SUBJECT: Binbrook Road and Regional Road 56 Municipal Class Environmental Assessment - (PW08107) - (Ward 11)

RECOMMENDATION:

(a) That the General Manager, Public Works, be authorized and directed to file the Binbrook Road and Regional Road 56 Municipal Class Environmental Assessment, Environmental Study Report with the Municipal Clerk for a minimum thirty day public review period;

(b) That upon completion of the minimum thirty day public review period, the General Manager, Public Works Department, be authorized and directed to proceed with implementation of the preferred alternatives, subject to funding approval through the capital budget process.

Beth Goodger
Acting General Manager
Public Works

EXECUTIVE SUMMARY:

The City of Hamilton has initiated a Schedule C (Phase 3 & 4) Municipal Class Environmental Assessment (EA) process to examine improvements to Binbrook Road and Regional Road 56 (see Appendix A - Location Map). This study is building on the recommendations of the Binbrook Village Secondary Plan (2000) and the recommendations of the Binbrook Village Transportation Master Plan (2004).
The purpose of this study is to identify the preferred design alternatives, including property requirements, for the road and intersection improvements along Binbrook Road and Regional Road 56 required to support future growth while taking into consideration the historic nature of Binbrook, safety, and calming traffic.

The preferred design concepts for this Class EA are as follows:

**Binbrook Road** - Centreline Widening (one through lane in each direction)
**Regional Road 56** - Centreline Widening (one through travel lane in each direction in the Community Core, two through travel lanes in each direction North of the Community Core)

The preferred intersection improvements are as follows:

**Regional Road 56 at Windwood Drive/Southbrook Drive** - Roundabout
**Regional Road 56 at Fall Fair Way/Maggie Johnson Drive** - Roundabout
**Binbrook Road at Fletcher Road** - Roundabout
**Binbrook Road at Regional Road 56** - At-grade Signalized Intersection

The approximate costs for the implementation of interim road improvements assuming no land costs are incurred are presented in the following **Implementation/Cost Schedule**:

<table>
<thead>
<tr>
<th>Timelines</th>
<th>Major Components</th>
<th>Gross Costs(1)</th>
<th>DC Funding</th>
<th>Tax Levy Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>Binbrook Road - Fall Fairway &amp; easterly (interim) (1.2km)</td>
<td>$5,900,000</td>
<td>$4,189,000</td>
<td>$1,711,000</td>
</tr>
<tr>
<td>2012-2021</td>
<td>Binbrook Road - Fall Fairway &amp; westerly (ultimate) (1.4km)</td>
<td>$6,400,000</td>
<td>$2,974,190</td>
<td>$3,425,810</td>
</tr>
<tr>
<td>2010</td>
<td>Regional Road 56 (1.8km)</td>
<td>$8,000,000</td>
<td>$6,880,000</td>
<td>$1,120,000</td>
</tr>
<tr>
<td>2012-2021</td>
<td>Roundabout - Regional Road 56 &amp; Maggie Johnson</td>
<td>$800,000</td>
<td>$300,000</td>
<td>$500,000</td>
</tr>
<tr>
<td>2010</td>
<td>Roundabout - Regional Road 56 &amp; Southbrook Drive</td>
<td>$600,000</td>
<td>$300,000</td>
<td>$300,000</td>
</tr>
<tr>
<td>2012-2021</td>
<td>Roundabout - Binbrook Road &amp; Fletcher Road</td>
<td>$450,000</td>
<td>$300,000</td>
<td>$150,000</td>
</tr>
<tr>
<td>2012-2021</td>
<td>Intersection Improvements - Binbrook &amp; Regional Road 56</td>
<td>$300,000</td>
<td>$300,000</td>
<td>-</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td></td>
<td><strong>$22,450,000</strong></td>
<td><strong>$15,243,190</strong></td>
<td><strong>$7,206,810</strong></td>
</tr>
</tbody>
</table>

(1) 2008 Dollars

The above noted works are not currently budgeted and the stated timelines are approximate targets. The works will be programmed into the 2009 to 2018 capital
budget. Therefore, implementation and timing are subject to approval through the capital budget process.

The costs are inclusive of road, sidewalks, bike lanes, street lighting and engineering contingencies. Funds will have to be made available for sanitary sewers and watermains at the same time as road improvements.

The above infrastructure costs are eligible for DC funding (71% to 86% for Binbrook Road and Regional Road 56 respectively). The City has adopted a prioritization methodology for growth infrastructure which calls for the staging of development based on net benefits which would accrue to the City. For 2008, DC collections for the roads reserve are projected to total approximately $13,000,000. The works would be phased in accordance with the above table and funding would be subject to the capital budget process.

BACKGROUND:

The information/recommendation contained within this report primarily affects Ward 11.

The Binbrook Village Secondary Plan was approved by the Township of Glanbrook in December 1999 and the Region of Hamilton Wentworth in February 2000. This Plan establishes policies and a land use plan, including road patterns, to guide the future development in the Urban Settlement Area of Binbrook Village. The lands subject to the Secondary Plan are located in the eastern part of the former Township of Glanbrook and emanate from the intersection of Regional Road 56 and Binbrook Road. In 2004 the City completed the Binbrook Village Transportation Master Plan and it was determined that the existing road capacity would not meet the future requirements.

The recommendations of the Master Plan were aimed at:

- Minimizing roadway requirements on Regional Road 56 and Binbrook Road to better maintain the nature and character of the Community Core.
- Finding ways to reduce the speed of through traffic (specifically trucks).

To address these objectives the main recommendation was:

- To accommodate most of the east-west movements from new development on new Community Collector Roads both north and south of Binbrook Road.
- This would allow Binbrook Road and Regional Road 56 to be maintained as two-lane roads through the community and allow enhancements to focus on ancillary uses such as bike lanes, boulevards and sidewalks.
- In addition, there was a desire to explore alternative intersection configurations that would calm traffic and provide urban design enhancements.

The purpose of this study is to generate and evaluate alternative designs for the specific roadway elements along Binbrook Road and Regional Road 56 that were identified in the Binbrook Village Transportation Master Plan (TMP). The roadway elements to be examined include:

**Binbrook Road West of the Community Core to Fletcher Road**

- Two lanes of traffic;
- Strategic left-turn lanes;
- Bike lanes;
- Sidewalks; and,
The objective of accommodating all of these elements in a right-of-way of approximately 30.5 m.

**Binbrook Road through the Community Core**
- Two lanes of traffic;
- Raised center median with strategic openings for left-turn lanes;
- Bike lanes;
- Sidewalks;
- On-street parking bays; and,
- The objective of accommodating all of these elements in a right-of-way of approximately 26.2 m.

**Regional Road 56 North of the Community Core**
- Four lanes of traffic;
- Raised center median with strategic openings for left-turn lanes;
- Bike lanes;
- Sidewalks; and,
- The objective of accommodating all of these elements in a right-of-way of approximately 36.5 m.

**Regional Road 56 Through the Community Core**
- Two lanes of traffic;
- Raised center median with strategic openings for left-turn lanes;
- Bike lanes;
- Sidewalks
- On-street parking bays; and,
- The objective of accommodating all of these elements in a right-of-way of approximately 26.2 m.

**ANALYSIS/RATIONALE:**

**Municipal Class Environmental Assessment Process**

The Class Environmental Assessment (Class EA) study follows the planning and design process of the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment, October 2000, as amended in 2007. The City is completing this study in accordance with the planning process applicable to Schedule ‘C’ projects under the Municipal Class EA. These projects are approved under the Environmental Assessment Act once the required four phase process is complete and subject to a public review period.

The Binbrook Transportation Master Plan addressed Phases 1 and 2 of the Municipal Class EA. Phase 1 of the Class EA consisted of identifying the problem or opportunity. Phase 2 of the Class EA consisted of identifying alternative solutions to the problem or opportunity, evaluating the alternatives solutions, identifying recommended solutions, consulting with review agencies and the public, selecting the preferred solution(s), and confirming the Municipal Class EA schedules for subsequent phases to design and implement the solution(s).

The specific objective of this study is to address the Phases 3 and 4 requirements of the Municipal Class EA. Phase 3 consists of the examination of design alternatives
identified in Phase 2. The design alternatives are identified, evaluated, and selected based on consultation with review agencies and the public. Phase 4 consists of documentation of all the activities undertaken to date through Phases 1, 2 and 3. The documentation is embodied in an Environmental Study Report (ESR) which is placed on the public record for review by the public and review agencies with opportunity to request a Part II Order.

**Alternatives and Preferred Design Concept for Binbrook Road**

The following alternatives for Binbrook Road were identified and evaluated:

- **Alternative 1** Centreline Widening - property required symmetrically from both sides
- **Alternative 2** Widening to the South - property required primarily from the south side
- **Alternative 3** Widening to the North - property required primarily from the north side

Table 1 provides a summary of the conclusions drawn from the evaluation.

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
</tr>
</thead>
</table>
| Alternative 1 Centreline Widening | Reduced construction costs and easier to implement in phases.  
Lowest Social-Economic and Cultural Environment impacts.  
**Recommended** |
| Alternative 2 Widening to the South | Highest heritage properties potentially displaced.  
**Not Recommended** |
| Alternative 3 Widening to the North | Significantly higher effects to the woodlot on the north side of  
Binbrook Road east of Fletchers Road.  
**Not Recommended** |

**Binbrook Road - Preferred Design Concept**

Alternative 1 (Centreline Widening) was selected as the preferred alternative because:

- it results in lower effects to environmental features,
- the degree of properties impacts is less as the property required will not be taken from a single side of the road,
- fewer heritage properties are potentially displaced, and
- it reduces construction costs and is easier to implement in phases.

There are a number of challenges associated with implementing this alternative within the community core at this point in time. The two main challenges include:

- property requirements - it is anticipated that much of the property can be obtained by dedication when redevelopment occurs
- unknowns about where left-turn lanes will be required based on future development

As a result, an interim solution has been developed for the community core to deal with the necessary short-term corridor improvements (i.e. sidewalks, bike lanes and local sanitary sewers) within the existing ROW as a staged approach to achieve the ultimate solution and minimize future reconstruction costs. The ultimate solution can be implemented only upon the City acquiring road widenings through dedication as part of the re-development of lands abutting Binbrook Road.

To do this, the interim solution:
- Does not provide for on-street parking or boulevards
- Eliminates the raised median - a continuous two way left turn lane will be provided in the interim
- Reduces the sidewalk widths – the interim width will still meet the minimum width in the Urban Design Guidelines (1.8m)

The ultimate road improvement solution will be implemented on Binbrook Road from Fall Fair Way to Fletcher Road as the development occurs.

**Alternatives and Preferred Design Concept for Regional Road 56**

The following alternative designs for **Regional Road 56** have been identified and evaluated:

**Alternative 1** Centreline Widening - property required symmetrically from both sides

**Alternative 2** Widening with Existing Offset Right-of-Way Alignment - property required from both sides

**Table 2** provides a summary of the conclusions drawn from the evaluation.

**Table 2 - Summary of the Evaluation of Alternatives - Regional Road 56**

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Alternative 1</strong> Centreline Widening</td>
<td>Slightly higher impacts to Social-Economic and Cultural Environments. Eliminates the road offset at the intersection of Binbrook Road and Regional Road 56. Significantly preferred from a technical perspective because of increased safety and better road geometrics. <strong>Recommended</strong></td>
</tr>
<tr>
<td><strong>Alternative 2</strong> Widening with Existing Offset Right-of-Way Alignment</td>
<td>Impacts and displaces fewer properties and displaces fewer landscape trees. Slightly fewer impacts to built heritage features and lands with archaeological potential. However, the offset intersection at Binbrook Road and Regional Road 56 will not be eliminated. Thus technically less preferred and is less safe due to lesser road geometric standards. <strong>Not Recommended</strong></td>
</tr>
</tbody>
</table>

**Regional Road 56 - Preferred Design Concept**

Alternative 1 (Centreline Widening) was selected as the preferred alternative because it is significantly preferred from a technical perspective and the additional impacts to Social-Economic and Cultural Environments are only slight and can likely be mitigated during preliminary design.

There are a number of challenges associated with implementing this alternative within the community core at this point in time. The two main challenges include:

- Property requirements - it is anticipated that much of the property can be obtained by dedication when redevelopment occurs
- Unknowns about where left-turn lanes will be required based on future development

As a result, an interim solution has been developed for the community core to deal with the necessary short-term corridor improvements (i.e. sidewalks, bike lanes and local sanitary sewers) within the existing ROW as a staged approach to achieve the ultimate
solution and minimize future reconstruction costs. The ultimate road improvement solution can be implemented only upon the City acquiring road widenings through dedication as part of the re-development of lands abutting Regional Road 56.

To do this, the interim solution:
- Provides limited on-street parking and boulevards
- Eliminates the raised median - a continuous two way left turn lane will be provided in the interim
- Reduces the boulevard widths outside of the community core
- Reduces the sidewalk widths - the interim width will still meet the minimum width in the Urban Design Guidelines (1.8m)

The impact to the cemetery is avoided as part of the transition from four lanes to two lanes.

The sidewalks to the Bellmore Public School on Regional Road 56 are proposed to be extended north of Cemetery Road in the future in coordination with road works north of the study limits.

**Alternatives and Preferred Design Concepts for Intersection Improvements**

Alternatives to improve intersection operations and employ traffic calming measures were also reviewed in this study (see Appendix A - Location Map). Alternatives were generated and evaluated at the following intersections:
- Regional Road 56 at Windwood Drive/Southbrook Drive
- Regional Road 56 at Fall Fair Way/Maggie Johnson Drive
- Binbrook Road at Fletcher Road; and
- Binbrook Road at Regional Road 56.

The following alternative designs have been identified and evaluated at Regional Road 56 at Windwood Drive/Southbrook Drive, Regional Road 56 at Fall Fair Way/Maggie Johnson Drive and Binbrook Road at Fletcher Road:

**Alternative 1** Signalized Intersection
**Alternative 2** Roundabout Intersection

**Table 3** provides a summary of the conclusions drawn from the evaluation of the Regional Road 56 at Windwood Drive/Southbrook Drive, Regional Road 56 at Fall Fair Way/Maggie Johnson Drive and Binbrook Road at Fletcher Road alternatives.

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
</tr>
</thead>
</table>
| Alternative 1  
  Signalized Intersections        | Less construction time and initial costs.  
                                 | Not Recommended                                                             |
| Alternative 2  
  Roundabout Intersections        | Reduced nuisance effects (noise and air quality), provides a better opportunity to include a landscaped gateway feature and provides better traffic calming features. Reduces intersection collisions, therefore are safer. Higher capital, but lower operating costs. Consistent with the City of Hamilton’s Traffic Management and Neighbourhood Management Policy. Improved traffic operations. |
Recommended

Regional Road 56 at Windwood Drive/Southbrook Drive, Regional Road 56 at Fall Fair Way/Maggie Johnson Drive and Binbrook Road at Fletcher Road - Preferred Design Concept

Alternative 2 (Roundabout) was selected as the preferred alternative because at all of the intersections, the roundabout is preferred from both a Social-Economic and Technical perspective.

There is a requirement for land at Regional Road 56 at Fall Fair Way/Maggie Johnson Drive and Binbrook Road at Fletcher Road for both the signalized and roundabout intersection options. At the intersection of Regional Road 56 at Windwood Drive/Southbrook Drive, both intersection options are within the ROW.

Notwithstanding the preferred alternative, because of the need to acquire land for the roundabout at RR56 and Maggie Johnson, temporary signalization of this intersection may be required as an interim to allow continued development of Binbrook. The implementation of signals at this location would be a condition of development proceeding in the interim.

The following alternative designs have been identified and evaluated at Binbrook Road at Regional Road 56:

**Alternative 1** At-grade Signalized Intersection

**Alternative 2** Raised Signalized Intersection

**Table 4** provides a summary of the conclusions drawn from the evaluation.

<table>
<thead>
<tr>
<th>ALTERNATIVE</th>
<th>CONCLUSION</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alternative 1 At-grade Signalized</td>
<td>Performs better from a technical perspective, because safety levels are</td>
</tr>
<tr>
<td>Intersection</td>
<td>maintained, turning truck movements are not impacted, and emergency</td>
</tr>
<tr>
<td></td>
<td>vehicles can pass through without slowing down.</td>
</tr>
<tr>
<td></td>
<td><strong>Recommended</strong></td>
</tr>
<tr>
<td>Alternative 2 Raised Signalized</td>
<td>Will slow emergency vehicles and reduce critical response time. Turning</td>
</tr>
<tr>
<td>Intersection</td>
<td>trucks may experience shifting of their load to the side while travelling</td>
</tr>
<tr>
<td></td>
<td>up and down the raised platform. Increased snow clearing time required.</td>
</tr>
<tr>
<td></td>
<td>Higher costs due to the additional material and construction.</td>
</tr>
<tr>
<td></td>
<td><strong>Not Recommended</strong></td>
</tr>
</tbody>
</table>

Binbrook Road at Regional Road 56 - Preferred Design Concept

Alternative 1 (At-grade Signalized Intersection) was selected as the preferred alternative because it performs better from a technical perspective, and the other criteria being evaluated resulted in similar effects, therefore not decision relevant. Features can be added to better define pedestrian crossing in Alternative 1.

The lands are required for intersection improvements and will be further determined during detailed design stage.
The preferred alternative solutions have been identified using an evaluation and screening process that fulfils the Schedule C requirements of the Municipal Class EA. Municipal Transportation projects are considered to be pre-approved under the Environmental Assessment Act provided the projects follow the appropriate planning and design process outlined in the Municipal Class EA document. As noted above, the Binbrook Transportation Master Plan fulfilled EA requirements for Phases 1 & 2 and this Study is fulfilling the requirements of Phase 3 and 4.

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(s) is not normally reconsidered at the end of the process unless there is an issue that is proven to affect the outcome of the evaluation process. There are two alternatives for Council to consider with respect to the recommendations of this report:

- To file the Binbrook Road and Regional Road 56 Class Environmental Assessment Schedule C Environmental Study Report with the City Clerk for a minimum thirty day public review period and proceed with implementation, subject to comments received and funding approval.

- To not file the Binbrook Road and Regional Road 56 Class Environmental Assessment Schedule C Environmental Study Report with the City Clerk for a minimum thirty day public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the Binbrook Road and Regional Road 56 Class Environmental Assessment, Environmental Study Report, 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 improvements required to address road network issues in the study area. The outcome would result in the inability to meet the future road capacity requirements along Regional Road 56 and Binbrook Road. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

**FINANCIAL/STAFFING/LEGAL IMPLICATIONS:**

**Financial**

The approximate costs for the implementation of interim road improvements assuming no land costs are incurred are presented in the following Implementation/Cost Schedule:
The above noted works are not currently budgeted and the stated timelines are approximate targets. The works will be programmed into the 2009 to 2018 capital budget. Therefore, implementation and timing are subject to approval through the capital budget process.

The costs are inclusive of road, sidewalks, bike lanes, street lighting and engineering contingencies. Funds will have to be made available for sanitary sewers and watermains at the same time as road improvements.

The above infrastructure costs are eligible for DC funding (71% to 86% for Binbrook Road and Regional Road 56 respectively). The City has adopted a prioritization methodology for growth infrastructure which calls for the staging of development based on net benefits which would accrue to the City. For 2008, DC collections for the roads reserve are projected to total approximately $13,000,000. The works would be phased in accordance with the above table and funding would be subject to the capital budget process.

### Staffing

N/A

### Legal

Municipal undertakings such as road improvements, water and wastewater and transit projects are subject to Ontario’s Environmental Assessment Act. The Act allows for the approval of Class Environmental Assessments and the municipality has the option of...
following the planning process set out in the Municipal Engineers Association Class Environmental Assessment (October 2000, as amended in 2007). The Class EA process has been followed.

Land requirements for the implementation of the preferred solutions will be determined during the detailed design stage.

**POLICIES AFFECTING PROPOSAL:**

The *Binbrook Village Community Core Urban Design Guidelines* were incorporated in this study to balance urban design and traffic calming measures to develop a road network that addresses future growth while preserving the Community Core’s unique scale and atmosphere while further enhancing the community as an attractive place to live, work and visit.

The roundabouts along Binbrook Road and Regional Road 56 also comply with the City of Hamilton - Public Works Strategic Plan because it is a ‘green’ option. The local community will be enhanced environmentally because with a roundabout there is less idling, resulting in fewer emissions and less noise and vibrations.

The Public Works Strategic Plan is also in compliance with the Binbrook Road and Regional Road 56 Class Environmental Assessment as the recommendations are community oriented. The improvements to the community are geared towards pedestrians, providing opportunities for people from all kinds of lifestyles to gather in a green and safe environment.

**RELEVANT CONSULTATION:**

As required under the Municipal Class EA, affected public agencies were consulted throughout the planning process. A contact list of potentially interested internal and external participants was developed at the start-up phase of the project (see Appendix B).

Public consultation is a key component of the Class EA process. The public was invited to provide input to the study at various stages.

A Notice of Study Commencement and Public Information Centre were advertised twice in the Hamilton Spectator (At Your Service Section) and Glanbrook Gazette on July 11 and July 18, 2008.

A Public Information Centre was held on July 22, 2008 at the Binbrook Memorial Hall, 2600 Regional Road 56, Hamilton to present the existing conditions, an evaluation of the alternatives, and the preferred alternatives.

Overall, there was support for moving forward with the improvements, with some members of the public stressing the need to implement project components (i.e. bike lanes and sidewalks) as soon as possible. There was a great deal of discussion regarding the design and implementation of roundabouts. Key verbal and written comments and/or concerns raised in the open question and answer forum are as follows:

- Timing for project implementation - interim roadway improvements are required as soon as possible.
- Concerns about pedestrian and cyclist safety on both Binbrook Road and Regional Road 56 due to truck traffic volumes and speed violations, especially in sections that currently do not have sidewalks.
- Discussion of why roundabouts were chosen as the preferred.
- There is a need to implement an education program on roundabouts for both drivers and local residents. This should include appropriate signage posted approaching roundabouts as well as public education presentations on how to use roundabouts (i.e. community meetings and presentations at local schools).
- Concerns about the appearance and maintenance of roundabouts including the existing roundabout at Fall Fair Way / Binbrook Road.
- Ensure that the high truck volumes have been considered in the intersections designs.
- Concerns about trucks using these roads.

All comments received from public and agencies were fully reviewed and responded (where appropriate) to by the City of Hamilton Project Team and were considered when determining the final alternative.

**CITY STRATEGIC COMMITMENT:**

By evaluating the “Triple Bottom Line”, (community, environment, economic implications) we can make choices that create value across all three bottom lines, moving us closer to our vision for a sustainable community, and Provincial interests.

Community Well-Being is enhanced. ☑ Yes  ☐ No
Opportunities for physical activity are supported and enhanced. Adding sidewalks and bike lanes promote physical activity in the Community.

Environmental Well-Being is enhanced. ☑ Yes  ☐ No
Human health and safety are protected. By adding roundabouts, sidewalks and bike lanes, it calms traffic and improves pedestrian safety.

Economic Well-Being is enhanced. ☑ Yes  ☐ No
Investment in Hamilton is enhanced and supported. The implementation of the road improvements will allow development and re-development to continue in Binbrook.

Does the option you are recommending create value across all three bottom lines?  ☑ Yes  ☐ No

Do the options you are recommending make Hamilton a City of choice for high performance public servants?  ☑ Yes  ☐ No
Appendix B - Consultation List

The following City of Hamilton Departments were contacted for this project:

- Mayor’s Office
- Ward 11 Councillor
- Public Works
- Planning and Economic Development
- Hamilton Emergency Services
- Hamilton Police Services
- Corporate Services
- Public Health Services
- Community Services

The following agencies were contacted for this project:

- Niagara Peninsula Conservation Authority
- Ministry of the Environment
- Ministry of Agriculture and Food
- Ministry of Citizenship & Immigration
- Ministry of Natural Resources
- Ministry of Culture
- Ministry of Community and Social Services
- Ministry of Affairs & Housing
- Ontario Provincial Police
- Canada Post Commercial Service Centre
- Ministry of Health & Long Term Care
- Ministry of Public Infrastructure
- National Heritage Information Centre
- Huron Wendat First Nation
- Six Nations Lands & Resources
- Department of Indian and Northern Affairs
- The Metis Nation of Ontario
- Council of Ontario Chiefs
- Patent & Trademark Agents
- Association of Iroquois and Allied Indians
- Six Nations
- Six Nations Eco-Centre
- Lands & Resources
- Six Nations of the Grand River Territory
- Metis Women’s Circle
- Haudenosaunee Recourse Centre
- Mississaugas of the New Credit First Nation
- Cultural Explorers
- Canadian Geographical Names Database
- Hamilton Regional Indian Centre
- Ministry of the Attorney General
- Ministry of Aboriginal Affairs
- De dwa da dehs nyes Aboriginal Health
- Ontario Federation of Indian Friendship
- Nipissing First Nation Union of Ontario Indians
- Assembly of First Nations
- Hamilton District Catholic School Board
- Hamilton-Wentworth District School Board
- McMaster University
- PEIL
- Losani Homes
- TransCanada Pipelines
- Union Gas
- Canadian Pacific Railway
- Horizon Utilities Corporation
- Cogeco Cable
- Ontario Power Generation
- Enbridge Pipelines Inc.
- Hamilton Utilities Corporation
- Mountain Cablevision
- Bell Canada
- Southern Ontario Railway
- Hydro One
- Sun Canadian Pipeline
- South Mount Cable Ltd.
- Ontario Power Generation
- Canadian National Railway