6:00 pm to 8:00 pm at the Stoney Creek Municipal Service Centre.

Attendance

101 attendees signed in at this PIC. The majority of the participants were residents and members of the CAC, land developers and local business owners.

Comments and Responses

From the one on one discussions and submitted comment sheets, most agreed with the problem statement and the fact that there is an issue with Fruitland Road, however most disagreed with the alternatives noting that the problems on Fruitland Road would only be transferred to a new road.

In general, most agreed with the realignment of Fruitland Road and maintaining local access on the existing Fruitland Road. They also agreed with the objective of realigning the road to help reduce vehicle speeds/aggressive driving of trucks and other vehicles that has caused difficulties for residents on Fruitland Road with entering and exiting their driveways.

Public Information Centre #2

The second PIC was held on June 15, 2010 from 6:00 pm to 8:00 pm at the Stoney Creek Municipal Service Centre.

Attendance

There were 58 people who signed in at the PIC. The majority of the participants were residents and members of the CAC, land developers and local business owners.

Comments and Responses

From discussions with PIC attendees, the general consensus was split. From the one on one discussion and submitted comment sheets, it was indicated that the preliminary recommended solution (alternative 3D) is needed for Fruitland Road. Alternatively some attendees expressed concern about the construction of a new north-south road between Fruitland Road and Jones Road.

In general most attendees expressed agreement with the objective of alternative 3D and believe that this alternative will address the problem statement.

Consultation occurred through meetings and/or correspondence to the stakeholders and agencies listed in Appendix 'C'. All comments that have been received have been addressed in the Phase 1 and 2 Report.

ANALYSIS / RATIONALE FOR RECOMMENDATION

Screening of Alternative Solutions

The Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study (August 2010) has followed the Municipal Engineers Association Municipal Class Environmental Assessment (EA) process for Schedule C projects, but only to date fulfilling Phase 2 portion of the complete process. Phases 3 and 4 will be required to be completed.

The Class EA process recognizes that there are many ways of solving a particular problem and requires various alternative solutions to be considered. A possible alternative solution to address the problem and opportunity statement would be to widen Fruitland Road (i.e., provide a centre turning lane) which would improve traffic safety and operations. However, as there would be significant property acquisition and encroachment on the dwellings fronting Fruitland Road, this alternative was screened out and not carried forward for evaluation.

Rationale for Selection of Alternative Solutions

Alternative solutions were developed to address the problem and opportunity statement with a specific focus on improving safety and traffic operations on Fruitland Road. In addition to the "Do Nothing" alternative specific road realignment alternatives were developed based on carrying forward with the realignment option proposed in the 1992 ESR. For this alternative, two variations (referred to as Alternative 2 series) were developed with one including a cul-de-sac on Fruitland Road north of Sandy Drive. The second Alternative 2 series option includes two cul-de-sacs, on Fruitland Road with one located north of Sandy Drive and the other north of Highway 8. The evaluation of alternatives revealed that this is not the recommended series of alternatives.

A second series (referred to as Alternative 3 series) of road realignment options was developed based on utilizing a proposed new North-South road east of Fruitland Road as identified through the Fruitland-Winona Secondary Plan process. The proposed new North-South road would intersect with Sunnyhurst Avenue at Barton Street and extend

southerly to Highway 8. Four (4) options for the proposed new North-South road alternative were developed as follows:

- Maintain Fruitland Road with no access restrictions in conjunction with the implementation of gateway features and enhanced pedestrian crosswalks at the intersections of Fruitland Road at Highway 8 and at Barton Street (Appendix B – Alternative 1)
- Partially closed access on Fruitland Road south of Barton Street (north bound restrictions only). A barrier would be located across the northbound lane, north of Sandy Drive, permitting only southbound traffic to enter (see Appendix B – Alternative 2A).
- A cul-de-sac located south of Barton Street on Fruitland Road (see Appendix B – Alternative 2B);
- Partially closed access on Fruitland Road south of Barton Street and Sherwood Park Road (north and south bound restrictions). To restrict traffic from using Fruitland Road a barrier would be located across the northbound lane, north of Sandy Drive, permitting only southbound traffic to enter. Also a barrier would be located across the southbound lane, south of Sherwood Park Road, permitting only northbound traffic to enter (see Appendix B - Alternative 3B) ;

Identification and Description of Alternative Solutions

The following seven alternative solutions were identified and evaluated as part of this study and are described below in **Table 1** as well as illustrated in **Appendix B.**

Table 1 Planning Alternative Solutions

Planning Alternative Solutions		Description
Alternative 1	Do Nothing	• No improvements or changes would be undertaken to existing alignment of Fruitland Road between Barton Street and Highway 8. • The "Do Nothing" alternative represents what would likely occur if none of the alternative solutions were implemented. • Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area.
Alternative 2A	Realign Fruitland Road	• Realign Fruitland Road 360 metres east of existing intersection with Highway 8. • Maintain local access on existing Fruitland Road. • No access to new realigned Fruitland Road at Sandy Drive. • Intersection at Sherwood Drive and new realigned Fruitland Road. • Truck route designated to new realigned Fruitland Road. • Integrated with Secondary Plan development concepts.
Alternative 2B	Realign Fruitland Road	• Alternative 2B is the same as Alternative 2A with the following exception: • Cul-de-sac at existing Fruitland Road at Highway 8 (use of church parking lot for cul-de-sac).

Planning Alternative Solutions		Description
Alternative 3A	New North-South Road	• Construct new North-South Road east of Fruitland Road intersecting at Barton Street and Sunnyhurst Avenue to the north and intersecting Highway 8 • New North-South Road would become the new designated truck route. • Cul-de-sac at existing Fruitland Road south of Barton Street. • Integrated with Secondary Plan development concepts.
Alternative 3B	New North-South Road	• Alternative 3B is the same as Alternative 3A with the following exception: • Cul-de-sac at existing Fruitland Road south of Barton Street is replaced with a one way southbound entry access (i.e., barrier) south of the Fruitland Square Plaza and one way northbound entry access at Sherwood Park Drive.
Alternative 3C	New North-South Road	• Alternative 3C is the same as Alternative 3B with the following exception: • One way northbound entry access at Sherwood Park Drive is removed.
Alternative 3D	New North-South Road	• Alternative 3D would have Fruitland Road remain open with no access restrictions. • Fruitland Road would receive a gateway feature and enhanced pedestrian crosswalk to signify that traffic is entering into a residential area. • Trucks would continue to use Fruitland Road until the new North-South Road was constructed and designated as the truck route. • Once development takes place in the growth area and the trucks are rerouted to the new North-South Road, Fruitland Road would be examined for re-classification, to a potential classification lower than an Arterial Road; therefore the warrants for various traffic calming/controls would be examined at that time.

Preferred Alternative

Based on the evaluation of the alternative solutions it was concluded that Alternative 3D (Proposed new North-South road east of the existing Fruitland Road with Fruitland Road gateway features and enhanced pedestrian crosswalks) is the preferred alternative based on the following rationale:

- Addresses the problem and opportunity statement; and,
- Can be implemented in conjunction with Fruitland-Winona Secondary Plan; and,
- Low impact on traffic operations as well as fire/emergency and municipal services; and,
- Truck Route is relocated to the new North-South road in conjunction with the proposed Fruitland – Winona Secondary Plan development; and,
- Implementation of Gateway Features and Enhanced Pedestrian Crosswalks on Fruitland Road at Highway 8 and at Barton Street is not dependent on timing of Fruitland-Winona Secondary Plan and could be constructed sooner, subject to future budget deliberations, thus providing some benefits to Fruitland Road residents at relatively low cost.
- Additional property purchases of approximately $3.0 million could be required for Alternative 3D if the easterly option of this alternative is chosen (to acquire property where the proposed new road intersections with Highway 8).

ALTERNATIVES FOR CONSIDERATION

The preferred alternative solution has been identified using an evaluation and screening process that fulfils the requirements of the Municipal Engineers Association (MEA) Municipal Class EA document for Phases 1 and 2 for Schedule C projects. Municipal projects processed under the Schedule C provisions are considered to be approved under the Environmental Assessment Act provided the projects follow the appropriate planning and design process outlined in the MEA Municipal Class EA document.

The MEA Municipal Class EA document was approved under the Environmental Assessment Act. If the City does not follow the process outlined in the Municipal Class EA document, the City would be in violation of the document and as a result would have contravened the EA Act. The Minister of the Environment could revisit the approval of a project or take away the City's right to use the Municipal Class EA document.

The preferred alternative solution is to proceed with Alternative 3D. There are two alternatives for Council to consider with respect to the recommendations of this report:

1. To file the Fruitland Road Municipal Class Environmental Assessment Phase 1 and 2, Schedule C project with the City Clerk for a minimum thirty (30) day public review period in order to complete the first two phases of the process. This will enable landowners to continue this process to lead to the implementation of development.
2. To not file the Fruitland Road Municipal Class Environmental Assessment Phase 1 and 2, Schedule C project with the City Clerk for a minimum thirty (30) day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the Fruitland Road Municipal Environmental Assessment Class EA Phase 1 and 2, Schedule C project, the Municipal Class EA process would be considered by the provincial government as incomplete and the City will not have approval under provincial environmental legislation to implement the future Schedule C improvements required to address transportation issues in the study area. The outcome would be equivalent to the do nothing alternative, which would result in the inability to effectively address both the short-term and the long-term transportation infrastructure needs for the study area. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

The issue of proposed gateway features and enhanced pedestrian crosswalks as identified in the Fruitland Road from Barton Street to Highway 8 Municipal Class Environmental Assessment Study (August 2010) for Fruitland Road at Barton Street and at Highway No 8, will require further study and consideration as to exactly what the features will include. The project will need to be included in future workplans and once a design is completed along with any property needs identified for the installation, the project would be included in the appropriate capital budget and considered during the deliberation process.

CORPORATE STRATEGIC PLAN

Focus Areas: 1. Skilled, Innovative and Respectful Organization, 2. Financial Sustainability, 3. Intergovernmental Relationships, 4. Growing Our Economy, 5. Social Development, 6. Environmental Stewardship, 7. Healthy Community

Skilled, Innovative & Respectful Organization

- A culture of excellence

Financial Sustainability

- Financially Sustainable City by 2020
- Effective and sustainable Growth Management
- Generate assessment growth/non-tax revenues

Intergovernmental Relationships

- N/A

Growing Our Economy

- Competitive business environment

Social Development

- People participate in all aspects of community life without barriers or stigma

Environmental Stewardship

- Natural resources are protected and enhanced

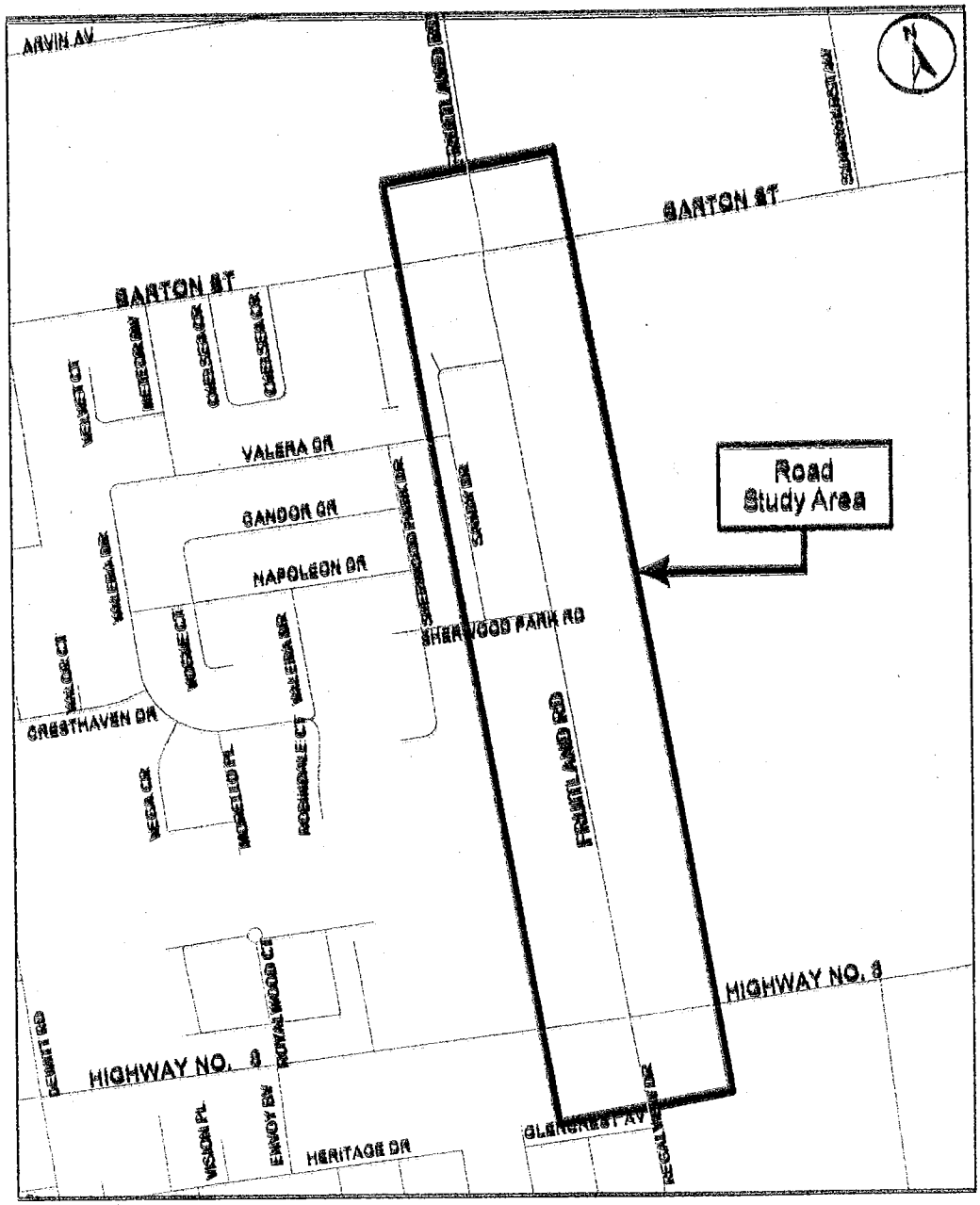
Healthy Community

- Plan and manage the built environment
- An engaged Citizenry

APPENDICES / SCHEDULES

Appendix 'A' - Study Area Boundary
Appendix 'B' - Figures of Alternatives
Appendix 'C' - Stakeholders and Agencies involved

APPENDIX "A"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VALERA DR
MOSSLEE CT
VALERA DR
CRESTHAVEN DR
WEBB CR
MOSSLEE PL
ROSEMARIE CT
FRUITLAND RD
Road Study Area
HIGHWAY NO. 8
HIGHWAY NO. 8
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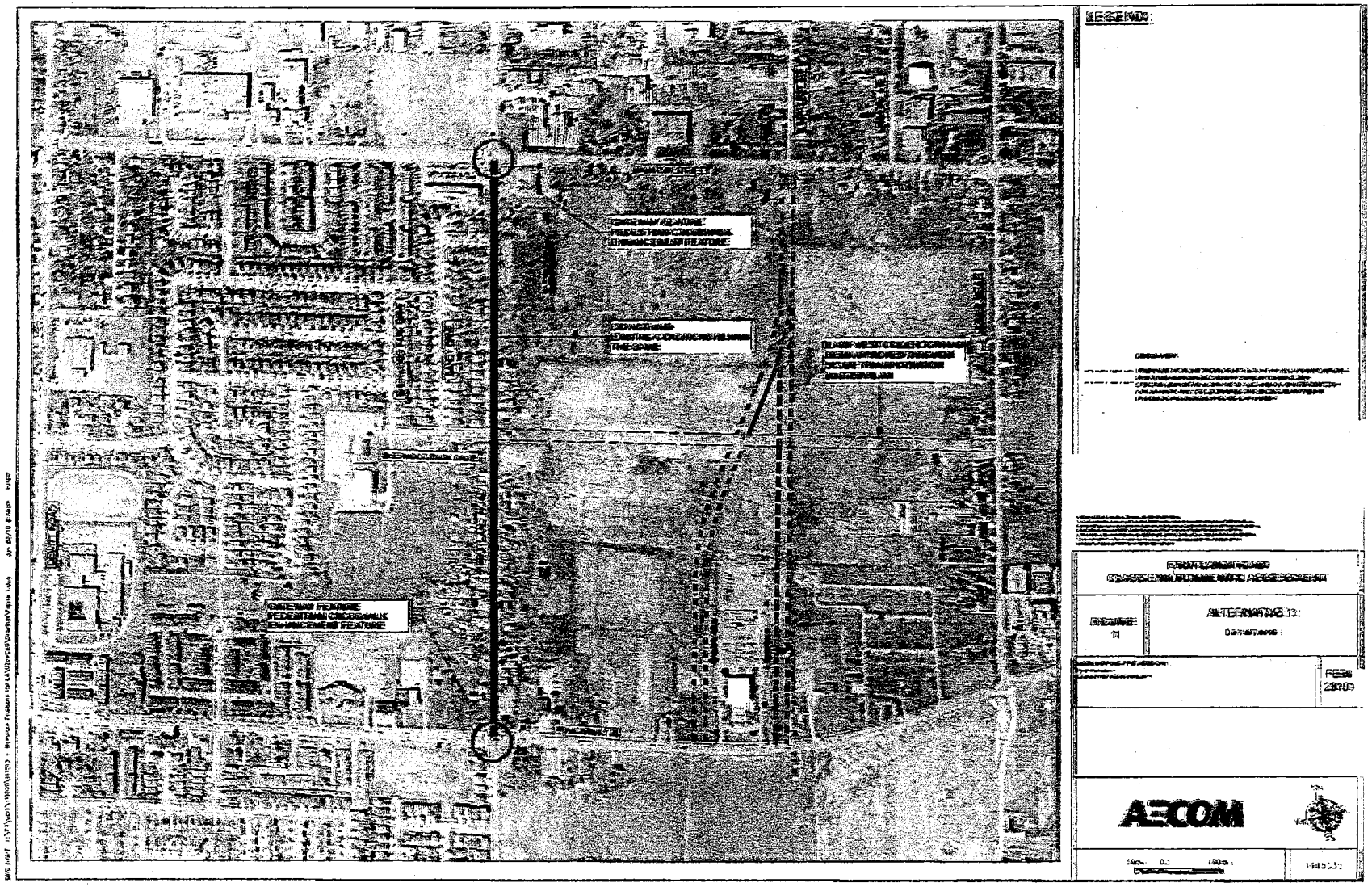
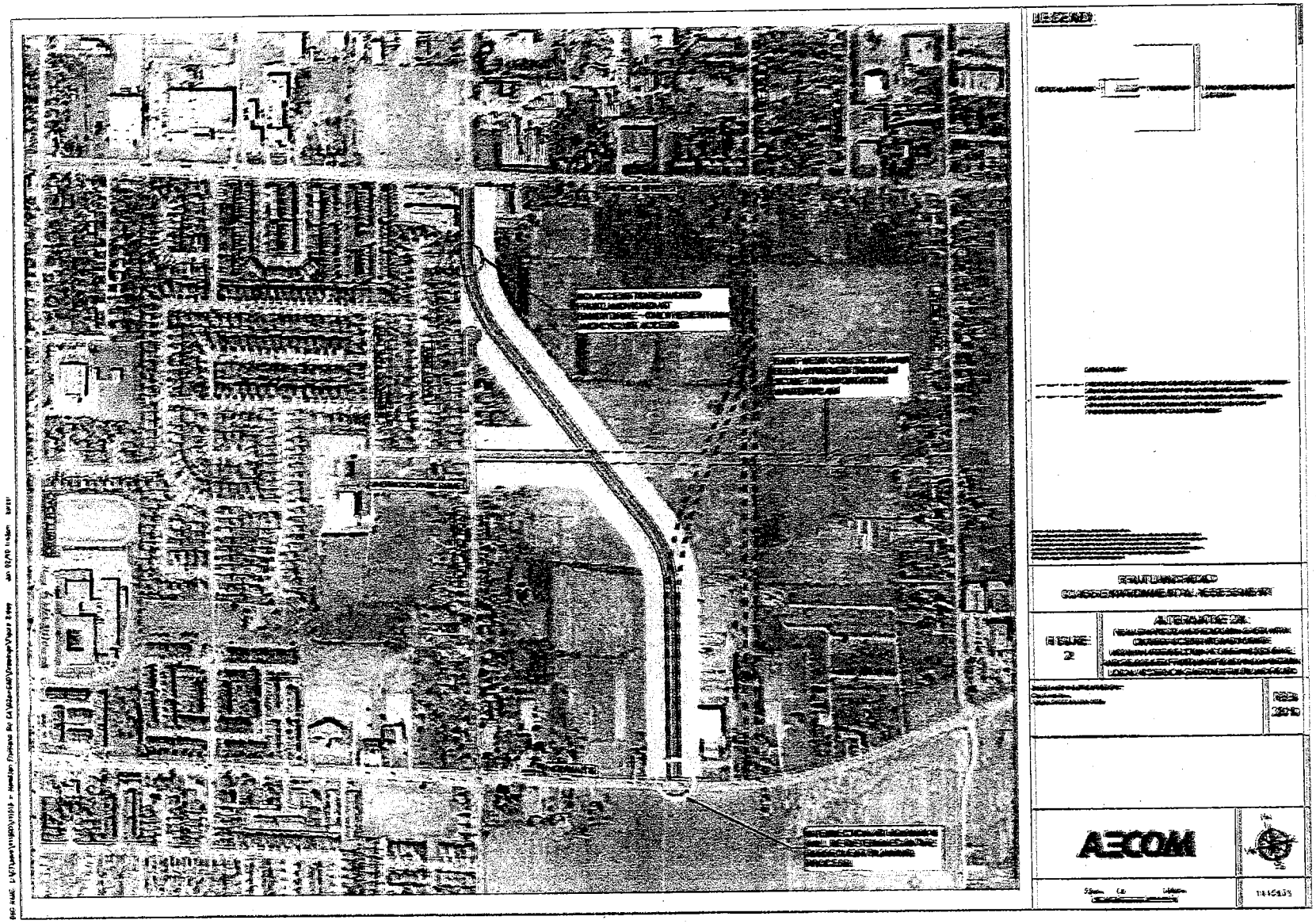
ROYAL WOOD CT
VISION PL
ENVOY SW
HERITAGE DR
GLENFOREST AV
REGAL WOOD DR

APPENDIX "B"

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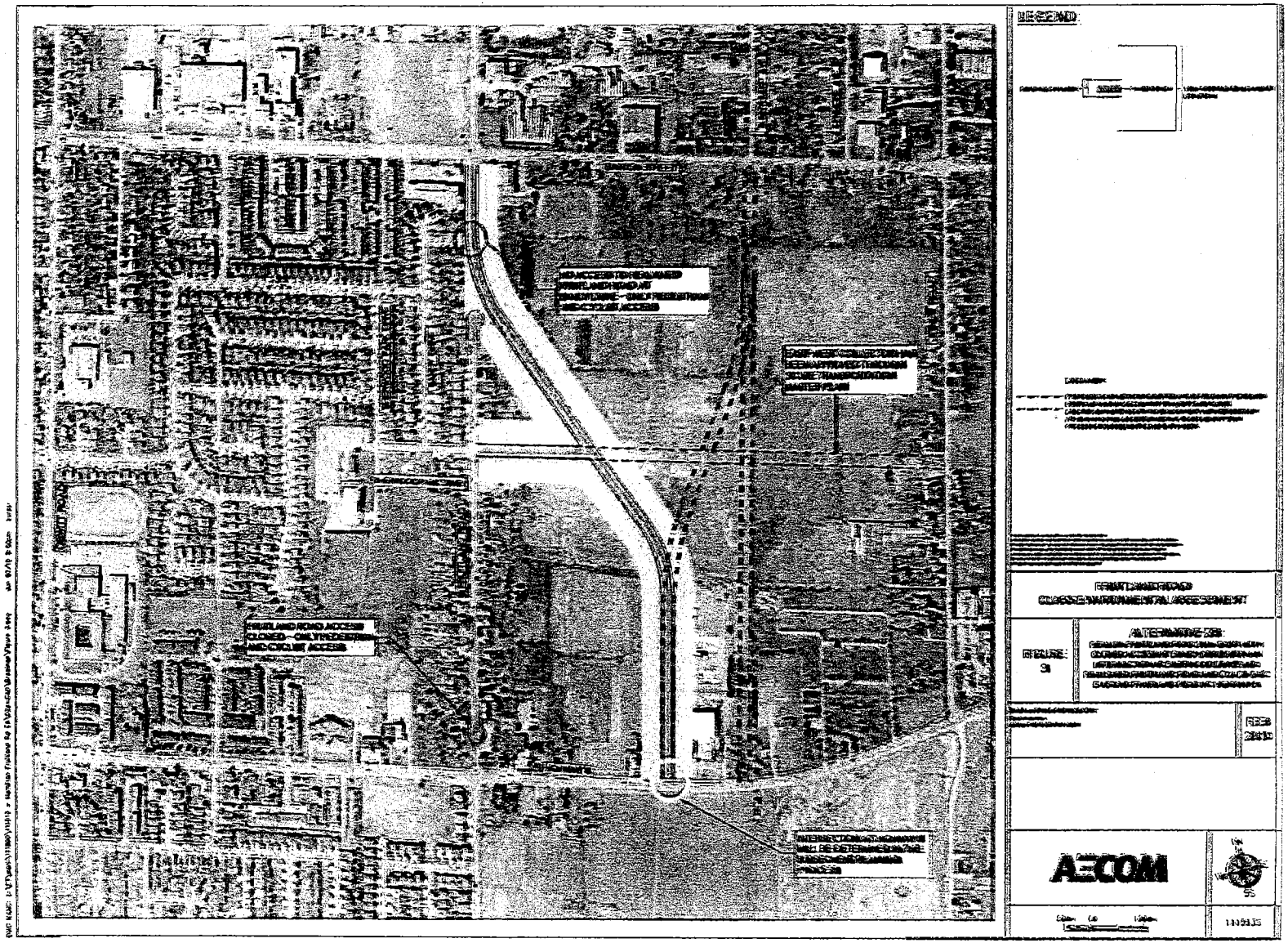
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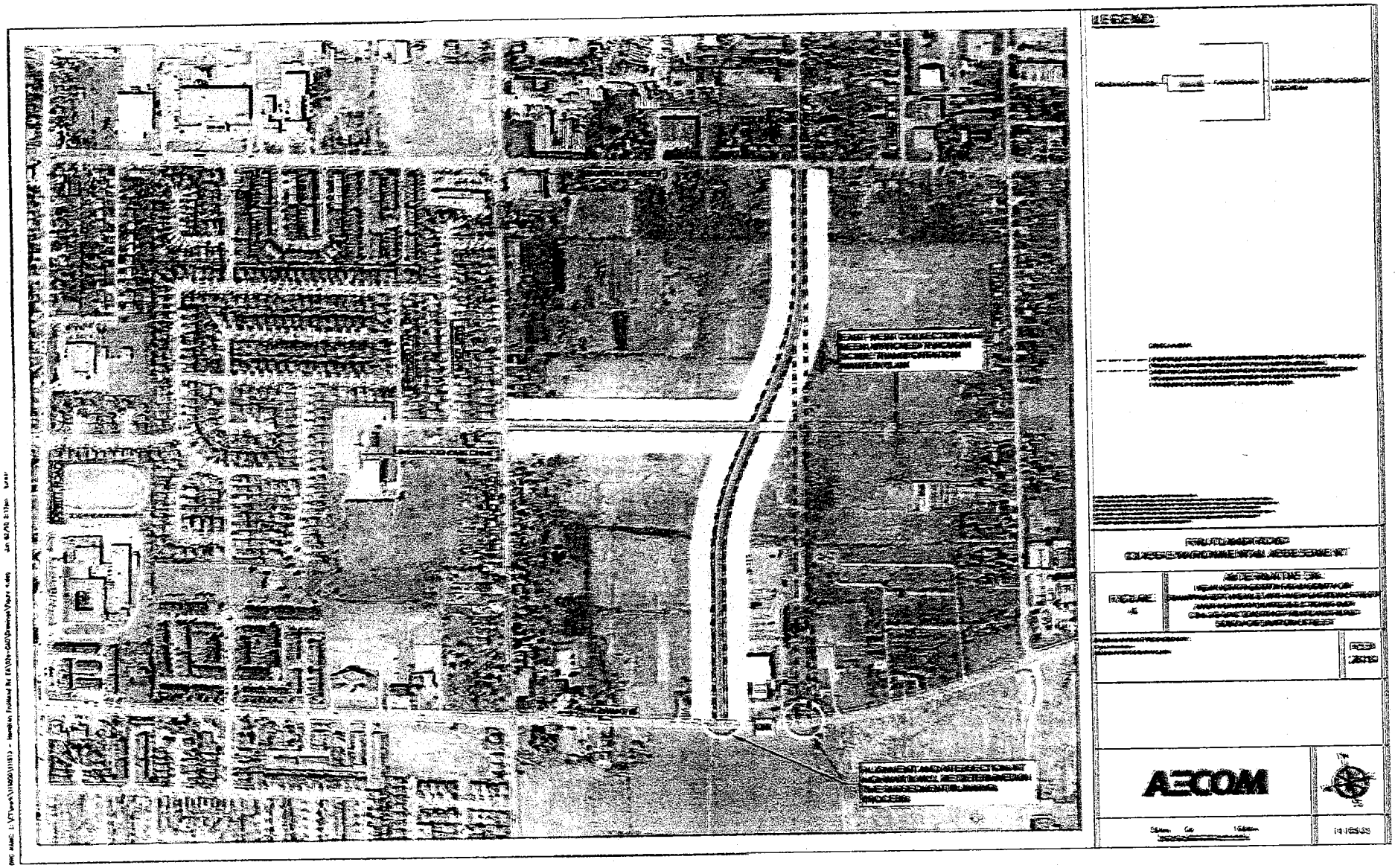
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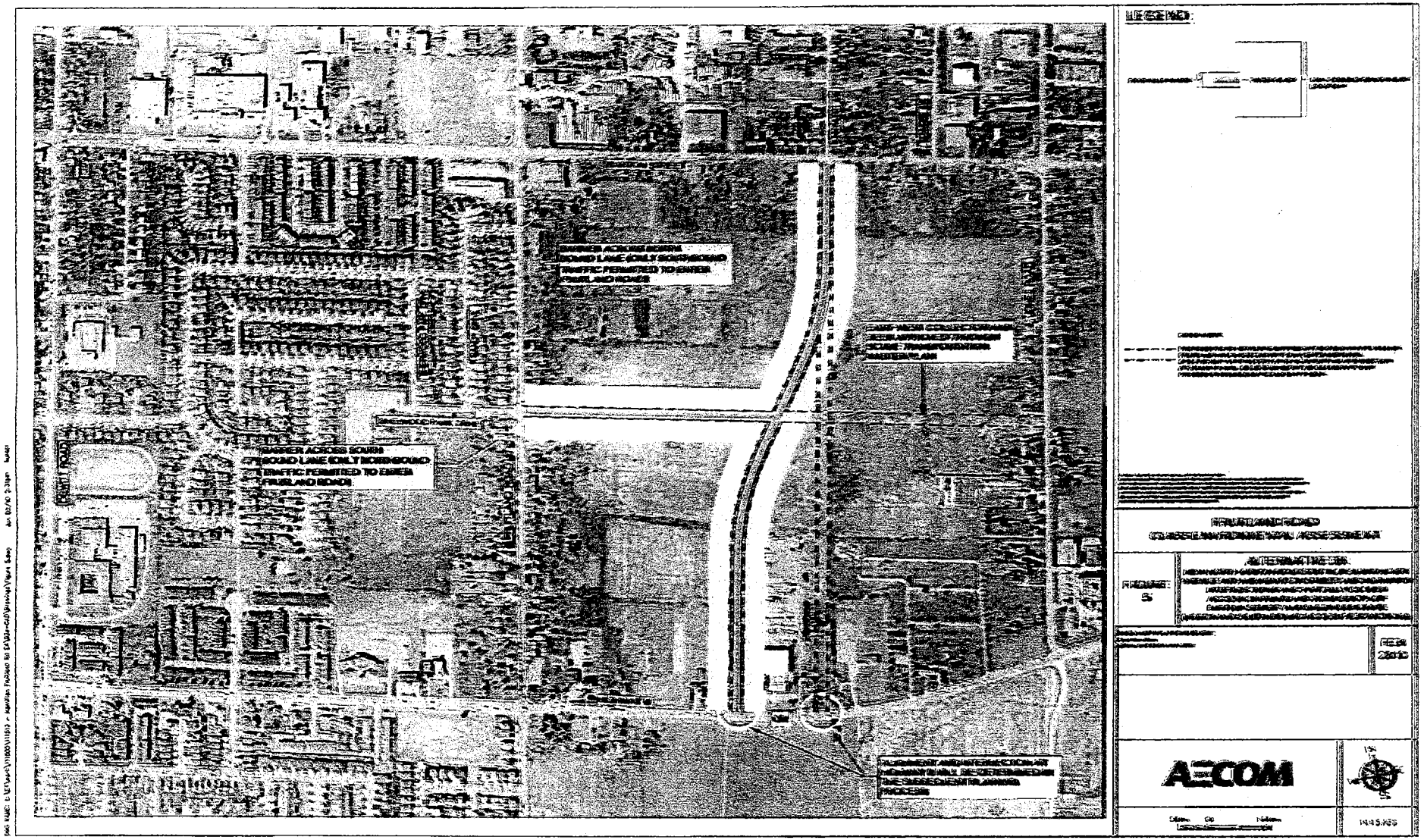
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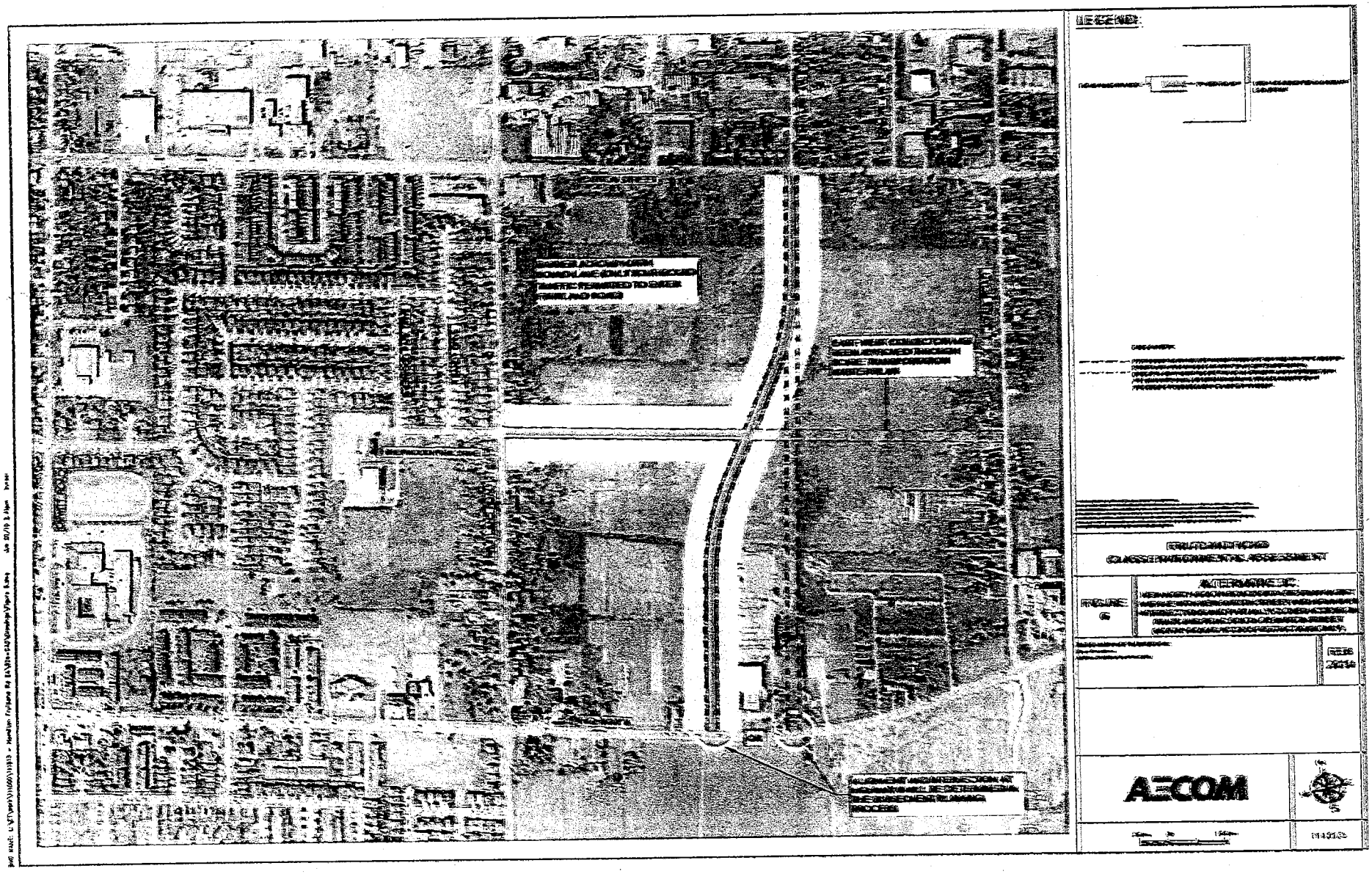
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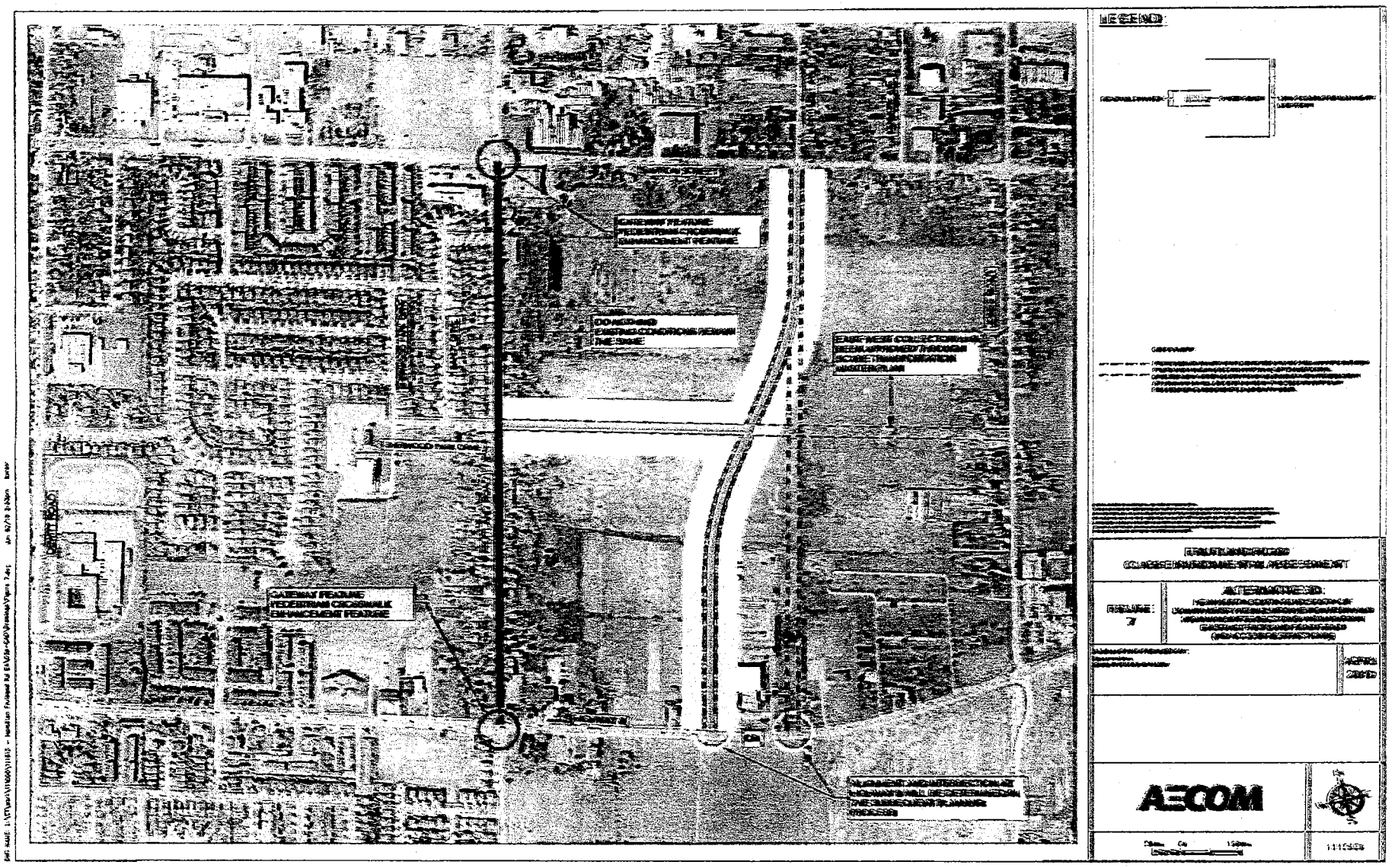
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APPENDIX "C"

Stakeholders and Agencies Involved

City Departments

Ward 10 and 11 Councillors
Mayor's Office
City Manager's Office
Corporate Services - City Clerk
Community Services
Planning and Economic Development - Community Planning & Design
Planning and Economic Development - Economic Development & Real Estate
Public Works - Traffic Engineering
Public Works - Design
Public Works - Operations & Waste Maintenance
Public Works - Transit
Hamilton Police Services
Hamilton Conservation Authority
Hamilton Emergency Services

Other Municipalities and Agencies:

Hamilton Conservation Authority
Ministry of Transportation
Ministry of Agriculture and Food
Ministry of the Environment
Ministry of Natural Resources
Ministry of Citizenship & Immigration
Ministry of Culture
Ministry of Community and Social Services
Ministry of Culture
Municipal Affairs & Housing
Niagara Escarpment Commission
Environment Canada
TransCanada Pipelines
Enbridge Pipelines Inc.
Union Gas
Cogeco Cable Inc.
Hamilton Utilities Corporation
Hydro One
Union Gas
Sun Canadian Pipeline
Canadian Pacific Railway
South Mount Cable Ltd
CN Rail - Engineering & Environmental Services
Mountain Cablevision

Imperial Oil Products & Chemical Division
Horizon Utilities Corporation
Cogeco Cable Inc - 950 Syscon Road
Southern Ontario Railway
Canadian National Railway
Royal Botanical Gardens
Stoney Creek BIA
Niagara Escarpment Commission
Hamilton Regional Indian Centre

First Nations Groups

Indian and Northern Affairs Canada
Department of Indian and Northern Affairs
Ministry of Aboriginal Affairs
De dwa da dehs nyes Aboriginal Health Centre
Canadian Métis Council
Métis Nation of Ontario Training Initiative
Native Women's Centre
Niwasa Aboriginal Early Learning Programs
Sacajawea Non-Profit Housing Inc
Urban Native Homes Incorporated
McMaster University - Indigenous Studies Program
Mohawk College - Aboriginal Student Services
Hamilton Executive Directors' Aboriginal Coalition