



CITY OF HAMILTON

PUBLIC WORKS DEPARTMENT
Environment and Sustainable Infrastructure Division

TO: Chair and Members Public Works Committee	WARD(S) AFFECTED: WARD 15
COMMITTEE DATE: June 14, 2010	
SUBJECT/REPORT NO: East-West Road Corridor (Waterdown) Class Environmental Assessment-Environmental Study Report (PW08063b) (Ward 15)	
SUBMITTED BY: Gerry Davis, CMA General Manager Public Works Department	PREPARED BY: Syeda Banuri (905) 546-2424, Extension 4101 Christine Lee-Morrison (905) 546-2424, Extension 6390 Jillian Stephen (905) 546-2424, Extension 4621
SIGNATURE:	

RECOMMENDATION

- (a) That the East-West Road Corridor Class Environmental Assessment Phases 3 and 4, Environmental Study Report (ESR) be endorsed and the General Manager of the Public Works Department be authorized and directed to file the ESR, upon resolving the outstanding comments of the Hamilton Conservation Authority, as per the Municipal Class Environmental Assessment (October 2000, as amended in 2007), on public record with the Municipal Clerk for a forty-five day public review; and,
- (b) That upon the completion of the forty-five day public review, the General Manager of the Public Works Department be authorized and directed to program and include the recommended projects road design in the Environmental Study Report for the purpose of future capital budget submissions in conjunction with the staging of Development Program, provided no comments or Part II Order requests are received that cannot be resolved.

EXECUTIVE SUMMARY

The City of Hamilton and Region of Halton have completed Phases 3 and 4 of the East-West (E-W) Road Corridor Schedule C Class Environmental Assessment (EA) and developed an Environmental Study Report (ESR). The E-W Road Corridor Class EA

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was carried out according to the approved process of the Municipal Engineers Association's Municipal Class Environmental Assessment (October 2000, as amended in 2007). The five phases of the Class EA process can be defined as:

Phase 1 - identifying the problem or opportunity;

Phase 2 - development and evaluation of alternative solutions and selection of preferred solution;

Phase 3 - developing and evaluating alternative design concepts for preferred solution and selection of preferred solution;

Phase 4 - completion of ESR, and;

Phase 5 - implementation.

The E-W Road Corridor ESR addresses Phases 1 to 4 of the Class EA process.

In February 2008, The *Waterdown/Aldershot Transportation Master Plan (WATMP) Phase 2 Report* was completed. The Master Plan was based on the urban boundary expansion (OPA No. 28) to the Official Plan of the former Town of Flamborough, adopted by the former Region of Hamilton-Wentworth, by Order in Council. Appendix A illustrates the urban boundary expansion lands.

The Phase 2 Report provided a set of recommendations and a variety of measures to increase transportation capacity, including public transit, bicycle routes, transportation demand management and road improvements for the Waterdown/Aldershot area. The WATMP identified a series of next steps for the implementation of its recommendations including undertaking Phase 3, 4, and 5 of the Municipal Class EA Planning and Design process for road improvements in the Waterdown Road Corridor and East-West Road Corridor. Appendix B illustrates the proposed road improvements.

Since the completion of Phase 2, the project team has refined the preferred alternative design of the E-W Road Corridor through consultation with the public, stakeholders, government agencies and staff. Public Consultation and communications were important parts of the Phase 3 and 4 works undertaken in the New E-W Road Corridor Class EA. The consultation and communications approaches were informed by input received from members of the public as a result of the WATMP consultations (Phase 2). The Project Partners designed the public consultation process to exceed the minimum public notice and consultation requirements of the Class EA process. The consultation process included:

- Pre-consultation stakeholder identification and discussions;
- A final Stakeholder Advisory Committee meeting to finalize the WATMP (Phase 2) and obtain input on the Class EA Phase 3 and 4 process;
- Release of the Path Forward Report;
- E-mail, print and mail notices for three Public Information Centres (PICs);
- Three rounds of Public Information Centres (PICs);
- An additional Public Information Meeting for Highway 6 Connection alternatives;
- Three additional residents' meetings to deal with issues along Parkside Drive and Northlawn Avenue.

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- Development of Terms of Reference, recruitment and formation of the East-West Neighbourhood Advisory Committee (NAC), and holding of five NAC meetings;
- A One-Window Communications Portal for stakeholders and the public;
- Issuing of interim study reports for public review;
- One-on-one meetings with key affected property owners;
- Newsletters; and
- Responding to public inquiries throughout the study process.

Over 500 public inquiries have been submitted and responses have been provided by the project team (see Appendix C for Summary of Public Comments and Responses).

The complete E-W Road Corridor encompasses five broad road sections.

- New E-W Road, from Highway 6 to Parkside Drive.
- Parkside Drive Widening
- Up-Country Link
- Dundas Street (West of Kerns Road)
- Dundas Street (East of Kerns Road)

Table 01 in Financial/Staffing/Legal Section of this report summarizes the costs associated with the construction of the E-W Road Corridor. Costing is based on benchmark costs and typical cross-sections. The benchmark costs contain normal engineering and construction contingency allowance, and were confirmed by Hamilton, and Halton staff. The funding for the Capital expenditure plan is shared among the Existing Development (“Non-Growth”-current tax base) and the anticipated development (“Growth”). New construction will be funded by “Growth” via Development Charges.

The current total cost estimate of the E-W Road Corridor is \$42,899,500. The estimated cost of the infrastructure contained within Hamilton’s municipal boundaries is \$33,219,300. The estimated cost of the infrastructure contained within the Region of Halton’s municipal boundaries is \$9,680,200. With respect to City of Hamilton costs, 5% of the \$33.2 million is identified in the City’s 2009 Development Charge (DC) Study as benefit to existing (approximately \$1.3million). This means that the balance of the funding (\$28.9 million) would come from DC’s. The \$28.9million DC’s for this project are split between 50% residential and 50% non-residential (meaning commercial, institutional and industrial development) in terms of origin/destination of users. There is an issue regarding this split in that the non-residential (industrial) DC rate is heavily subsidized by the municipality which means that this portion of the funding may have to be funded from levy (property tax dollars). The final amount of this specific piece of the funding pie is dependent upon future DC exemption policies approved by the City.

Of note is that the City of Hamilton has a Staging of Development Plan which takes into account the amount of growth funding available and meshes that with a prioritization schedule of growth capital. The prioritization of growth capital is a function of assessment growth type and amount as well as a function of the extension of existing infrastructure based on Strategic City priorities. The City of Hamilton has included this project in the 2009 Development Charges Background Study.

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It is proposed that the works in the jurisdiction of Hamilton be paid by the City of Hamilton and the portion of the E-W Road Corridor in Halton (east of Kerns Road) be funded by the Region of Halton. Further discussion between the staff from Hamilton and Halton may be needed for the coordination of works at the detailed design and construction stages.

Alternatives for Consideration - See Page 26

FINANCIAL / STAFFING / LEGAL IMPLICATIONS
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Financial:

Costing is based on benchmark costs and typical cross-sections. The benchmark costs contain normal engineering and construction contingency allowance, and were confirmed by Hamilton and Halton staff. A preliminary cost estimate has been prepared for the construction of the new East-West Road; and the reconstruction of Parkside Drive and Dundas Street. This estimate presented below is based on present day costs and excludes GST/ HST. The funding for the Capital expenditure plan is shared among the Existing Development (“Non-Growth”- current tax base) and the anticipated development (“Growth”). New construction will be funded by “Growth” to the maximum extent possible via Development Charges. The following table summarizes the costs associated with the construction of the E-W Road Corridor.

Table 01: Preliminary Construction Cost Estimate

New East-West Road	Section	Section Total 2010 (\$)
	Roadworks	\$6,991,000
	Structures	\$2,148,300
	Landscape	\$530,000
	Electrical	\$608,000
	Property	\$2,328,800
	Pathway/Sidewalk	\$1,545,700
	Utilities	\$579,900
	Contingency	\$1,231,800
	Engineering	\$1,231,800
	Subtotal	\$17,195,300
Parkside Drive		
	Roadworks	\$3,205,000
	Structures	\$1,086,700
	Landscape	\$97,500
	Electrical	\$228,000
	Property	\$1,286,500
	Pathway/Sidewalk	\$293,400
	Utilities	\$245,500
	Contingency	\$515,600
	Engineering	\$515,600
	Subtotal	\$7,473,800

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Up-Country Link		
	Roadworks	\$1,745,600
	Structures	\$30,200
	Landscape	\$135,000
	Electrical	\$291,000
	Property	N/A
	Pathway/Sidewalk	\$301,200
	Utilities	\$125,200
	Contingency	\$262,800
	Engineering	\$262,800
	Subtotal	\$3,153,800
Dundas Street (West of Kerns Road)		
	Roadworks	\$2,400,000
	Structures	\$528,000
	Landscape	\$150,000
	Electrical	\$612,000
	Property	\$345,900
	Pathway/Sidewalk	\$318,300
	Utilities	\$200,400
	Contingency	\$420,900
	Engineering	\$420,900
	Subtotal	\$5,396,400
Dundas Street (East of Kerns Road)		
	Roadworks	\$5,137,800
	Structures	\$1,208,900
	Landscape	\$185,000
	Electrical	\$520,000
	Property	\$519,000
	Pathway/Sidewalk	\$229,900
	Utilities	\$352,800
	Contingency	\$763,400
	Engineering	\$763,400
	Subtotal	\$9,680,200
	TOTAL	\$42,899,500

The current total cost estimate of the E-W Road Corridor is \$42,899,500. The cost of the infrastructure contained within Hamilton's municipal boundaries total \$33,219,300. The cost of the infrastructure contained within the Region of Halton's municipal boundaries total \$9,680,200.

Hamilton Boundary Cost (\$33,219,300)

Construction works for the E-W Road Corridor within the Hamilton boundary include the new E-W Road portion, Parkside Drive, Up-Country Link and Dundas Street (West of Kerns Road) (estimated total cost \$33,219,300) and the Dundas Street (East of Kerns Road) portion (estimated \$9,680,200) is in Halton Region.

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Sections through the Waterdown North Secondary Plan area and Up-Country Link are to be constructed by the developers. The cost net of the developer's share is funded by Development Charges. The developer is also required to dedicate land for the road. As per the City of Hamilton's Development policy, the developer is responsible to dedicate up to 26m of road allowance while the City compensates the developer for the value of land required for the road *beyond* 26m. Proposed *Right of Way* (ROW) for the section through Waterdown North Secondary Plan area is 36m and for Up-Country section is 32m. Similar to the road, the cost of the additional land is funded by Development Charges.

Property Acquisition:

Within the City of Hamilton boundaries it is expected that 34 properties will be impacted (see Appendix E). The preliminary estimate of property acquisitions is provided in the ESR document. The final number of impacted properties and the amount of the property required will be confirmed during the detailed design stage and through discussions with these property owners (see Appendix E). All property owners have been notified through the Class EA process. Some property will be required from residential, farmland and agricultural, commercial and business properties. Connon Nursery situated north of Parkside Drive will also be impacted. During the evaluation of alternatives, the Project Team had meetings with Connon Nursery's owners and understood their concerns. The preferred alignment will reduce impacts to their business operation and result in less property acquisition. It will also provide opportunity for better access to the Nursery. The impacted properties will be financially compensated. The process for property acquisition within the City of Hamilton will involve the following course of action:

- The property will be appraised independently by an outside appraiser.
- The appraisal will be reviewed with the land owner. If there is a disagreement with the appraisal the City of Hamilton will offer the owner the option of having a second appraisal of their choice done at the City's cost.
- Both appraisals will be reviewed and a settlement reached based on this review.
- If the lands are above \$250,000, Council approval will be required to complete the transaction.
- Any transaction would close 60 days after Council approval.

Legal:

Municipal undertakings such as road, 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.

Under the provisions of subsection 16 of the Environmental Assessment Act, there is an opportunity for the Minister of the Environment to review the status of a project (Part II Order Request, commonly referred to as a "bump up"). During the review period, members of the public, interest groups and review agencies may request the Minister to

require a proponent to comply with Part II of the EA Act (which addresses individual EA's), before proceeding with a proposed undertaking. The Minister determines whether or not this is necessary with the Minister's decision being final.

HISTORICAL BACKGROUND

Official Plan Amendment No. 28

In June 2002, the Executive Council of the Provincial Cabinet of Ontario approved Official Plan Amendment (OPA) No. 28 which brought lands into the Waterdown urban boundary. OPA No. 28 lands consist of three distinct areas: Waterdown North, Waterdown South and Up-Country Lands (see Appendix A-OPA No. 28 Lands). The OPA No. 28 lands consist of approximately 240 hectares of gross developable residential land. Population growth is expected to increase by 15,264 people upon build out. One of the conditions of OPA No. 28 was that a Master Environmental Assessment Transportation Study be jointly funded and conducted by the former Town of Flamborough, the City of Burlington and the former Regional Municipality of Hamilton-Wentworth.

Aldershot / Waterdown Transportation Master Plan Study, September 1999

The previous Aldershot/Waterdown Transportation Master Plan Study (September 1999), undertaken by Stantec Consulting Ltd. was not finalized due to impending amalgamation to create the new City of Hamilton. Since the previous study was not approved by the Region of Halton, the Former Town of Flamborough, the City of Burlington or the Region of Hamilton-Wentworth, it was determined that the conclusions and recommendations of the previous study needed to be reviewed and updated. It was important to review the conclusions to determine current validity, current transportation network constraints, and current environmental constraints and planned transportation network improvements. Furthermore, the 1999 study was approaching the 5 year review period for Master Plans prepared under the Municipal Class Environmental Assessment, October 2000.

The Master Plan (Phase 1 and 2) EA process involves the following steps with public consultation occurring throughout the study process:

1. Identify Problems/Opportunities;
2. Identify Alternative Solutions to Problems/Opportunities;
3. Identify and Evaluate Impact of Alternative Solutions;
4. Select Preferred Solutions; and,
5. Documentation in the form of a Transportation Master Plan

The Master Plan would provide the basis for future investigations for the specific Schedule C projects identified within it. Schedule C projects would have to fulfil Phases 3 and 4 of the Municipal Class EA process prior to filing the Environmental Study Report.

Phase 1: Waterdown/Aldershot Master EA Transportation Network Study

Phase 1 of the Waterdown/Aldershot Transportation Master Plan Study Update (April 2004) prepared by SNC Lavalin Engineers and Constructors Ltd. confirmed:

- The need for additional east-west capacity in the overall transportation network in the Waterdown North and Waterdown East/Burlington area, due to the development of OPA No. 28 lands.
- The need for additional north-south capacity in the overall transportation network in the Waterdown/Aldershot/Burlington area, due to the development of OPA No. 28 lands.
- All options to provide additional east-west and north-south capacity in the overall transportation network, to accommodate the additional demands due to the development of OPA No. 28 lands, need to be considered in Phase 2 of the Waterdown/Aldershot Transportation Master Plan Municipal Class EA process (June 2000).

As a result of the 5 year time lapse since the Stantec Report was completed, along with numerous changes in the area, the Phase 1 work determined that a new Transportation Master Plan was warranted. Some of the changes in the area included:

- Opening of Highway 407;
- Highway 403 and Waterdown Road interchange;
- Highway 6 restricted access facility;
- The amalgamation of the former Town of Flamborough into the City of Hamilton;
- The approval of OPA No. 28 expansion of the Waterdown urban area; and,
- Environmental constraints (i.e. Provincial Green Belt Plan, new Watershed Study).

The Phase 1 Report was endorsed by City of Hamilton Council on June 29, 2005. Both Halton Regional Council and Burlington City Council also endorsed the Phase 1 Report.

Phase 2: The Waterdown/Aldershot Transportation Master Plan

The *Waterdown/Aldershot Transportation Master Plan (WATMP) Phase 2 Report* was completed in February 2008. A Draft Phase 2 Report was endorsed by the City of Hamilton Council in June 2005 (Council Report 05-011), the City of Burlington in July 2007 (CD-117-07-1) and the Region of Halton in October 2007 (PPW65-07).

The purpose of the WATMP was to confirm the results of the Phase 1 work and to complete the Phase 2 of the Municipal Class Environmental Assessment planning and design process. Transportation Master Plans (TMP) deal with area wide system and network requirements leading to the development of a series of overall transportation goals and objectives and the identification of preferred projects and initiatives necessary to achieve them.

The Phase 2 Report provided a set of recommendations and a variety of measures to increase transportation capacity, including public transit, bicycle routes, transportation demand management and road improvements. The WATMP identified a series of next steps for the implementation of its recommendations including undertaking Phase 3, 4,

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and 5 of the Municipal Class EA Planning and Design process for road improvements in the **Waterdown Road Corridor** and **New East-West Road Corridor**.

The *WATMP Phase 2 Final Report* (February 2008) is part of the documentation of the Class EA and is subject to the same review requirements (see Appendix B - Preferred Road Capacity Improvements).

Waterdown Road Corridor Phases 3 & 4 Class EA

Phases 3 and 4 of the Municipal Class EA Planning and Design process for road improvements in the Waterdown Road Corridor (PW10010) was approved by Council on February 10, 2010. The ESR is yet to be filed on public record for a period of 45 days.

POLICY IMPLICATIONS

Official Plan Amendment No. 28

In June 2002, the Executive Council of the Provincial Cabinet of Ontario approved the Official Plan Amendment (OPA) No. 28 which brought lands into the Waterdown urban boundary. OPA No. 28 lands consist of three distinct areas: Waterdown North, Waterdown South and Up-Country Lands (see Appendix A – OPA No. 28 Lands). One of the conditions of OPA No. 28 was that a Master Environmental Assessment Transportation Study be jointly funded and conducted by the former Town of Flamborough, the City of Burlington and the former Regional Municipality of Hamilton-Wentworth.

Public Works Business Plan

The proposal complies with the Public Works Business Plan, *Innovate Now*, under the Communities objectives (provides safe, secure, timely services) and Finances objectives (sustainable infrastructure, infrastructure to support new growth paid for by development).

Corporate Strategic Plan

The proposal complies with the Corporate Strategic Business Plan. Infrastructure planning is done in socially responsible, environmentally and financially sustainable and compassionate manner in order to ensure a healthy, safe and prosperous community.

Transportation Master Plan/Class Environmental Assessment

The following three policy documents were addressed under the Historical Background Section of this report. These studies provided the rationale for undertaking Phases 3 and 4 of the Municipal Class EA Planning and Design process for E-W Corridor in Waterdown.

- Aldershot/Waterdown Transportation Master Plan Study, September 1999;
- Phase 1: Waterdown/Aldershot Master EA Transportation Network Study, April 2004; and

- Phase 2: Waterdown/Aldershot Transportation Master Plan, February 2008.

RELEVANT CONSULTATION

Staff have consulted with the Ward Councillor and she is aware of the recommendations being made.

Under the Municipal Engineer's Association Class EA process, for Phase 3 and 4, there are two mandatory points of public contact including:

1. During Phase 3, the public is invited to provide input into the alternatives and mitigation measures; and,
2. Upon completion of the project, a notice of project completion is to be issued, again, inviting comment on the recommended solution.

The Project Partners designed the public consultation process to exceed the minimum public notice and consultation requirements of the Class EA process. The consultation process included:

- Pre-consultation stakeholder identification and discussions;
- A final Stakeholder Advisory Committee meeting to wrap up the WATMP (Phase 2) and obtain input on the Class EA Phase 3 and 4 process;
- Release of the Path Forward Report;
- E-mail, print and mail notices to attend three Public Information Centres (PICs);
- Three rounds of Public Information Centres
 - The first one to present the WATMP's conclusions, and the proposed Study Plan and Public Consultation and Communications process;
 - The second round to present the alternatives;
 - The third round to present the preferred alternative or undertaking;
- An additional Public Information Meeting for Highway 6 Connection alternatives input;
- Three additional residents' meetings to deal with issues along Parkside Drive and Northlawn Avenue;
- Development of a Terms of Reference, recruitment and formation of the East-West Neighbourhood Advisory Committee (NAC), and five meetings;
- A One-Window Communications Portal for stakeholders and the public;
- Issuing of interim study reports for public review;
- One-on-one meetings with key affected property owners;
- Newsletters; and,
- Responding to public inquiries throughout the study process.

During the agency and public consultation process, there were a number of issues brought to the attention of the project team (see Appendix C). Below is a summary of some of the major issues raised and how they were addressed.

Concession 4 Road and Potential for Truck Traffic

During Phase 2 work, a straight-through alignment for the new East-West Road Corridor at Highway 6 was recommended with a direct connection to Concession 4 Road. During the early stages of Phase 3, it became clear that there was considerable local concern with the issue of permitting quarry truck traffic to travel from west of Highway 6 (on Concession 4 Road) through or adjacent to residential areas to the east, notably Northlawn Avenue and Parkside Drive. The Project Team presented a number of options for the connection of the westerly portion of the new East-West road corridor to Highway 6. Many NAC members believed that the connection to Highway 6 should be north of the Concession 4 Road intersection. The City of Hamilton investigated this concern. The Project Team concurred with the NAC position of locating the new road connection north of the Concession 4 Road intersection. In reviewing the proposed intersection location, the Ministry of Transportation (MTO) then advised the project team that no new intersections could be created along Highway 6 thus requiring a re-examination of the Highway 6 connection options. An additional meeting was held with the residents in the area in June 2009 to review the connection location alternatives. These included options that connected with the Concession 4 Road as well as options to the north that would require the closure of the Concession 4 Road at Highway 6. A recommendation was made by the project team (through a comparative evaluation process) for a connection point north of Concession 4 Road and the closure of Concession 4 Road at Highway 6. MTO concurred with the recommendation (See Appendices I and J).

Ministry of Transportation Comments

Just before the final round of PICs for Phase 3, the Ministry of Transportation (MTO) submitted its position on the East-West Road Connection at Highway 6. Due to public safety concerns on Highway 6, MTO staff advised the project team that a connection to Highway 6 would only be allowed if it did not create an additional intersection. Accordingly, as noted above, the project team reviewed and developed additional connection alternative alignments with Highway 6. An additional Public Information meeting was held on June 2, 2009 to review the location options for connecting the New East-West Road with Highway 6. Residents in the area were sent invitations to the event through mail. Display panels provided information on the advantages and disadvantages of the different Highway 6 road connection options. Input was received from the public which was considered in the selection of the preferred connection alignment.

Resident Comments - Option 4 versus 5

The WATMP recommendation regarding the new East-West Road Corridor generated significant concern for residents located along Parkside Drive (east of the Grindstone Creek crossing) and along Northlawn Avenue. These concerns are documented in the February 2008 WATMP Report. In the initial phases of the consultation program for Phases 3 and 4, there was still debate among the residents regarding some sections of the alignment for the new East-West Road (e.g. in the vicinity of Parkside Drive, the

routing through the Centre Road Woodlot Provincially Significant Wetland (PSW), Highway 6 connection location). The project team committed in Phase 2 to review alignment options to by-pass Parkside Drive as requested by the public. This Option is referred to as Option 5 (see Appendix D). An evaluation was conducted for preferred alignment Option 4 versus Option 5 and also for Option 4 versus another option further requested by the public. This option is known as the Sawtooth option, which is located further to the north through the Greenbelt. Option 4 was reconfirmed as the preferred alignment early in Phase 3.

Parkside Drive Residents' Issues

Prior to the conclusions of Phase 2, residents of Parkside Drive recommended alternative alignments and connections to Parkside Drive to the Project Team. Through meetings with the City of Hamilton and the Project Team, the Parkside Drive Residents Association asked that the Project Team review an alternative Option 5 (which would be located within an identified area of land north of Parkside Drive). The Project Team identified an alternative alignment through the Opta Minerals property and presented the results of this work at NAC meeting #2. Option 5 (Opta) ranked lower than the Project Team's recommend Option 4 (widening of Parkside Dr.) largely due to the impacts to Opta Minerals and very high cost to acquire the property. Upon reviewing that Option 4 was reconfirmed as the preferred route, the NAC members suggested another alignment option at the June 2008 NAC meeting similar to one proposed in an earlier study undertaken by Stantec Consultants in 1999. This alignment would involve the roadway wrapping around the north end of the OPTA property. The design developed by Stantec was presented in a very conceptual manner in their report. Another refined option "Sawtooth" was generated by the Project Team. Further design modifications were needed to be made to make this route acceptable from a traffic operations and road safety perspective. Significant effort was spent by the project team in the review and assessment of alternative alignments to the widening of Parkside Dr. At NAC meeting #3, the Project Team advised that Option 5 ("Sawtooth") ranked lower than the preferred Option 4. This conclusion is not supported by some NAC members and the residents of Parkside Drive continue to support the "Sawtooth" alignment. The residents expressed concerns regarding the social impacts along the section of Parkside Drive to be widened.

Since some of the NAC members expressed concerns regarding the social impacts along the section of Parkside Drive to be widened; the Project Partners concluded that most of the social concerns raised by the residents regarding the widening of Parkside Drive could be addressed through mitigation and road design elements. Key features of the proposed widened roadway that are recommended to respond to resident's concerns include:

- Roundabouts at each end of the community that will serve as traffic calming measures and provide an opportunity for the introduction of gateway features;
- Narrowed lanes & reduced boulevard widths;
- On-road bicycle allowance;

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- Reduced road speeds (posted at 50 km/hr – down from current 60 km/hr);
- Reduced ROW widths (26 m instead of the City standard 30 - 36 m for minor arterial roads);
- Sidewalks on both sides of the roadway (currently one side only);
- Extensive streetscaping/ plantings, street and pedestrian lighting; and,
- Fence replacement and landscaping along the back lots of Fellows Crescent properties.

The City of Hamilton has committed to continue to work with residents to resolve all outstanding concerns to the extent possible.

Northlawn Residents' Requests

Considerable effort was made to examine possible alternatives through the Centre Road Woodlot PSW to address Northlawn residents concerns regarding the proximity of the new road to their homes. The residents on Northlawn Avenue requested to review information such as air quality, noise assessment, natural environment report, the entire agency correspondences, etc. The residents were provided with draft reports throughout the process and feedback was received. Several alternative alignments through Centre Road woodlot/PSW were identified and evaluated. The proposed road has been located considering both impacts to residents and effects to the PSW. The road is to be located about 100m from the residences. The Project Team concurs that no significant effects are expected to the Northlawn Avenue residents. There is a potential for noise increase for the most eastern located residences, however noise levels would still be within Ministry of Environment (MOE) guidelines. The ESR recommends that the City monitor actual noise levels and implement mitigation measures, only if required. The following provides a summary of the requests made by the residents (submission from residents dated, June 03, 2009) and staff's position:

- A noise barrier fence at the new roadway high enough to deflect truck noise (which will also deflect vehicle headlights).

Staff cannot recommend this. It is not warranted based on the acoustical analysis.

- A noise barrier fence along Centre Road from the new intersection of the new road to the first residence at Northlawn Ave and Centre Road.

Staff cannot recommend this. It is not warranted based on the acoustical analysis.

- A slight northern adjustment of the road to miss two of the largest oak trees in the whole Woodlot.

The trees aforementioned have been investigated. The proposed road has been strategically located to minimize the overall effects to the ecology of the woodlot, recognizing that individual trees would be lost. Staff cannot recommend relocating the road.

- Reduction of speed to 50 km/h.

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Staff agrees with this comment and the change has been made. A speed limit of 50 km/h has been incorporated into the proposal.

- Design of the overhead street lighting to reduce/eliminate light pollution.
- Residents also asked for an assurance that this new road will have "no negative Real Estate effects to our properties".

Property values fluctuate based on many factors and, as a result, the City is unable to give this assurance.

MOE Review of Noise Study

Residents' concerns about increases in noise levels on Northlawn Avenue led to the early involvement of Ministry of Environment (MOE) to review the noise assessment done as part of this project. Normally MOE would review this component in conjunction with the complete ESR when the project is filed on the public record. MOE agreed to an early review and provided City staff with a number of questions related to acoustical assessment, including:

- Zoning designation of all lands surrounding the new East-West Road.
- The points of reception which to represent the worst case designs with respect to outdoor environmental noise in order to know the requirements of sound barrier for future land uses.
- Verification of the parameters and traffic data for the models.

The Project Team has addressed their comments and a response was sent by staff to MOE which suggests that there is a potential for noise increase in some areas, however the increased noise level would still be within the limits provided in MOE Guidelines.

Consultation with Hamilton Conservation Authority

As part of the Agency consultation, the Project Team has consulted Hamilton Conservation Authority (HCA) during all phases of the EA. HCA staff was provided an opportunity to provide comments on WATMP - Phase 2 Report. Comments were addressed and responses were provided by the Project Team before concluding Phase 2. In Phase 3, HCA staff was heavily involved in the process of selecting the design alternatives through the natural environment features under the jurisdiction of HCA.

HCA staff was circulated the draft ESR in August 2009. The Project Team recently received their comments. The areas of concern for HCA are their regulated Parkside Drive Wetland Complex and Centre Road Wood Lot. Both features have Provincially Significant Wetland (PSW) status. The East-West Corridor runs south of Parkside Drive Wetland Complex at a minimum distance of 30.0m and passes through the Centre Road Wood Lot at a location with least environmental impacts of the alternatives evaluated. HCA staff has raised concerns in their recent submission of April 23, 2010 with the alignment at these two locations in specific. The Project Team is working with HCA staff to resolve the issues. There will be further discussions between the Project Team and HCA staff.

ANALYSIS / RATIONALE FOR RECOMMENDATION

1) DESIGN ALTERNATIVE CONSIDERATIONS:

This section of the report discusses the design alternatives identified, developed, and evaluated during Phase 3 throughout the East-West Road Corridor. Appendix D – Map of Analysis Sections of the new E-W Road Corridor illustrates the analysis segments that were addressed (Sections N1 to N7). Identified within each of the road sections are alignment alternatives and/or “issue areas”. The alternative alignments were subject to an alternative evaluation process. In addition to the alignment alternatives, road cross section alternatives were also considered. Depending on the road/road section, this included the consideration of: reduced design speeds, alternative treatments and locations for sidewalks/multiuse pathways, road medians treatment options, bike lane considerations (on or off road), landscaping options, reduced lane widths, boulevard widths, etc. The following outlines the various alignment alternatives that were evaluated according to each road section, and the issue areas addressed along the East-West Road corridor.

Section N1 - Western Alignment Alternatives

The development and evaluation of alternative alignment connections to Highway 6 was completed in three stages, while traffic safety and operations were always key considerations. Initially, in discussion with the East-West Neighbourhood Advisory Committee (NAC) and the presentation at the first Public Information Centre in June 2008, three alternative alignments (see Appendix I - initial three Western Alternative Alignments) were developed and evaluated. During the early East-West NAC meetings it became clear that there was considerable local concern with the issue of facilitating quarry truck traffic to travel from west of Highway 6 (on Concession 4 Road) through or adjacent to residential areas to the east, notably Northlawn Avenue and Parkside Drive. This concern was addressed by moving the connection point of the New East-West Road Corridor north of Concession 4 Road.

Two alternative alignments for the northern connection were developed in discussion with local landowners. The northern most alternative was generally preferred through evaluation. This alternative does not sever the farm fields east of Highway 6. This preliminary evaluation was provided to MTO for their comment and to the public at PIC #1 in June 2008.

Input received led to the development of a second generation of alternatives (see Appendix J - Preferred Western Alignments at Highway 6). MTO expressed concern with the initial alternatives because they increased the number of intersections along this stretch of Highway 6. Due to public safety concerns, MTO felt that any alternative should not increase the number of intersections. Therefore it was recommended that the northern alternatives should connect back to Concession 4 Road with a new road link on the west side of Highway 6, with a local closure (e.g. cul-de-sac) of the existing Concession 4 Road just west of Highway 6. Five alternatives were developed and evaluated, each of which had a new western leg connecting back to Concession 4 Road

further to the west. The options were thoroughly evaluated which resulted in further adjustments to the alternatives. Option 5 was selected as the preferred southern alternative with connection on the west closed at Highway 6 (due to less property impacts and environmental impacts). A detailed traffic operations assessment was completed for the options and submitted to MTO for their comments.

In the review of this assessment MTO indicated that the southern alternative was too close to the Parkside Drive intersection and should be eliminated from further consideration. Additional northern alternatives were developed that eliminated the west side connection back to Concession 4 road and required the closing of Concession 4 Road at Highway 6.

The assessment and evaluation considered the following factors:

- Social (potential for impacts on residents)
- Natural (potential for impact on terrestrial and aquatic features)
- Economic (potential for impact on businesses, residential properties and agricultural lands)
- Cost (capital cost)
- Transportation (change in traffic operations, delay and capacity, potential for change to traffic and public safety)

The most northerly alternative, Option 1, was selected as the preferred location.

Section N2 - Waterdown North Development / Centre Road Crossing

Several issue areas were identified in this analysis section:

- Borer's Creek Crossing Issue Area - to minimize effects on the creek, initially the proposed crossing location was located just south of where the two creek branches meet. It was necessary to confirm the type of crossing structure (bridge) and the need to accommodate wildlife movement through the valley. The road has been moved as far north as possible in this area to minimize the amount of development land north of the new road.
- Separation from the Parkside Drive Wetland Complex - alternative buffer widths were considered to position the corridor adjacent to this environmentally sensitive area.
- Potential for impact to the Waterdown North development area.
- Centre Road Woodlot/Provincially Significant Wetland (PSW) Crossing Issue Area – There were several issues in the vicinity of the Centre Road area that were addressed including:
 - Minimizing effects to Borer's Creek on the north side of the road alignment, west of Centre Road.
 - Minimize impacts to the Centre Road Woodlot/PSW's drainage outlet and the Borer's Creek tributary in the vicinity of Centre Road.
 - Intersection design and separation distance from Northlawn Avenue intersection (overlapping left turn lanes).
 - Minimizing impacts to the Centre Road Woodlot/PSW.

- Potential for impacts on the residents on the north side of Northlawn Avenue.
- Joe Sams Park Trail Crossing Issue Area – assessment of a grade separated crossing of this existing multi-use trail was required that involved considerations of road profile and path location.

Section N3 - Hydro Transmission Line Crossing Alternatives

Two alternative alignments in the vicinity of the hydro transmission line (north of Parkside Drive) were identified. The issues to be considered included:

- minimizing impacts to the Cannon Nursery property;
- encroachment onto the property of the retirement home (Alexander Place);
- agricultural impacts; and
- potential effects on the hydro line.

Section N4 - Parkside Drive

Within this analysis section the following issues were addressed:

- Grindstone Creek Crossing Issue Area – The type of creek crossing and required mitigation measures needed to be determined.
- Parkside Drive Residential Effects Issue Area – Minimizing the impacts to the residential areas on both sides of Parkside Drive east of the Grindstone Creek.
- Type of intersections to provide at either end of this section (conventional versus roundabout).

Option 4 versus Option 5 Alignment Review

The decision in Phase 2 to select Option 4 (that included the widening of Parkside Drive east of Grindstone Creek) over the Option 5 (a more northern route through the Greenbelt) alignment was reviewed as part of the Phase 3 Class EA work. Included in this review was a more detailed costing of the two options as well as a detailed examination of property/business disruption effects. This involved additional routing assessments and more detailed evaluation of the alternatives. After seeing the evaluation results, NAC requested the Project Team to evaluate another option similar to Option 5 against the preferred Option 4. This Option was named the “Sawtooth” Option which was similar to Option 1 already evaluated in Phase 2 and ruled out. The Sawtooth Option by-passes Parkside Drive but runs through the natural area (ESA and PSW).

Section N5 - Up-Country Development

The precise roadway alignment adjacent to the Up-County Development lands (east side) required assessment in this section to minimize impacts to the future development lands and private properties to the east, as well as resolving the potential for floodplain impacts where the route parallels a tributary of Grindstone Creek.

Section N6 - Dundas Street Widening (West)

Alternatives were considered to minimize effects to residences/businesses on the north side of Dundas Street; opportunities for widening the road to the south were examined.

Bruce Trail / Dundas Street Crossing Alternatives

East of Kerns Road at approximately the brow of the escarpment is an existing Bruce Trail crossing onto Dundas Street. This is currently utilized by 500 -1000 trail users per year (approximately) which is well below the numbers that would, in itself, warrant the consideration of the introduction of an upgraded crossing treatment. However, due to the width of the proposed new road (six lanes plus one left turn lane) and related safety concerns, alternative crossing treatments were assessed. It will be further discussed with Halton Region whether a traffic light will be provided at Kerns Road intersection. However, if signals are implemented at the Kerns Road intersection, trail users will be redirected to the intersection through signage. Otherwise using a pedestrian signal at Kerns Road is the recommended alternative but further discussions will be required with the Bruce Trail Association and the proponent of the project (Region of Halton) during the detailed design stage.

Section N7 - Dundas Street Escarpment Cut Area

Road widening location alternatives were examined at the east end of Dundas Street near Brant Street. Issues considered included: the need to minimize the rock cut area through the escarpment on the north and the potential for impact to residences on the south side of Dundas Street.

2) EVALUATION CRITERIA

The evaluation criteria established during the Phase 2 work was the starting point for the evaluation criteria used in Phase 3. The Project Team sought input on the criteria from the E-W Road Neighbourhood Advisory Committee (NAC). The NAC members commented on the criteria and ranked the criteria importance from high to low to assist in the evaluation.

The basic criteria were revised for each set of alternatives being evaluated, as not all criteria are necessarily applicable to each evaluation. Data was collected on the basis of the criteria and was considered in the evaluation of the alternatives. Both quantitative and qualitative data was collected (see Appendix G - Evaluation Criteria and Indicators).

3) PREFERRED DESIGN

The preferred design concept for the various road segments was refined throughout Phase 3 to incorporate comments received from project partners, review agencies, the Neighbourhood Advisory Committee and members of the public.

East-West Corridor - Road Sections

- **NEW EAST-WEST ROAD**

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To address the 2021 road capacity demand requirements, it is recommended that a new East-West arterial road be created north of Parkside Drive. The new road will consist of a two lane rural cross section from the Waterdown North development limits to Highway 6, and from Centre Road south-east to Parkside Drive. Through the Waterdown North development area, it is proposed that the new road section consist of a three lane urbanized section with a centre turning lane.

The recommended design for the rural segment of the road includes partially paved shoulders and open ditches, while the urbanized segment includes curb and gutter, storm sewers, as well as a multi-use asphalt pathway on the south side of the road and full illumination throughout. The new East-West Road will connect to Highway 6 on the east side only, forming a 'T' type signalized intersection. A new northbound right-turn lane and a southbound left-turn lane will be incorporated into the intersection design. The MTO will need to be consulted during the detailed design phase to finalize the specifics of this intersection. Two driveways along Highway 6 will be directly impacted by the construction of the proposed new East-West Road. The driveway at # 687 Highway 6 is currently located directly across from the proposed westbound turning lanes. It is proposed to realign this driveway slightly to the south to line up with the proposed eastbound lanes. The driveway at # 689 Highway 6 will be located in front of a raised traffic island creating a right-in, right-out situation. The driveway cannot be easily realigned without acquiring property easements from adjacent owners. Nonetheless, this option should be further explored in detailed design stage. Other possibilities for providing continued access include shortening the proposed traffic island. Another property, #678 Highway 6 will be indirectly impacted as the future grading line on Highway 6 is right at the property limit. Staff will be discussing with this property owner different options to minimize the impacts during the detailed design stage. Property #300-306 4th Concession Rd West-agricultural business operations could be negatively impacted due to the closure of 4th Concession. Staff has recommended to realign the driveway during the detailed design and construction stage in consultation with the residents to address this potential concern. In conclusion, mitigation has been considered for all properties and safe access provided. However, discussion of details should continue through detailed design stage.

At the point of transition from a rural section to an urban section (the western limits of the Waterdown North subdivision plan), it is proposed to install a three-leg roundabout to alert motorists of the change to an urban road condition. It is also recommended to place traffic signals at the new intersection with Centre Road.

Through the Centre Road Woodlot, located east of Centre Road, it is proposed to place a multi-use pathway on the south side behind the limit of grading. This pathway is to connect with the existing pathway to Joe Sam's Park. A pedestrian underpass structure will be constructed under the new East-West Road to link the trail system north and south of the road.

Noise assessment and air pollution impacts were thoroughly studied for the preferred road alignment. Residents of Northlawn Avenue have raised serious concerns about the

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noise impacts throughout the process. Interim reports were released to the public and MOE for review in light of these concerns. The study indicated that the new road does not warrant any noise mitigation for the Centre Road Woodlot alignment (e.g. noise fence at the back of the Northlawn Avenue residents' properties). The Hamilton Conservation Authority also has been consulted on the issue of a potential noise barrier in the Centre Road woodlot. The Ministry of Environment (MOE) has recently advised the City, for the potential future noise sensitive areas (NSAs) in the proposed residential subdivisions in North Waterdown and Up-Country Estates, noise attenuation is recommended if/when any future development of actual receptors identified in the Noise Study occurs. It was further recommended that a more detailed assessment be completed at that point in time, which would incorporate site specific information for any proposed developments. The assessment should be carried out by the developers as part of the subdivision planning. It is further recommended that the new facility be posted at 50km/hr.

a) Design Criteria - The E-W Road will be designed in accordance with City of Hamilton Standards or (where necessary) the TAC Geometric Design Guide for Canadian Roads. The Design Criteria for E-W Road is summarized in (see Appendix H - new East- West Road, Parkside Road, Up-Country Link and Dundas Street Design Criteria).

b) Horizontal Alignment - This portion of the proposed corridor consists of developing a brand new arterial road right-of-way north of Parkside Drive. The new road will connect with Highway 6 at the western limit approximately 880m north of Parkside Drive. From this point easterly, the proposed alignment is mostly curvilinear in character and swings to the south as it approaches the Waterdown North subdivision development lands. The shift to the south is required to maintain a 30m buffer to the Waterdown North ESA located immediately to the north. The alignment through North Waterdown OPA 28 lands will be further refined during the detailed design stage based on the discussions with the developers during the Draft Plan approval process.

Through the Waterdown North subdivision, the proposed horizontal alignment is mostly tangential, except at the approach to Centre Road, where it is necessary to shift the road to the north. This northerly shift is required to maintain a proper separation between the new intersection at Centre Road and the existing intersection with Northlawn Avenue to the south and to avoid impacting a local watercourse. The northerly shift is also required to avoid impacts on two Butternut Tree specimens (a protected species) located within the Centre Road Woodlot, just east of Centre Road.

East from the Centre Road Woodlot, the proposed alignment turns south-east as it approaches Parkside Drive. A two-lane roundabout is proposed at the intersection with Parkside Drive. It is proposed that a portion of Parkside Drive, immediately west of the new roundabout be re-aligned to provide continued access to the existing two-lane facility west of our project limits.

c) Vertical Alignment - Between Highway 6 and Parkside Drive, the existing ground along the proposed new right-of-way is generally comprised of gently rolling terrain.

One notable exception is at the Borer's Creek crossing, where the terrain drops substantially as it traverses the valley. The proposed grade over Borer's Creek results in approximately 5m of fill at this location.

The proposed profile matches Highway 6 elevations at the western limit of the project. From this point easterly, the proposed vertical alignment generally consists of gentle (0.7%) grades and flat vertical curves. In the vicinity of the Waterdown North roundabout, the profile has been adjusted to recognize the crossfall requirements for this roundabout. The proposed grade over Borer's Creek results in approximately 5m of fill at this location.

A 1m grade raise is required at the intersection between the New East-West Road and Centre Road. The profile along Centre Road will taper back to the existing grade as quickly as practical north and south of the intersection. This raise in grade is necessary to prevent overtopping of the new road by the design storm (1 in 100yrs) event through the Centre Road Woodlot.

East from the woodlot, the proposed profile continues to rise to an elevation of approximately 3.6m above original ground. This high fill is required in order to install a new pedestrian underpass crossing for the Waterdown North Wetland Trail. The trail will need to be relocated to cross the new road at this location. It should be noted that the wetland trail cannot be maintained in its current location because the presence of hydro towers prohibit the road from being elevated sufficiently at this point. The approach to the west Parkside Drive roundabout has also been developed to include the cross fall characteristics necessary for this roundabout. These requirements result in a substantial amount of cut (approximately 3m) at this location.

d) Road Elements and Typical Cross Sections - There are two basic cross sections within this segment of the East - West Road:

Rural Section

From Highway 6 to the Waterdown North roundabout; and from Centre Road westerly to Parkside Drive, it is proposed to implement a rural two-lane cross section. The rural section will consist of two 3.65m lanes, a 2m wide flush median, 2.5m wide shoulders (1m partially paved) and open ditches throughout.

In the vicinity of the Centre Road Woodlot, a 3.0m wide multi-use asphalt pathway will be installed on the south side of the road behind the limit of grading. This pathway will require pedestrian scale illumination for safety reasons. Roadway illumination will not be provided in rural areas except at intersection locations.

Some widening will be required on Centre Road to accommodate the proposed northbound and southbound left turns onto the new East-West Road, as well as the southbound left turn lane onto Northlawn Avenue. It is proposed to maintain the existing east edge of pavement and implement all widening to the west. Lane dimensions will be as indicated above for the rural cross section (3.65m wide lanes).

Urban Section

Within the Waterdown North development lands, it is proposed to implement an urban three-lane cross section consisting of a 3.65m lane in each direction plus a 3.0m wide continuous centre turning lane. Curb and gutter will be provided throughout. The proposed design also includes a 3.0m boulevard and 4.0m wide multi-use asphalt pathway on the south side of the road. A grading platform for a potential future sidewalk is incorporated into the north side of the road. All urban sections will be fully illuminated throughout.

- **PARKSIDE DRIVE**

It is recommended that Parkside Drive be upgraded from a rural 2-lane section to an urban 4-lane section from the proposed intersection with the new East-West Road up to the proposed North-South (N-S) link located at the east end of the Up-Country development lands. Roundabouts will be introduced at each of the above intersections to delineate the distinct character of the Parkside community and to act as traffic calming measures entering this mostly residential segment of the road.

The proposed design accommodates dedicated on-road bicycle lanes and sidewalks on both sides of the road. Full illumination will be provided throughout. Parkside Drive will be slightly realigned west of the western roundabout and east of the eastern roundabout in order to ensure continued use of the existing facility. Boulding Avenue and Robson Road would continue to operate as stop-controlled intersections.

At the Grindstone Creek crossing, it is proposed to replace the existing structure with a new 14m span structure. The new bridge will accommodate 4 lanes of traffic, bicycle lanes, and sidewalks on both sides of the road. It is recommended that the new 4-lane facility have a posted speed of 50km/hr.

a) Design Criteria - Parkside Road will be designed in accordance with City of Hamilton Standards or (where necessary) the TAC Geometric Design Guide for Canadian Roads (see Appendix H - new East - West Road, Parkside Road, Up-Country Link and Dundas Street Design Criteria).

b) Horizontal Alignment - This segment of the new East-West Road Corridor makes use of the existing Parkside Drive right-of-way and consists of widening the existing two-lane road to a four-lane facility. Parkside Drive is mostly residential in character and is severely constrained by homes in close proximity to both sides of the road. The proposed design has been carefully developed to mitigate impacts on adjacent properties.

West of Boulding Avenue, the proposed alignment generally follows the existing road crown line. Between Boulding Avenue and Robson Road, the proposed centreline is shifted south by approximately 1.5m to mitigate property impacts to residents on the north side of the road. East of Robson Road, the new centreline again follows the existing road crown line.

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At the approach to the Up-Country link, the proposed alignment for Parkside Drive shifts to the south leading into the proposed two-lane Parkside East Roundabout. It is proposed that a portion of Parkside Drive, immediately east of the new roundabout be re-aligned to provide continued access to the existing two-lane facility east of the project limits.

c) Vertical Alignment - It is proposed to raise the profile at Grindstone Creek by approximately 1.2m in order to address sight distance and hydraulic concerns associated with the existing bridge structure. This location is constrained by the presence of the CP Rail line immediately east of the existing bridge. The proposed profile must match the existing ground elevations at this location to avoid impacting the rail line. As a result, the existing grades approaching Grindstone Creek from the east are generally maintained for the new 14m span bridge.

Other more minor modifications are recommended throughout the Parkside Drive profile to provide a smooth driving surface. It is not anticipated that major modifications to existing driveways will be required as a result of the proposed profile.

d) Road Elements and Typical Cross Sections - The basic roadway cross section for Parkside Drive consists of four 3.3m lanes (two in each direction) and 1.2m wide dedicated on-road bicycle lanes. Curb and gutter will be provided throughout. It is proposed to include 1.5m boulevards and 1.5m sidewalks throughout. One exception is on the south side of Parkside Drive, east of Boulding Avenue, where the boulevard has been eliminated and a 2.0m sidewalk is placed directly behind the curb to mitigate property impacts. Grading operations may require the replacement of the existing wooden fence. It is recommended to replace the existing fence by a new solid wood plank fence at this section in consultation with the home owners. The type of fence will be finalized in the detailed design stage.

UP-COUNTRY LINK

The recommendation from the WATMP study was to provide a north south arterial link between Dundas Street and Parkside Drive through the Up-Country Estates development lands. The location of the Up-Country Link was confirmed in this Class EA study. The recommended design is to accommodate a two-lane semi-urban road (urban on the west side only) with a multi-use pathway on the west side and full illumination throughout.

At the approach to the Parkside roundabout, the proposed road will be widened to 4 lanes in order to coincide with the cross section proposed on Parkside Drive. Signals will be installed at the proposed new intersection with Dundas Street.

At the writing of this report, Up-Country Phase 2 has not received draft plan approval. As the draft plan progresses, it may be appropriate to consider a municipal street connection from Phase 2 lands and the new arterial road. The municipal street connection must conform to the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads in terms of spacing, sightlines and design principles. A traffic impact study will be required to review capacity and design

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requirements and/or restrictions prior to draft plan approval. It is recommended that the new facility have a posted speed of 50km/hr.

a) Design Criteria - The Up-Country Link will be designed in accordance with City of Hamilton Standards or (where necessary) the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads (see Appendix H - New East - West Road, Parkside Drive, Up-Country Link and Dundas Street Design Criteria).

b) Horizontal Alignment - This portion of the new East-West Road corridor consists of developing a brand new arterial road right-of-way between Parkside Drive and Dundas Street. The proposed alignment is generally situated at the eastern limit of the proposed Up-Country Estates subdivision. One exception is at the mid-way point between the two roads, where the proposed centreline turns west in order to avoid impacts to a tributary of the Grindstone Creek.

The possibility of providing one additional intersection between the proposed new arterial road and one of the subdivision roads will be further investigated by the City as part of the development process. A new set of traffic signals will be required where the Up-Country Link intersects Dundas Street.

c) Vertical Alignment - The proposed profile for the Up-Country Link has been developed with regard for the east Parkside Drive roundabout and for the Dundas Street intersection. The profile has been designed to ensure that it stays within the proposed ROW.

d) Road Elements and Typical Cross Sections - A semi-urban (hybrid) section is proposed as the basic roadway cross section for this segment of road. It is proposed to urbanize the west side of the road (facing the Up-Country development) and maintain the east side of the road rural with open ditch. The proposed cross section consists of a 3.65m lane in each direction. Curb and gutter will be provided on the west side, as will a 1.5m boulevard and a 4.0m multi-use asphalt pathway. Full illumination will be provided throughout.

At the approach to the east Parkside Drive roundabout, it is proposed to provide four lanes on this link in order to maintain lane continuity to/from Parkside Drive. In the southbound direction, it is recommended that the two lanes continue south to Dundas Street. A double left turn lane will be provided at Dundas Street for southbound traffic.

DUNDAS STREET

Within the jurisdiction of the City of Hamilton (from Kerns Road to the new Up-Country Link), it is recommended to widen Dundas Street to a seven-lane urban cross section - three lanes in each direction plus a continuous centre left-turn lane. West of the new Up-Country intersection, Dundas will taper back to the existing five lane cross section.

The proposed facility will also be equipped with dedicated on-road bicycle lanes and sidewalks on both sides of the road. Full illumination will be provided throughout. It is recommended that the reconstructed facility have a posted speed of 60km/hr.

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Within the jurisdiction of the Region of Halton (from Kerns Road easterly), it is recommended to widen Dundas Street to a six-lane urban cross section - three lanes in each direction and 5.0m flush median. East of the Brant Street intersection, Dundas Street widening is subject to a separate Class EA being done by the Region of Halton.

The proposed facility within Halton Region will be equipped with 4.2m wide curb lanes and a sidewalk on the south side of the road. Full illumination will be provided throughout. It is recommended that the reconstructed facility have a posted speed of 60km/hr.

a) Design Criteria - Dundas Street will be designed in accordance with City of Hamilton and Region of Halton standards or (where necessary) the Transportation Association of Canada's (TAC) Geometric Design Guide for Canadian Roads (see Appendix H - New East - West Road, Parkside Road, Up-Country Link and Dundas Street Design Criteria).

b) Horizontal Alignment - This segment of the new East-West Road Corridor makes use of the existing Dundas Street right-of-way and consists of widening the existing five-lane road to a seven-lane facility. Constraints encountered within the project limits include several adjacent residential properties and the rock face of the Niagara Escarpment. As such, the horizontal alignment has been developed to mitigate property and physical impacts to the escarpment to the extent possible.

The existing road centreline has been maintained where appropriate with equal widening occurring on both sides of the road.

Within the project limits, Dundas is intersected by the New East-West Road (Up-Country Link), Evans Road, Kerns Road, and Brant Street/Cedar Springs Road. With the exception of Brant Street/Cedar Springs Road, all other roads intersect Dundas at 'T' Type intersections. Staff recommends a traffic signal at the intersection of Kerns Road with Dundas Street.

The intersection at Brant Street/Cedar Springs Road will need to be fully reconstructed as a result of the additional lanes (both through and turning) required. In addition, the residence in the north-east quadrant is in very close proximity to the existing road. It is proposed to maintain the existing east edge of pavement on Cedar Springs Road north of Dundas Street and accommodate all widening to the west.

c) Vertical Alignment - Given the constraints associated with this stretch of Dundas Street (adjacent residences, Niagara Escarpment, 6 lanes of traffic), the proposed profile generally aims to match the existing road centreline to the extent possible.

The proposed profile is well within accepted geometric design standards with one exception. In the vicinity of the Niagara Escarpment, the road consists of a long (approximately 1 km) and steep (5.5%) grade. This grade slightly exceeds the maximum grade recommended in the TAC manual (5%) for an urban arterial road with a design speed of 80km/hr in rolling topography. The proposed profile matches the existing profile at this location and it should be noted that the maximum grade for mountainous topography is 7%, as indicated in the design criteria.

d) Road Elements and Typical Cross Sections - Two distinct cross sections are proposed for Dundas Street based on road jurisdiction:

City of Hamilton

From Kerns Road westerly, it is proposed to reconstruct Dundas Street as a seven-lane urban cross section consisting of three 3.65m lanes in each direction, a continuous centre left-turn lane and 1.5m wide dedicated on road bicycle lanes. Curb and gutter will be provided throughout, as will 3.0m boulevards and 2.0m sidewalks on both sides of the road. Full illumination will also be provided throughout.

Region of Halton

From Kerns Road easterly, it is proposed to reconstruct Dundas Street as a six-lane urban cross section consisting of two 3.65m centre lanes in each direction, 4.2m wide curb lane in each direction and a 5.0m wide flush median. Curb and gutter will be provided throughout, as will a 3.0m boulevard and 1.5m sidewalk on the south side of the road only. The north side of the road will include a 1.5m platform for illumination, and other roadside elements.

The elimination of a wide boulevard and sidewalk on the north side helps to limit the amount of rock cut from the escarpment face to the absolute minimum required. As such, the north rock face needs to be scaled back approximately 5.0m from its current location.

ALTERNATIVES FOR CONSIDERATION

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.

The Municipal Engineers' Association (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:

1. To not file the E-W Road Corridor Municipal Class Environmental Assessment Schedule C Project File Report with the City Clerk for a minimum 30 day (forty-

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five day proposed) public review period and, as a consequence, not proceed with implementation.

Should Council not wish to approve the filing of the E-W Road Corridor Municipal Class Environmental Assessment, ESR, 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 transportation improvements required to accommodate existing and future growth in Waterdown. The outcome would result in a failing transportation network in Waterdown-Aldershot Community. Eventually the City would have to repeat the Class EA process, which would likely result in the same recommendations.

2. To approve the recommendations of this Report and direct staff to provide changes to the design such as the inclusion of a noise barrier at Northlawn Avenue as requested by the residents.

This alternative is not supported by staff because the noise modeling work done for this portion of the road has shown that noise levels for residents along Northlawn Avenue would only increase for the residence "EW 22" (the house furthest east of Centre Road on the north side of Northlawn Avenue) by 8.6 dBA. The increase in noise level for the rest of the residents on Northlawn Avenue is in the range of 0.3 to 1.8 dBA. For EW 22, the increase would result in a noise level at the receptor of 45.6 dBA which is still within the range of a quiet residential area during the daytime. It should be noted that the MOE characterises the minimum daytime ambient sound level in a suburban area (Class 2) to be 50 dBA. The MTO (2006) defines significance to mean the increase in the absolute noise level over 45.0 dBA. Since the predicted noise level is greater by approximately 1 dBA than the level at which significance is determined, the installation of a barrier to achieve 1.0 dBA reduction for one receptor is not considered economically justifiable. Hence, no noise barrier is warranted.

If Council wishes to provide the mitigation to residents in form of a noise barrier, it will cost an approximate additional \$110,000 to \$132,000 based on \$500-\$600/m unit rate for approximately 220m of the road. This additional cost will not be DC fundable. It may also cause a delay in filing of the ESR to revise and include the noise barrier. There may be impacts to natural environment as a result of installing a noise barrier.

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

An enabling work environment - respectful culture, well-being and safety-effective communication. Generally, this project has contributed to capacity building in that staff have been provided an opportunity to work on a challenging, complex project.

Financial Sustainability

Delivery of municipal services and management capital assets/liabilities in a sustainable, innovative and cost effective manner. This project will contribute to the desired the end result no. 2.3 in that this growth related project will be funded predominantly through Development Charges.

Intergovernmental Relationships

Maintain effective relationships with other public agencies. As mentioned previously, staff from Halton and Hamilton worked collaboratively to resolve cross boundary infrastructure requirements. As, a result construction works in the jurisdiction of Region of Halton will be funded and carried out by Halton.

Growing Our Economy

An improved customer service. Generally, the proposal will contribute to economic viability by providing improved transportation services to the Waterdown community, enhancing opportunities for the movement of people and goods.

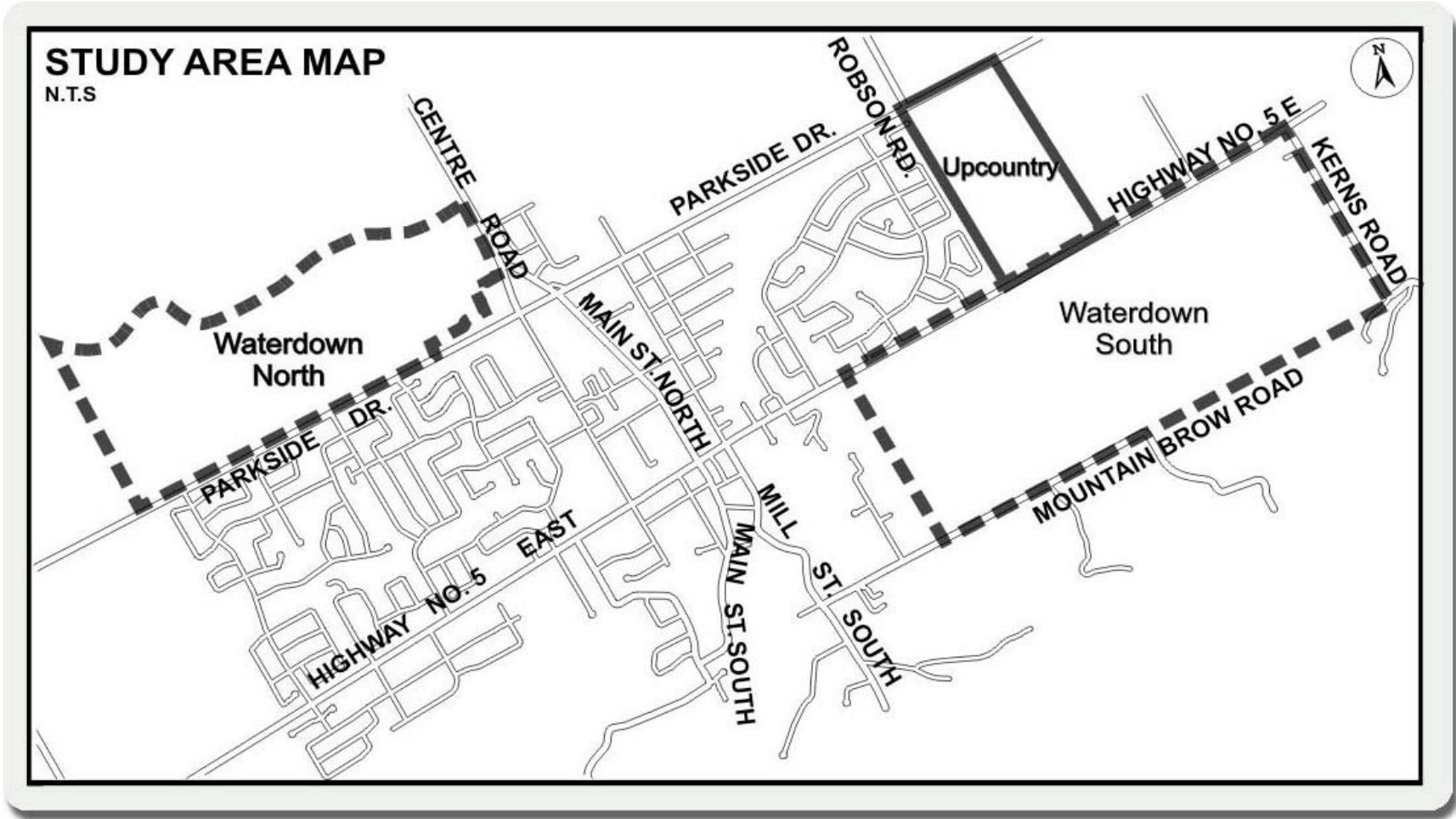
Healthy Community

Plan and manage the built environment. The proposal will provide transportation services required by residents and businesses in Waterdown to support approved growth in the community.

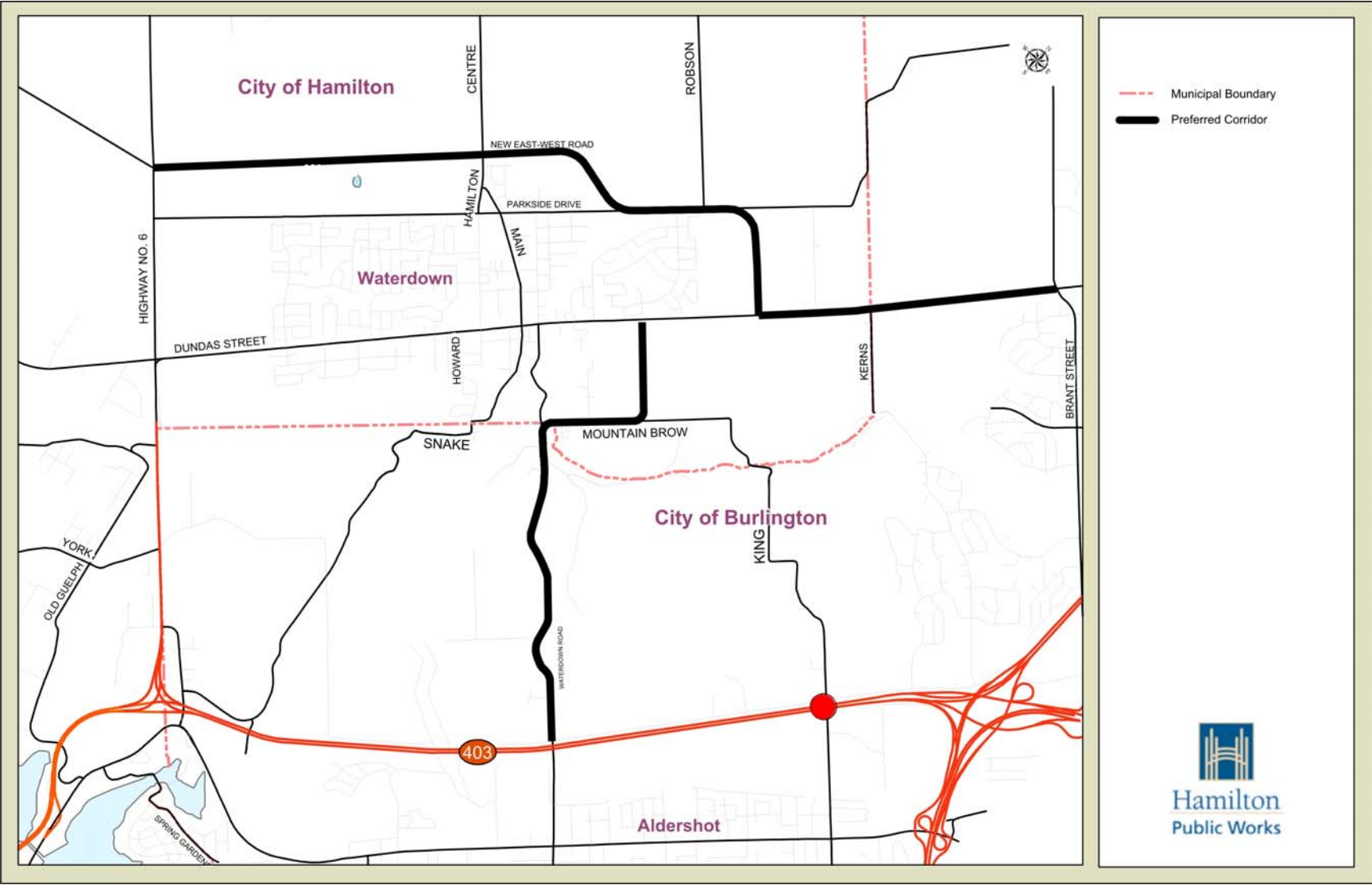
APPENDICES / SCHEDULES

Appendix "A"	OPA No. 28 Lands
Appendix "B"	Preferred Road Capacity Improvements
Appendix "C"	Summary of Public Comments and Responses
Appendix "D"	Map of Analysis Sections of the New E-W Road Corridor
Appendix "E"	Potential Property Requirements
Appendix "F"	Public Consultation Work Plan
Appendix "G"	Evaluation Criteria and Indicators
Appendix "H"	Street Design Criteria
Appendix "I"	Initial three Western Alternative Alignments
Appendix "J"	Preferred Western Alignment Alternatives at Highway 6

OPA No. 28 Lands



Preferred Road Capacity Improvements



Summary of Public Comments and Responses Table

SECTION 1: EAST-WEST ROAD

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
EAST-WEST ROUTE			
N1- East of Highway 6			
	Concerned about safety at the existing Highway 6 and 4th Concession intersection.	A safety assessment of this intersection will be carried out as part of the Class EA Phase 3 work.	NAC East-West Issue Table – June 2, 2008
	Concerned about impacts on a low ground watercourse located in the field north of the New East-West Road adjacent to Highway 6.	Potential impacts to the watercourse in this area will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion to move the current (proposed) Intersection of Highway 6 and proposed N1 to be moved slightly north to avoid wet ground area.	Comment noted. This will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion for Highway 6 to crest just north of 4th Concession and slope downward toward 4th Concession.	This will be considered in the positioning of the future intersection.	NAC East-West Issue Table – June 2, 2008
	Suggestion to limit access to Highway 6 through an interchange.	An at grade intersection at Highway 6 is proposed at this time. A future grade separated interchange may be provided as part of MTO Highway 6 corridor upgrading.	NAC East-West Issue Table – June 2, 2008
	Suggestion that the northern option is preferred.	Comment was recorded.	Comment from June 24 workbook, NAC October 28, 2008, and PIC comment – November 5, 2008
	Suggestion to use the northern option with a signalized intersection. (Parkside Drive has to stay open to Highway 6)	Comment was recorded.	Comment from June 24 workbook and NAC October 28, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion that if the MTO objects to the Project Teams current Highway 6 alignment, the East-West road be re-aligned with Parkside Drive just east of Highway 6 (roundabout similar intersection) and Parkside Drive end at Centre Rd (Widen Center and Parkside)	The realignment of the east-west road to the existing Parkside Dr. intersection could be problematic due to limited interchanges allowed on Highway 6. The widening of Parkside Dr. east of Centre Rd would not be a viable option due to significant social impacts.	ID# 280, 282, 348
	The placement of the New East-West Road will affect MTO's decision to accept design.	Acknowledged. The new intersection at Highway 6 will be subject to MTO approval.	NAC East-West Issue Table – June 2, 2008
	Support expressed for Option 1, as it will improve road safety at the Junction of Highway 6.	Comment was recorded.	ID# 171
	Support N1 as it will prevent direct link to Dufferin Quarry and eliminate the threat of the East-West route becoming a quarry truck route.	Route N1 has been identified as the draft preferred route by the Project Team.	ID# 134
	Support for a signalized intersection or bridge type interchange but NOT a roundabout.	Comment was recorded.	Comment from June 24 workbook
	With new information regarding MTO thoughts about intersections on Highway 6 it is requested The Project Team consider the re-alignment of the East-West road back to Parkside Drive to use the existing Parkside Highway 6 intersection	The Project Team will meet with MTO to further examine the issues that have been raised. Road safety is of paramount importance. The development of a new intersection at Concession 4 would <u>not</u> mean that the current Parkside Dr/Highway 6 <u>intersection</u> would need to be closed.	ID# 280, 282, 348

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned the location of the East-West route link to Highway 6	Location of connection is currently being assessed/finalized. Phase 2 recommended Highway 6 and Concession 4 and an alternative connection north of Concession 4 is under study. The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 93, 213, 229
	Suggestion that new road should be tree lined on both sides, spaced every 20 meters.	Comment was recorded.	NAC Comment – October 28, 2008
	Suggestion to align the new East-West Road with 4 th Concession Drive.	Comment was recorded.	PIC Comment – November 5, 2008
N2-Waterdown Road North / Centre Road Crossing			
	Concerned that East-West road will cross a pond at the northern end.	Phase 3 will include assessing the existing natural features in Waterdown North.	ID# 89
	Concerned about impacts on Waterdown North Wetland Trail.	Issues were discussed in a meeting with Dillon Consulting.	ID# 109
	Concerned about wildlife crossing impacts.	The need for a wildlife crossing at the Borer's Creek crossing will be considered.	NAC East-West Issue Table – June 2, 2008
	Safety is a key concern.	Comment noted.	NAC East-West Issue Table – June 2, 2008
	Concerned about school bus traffic along Centre Road approaching new East-West Road.	The effect of the new intersection on school bus operations will be assessed.	NAC East-West Issue Table – June 2, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned about traffic at Centre Road and new East-West and questioned the type of intersection.	The current plans for the East-West roadway as it crosses Centre Road does provide for a stoplight. The Project Team's proposal would include an at-grade signalized intersection at Highway 6. When the plans become finalized, the Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 250
	Concerned about soil quality in Centre Road Woodlot.	Contacted by Project Team and Draft Geotechnical Report was sent.	ID# 270
	Concerned that air pollution and road salts from the new East-West road will affect the water, fish and natural habitat around Borer's creek.	Concern was recorded.	ID# 128
	Suggestion for path along one side of the road from Parkside Drive to Center Road to potentially continue across to the Borer's Creek.	The provision of pathways/trails will be reviewed further in discussion with the City's Recreation staff and the Hamilton Conservation Authority.	ID# 170
	Suggestion that the new East-West route be moved north to reduce light pollution on residents, reduce vibration in soil which affects property foundations since soil around Borer's Creek is unstable, and reduce impact on water table.	Suggestion was recorded (ID# 128) Comments regarding soil conditions in the area will be taken into account in the design of the roadway (NAC East-West Issue Table – June 2, 2008) Water table impacts will be considered. However, movement of the roadway north to avoid the creek channel will need to be balanced with increases in road distance as well as further fragmentation of the ESA. (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion that the new East-West route be moved north to minimize effects on Borer's Creek, Northlawn/Centre Road intersection, Centre Road woodlot and Northlawn residents.	Suggestion was recorded.	ID# 128
	Support for northern most alignment/crossing of Centre Road.	Comment was recorded.	NAC Comment – October 28, 2008
	Suggestion to create a boundary/barrier between the East-West road and Borer's creek to follow the minimum Greenbelt requirements.	Suggestion was recorded (ID# 128). The alignment of the roadway in relation to Borer's Creek is being reviewed (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008
	Suggestion that route should equally divide the woodlot to allow the woodlot to remain and prosper.	Suggestion was recorded (ID# 128). It is preferred to have the road run through the southernmost portion of the ESA as opposed to through the centre of the woodlot. This will minimize edge effect and maintain a larger, more intact woodlot to the north of the new road able to support a greater diversity of species (NAC East-West Issue Table – June 2, 2008).	ID# 128 , NAC East-West Issue Table – June 2, 2008
	Suggestion for bridge crossing the creek to be as far north as possible to minimize impact on pond.	Comment was recorded.	Comment from June 24 workbook
	Suggestion for pedestrian walkway under the Borer's Creek bridge for connectivity	The need to provide pedestrian access under this bridge will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion to increase the vegetation zone width to build additional natural trails and create a gateway for Waterdown residents along Borer's creek.	Suggestion was recorded.	ID# 128

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion to use vegetation buffers to create a gateway/bike path along Borer's Creek.	The potential for a recreation pathway/bikeway to extend along the road way to connect the North Wetland Trail to Borers Creek will be investigated.	NAC East-West Issue Table – June 2, 2008
	Suggestion for stop lights to assist drivers entering Parkside Drive at Boulding and Evans.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that noise barriers south of the East-West Road are required to shield homes in the new development.	Comment was recorded.	Comment from June 24 workbook
	Suggestion to create a curve in the road to minimize speeding if road is moved further north.	To meet applicable road design criteria, any road curves would need to be at a radius to maintain the road design speed. Curving the road further north as a traffic calming measure would result in greater effects to the ESA. Other measures could be introduced to reduce road speed.	NAC East-West Issue Table – June 2, 2008
	Suggestion to change street design to slow down traffic.	It is envisioned that the roadway would be designed to accommodate a posted limit of 60 km. The need to further reduce the speed limit in select locations will be reviewed as part of the Phase 3 work.	NAC East-West Issue Table – June 2, 2008
	Preference for a roundabout rather than a conventional intersection at Centre Road and the new East-West Road.	The feasibility of a roundabout at this location will be addressed. Traffic volume and direction of volumes need to be considered. The viability of a roundabout at the Centre Road crossing has been reviewed by the Project Team. Concerns include its impact on the woodlot/wetland and shifting would then require the realignment of Centre Road.	NAC East-West Issue Table – June 2, 2008, ID# 279, 297

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	A gas line exists on the north side of the new East-West Road alignment.	Existing utilities are currently being mapped and impacts to these facilities will be addressed.	NAC East-West Issue Table – June 2, 2008
	Question about traffic light vs. overpass at intersection. (Concerned about traffic if stoplights are used).	The current plans for the East-West roadway as it crosses Centre Road does provide for a stoplight. The Project Team's proposal would include an at-grade signalized intersection at Highway 6 (intersection under discussion with MTO). The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 250
	Questioned if resident's property would be impacted.	Resident was advised that there would be no direct impact to his property (ID# 185). There are no current plans to widen Evans Road and thus the property will not be affected (ID# 215).	ID# 185, 215
	Questioned how Dundas (Highway 5) would intersect with Highway 6.	According to Ayvun Jeganathan, Senior Project Engineer, Ministry of Transportation, the preliminary design was done for the Highway 6 and Highway 5 interchange, and a preferred option has been identified. Ayvun Jeganathan contact was provided for further information	ID# 382
	Questioned the distance between the Northlawn Avenue and the new East-West Route.	Four road alignment options have been identified for the Mid-Block alignments that run through the woodlot/PSW on the east side of Centre Distances are 140,190, 290 and 320 metres, depending on the option.	ID# 139, 198, 224, 225, 368

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned if intersection of Northlawn Avenue and Centre Road would be closed.	There have been no proposals to close the intersection of Northlawn Avenue and Centre Road. We do note that there is a possibility for the closure of the Main Street North/Centre Road intersection (Stage 2 Report page 131).	ID# 49
	Questioned where the new East-West Road will intersect Centre Road and where it will come out.	The new road will cross Centre Road and continue east to connect with Parkside Drive.	ID# 237
	Suggestion to keep the proposed multi-use trail continuous along the south side of the Waterdown North development to Centre Road.	Comment was recorded.	NAC Comment – October 28, 2008
	Suggestion to trees to line the road, with a maximum spacing if 20 meters.	Comment was recorded.	NAC Comment – October 28, 2008
	Suggestion for bridge to accommodate pedestrians and cyclists at Borer's Creek.	Comment was recorded.	NAC Comment – October 28, 2008
	Suggested a setback ranging from 5 to 10 meters to ensure that the land North of the corridor is kept to the minimum.	Comment was recorded.	PIC Comment – November 5, 2009
N3-Hydro Transmission Line Crossing Alternatives			
	Concerned about the road spoiling nature trail at Joe Sam's Park.	Routing option through the Centre Road woodlot is under review and minimization of noise is a key consideration in the project.	ID# 180
	Suggestion for pedestrian-friendly crossing at Joe Sam's Park Trail.	The need for a grade separated crossing of the new roadway/wetlands trail is being considered. Input is being sought from City staff involved with the trail/park as well as trail users.	NAC East-West Issue Table – June 2, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion to split Parkside to go on and so does the new road.	Project Team requested that a clarification of the suggestion was needed.	NAC East-West Issue Table – June 2, 2008
	Suggestion to replace mature trees, narrow lanes, reduce posted mileage, and add boulevards/sidewalks.	Comment was recorded.	Comment from June 24 workbook
	Suggestion for lanes reductions and changes lead to traffic.	Project Team requested a clarification of the suggestion.	NAC East-West Issue Table – June 2, 2008
	Emphasis on the need to have pedestrian-friendly streetscaping.	Comment noted.	NAC East-West Issue Table – June 2, 2008
	Questioned about the work going on the north-west corner of Parkside Drive and Centre Road.	This work is not directly related to the East-West Corridor Environmental Assessment. The work going on the North West corner of Parkside Drive and Centre Road may be the pre-grading for the subdivision in this corner called Parkside Hills.	ID# 339
	Questioned the kind of access there will be to the trails just east of the Hunter survey.	Access to existing trails will be examined in the future Phase 3 work.	ID# 49
	Request for noise evaluation for trail and wetlands.	A noise impact assessment will be undertaken in this study.	NAC East-West Issue Table – June 2, 2008 and PIC comment - November 5, 2008
	Support for Option 3 DE South as it would attribute to the lowest disruption of the interior forest habitat.	Comment was recorded.	ID# 171
<i>Hunter Park Survey Residents</i>	Hunter Park Neighbourhood's (particularly the homes along Northlawn Avenue) petition request is that the design of the road maximizes the distance of the proposed roadway from the Hunter Park Neighbourhood.	The specifics will be confirmed in Phase 3 which will consider impacts to both the natural environment and social environment, as well as mitigation measures that will need to be implemented.	ID# 56

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Hunter Neighbourhood is concerned of social effects of the new East-West route and suggests it goes as far north as possible.	The distance of the roadway from the Hunter Subdivision is to be a function of: noise levels (and mitigation efforts required to meet criteria), air quality effects, impacts on the ESA and separation distance between the new roadway intersection and the existing intersection at Northlawn Avenue.	NAC East-West Issue Table – June 2, 2008
	Request that the Project Team create and develop and present the successful “Option 4 Realigned north” solution suggested by NAC members.	The Project Team reviewed the feasibility/suitability of a fourth route. The results were reported in a memo from Dillon Consulting dated October 27, 2008. The memo was presented to the East-West NAC on October 28, 2008 and discussed at the East-West PIC on November 5, 2008. Currently, the Project Team's recommendations relating to DE2 are being reviewed by the Hamilton Conservation Authority.	ID# 146
	Suggestion that East-West route should move further north of the Northlawn subdivision.	The preferred alignment east of Centre Road, which was presented to the East-West NAC on October 28, 2008 and to the public at the November 5, 2008 PIC, is currently being reviewed by the Hamilton Conservation Authority. Discussions with the residents of the Hunter Park Survey on the rationale for the preferred alignment need also to be held prior to submission of the Environmental Study Report (ESR).	ID# 152, Comment from June 24 workbook
	Concerned about increased traffic noise to Northlawn Avenue residents and local nursing home.	Minimization of noise is a key consideration in the project, depending on location of roadway, it may be necessary to install noise barriers along.	ID# 180

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	The residents of the Hunter Park Survey support the most northern option while the Project Team support the most southern option which the residents believe was evaluated based on false statements.	The analysis has led the Project Team to recommend the southern alignment and have taken resident concerns into account. Efforts will be made to increase the level of detail in the data considered in the evaluation. This will be completed and included in the ESR.	ID# 283, 284
	Requested a copy of each of the detailed evaluations / studies that were performed and used by the Project Team in their evaluation of the crossing of the East-West road at Centre Road.	The Geotechnical Report, the Natural Environment Inventory Report and Noise Report were provided in March 2009. Effects related to the other disciplines (i.e. air quality, real Estate) will be documented in the Environmental Study Report (ESR) and the rationale for the rankings related to these issues have already been provided to the NAC and the public.	ID# 281, 283
	Request for City of Hamilton's Real Estate Staff findings and professional evidence regarding ground vibrations.	A letter has not been prepared containing this advice. The property values have been confirmed by the City's Real Estate staff, who has deemed the statements to be valid and it is within the Project Team's professional ability to interpret and justify the findings. The concern for vibrations from the road, distanced where it is and with the strength of the road bed construction, is in the professional opinion of the Project Team, negligible. The Project Team does not have a letter to this effect."	ID# 373, 379, 389 (<i>ongoing</i>)
	Suggestion for a multi-use path extending from the Parkside Drive roundabout connecting to Joe Sam's Park.	Comment was recorded.	NAC Comment – October 28, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
N4-Parkside Drive			
	Concerned about impact on home and would like more information on Option 5.	Person was directed to the website, the project schedule, Path Forward Report and EA process was explained.	ID# 88
	Concerned about disruption to home owners; hazardous to back out from driveways and uneven terrain with a road way crossing.	Comment was recorded.	Comment from June 24 workbook
	Concerned about impact on housing existing on north side of Parkside Drive.	Comment was recorded.	Comment from June 24 workbook
	Concerned that plans related to the level crossing at Parkside Drive do not help achieve the goal of easing congestion and reducing noise.	Comment was recorded.	Comment from June 24 workbook
	Concerned about trains blowing horns.	Comment was recorded.	Comment from June 24 workbook
	Concerned about congestion on the east side of Waterdown, question about when an arterial road to link Parkside Drive and Dundas Street will be built, intersecting Parkside Drive at Robson Road.	The street connecting Parkside Drive and Dundas Street has already been built with Upcountry Phase 1. It connects at Parkside Drive east of Robson Road. Part of it is temporary until the alignment at Parkside Drive of the Arterial Road is finalized. Website link and meeting dates were also provided.	ID# 203
	Concerned about safety at Robson Road.	As with Robson Road, the need for signals at the Boulding Street intersection is also being reviewed. Turning movements onto Boulding Street may also be restricted during parts of the day to minimize traffic infiltration into the community.	ID# 206
	Concerned about specific property impacts.	Contacted by Project Team to discuss concern raised.	ID# 353, 368

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned about impacts on public school and YMCA located along Parkside Drive.	Comment noted. We do not expect any effects to these facilities from the new roadway.	NAC East-West Issue Table – June 2, 2008
	Concerned about the possibility of future property expropriation.	Dillon Consulting to provide a response.	ID# 386
	Suggestion for an all-way stop sign control at the T-Intersection of Parkside Drive and Boulding Avenue.	Due to the type of traffic and roadway conditions, an all-way stop control would not be recommended or supported (ID# 184).	ID# 184 , 289
	Suggestion that residents should be given the option of City water & sewer due to the potential impacts to wells and septic systems.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that redesign should be considered for the sections of road entering Parkside Drive to discourage high speeds.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that East-West route follow northern boundary of the town to keep the sound and air pollution away from residential areas and the pond.	Phases 3&4 will develop the preferred design alternatives for the East-West corridor and will attempt to mitigate as many impacts to the existing social, cultural and environment conditions in the Waterdown Area including noise attenuation.	ID# 89
	Suggestion for a trail to run adjacent to the Grindstone Creek to Waterdown North Trail.	The need for a grade separated crossing of the new roadway/wetlands trail is being considered. Input is being sought from City staff involved with the trail/park as well as trail users.	NAC East-West Issue Table – June 2, 2008
	Suggestion for Griffin Street and Barton Street to become one way east from Hamilton Street.	Suggestion was recorded.	ID# 166
	Suggestion to increase the length of lights on both Main Street and Mill Street North so people use the by-pass.	Suggestion was recorded.	ID# 166

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion for calming measures to discourage traffic from using Main and Mill Streets.	As part of this project, no measures are being proposed to discourage the use of Mill Street. The use of this roadway will be monitored once the new connection to Dundas Street is completed. Signs could be erected to restrict the use of Mill Street if needed.	ID# 278
	Suggestion for modifications to Parkside to include stop signs and to remain open.	No proposal has been made as a result of the TMP master plan work to close the Parkside Drive intersection.	NAC East-West Issue Table – June 2, 2008
	Suggestion to split Parkside to go on and so does the new road.	Project Team requested a clarification of the suggestion	NAC East-West Issue Table – June 2, 2008
	Lanes reductions and changes lead to traffic.	Project Team requested a clarification of the suggestion	NAC East-West Issue Table – June 2, 2008
	There is a need to have pedestrian-friendly ways.	Comment noted.	NAC East-West Issue Table – June 2, 2008
	Ensure that sidewalks are continuous along Parkside Drive.	The current design proposals are for sidewalks on both sides of Parkside Drive.	NAC East-West Issue Table – June 2, 2008
	There is a future laneway planned adjacent to Parkside drive where two Big Box developments are also planned.	Comment noted. This will not affect the planning for the new East-West roadway.	NAC East-West Issue Table – June 2, 2008
	Questions why in the Alternative Evaluation framework it states “there is to be no property loss from the widening of Parkside Drive (East of Grindstone Creek)” when there are properties which will be impacted.	After review it is clear that there may be a need for property in this area and as such, project documentation will be corrected to reflect this fact.	ID# 122
	Questioned how cyclists will be accommodated from Boulding Avenue to Robson Road with Parkside Drive widening.	We are recommending a wider road to provide additional pavement width to accommodate cyclists along the section of Parkside Drive that is to be improved.	ID# 191

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned how westbound traffic will enter Parkside if traffic circle intersection is used as eastbound traffic has the right-of-way.	In fact, all entering traffic will have to yield. West bound traffic wishing to access Parkside Drive will have to yield to any traffic in the roundabout before entering, but once in the roundabout can exit basically in a free flow condition to get out and continue west bound.	ID# 380
	Questioned how this new corridor will be intersecting with Parkside Drive heading south/west.	Parkside Dr. will intersect the new roadway as it curves north from the existing Parkside Dr. just west of the Grindstone Creek crossing. Traffic signals are not proposed at this time.	ID# 202
	Request for Project Team to review Stantec proposal regarding Opta Minerals.	Comment was recorded.	Comment from June 24 workbook
	Request to investigate a three-lane Parkside Drive rather than a four-lane.	Providing three lanes on Parkside Drive would not address the traffic demands after full build-out of the proposed area developments.	NAC East-West Issue Table – June 2, 2008
<i>Fellowes Crescent/Parkside residents'</i>	Residents of Fellowes Crescent seek mitigation (i.e. fence) for noise, pollution and other traffic disturbances for the rear of our homes and backyards as well as a summary and analysis of noise-modeling studies.	Meeting with NCFO/ Dillon Nov 19, 2008 and Dec 1, 2008. The City of Hamilton abides by provincial protocols when assessing the requirement for noise mitigation measures. A noise report prepared by Dillon and sent out in March 2009 provides necessary data to answer the raised concerns.	ID#32, 271, 274, 286, 318, 322, 323, 337, 341, 342, 349, 350, 351, 353, 359, 365, 370, 381 and PIC comment – November 5, 2008
	Residents of Fellowes are concerned and seek mitigation about light pollution.	The light standard designs and light scatter issues can be mitigated in the design phase of the project.	ID# 286, 337, 341 and NAC Comment – October 28, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Continued questions and concerns about noise attenuation fencing and how it is that the City and Project Team can deny the residents' requests for a noise attenuation fence when it has provided this type of barrier in other parts of Waterdown.	The City of Hamilton has found no evidence that the fencing between Hollybush Drive and Duncan Avenue or between Boulding Avenue and Robson Road along Parkside Drive was installed for the purpose of noise attenuation mitigation.	ID# 286, 323, 337, 349, 350, 351, 359, 365 and NAC comments – October 28, 2009
	Concerned about the accuracy of the City's reply regarding the fence at Hollybush and Parkside Drive, and light mitigation measures.	City of Hamilton to provide a response.	ID# 391
	Comments about the unfair treatment of Parkside Drive residents with respect to noise attenuation fencing.	City of Hamilton to provide a response.	ID# 392
	Questioned if the Project Team has reviewed the City's policy on Noise Abatement and applied it to the concerns raised by the residents.	The Project Team has considered the Halton Policy on Noise Abatement and has applied it to the understanding of your concerns. The City of Hamilton does not currently have a policy on noise abatement.	ID# 286, 337, 349, 351, 359, 365
	Concern that the Project Team is using outdated and non-applicable guidelines in their assessment of whether mitigation is required for the dramatic increase in Noise levels expected from the proposed new East-West Road.	Dillon Consulting to provide a response.	ID# 395
	Suggestion for various levels of plants (e.g. trees, shrubs) on the roundabout.	Comment was recorded.	NAC comment – October 28, 2008
	Suggestion that there is no need for a sidewalk on the north side of Parkside Drive.	Comment was recorded.	NAC comment – October 28, 2008

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concern that a bottleneck will be created on Parkside Drive due to the bridge at Grindstone Creek, the level railway crossing next to Sunopta, trucks entering and leaving Sunopta, tractors and landscaping trucks, high number of cyclists, school buses, and residents entering and leaving driveways.	Comment was recorded.	NAC comment – October 28, 2008
	Suggestion to build a bridge over the rail tracks and create a safe railway crossing.	Comment was recorded.	NAC comment – October 28, 2008
	Suggestion to review the 3 lane Parkside Drive option.	Comment was recorded.	NAC comment – October 28, 2008
	Support for a roundabout and a posted speed limit of 50km/h.	Comment was recorded.	NAC comment – October 28, 2008
	Suggestion for traffic calming along Parkside Drive, and sidewalks on both sides of the street.	Comment was recorded.	NAC comment – October 28, 2008
N5-Up-Country Development			
	Questioned if Waterdown Road's alignment at the section of Upcountry Estates and Dundas Street intersection had been confirmed.	Resident was advised that the alignment at that section will not undergo any major changes. The areas where more work are needed are at Highway 6 connection and Center Rd Wood lot with the Agencies like MTO and Conservation Authority	ID# 362
	Suggestion that the northern option is preferred.	Comment was recorded	Comment from June 24 workbook
	Suggestion to use the northern option with a signalized intersection.	Comment was recorded	Comment from June 24 workbook

TOPIC	QUESTION/CONCERN	RESPONSE	REFERENCE
N6-Dundas Street Widening (West)			
	Suggestion for traffic lights at Kerns Road and the Townline Road allowance.	Suggestion was recorded	Comment from June 24 workbook and PIC comment – November 5, 2008.
	Suggestion for an alternate route that avoided orchards, existing buildings and ended at N2	Suggestion was recorded	Comment from June 24 workbook
	Suggestion to put widening on South side (fewer houses) and add a street light at intersection.	The road will be shifted to minimize impacts to residences wherever possible. It is anticipated that the entire length of Dundas Street will be illuminated with new lighting.	NAC East-West Issue Table – June 2, 2008
	Suggestion to consider a light rail transit along Dundas Street	Dundas Street has not been identified as a corridor where the introduction of a light rail transit service is supportable. This may be a consideration in the future, beyond the current planning period for this project.	NAC East-West Issue Table – June 2, 2008
	Concerned about light pollution in the area on Highway 5 (Dundas Street)	Lighting details, such as lamp standards and spacing will be addressed during detailed design. The potential for spill over of lighting into residential areas will be addressed in detailed design.	ID# 343
	Questioned the necessity of six lanes on Dundas Street	Two additional east-west lanes will be required on Dundas Street as a result of the anticipated traffic growth. This will necessitate six lanes.	NAC East-West Issue Table – June 2, 2008
	Concerned that truck traffic will increase on Dundas Street.	Comment was recorded.	PIC comment – November 5, 2008
N7-Dundas Street Escarpment Cut			
	Suggestion to put widening on South side (fewer houses) and add a street light at intersection.	The road will be shifted to minimize impacts to residences wherever possible. It is anticipated that the entire length of Dundas Street will be illuminated with new lighting.	NAC East-West Issue Table – June 2, 2008 and PIC comment – November 5, 2008

SECTION 2: GENERAL

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
ENVIRONMENTAL ASSESSMENT			
<i>Approach used</i>	Questioned which approach the proponent is following on the Waterdown Aldershot Master Transportation Plan.	Approach #2 best describes the approach taken by the partners. The Ministry of the Environment is aware of the City's approach to this Class EA process and has been kept informed throughout the process.	ID# 54, 56
	Questioned who is in control of the project, the City of Hamilton or the developers.	The Waterdown/Aldershot Transportation Master Plan and Environmental Assessment study is being undertaken by the City of Hamilton, the City of Burlington and Halton Region (the Project Partners).	ID# 339
<i>Bump up request</i>	Questioned the official Project Team response to a bump-up request of this project to an individual EA.	None provided.	ID# 57
	Informed that a bump up request was sent to the Minister of the Environment.	Thank you for sending the Neutral Community Facilitator's Office a copy of the request to the Minister of the Environment and keeping the Project Team informed.	ID# 65
	Requested that the Project Team bump up from a Schedule C project to an Individual Environmental Assessment as a Part II order.	The Project Partners are following the Schedule C Class EA process, and do not intend to elevate the work to an individual EA. When the Project Partners file a Notice of Completion there will be a 30 day comment period at which point you may make a written submission to the Minister of Environment asking that an individual Environmental Assessment be prepared for the proposed projects.	ID# 204
<i>Phase schedule</i>	Requested Phases 3&4 schedule and Gantt Chart.	Please find attached the Phases 3&4 Study schedule and the Gantt Chart.	ID# 66

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Environmental Study Report and Mitigation</i>	Requested details about environmental study reports and environmental mitigation measures at the sub-watershed level.	The Environmental Study Report (ESR) will document the natural environment data/information that has been collected through reviews of background information, discussions with agencies and field survey results. Mitigation measures will be proposed to address the issues raised including ways to protect the stream, ESAs and wildlife from road encroachment.	ID# 256
<i>Environmental Study Report (ESR)</i>	Questioned if the ESR will contain all the alternative routes presented throughout the process or only the final preferred/proposed route.	It will contain a summary of the alternatives considered in Phase 2, a full description of the alternatives considered in Phase 3, and the full Phase 2 Final Report contained in the appendix.	ID# 318
	Questioned when the ESR report will be issued.	The City of Hamilton is planning to release the ESR in early summer.	ID# 373
	Expressed frustration against the Project and/or Project Team.	No response Required.	ID# 396
<i>Progress</i>	Questioned the proposed north Waterdown East-West route and the volume of traffic.	Explained the EA process. Informed about PICs to conclude for Phase 2 and more details on route alignment will be available during Phases 3&4.	ID# 1
<i>Evaluation Criteria (Barnes Env. CoA)</i>	Asked Project Team to place significant weight into the EA Evaluation criteria and weighting of the Barnes Environmental Certificate of Approval (CoA) requirement.	Condition imposed upon Barnes, City had no obligation or responsibility associated with the condition. It was never intended that the Certificate of Approval (CoA) be rationale for the selection of a new northern road.	ID# 9,13, 33, 99, 133, 134, 205
NATURAL ENVIRONMENT			
<i>Flying squirrel</i>	Requested information on pictures of flying squirrels sent to the Project Team.	Southern flying squirrel is listed as Special Concern by the Committee on Status of Species at Risk in Ontario. Advised about impacts and mitigations measures.	ID# 150

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Drainage</i>	Concerned that the Project Team is not dealing with the Study Area drainage issue appropriately and possible fungus development may result.	Concern was recorded and to be considered by the Project Team.	ID# 195
	Concerned about hilltop route location regarding drainage and safety concern about using an open drainage system (ditch).	Soil conditions are being confirmed through geotechnical analysis. We are consulting with the Hamilton Conservation Authority regarding storm water/drainage issues as they relate to the proposed road.	ID# 238
<i>Pests</i>	Concerned of pest attacking ash trees.	Concern was recorded.	ID# 195
<i>Greenbelt</i>	Concerned that the North side of Parkside Drive is now within the designated Greenbelt area and any sort of high density development within the Greenbelt is discouraged.	While not obviously encouraged, the development of utility corridors and roads are permitted uses within the Greenbelt.	ID# 83
	Concerned that 1/3 of a resident property has been designated as an important and sensitive wetland area per the local Conservation Authority.	While the Project Team has attempted to minimize impacts to the natural environment as much as possible in the routing of the road alternatives, it has not been possible to avoid all features.	ID# 83
	Concerned about health and safety. Specifically increased risk of automobile accidents at Grindstone Creek bridge and level crossing, increase air and noise pollution, and risk to children, pedestrians and cyclists.	Comment was recorded.	NAC comment – October 28, 2008
<i>Air quality</i>	Concerned about air quality beside major roads and link to health effects.	Concern was recorded. (ID# 128) Agreed, however these effects need to be balanced with other issues. (NAC East-West Issue Table – June 2, 2008)	ID# 128 , NAC East-West Issue Table – June 2, 2008 and PIC comment – November 5, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Environmental Impacts</i>	Concerned about area disruption and extreme environmental impact from the project.	During the Class EA Phases 3&4 work, we will better define the roadway alignment and identify mitigation measures to avoid/minimize effects to natural features.	ID# 83
<i>Buffer zone</i>	Questioned how far north of Northlawn Avenue the new road will be located and/or if any of the present wooded area would be left to act as a buffer zone.	The proposed new East-West roadway is to be located immediately north of Northlawn Avenue within the wooded area. Precise distance will be established in Phase 3. The possibility of leaving a vegetated buffer strip will be considered in Phase 3. Input from residents on this issue will be sought.	ID# 49
	Concerned about impacts on trees that act as buffer zones to the properties.	Existing vegetation will be preserved wherever possible. The general levels of required removals will be determined as the design is advanced.	ID# 113
	Comments with respect to the buffer between the proposed East-West road and the provincially significant wetland to the north.	Meeting was held to discuss these issues.	ID# 321
	There should be no barrier to extend Option 5 near the edge of ESAs north of Opta Minerals and Halton Conservation Authority should compromise.	The route through the ESA north of Northlawn Avenue has yet to be confirmed. A meeting with Hamilton Conservation is scheduled to review the options and to seek their input.	ID# 134
	Request for the preservation of the Hawthorne tree behind Fellows Crescent.	Comment was recorded.	NAC Comment – October 28, 2009 and PIC comment – November 5, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
SOCIAL CONCERNS			
<i>Truck traffic</i>	Concerned about "Barnes" truck traffic issue not being resolved, and leading to a substantial increase in traffic, including more trucks.	Numerous meetings and correspondence have taken place with the Parkside Drive residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns. Social impacts were considered in this process along with natural environment impacts, economic impacts, costs and technical considerations.	ID# 33
	Concerned that the new East-West road will be designed as a truck route and as such, mitigations must be applied for the whole East-West route as being a truck route.	The decision as to whether the new East-West Roadway will be designated as a truck route is being addressed under the City wide truck routing study. Arterial roads are typically designed to accommodate truck traffic. This road will be no different.	NAC East-West Issue Table – June 2, 2008 and PIC comment – November 5, 2008
	Concerns about increase in truck traffic going through downtown Waterdown.	Dillon discussed issues via phone.	ID# 338 and NAC Comment – October 28, 2008
<i>Life disruption</i>	Concerned that north east section of the study area will suffer from increased traffic (noise, speeding, pollution, expected large truck volume from the quarry expansion) and thus living conditions disrupted and altered.	A detailed noise assessment will be undertaken in the upcoming Phase 3 work. There are numerous ways of addressing traffic noise. Once we have determined if there are any areas that may require noise mitigation, we can address how best to reduce the impact. This will be different for each affected site.	ID# 59, 143 , 168 and NAC comments (October 28, 2008)
<i>Impacts on residence</i>	Concerns that privacy will be reduced as road will be too close to the property.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerns that enjoyment of sitting in backyard will be lost or greatly diminished.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113
	Suggestion that moving the East-West road further north could reduce the negative social, noise and air quality effects of truck traffic.	N/A - comments were added to comment table and discussed at NAC Meeting #3.	ID# 128, NAC East-West Issue Table – June 2, 2008
	Questioned if consideration was given to the eastern portion of Parkside Drive, provided that these residents will have to bear two busy roads.	Numerous meetings and correspondence have taken place with the Parkside Drive residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns.	ID# 33
	Request that the evaluation criteria assess the additional social impacts for Option 5 and 4 such as the Opta CofA, truck traffic and through traffic.	It was never intended that the Certificate of Approval (CoA) be rationale for the selection of a new northern road. We have recognized the potential for social impacts along Parkside Drive, the potential for truck related effects, and as such the road will be road will be designed and mitigation proposed to address those potential issues.	ID# 133
	Suggestion to implement family friendly design, including attractive landscaping, upgraded decorative lampposts, paved sidewalks, bicycle paths, posted and monitored lower speed limits, limited truck traffic and pedestrian crosswalks.	Comment was recorded.	PIC comment – November 5, 2008
	Questioned if the City of Hamilton will bring services with the new roadway (ECT) sewers plus water.	Comment was recorded.	NAC comment – October 28, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
PUBLIC CONSULTATION			
<i>Stakeholder Advisory Committee (SAC)</i>	Concerned the SAC does not reflect the views of the local residents due to a low representation of residents in the committee.	The Project Team solicited input from the SAC member and other public participants on the Evaluation criteria. Selection process for the Neighbourhood Advisory Committee (NAC) was explained.	ID# 9
<i>SAC Meeting</i>	Questioned date of last SAC meeting.	The date of February 28, 2008 was confirmed.	ID# 8, 29
	Questioned if an email was sent to SAC members regarding the last SAC meeting on February 28, 2008.	An email has been sent and follow-up phone calls are taking place this week.	ID# 8
	Requested a copy of all SAC members including who they represent.	Sent from the Project Team.	ID# 52
	Requested a copy of Dillon's presentation for the February 28, 2008 SAC meeting.	PowerPoint presentation was emailed out to SAC member and interested participants on March 4, 2008.	ID# 52
<i>Member delegation</i>	Members of Parkside Drive were given the opportunity to appear as a delegation at the last SAC meeting.	Offer was accepted by the Parkside Drive Residents. A quick summary of the Parkside Drive East Citizens Group will be provided.	ID# 18, 37
<i>Bike lanes</i>	Bike lane response to be shared with original SAC members.	The response relating to bike lanes to be circulated and distributed and discussed at SAC meeting.	ID# 5, 8
	Request that accommodations be made for the implementation of bicycle lanes in the overall plan.	The final recommended preferred option will be provided in the Environmental Study Report released in the summer of 2009.	ID# 333, 347

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion for wider lanes to help cars become accustomed to sharing the road safely with bicycle riders.	Accommodating future capacity of vehicular and alternate forms of transportation along these proposed corridors is a key variable that requires careful study and The Project Team has been consulting with several parties. Detailed breakdown of pedestrian and cycling facilities for both corridors of the draft Preferred option was provided.	ID# 333, 335
<i>One-on-One Session</i>	Concerned that the City will not answer "key" directly affected landowners in a timely fashion.	There will be opportunities to discuss specific concerns through the Public Consultation sessions. If needed, one-on-one sessions can be scheduled.	ID# 22
	Requested to have a one-on-one session with the Project Team.	Meetings that have/need to happen with residents and Dillon Consulting.	ID# 88, 109, 111, 127, 160, 172, 181, 264, 292, 303, 319, 325
	Requested to see further details with respect to road widening to be taken from the resident property.	Dillon Consulting will be making adjustments to the proposed East-West road alignment based on public and agency comments. We will provide an updated plan to interested residents in late February or early March 2009 Detailed plans for Parkside Drive will be made available as part of the Environmental Study Report (ESR) in summer 2009 (ID#388)	ID# 295, 296, 298, 310, 388
	Questioned when homeowner will be notified about one-to one meetings.	Contacted by Dillon Consulting.	ID# 127
<i>Public Information Centre (PIC) - Format</i>	Questioned about the PIC format.	Not provided. No questions at the PIC.	ID# 192

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned why the PICs were changed from presentation to drop-in format.	These discretionary PICs were considered necessary and the open house format would allow people to seek information at own pace and speak with project partners one-on-one.	ID# 44
<i>PIC – Process</i>	Questioned the PIC/public consultation process.	PICs or Public Information Centres are held to provide the public with project information and updates and to provide an opportunity for community feedback.	ID# 273
<i>PIC - Notice</i>	Questioned why the format of PICs was not announced sooner.	The notice was placed in the Hamilton Spectator, Burlington Post, and Flamborough Review for two consecutive weeks. The notice was also mailed out to stakeholders, public, and agencies.	ID# 44
	Questioned that the information presented to the June 24 PIC meeting was bias and misleading.	Once the required data is collected, the Project Team and the NAC participants/members of the public will be in a position to contribute to the evaluation of all four options. The team is not yet in a position to provide information on the alternatives including the fourth option.	ID# 156
	Criticism that residents do not have meaningful input in the process and that the Project Team is trying to convince the public of their already made decision as the best option.	Comment was recorded.	ID# 309
	Suggestion that someone from the Development department should be present at the PICs.	The Project Team will request that for future Public Information Sessions (PICs) staff from the Development department be present. As there no more scheduled PICs, the suggestion will be incorporated into the Environmental Study Report.	ID# 339

APPENDIX "C"
REPORT PW08063b

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested a copy of PIC maps, presentation/display materials.	Materials were sent and the project website address was provided.	ID# 61, 70 , 84 , 86, 95 , 151, 153, 160, 161 , 162 , 163 , 164 , 169 , 174 , 175 , 176, 177, 178, 183 , 201, 260, 277, 302, 304. 305, 306, 307, 308. 310, 312, 313, 314, 315, 316, 317, 319. 326, 328 345
	Requested larger version of the maps found in Public Notices.	Sent by NCFO.	ID# 24, 26, 27, 28, 31, 38, 91, 187 , 190 , 194, 237, 245
	Requested the materials from PICs to be posted on the website.	Materials were posted on the website.	ID# 173
	Criticism of maps which have no scale/distances and are therefore useless.	Distances were clarified (ID# 224). ID# 225: Response is missing.	ID# 224, 225
	Criticism of map on PIC notice is inaccurate/old/false.	The "Notice Map" provides general information about the location of the project and can be considered as a project logo until the Preferred Option is confirmed. We provide the detailed map boards at NACs and PICs where project options are discussed.	ID# 265
	Questioned if the gas lines in the PIC maps are existing lines or proposed.	The utility lines shown on the base plan came from various sources and some locations (such as the gas line on this property) appear to be incorrect and are currently under review.	ID# 324
	Suggested better signage directing traffic from street into meeting place.	Thank you for your advice relation directional signage and communications materials.	ID# 77
<i>Consultation Material</i>	Requested the location of the Path Forward Report on the website.	Referred to the Path forward report.	ID# 51

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Consulting Role</i>	Questioned why the City needed an outside agency such as Lura Consulting to control the communications between the public and the Project Team of Waterdown Aldershot Master Transportation Plan.	The Neutral Community Facilitator's role is to assist both members of the public and the Project Team in clarifying and responding to inquiries and input on a timely basis. Lura Consulting is providing this service in response to concerns raised in Phase 2 that responses were not being received in a timely manner.	ID# 53 , 253
<i>Meeting with Neutral Community Facilitator's Office (NCFO)</i>	Requested to communicate with NCFO concerning WAMPT.	Time was set to meet/discuss with someone from the NCFO.	ID# 90 , 94 , 115 , 117 , 145, 147 , 191
	Requested to communicate with NCFO concerning communication issue.	Time was set to meet/discuss with someone from the NCFO.	ID# 55
<i>Meeting with Dillon</i>	Requested another setting to discuss matters with Dillon besides the PIC.	Time was set to discuss with someone for the NCFO.	ID# 138
	Requested follow-up discussion with Dillon once road plan is complete.	The plans have been circulated to all City departments and comments have been received. The plans are in the process of being finalized and a copy of the revised plan will be provided to you when completed, likely in late February or March.	ID# 227
<i>Meeting with Parkside Drive Residents</i>	Request of the minutes for meetings held Nov 19, 2008 and Dec 1, 2008 for approval by residents.	Will be provided as part of the East-West Road Class EA ESR Report.	ID# 354, 360
	Requested if there would be a meeting with Parkside Residents once the plans are released.	There will be no further meetings with the Parkside Drive residents at this time. However, a newsletter update will be sent out to local residents before the release of the ESR.	ID# 388

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Public Information Centre (PIC)/NAC meeting request</i>	Request to be updated and/or for another PIC (and NAC) meeting to present the revised alignment suggestion at Highway 6 for public input, in light of the new information that the Project Team has learned from the MTO.	We will keep the community informed on the issue (ID# 280) No further public meetings are planned at this time. The Protect Team intends to issues a newsletter update to members of the public, and complete the Environmental Study Report (ID# 348)	ID# 280, 348
	Request that NCFO provide a list of outstanding issues with their submission dates.	The NCFO compiles a report on both a weekly and monthly basis for the Project's Team's review. A copy of the June/July NCFO Report was attached in the response.	ID# 200
	Agency requested if a memo would be necessary for the PIC.	Time was set to discuss with NCFO.	ID# 148
<i>Hunter Park Survey Petition</i>	Requested that the Project Team re-review the petition the Hunter Park Survey of Waterdown submitted to the Project Team back in February 2005 as part of the initial public input.	The petition would have been appropriately reviewed by the Project Team members at the time it was submitted and is part of the project file. The Project Team will continue to consider comments submitted earlier that are relevant to Phase 3, therefore it is not necessary to resubmit comments.	ID# 56
	We note that the petition request is that the design of the road maximizes the distance of the proposed roadway from the Hunter Park Neighbourhood (particularly the homes along Northlawn Avenue).	This will be considered in Phase 3. The specific centre line of the proposed roadway and the roadway footprint will be confirmed in Phase 3 which will consider impacts to both the natural environment and social environment, as well as mitigation measures that will need to be implemented. We will welcome your input on this.	ID# 56
	Hunter Park Survey residents seek mitigation measures for noise, technical data regarding noise and a meeting with the Project Team to discuss.	Technical reports were provided to residents and a meeting was scheduled with the Project Team in June 2009.	ID# 290, 291, 293, 294, 332

APPENDIX "C"
REPORT PW08063b

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned that emails and questions are not fully answered through NCFO and/or responses are not made within 10 days as promised.	The information requested is taking longer than the anticipated 10 days times due gathering and compiling of information from different City staffs and Consultants. Response is sent.	ID# 80, 81, 102, 199, 200, 221, & 225, 336, 357, 364, 367
	Expressed frustration in response delay.	In some cases, the material that has been requested has not been completed in written format, and as such there is time required to prepare this material.	ID# 399
	Concerned that Project Team does not consider information, errors and suggestions presented by NAC members and the public. Criticism of/lack of faith in public consultation process.	See PDF "Letter to NAC – Oct 08" sent Oct 27, 2008. All resident concerns will be clearly documented in the Environmental Study Report (ESR).	ID# 156, 239, 241, 242, 243, 246, 248, 253, 284
	Concerned that he has not received any written acknowledgement of his correspondence from LURA nor the Project Team for a while.	Acknowledgment/Response was sent by NCFO.	ID# 288, 336
<i>Transparency</i>	Commented about lack of transparency in the process.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26.	ID#114, 129 , 291
	Concerned that the communications from the Project Team fail to be consistent from the start of this process such as issue with City sewers connections where City had two opposite answers.	NCFO promised to contact the City relating to the connection of City sewers to residences with septic systems to obtain clarification.	ID# 200
	Complaint regarding mistreatment of those showing interest in public forums. Criticism of the City of Hamilton and those hired to "push" the road through at any cost.	See PDF "Letter to NAC – Oct 08" sent Oct 27, 2008.	ID# 217

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned about miscommunications and confusion regarding the 4 Options on the East-West road crossing Centre Road.	At both the NAC and PIC meetings held on October 28 and November 5, 2008, five Centre Road crossing alignments were identified: DE-1 through DE-5.	ID# 287
	Concerns that the Project Team is making statements before reports are complete and thus misleading the public and NAC members.	Typically, these reports are not released to the public prior to the ESR, due to the technical difficulty of understanding the documents. In accordance with the current practice for similar projects, the reports are based on empirically gathered information, have been drafted and are therefore provisionally justifiable.	ID# 358
	Complaint of the Project Team's statement that some reports are not released to the public prior to the ESR, due to the technical difficulty of understanding the documents.	The comment was forwarded to the Project Team for their information.	ID# 378
	Questioned the unclear alternatives presented at the PIC concerning section N2.	The Project Team is preparing a memo for the NAC that will explain the data collection and the process that will be undertaken to evaluate the outstanding alignment issues on this and other sections of the proposed roadway.	ID# 156
	Discrepancy between information given to the public and the NAC; Why is Option 4 of section N3 not mentioned to the public?	Based on input from the EW-NAC on June 12, 2008, the Project Team agreed to explore a more northerly alignment of the roadway. The potential for a more northerly alignment was noted at the PIC on June 24, 2008.	ID# 218

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Discrepancy between info provided by Dillon and map mailed out, regarding connection of new East-West Road to Highway 6.	The location of the connection of the proposed new east-west roadway to Highway 6 is currently being finalized. The Phase 2 recommended connection was at Highway 6 at the intersection of Concession 4. An alternative connection north of Concession 4 is currently under evaluation. The Project Team will provide an update, in the form of a newsletter, as soon as it becomes available.	ID# 229
<i>Calculation discrepancies</i>	Questions about the discrepancies in cost calculations between the Waterdown Aldershot Master Transportation Plan and the Hamilton Master Transportation Plan. It appears that not all of the pre-estimated costs in the Hamilton Master Transportation Plan were included.	The costs used in the <i>Waterdown / Aldershot Transportation Master Plan, Phase 2 Final Report</i> (February 2008) are estimates based on conceptual alignments, primarily for the purpose of comparing alternative solutions. These estimates were appropriately reflected in the <i>Hamilton Transportation Master Plan, Class Environmental Assessment Report</i> (May 2000) based on the best information available at the time of completion. Further cost comparisons will be undertaken as alternative designs are developed in Phases 3&4.	ID# 82
	Request that NCFO update the NAC and the public of the Truck Route designation. Importance of keeping the public updated on all issues.	An update was provided at the NAC meetings in Oct 2008.	ID# 232, 235, 236
<i>Neighbourhood Advisory Committee (NAC) Selection</i>	Questioned how the Neighbourhood Advisory Committee (NAC) is being selected.	The Draft NAC Recruitment Strategy was sent as a response.	ID# 10

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested that at least one member of Parkside Drive East Citizens Group be part of the East-West NAC.	The Draft NAC Recruitment Strategy is being finalized and will be posted on the Web.	ID# 14, 32
	Suggestion that 2-3 members of the East Parkside Drive area be on the East-West NAC.	Suggestion was considered by the Project Team.	ID# 17
<i>NAC Application</i>	Questioned how to move forward with applying to be on the Neighbourhood Advisory Committee (NAC), either as an individual resident and/or as a representative from a group.	Advised that Draft NAC Recruitment Strategy and the NAC Application Form are available online on the Waterdown/Aldershot Transportation Master Plan website.	ID# 22
	Questioned when the applications are due for being chosen for the NAC, and when will the decisions be made about who is on the NAC.	Application forms for the two NACs are due March 14, 2008. All successful and unsuccessful candidates will be contacted by April 4, 2008.	ID# 23
	Questioned the qualifications required to be a committee member.	The Draft NAC Recruitment Strategy and an application form were sent for a response.	ID# 47, 50
	Questioned if it was possible to apply to become a NAC member if living outside the study area.	Please send your application and we will let you know if you are eligible.	ID# 69
	Questioned if the Neutral Community Facilitator's Office (NCFO) had received his application.	Person was advised that the application was received via fax.	ID# 67, 73
	Requested a deadline extension to submit a NAC application.	Petition was granted by NCFO.	ID# 72
<i>NAC Meeting</i>	Questioned if NAC meetings are open to the public.	Resident advised that he/she would be welcome to observe the Neighbourhood Advisory scheduled for Sept 9.	ID# 92
	Notified NCFO of a date/day error for the East-West NAC meeting.	He was given the accurate date and day of the meeting.	ID# 96 , 134
	Attendance/Absence confirmation.	No response required.	ID# 110 , 136, 137
	Requested the location and date for the NAC meeting.	Location/Date was given.	ID# 116 , 135 , 196 , 233, 254, 255

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned why he/she had not received the NAC meeting notification.	The contact information was updated.	ID# 120 , 121 , 126
	Questioned why there was a new criteria added to the original evaluation criteria methodology named "Technical".	The technical criteria group was removed from the evaluation table. However, the potential for site contamination is an important consideration and could affect the overall cost to develop Option 5. The potential for additional costs as a result of soil contamination has been referenced under the "Cost" criteria group.	ID# 123
	Questioned why Project Team is using a simplistic rating scale to weight the new evaluation criteria.	Criteria rankings using a scale of "high, medium and low" importance (and not weightings) will be sufficient for the purposes of the evaluation to differentiate among the alternatives. We will review this approach as the Phase 3 work progresses and continue to welcome your comments on this.	ID# 123
	Commented that process feels rushed and that more time is needed for the City to present findings.	While we appreciate the view that Phase 3 work is progressing at too fast of a pace, there are many potentially affected landowners who are requesting a timely conclusion to the project so that they can make future plans regarding their property, particularly since this study has been ongoing since 2004.	ID# 123
	Concerned that not enough time was provided at a NAC meeting to provide proper input into road design criteria and alternatives evaluation methodology.	Unfortunately as there are many items that need to be covered at each NAC meeting it is not possible to devote an entire evening on a single task. The Project Team has been open to receiving comments on the criteria groups ranks through submissions by members of the NAC and the public.	ID# 124 , 134

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	NAC members ranked both social and natural environment criteria as high.	The criteria rankings as presented to the NAC in June 08 based on the input received from NAC identified the Social criteria to range in importance from high to medium and the Natural Environment criteria to range in importance from high-medium to medium. As such, the social criteria were considered to be only slightly more important than the natural environment criteria.	ID# 157
	Detailed comments on criteria evaluation and alternatives routes and alignments.	Detailed responses to each comment mentioned.	ID# 283, 284
	Requested a copy of NAC materials (presentations, minutes, workbook, and/or Evaluation tables).	Materials sent by NCFO.	ID# 95 , 112, 131 , 131 , 200, 257, 259, 261, 267
	Concerned that the minutes of the June 24th meeting regarding NS2 /NS3 do not reflect the discussions raised at the meeting.	We have amended the draft summary report for the East-West Road Class EA Phases 3&4 Public Information Centre dated June 24, 2008. However, please be advised that we cannot amend the summary report to reflect discussions that were not held at the time of the meeting.	ID# 212
	Requested that the June 12 Meeting minutes incorporate that the Project Team stated that residence who had septic systems and live on the new proposed roads would be connected to City sewers.	Discussion may have been "off-the-record" rather than brought up in the formal session. Further review of the meeting record indicates that no such comment was made at the meeting. The possibility for a connection to city sewers is outside the Terms of Reference (ToR) for the Waterdown Road Class EA and the East-West Road Class EA. You may wish to contact the City of Burlington directly about this matter.	ID# 209

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested that attached petition be added to the agenda for the Oct. 28 meeting. Petition regarding concerns and suggestions regarding Highway 5/Dundas Street road widening between Evans Road and Kerns.	Request granted, confirmation sent by NCFO.	ID# 220, 251
	Request for confirmation that the final version of minutes for meeting #4 was sent out by email.	Advised that the NCFO sends out draft versions of meeting minutes, seeking comments from NAC members, and following member acceptance of the minutes they are finalized.	ID# 219
<i>NAC Membership</i>	Request to be removed from the NAC.	Removed by NCFO.	ID# 155
	Requested an update on the preferred alignment at Flanders Drive and that the plans be reviewed by the road safety and traffic engineering department of the City of Hamilton.	The plans have been circulated to all City departments and comments have been received. The plans are in the process of being finalized and a copy of the revised plan will be provided likely in late February or March.	ID# 346
	Request for related materials from Dillon and others (e.g. truck route study material, the Natural Environment Inventory Report and the Geotechnical Report, the Waterdown Area Traffic Monitoring Update and Waterdown Aldershot Master Transportation Plan Phase 1 report.	Materials sent by NCFO.	ID#238, 256, 258, 266, 268, 270, 329, 332, 373, 374, 375, 376, 377, 383
	Request for 90 days to review report before NOC is submitted to MOE.	Relating to your request for a 90-day review period of the draft ESR (we assume that you are referring to the draft ESR that goes before Council for their approval), we have requested a response from the Project Partners.	ID# 381
	Request for 60 days to review the Final Noise Report.	City of Hamilton to provide a response.	ID# 390

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Request for the technical information that the Project Team has used to make their recommendations for their road alignment.	Technical reports were sent in March 2009.	ID# 329
	Request for MOE meetings minutes.	There were no minutes taken at the discussions with the MOE.	ID# 87, 114
	Requested a legible map which shows the properties affected by the project.	Map was sent by the City of Hamilton.	ID# 186
	Requested information on the project for the East-West road, north of Waterdown.	Materials were sent by NCFO.	ID# 193
TECHNICAL			
<i>Water Tower</i>	Questioned progress of the water tower.	To be constructed in conjunction with subdivision. Estimated timeframe is February to September 2009. Since the plan was appealed the water tower is unable to be built until the appeal is resolved. No building permits can be issued until the water tower has been constructed and is operational. The OMB has now issued a decision, and the entire Waterdown North Secondary Plan is now in effect. No building permits can be issued until the water tower has been constructed and is operational. Please visit the project website www.hamilton.ca/waterdownnorth for details.	ID# 1, 92, 299

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Water Table</i>	Concerned about impacts on the water table.	Detailed drainage studies have been completed during the study that assessed the impacts on surface drainage. The new road will not block any surface water flows as culverts will be placed under the new road to allow for water movement.	ID# 300
<i>Transportation Master Plan (TMP) schedule</i>	Questioned the schedule for the Transportation Master Plan (TMP) and phases timing.	The Transportation Master Plan (TMP) is now complete. As Phase 2 of the Waterdown/Aldershot Transportation Master Plan is now complete, the Study will proceed to Phases 3&4 to examine two distinct roadway projects. The North-South Road (Waterdown Road) Class Environmental Assessment project and the East-West Road Class Environmental Assessment project. This work is commencing in March and will continue for about 1 year.	ID# 42
	Questioned the completion of the Transportation Master Plan.	A draft schedule was sent.	ID# 42
	Concerned that TMP process and outcome are seriously flawed as the Project Team did not have regard for fundamental materials that should have been considered.	Meeting with Dillon was held December 18, 2008 to discuss these issues.	ID# 325
	Questioned when construction will begin.	The timing of construction is dependent on: EA process completion, Receipt of endorsement and approval from the Hamilton, Burlington and Halton Region Councils and MOE receipt of a bump up request on the Environmental Study Reports We do not foresee construction starting any earlier than 2011	ID# 42

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned the status of the overall Study Work Program and where the Project Team is in the process.	The Pathforward report was sent via email which outlines the current status of the process. He was also given the website.	ID# 103
	Questioned the approximate timing of implementation.	The Project Team plans to complete Phases 3&4 of the Municipal Class Environmental Assessment for New East-West Corridor and Waterdown Road Corridor in the summer of 2009.	ID# 330
	Questioned if the City of Hamilton has prepared a draft development phasing plan for the new roads.	No. The City of Hamilton has not yet prepared the draft Development Phasing Plan for the new roads. Guidelines for the Implementation and Phasing Plan will be part of the Environmental Study Reports to be prepared for the project.	ID# 330
	Question how much/if any new development will be allowed to proceed ahead of or concurrent to construction of the North-South and East-West corridors.	There is no answer for this at the moment. The Implementation and Phasing Plan will determine this. Also, the City of Hamilton is preparing a Traffic Allocation Study which will further address this issue.	ID# 330
	Suggestion for a link between the North-South road and new East-West road.	We have received many comments regarding the connection (or lack of) between the new east-west road and the new/improved Waterdown Road. Although many people have suggested the need for a full by-pass route, the traffic modeling shows that this is not in fact required. The two roads systems are essentially independent of each other and serve different users.	ID# 240, 278
<i>Contact Information</i>	Requested a contact name from Dillon Consulting.	The contact information for Dillon Consulting was sent via email.	ID# 61 , 111
	Requested NCFO contact information.	The contact information was provided by NCFO	ID# 275, 276

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Housing development</i>	Questioned the timing of the build-out for the 6500 residential units referred in the staging plan for the TMP.	The timing of the build-out is subject to the developers' plans along with the completion of the additional municipal projects such as secondary and servicing plans and approval and construction of the road improvements.	ID# 78
<i>Truck Traffic/Dufferin Quarry</i>	Concerned about a substantial increase in truck traffic due to the quarry expansion.	Numerous meetings and correspondence have taken place with the Parkside residents' representatives including meetings with the Ministry of the Environment to discuss and consider these concerns. In regards to the Dufferin quarry, the City is not aware of any planned expansions at this site. The Lafarge quarry is proposing an extension. (ID# 280) The City will review the Haul Route Study prepared by the proponent and consider any proposed haul route as part of any quarry's planning applications. (ID# 280, 388)	ID# 33, 205, 280, 388
	Questioned why the Project Team does not acknowledge the Dufferin Aggregates plans to expand, and its effect on noise along Parkside Drive.	City of Hamilton to provide a response.	ID# 393
	Questioned truck traffic infiltration through Waterdown and Dufferin Quarry.	Model uses peak times. The City of Hamilton's undertaking of the truck study will evaluate the appropriateness of Waterdown area roads as truck routes.	ID# 9, 20
	Questioned how the increased dump truck traffic to and from the quarry will be addressed.	We have committed to addressing the issue of truck traffic in the next phase of the work. There are options to limit/prohibit trucks from using specific roadways.	ID# 59

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Traffic</i>	Questioned who will be the main users of the East-West route and expected traffic volume.	It will meet the future transportation demands as a result of the new planned developments in Waterdown (primarily Waterdown North). The decision regarding the designation of the new East-West roadway as a truck route will be made by the City once the road is built.	ID# 180
<i>Route design</i>	Questioned if the proposed East-West route for the Waterdown/Aldershot Transportation study is being built on a four-lane platform.	Currently, it is not envisioned to build this roadway on a four-lane platform West of the Parkside Drive connection. Any new future road widening not identified in this study would be subject to the appropriate environmental assessment.	ID# 33
	Questioned how new East-West road connects to Parkside Drive.	Maps and website information were sent by NCFO.	ID# 202
<i>Route capacity</i>	Questioned how the proposed four-lane road on Parkside Drive will handle the future increased traffic demands and if expanding the eastern portion of Parkside to a six-lane road has been considered.	The current projected demand for the east-west route is the equivalent of one additional lane of traffic in each direction. The need for any additional lanes of traffic along Parkside Drive (i.e. four to six lanes) is beyond the planning period of this study and would be subject to new environmental assessments.	ID# 33
<i>Data Calculation</i>	Concerns regarding data calculation errors.	Errors are being reviewed by Dillon Consulting.	ID#9, 20
<i>Proposed new Alternative Reevaluation</i>	Request that further consideration be given to public suggested route as an alternative to widening a portion of Parkside Drive	Project Team will reevaluate the proposed alternative route as part of the Phase 3 Class EA work.	ID# 9
<i>By-Pass</i>	Questioned what is being done to alleviate traffic on Highway 5 with regard to the by-pass.	Treatment options will be determined during Phase 3 of the Class EA work.	ID# 25 and PIC comment – November 5, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned the plan for the by-pass.	A new East-West roadway will pass to the North of the existing Waterdown community and proposed Waterdown North development area. This roadway is not a by-pass.	ID# 25
	Questioned the implementation timeline of the by-pass.	OPA 28 lands will be built out by 2018 therefore the infrastructure must be in place before that time. Within 6-10 years.	ID# 25, 93, 103
	Questioned what is going to happen at the North end of Boulding Avenue, whether it will be a dead-end or continue as a 3-way intersection onto the future Dundas East-West bypass.	Transportation Master Plan (TMP) did not recommend any changes to the intersection of Boulding Avenue and Parkside Drive. It will continue to meet Parkside Drive as a "T" intersection.	ID# 80
	Questioned if there are any plans to eventually use Boulding Avenue (via Burke Street) as a thoroughfare to connect the North-South corridor to the new East-West corridor (presently Parkside Drive.)	No.	ID# 38, 80
<i>Property Impacts</i>	Question about specific property impacts.	The proposed new East-West road will have no (direct) impact on the property mentioned Resident was advised to look at the website and road alignment. If there are no Part II order request, the resident can start the property buying process (ID# 394)	ID# 141, 237, 273, 310, 341, 394

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	<p>Questioned how close the road will be to the resident's property and what impact it will have on local trees.</p>	<p>This kind of effect is not known at this stage in the study. Phase 3 work will determine the precise location of the road and the areas that will be disturbed (ID# 59). Existing vegetation will be preserved wherever possible. The general levels of required removals will be determined as the design is advanced (ID # 113) Vegetation along the south side of Parkside Drive could be unaffected if the south side sidewalk was eliminated. (ID# 271) We are currently finalizing the designs in this area and have not determined the impact to the fence and shrubbery (ID# 341)</p>	<p>ID# 59, 113, 271, 341</p>
	<p>Concerned about impacts on Alexander Place nursing home and questioned opportunity for access from the new East-West corridor.</p>	<p>The potential expansion of Alexander Place Nursing Home and access onto the proposed East-West road is a planning issue and we are presently too early in the planning process to determine potential access points at this site.</p>	<p>ID# 214 and PIC comment – November 5, 2008</p>
	<p>Suggestion to decrease the distance between Alexander Place facility and the Highway.</p>	<p>Comment was recorded.</p>	<p>Comment from June 24 workbook</p>
	<p>Suggestion that any land required to facilitate a turning lane should be expropriated from the developer, Upcountry Estates.</p>	<p>The Project Team agrees. The proposal will be adjusted to eliminate property taking along the west property line. A small triangle of property will be required at Dundas Street.</p>	<p>ID# 340</p>

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Parkside Drive/Highway 6 Intersection</i>	Requested that the MTO information, in regards to the statements to Parkside residents that they have no plans to close Parkside Drive at Highway 6, should be included in the Public Appendices.	We will include the MTO submission in the Consultation Report prepared for Phases 3&4. The Project Team has interpreted the response from the MTO differently from the Parkside Residents' Association. NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008.	ID# 46, 106
	Questioned about MTO correspondence relating to Highway 6 and Parkside Drive.	It is currently being reviewed and a completed correspondence log for this will be sent to you with all the relevant information	ID# 68 , 74, 75
	Request proof that MTO intends to close Parkside Drive.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008	ID# 107
	City's use of MOE statements and MTO statements are misleading.	NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008 The facilitator was asked to review and clarify events leading up to the confusion around the MTO/Project Team's perspectives on Parkside Drive. It did not in any way intend to document the chronology or content of the correspondence (ID# 204)	ID# 85, 106, 107, 204, 205

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned about potential closing of Parkside Drive and Highway 6 intersection.	MTO has no current plans for the Parkside Drive and Highway 6 intersection. It is possible that the future interchange at Highway 5/6 will eliminate its possibility. There is however, a further need for clarification from the MTO on this issue. NCFO Review of MTO Highway 6/Parkside Drive Issue sent May 26, 2008 This study is not proposing to close the existing <u>intersection</u> of Parkside Drive/Highway 6. The development of a new intersection at the Concession 4 Road (or near the Concession 4 Road) would <u>not</u> mean that the current Parkside Drive/Highway 6 <u>intersection</u> would need to be closed (ID# 339)	ID# 9, 13, 20, 71, 75, 76, 104, 105, 339
	Request for compensation for residents to install triple pane windows, quality air filters, and landscape improvements.	Comment was recorded.	NAC comment – October 28, 2008 and PIC comment November 5, 2008.
<i>Noise impacts</i>	Suggested that the further north the new East-West road is placed, the lower the sound/noise reduction mitigation costs.	Suggestion was recorded.	ID# 59
	Questioned how increased noise will be minimized, what sort of sound barriers will be installed and if there will be compensation for homeowner installing new windows.	There are numerous ways of addressing traffic noise. (Methods were listed) Once we have determined if there are any areas that may require noise mitigation, we can address how best to reduce the impact. This will be different for each affected site.	ID# 59 and NAC comment – October 28, 2008

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned if there is a sound level from speeding traffic that is considered acceptable, how it will be tested, proven, enforced and protected.	Ontario Ministry of the Environment's (MOE) standard methodology will be used to assess noise levels adjacent to the road improvements/widening. Review and monitoring the actual noise levels after construction will be considered as part of the monitoring program developed for this project.	ID# 59
	Questioned MOE's criteria for noise and noise levels at various receptors (with and without the road).	The draft Noise Report was sent Mar 12, 2009.	ID# 356, 371
<i>Road safety</i>	Questioned how the project will ensure the safety of children from large volume of speeding traffic.	The safety of users of the road and adjacent properties is of paramount importance in the planning and design of road improvements such as this. During the next phase of the study we will be reviewing road safety and operations and, if we identify any concerns, we will investigate design and road operating changes to address those concerns.	ID# 59
<i>Light pollution</i>	Concerned about light pollution and questioned if street lights be installed with this new roadway.	Street lighting will be installed along the new road where required for safety reasons and, if they are required; they cannot be declined by the adjacent property owner. Street lights will be designed to minimize light spill over into residential areas Comment was recorded (ID# 128, NAC East-West Issue Table – June 2, 2008)	ID# 59, 113, 128 , NAC East-West Issue Table – June 2, 2008 and PIC comment – November 5, 2008.
<i>Speed limit</i>	Questioned the expected posted speed limit for the new East-West Road.	The work completed to date uses a speed of 60 km/h. This will be confirmed or adjusted during Phase 3 work (ID# 59) It is proposed that section of Parkside Drive to be widened will be posted at 50 km/hr and the rest at 60 km/h (ID # 180)	ID# 59, 180

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Speed enforcement</i>	Questioned how speed limit will be enforced.	The enforcement of the speed limit will be the responsibility of local police.	ID# 59
<i>Pre-Screening Method</i>	Questioned how the "pre-screening" of the idea of "Widening of Dundas Street to 4 lanes between Highway 6 and Brant Street" was done that made the Project Team come to the conclusion that it would not solve the East-West Transportation Problem.	A very detailed response for the Dundas Street has been previously sent in 2005. Due to a number of safety concerns that would arise due to the substandard lane widths, the roads' close proximity to buildings and lack of separation between the sidewalk and downtown area, and because it does not solve the problem, it was recommended that this option not be pursued further.	ID# 63, 119, 205
<i>Road widening</i>	Questioned if there is a possibility that Boulding Avenue would be widened to continue the four-lane North-South corridor.	No, the TMP did not recommend any changes to Boulding Avenue.	ID# 80
<i>Route alignment</i>	Questioned why it was decided to bring the North-South corridor up to Dundas Street at Burke Street.	The final location of the corridor linking Mountain Brow Road to Dundas Street will be decided as part of the Phase 3 Study. A link farther east is possible as a secondary link but the major corridor must be to the west to service the demand from the South Waterdown Secondary Plan area and part of existing Waterdown.	ID# 80
<i>Inaccurate Statements</i>	Requested a retraction of inaccurate statement from the City of Hamilton regarding MOE's Certificate of Approval (CofA) for Barnes Environmental.	Regarding the Opta Minerals Certificate of Approval (CofA) point, the City of Hamilton, as well as the MOE have already commented on this issue and its relevance to the evaluation.	ID# 99
<i>Bike lanes</i>	Questioned if a bike path is being considered.	We are recommending a wider road to provide additional pavement width to accommodate cyclists along the section of Parkside Drive that is to be improved.	ID# 113, 180 , 191, 206

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Bike route accessibility and safety</i>	Questioned the accessibility of cycling routes from the new East-West corridor as well as the safety of crossings.	No changes are being made as part of this project to the existing North-South routes that the new East-West roadway will cross. An "on road" cycling lane will be provided along the entire length of the new East-West road.	ID# 249
<i>Sidewalks</i>	Suggestion that sidewalks on both sides of the road are not needed and to only have sidewalks on one side of the road.	Having sidewalks on both sides of the road will provide a higher level of safety.	ID# 206
<i>Collision/Accident report</i>	Questioned if the collision/accident reports were considered in the project.	A road safety review is being completed as part of the current work program and results made available to the public for review. The assessment of motor vehicle collision statistics for the last five years will be part of this review.	ID# 125
	Suggestion to consider how roadside vegetation and the design of sidewalks and landscaping will affect winter maintenance.	Comment was recorded.	NAC comment – October 28, 2008
ECONOMIC			
<i>Cost</i>	Taxpayers will have the burden to pay for road upgrade as not all will be paid by development fees.	The costs included in the final Environmental Study Reports will be used to develop the capital budget (including development charges component) for the recommended improvements, which will also be brought forward to Council for approval as part of the capital budget process.	ID# 45, 48
	Cost was ranked last by the public, yet in the evaluation Dillon focused on significant cost impact through Opta Mineral and Connon Nurseries instead of the benefits from Option 5.	Comment was recorded and considered by the Project Team	ID# 100

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Property values</i>	Concerned about resale property value impacts.	The Project Partners are currently developing more detailed plans for the widening of Parkside Drive to assess potential impacts and minimize them, where possible.	ID# 113
PHASE 2 REPORT			
<i>Cost Breakdown</i>	Requested copies of the detailed costs breakdowns for each of the Projects referred to in Appendix D of Phase 2 Report.	The cost breakdown will be approved in the provided on the project website as an "amended Appendix D" by March 28.	ID# 12, 20, 43, 46
	Requested a breakdown of where or how the "data" numbers in the Justification Tables were obtained or calculated due to concerns of changing data.	"Geographic Information System" (GIS) software program was used to obtain results from data obtained by a variety of sources (Municipal and Provincial agencies). Some minor adjustments were made to the data tables but overall results have not changed since published.	ID# 12, 43
<i>Agency Communication</i>	Requested the letters and documents of communication from the various agencies that were contacted by either Dillon or the Project Team for their input in this project.	All correspondence is not typically included during the course of an EA, however the Project Team will assemble key correspondence to be posted on the website by March. An updated Agency Correspondences were posted at: www.hamilton.ca/WaterdownTMP	ID# 12, 43, 46, 142
	Requested copy of a recent document from the MTO which indicates a problem in the report.	The MTO has never indicated to us a "problem with the report". Project Team would appreciate being forwarded the document referenced.	ID# 12
<i>Black-lined version</i>	Requested a copy of the black-lined version of the Final Phase 2 Report prepared by Dillon Consulting. (Draft Phase 2 Report with sections indicating additions to and deletions from the draft Phase 2 Report.)	A black-lined version of the Final Phase 2 Report is currently being reviewed, and will be available shortly. A copy was sent Sep 22, 2008 by the NCFO. (ID# 108)	ID# 52 , 108

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Incorrect Statement</i>	Questioned an incorrect statement in the Phase 2 report that the Project Team met with Parkside Drive Residents in the summer of 2007 regarding the Option 5 alignment.	It is correct that the Project Team did not meet with the Parkside Group until December 2007 which at that time alternatives to the Option 4 route were presented. This will be corrected in future documentation including the ESR.	ID# 132
	Questioned if the information, text and maps, presented in the phase 2 report are a 'done deal'.	The recommendations of the Phase 2 report have been accepted by Hamilton Council. There is still the need to undertake the Class EA Phase 3 work and prepare the Environmental Study Report (ESR), both to be approved by Hamilton Council and the Ministry of the Environment. As such, the road recommendations are not yet finalized.	ID# 49
OPTION 4 Versus OPTION 5			
	Concern that the Project Team is not addressing the social concerns that have been brought to their attention by the local residents in the evaluation of Option 4 versus Option 5.	Social concerns are one of the principal considerations in this study. However, the routing concerns needed to be balanced with other environmental and economic considerations.	ID# 87
	Questioned why the Project Team has abandoned Option 5 and not compared it with the Original Option 5.	The Project Team has described its Review of Option 4 vs. 5 Alignments (both the "Opta Minerals" alignment and the "sawtooth" alignment, in a memo to East-West Corridor NAC members, dated October 27, 2008.	ID# 123

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned if the Project Team has considered that Option 5 has the opportunity to expand in the future while Option 4 cannot.	The expandability of the alternative route was not a criterion in the selection or evaluation of the alternatives as additional capacity is not required to support the future traffic levels for all of the currently planned developments (NAC East-West Issue Table – June 2, 2008) The expandability of Option 5 (sawtooth) was considered and is noted in our Memo, dated October 27, 2008 (ID# 123)	ID# 123, NAC East-West Issue Table – June 2, 2008
	Concerned that the Project Team is attempting to move the Preferred Option 4 closer to Alexander Place nursing home.	The route that we are recommending in this area is the more eastern alignment which is the furthest distance from the Alexander Place Nursing home.	ID# 152
	Concern that Option 4 creates a greater impact on residents, families etc.	Comment was recorded.	Comment from June 24 workbook
	Concerned about decreases in market curb appeal.	Comment was recorded.	Comment from June 24 workbook
	Questioned if Option 4 changed to intersect with Parkside a little further south/west, so as to not disturb the Nursery.	Option 4 as proposed cannot avoid the Connon Nursery property. The alignment has been moved as far south/west as possible to minimize impacts to this property.	ID# 202
	Requested the maps of Option 4 and Option 5.	Materials were sent.	ID# 130
	Requested that Option 5 versus Option 4 memo prepared by Dillon be posted on the project website	Memo was posted on the website.	ID# 311
	Requested a data analysis to be completed of Option 5 (a hybrid of Option 1 and Option 4) vs. Option 4.	Lura Consulting is conducting an assessment based on the documentation on file.	ID# 361, 369

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Option 5 Review</i>	Questioned if Option 5 is still be reviewed at the Phase 2 level and if input can be provided on the current Option 4 route for Phases 3&4.	Options 4/5 for the East-West corridor will be evaluated early in Phase 3 in consultation with stakeholders. (Process in the Path Forward Report.) Public input on Phases 3&4 will be sought at the upcoming PICs.	ID# 37
	Questioned information on how Option 5 was evaluated.	Technical memo from Dillon (dated October 27th) was sent.	ID# 355
	Questioned if the Project Team decided to review Option 5 about 6 months ago.	The Project Team began considering the need to further assess Option 5 as part of the Phases 3&4 Class EA process about 6 months ago. It is not untypical to review and undertake more detailed assessments as the EA process proceeds.	ID# 56
	Requested that the Project Team formally review Option 5-Stantec alignment	A subsequent review of the Stantec work was undertaken by SNC Lavalin (April 2004) and it concluded that the Municipal Class EA Phase 2 work undertaken by Stantec needed to be re-done. Our study team has undertaken a review of this option (ID# 138) The Project Team has provided comments on this option in the October 27, 2008 memo, at the NAC meeting held on October 28, 2008, and in two meetings held with the Parkside Drive Residents Association held on November 19, 2008 and December 1, 2008 (ID# 152)	ID# 138, 152

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested detailed analysis of why the original Stantec alignment is not preferred over Option 4 and why Option 5 is not viable.	An oral assessment was presented at the PIC meeting on June 24 th (ID# 200) The Project Team is in the process of completing the documentation of the evaluation of this option and a memorandum should be completed by September 2008 (ID# 200) Please see the Project Team's Memo to East-West Corridor NAC Members, dated October 27, 2008 for the rationale for selecting Option 4. In addition, these issues were discussed in detail at the Project Team's meeting with the Parkside Drive Residents Association on November 19, 2008, and December 1, 2008. (ID# 208)	ID# 200, 208
	Request for meeting with NCFO and Dillon to discuss all aspects of the Stantec Option 5 (Review)	Meetings held November 19 and December 1, 2008.	ID# 216, 285
	Commented that the Project Team failed to adequately and correctly review Option 5.	As is presented in Section 7.6.4 of the Transportation Master Plan report, the Option 5 that was evaluated then, and again most recently under Phase 3, involved an alignment passing through Opta Minerals and Connon Nursery properties. The expected high costs of these business displacements are referenced in the above noted report section.	ID# 246, 252
<i>Justification Tables</i>	Questioned why there are errors in the numbers in the Justification Tables that were used to justify the Project Team's recommendations?	Inconsistencies identified appear to be a result of rounding data values. During Phase 3, we have considered two alternative Options (within the Option 5 opportunity – one the Opta Minerals option – provided by the Project Partners, and the second, the "Saw Tooth" option, provided by the residents).	ID# 57, 85

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Questioned why does the City continue to deny that Option 4 is least preferred, based on the mathematical model it subscribed to, vs. Option 5.	Difference between the Project Team calculation results and the resident calculation results is with respect to data rounding. The Project Team did not rely entirely on the results of the SAW method but also implemented a "reasoned argument" approach that involved a review of the major advantages/disadvantages of each option.	ID# 106
	Questioned why the Justification table information actually show Option 5 as a better preferred route when compared to all three northern route options.	The Project Team has concluded that neither the "saw tooth option" or the Opta Minerals option are preferred over Option 4. The rationale for this conclusion is contained in the Update to NAC for the Proposed New East-West Corridor – Alternatives Review <i>memo</i> , dated October 27, 2008. We have previously provided comments on this issue, and most recently in our ID# 246 response and discusses in meetings. We have no further comments to make (ID# 252)	ID# 57, 85, 252
	Request for detailed explanation as to why Option 4 is preferred when the public provided data and information which shows a strong argument for Option 5.	Comment was recorded.	Comment from June 24 workbook
	Questioned if the validity test on the various options which suggest that Option 5 is better than Option 4 could be included in an appendix.	It will be included in the Public Consultation report.	ID# 46

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Requested that the data errors and validity test that residents presented and provided on Option 5 vs. Option 4 be included in the appendix of the phase 2 final report.	Reference to comments regarding data errors and validity test will be included in the Environmental Study Report which is expected to be released early 2009.	ID# 106
<i>Option 4 Support</i>	Support for Option 4 due to less cost than Option 5.	Comment was recorded.	ID# 171
	Support for "Sawtooth" option and request that it be considered.	The Project Team has considered Option 5 (the Saw Tooth option), as an alternative to Option 4 - the Project Partners' preferred option. For reasons stated in the attached memo (Memo to East-West Corridor NAC Members dated October 27, 2008) (ID# 301)	ID# 301, 342
<i>Option 5 Support</i>	Suggestion that Option 5 is a well laid plan that will be north of the existing community and will have less impact.	As referenced in the Path Forward Report, the approach to evaluating Option 5 includes: - discussing and proposing an alignment with residents and businesses in the area for consideration; - collecting data and costing the land acquisition/business displacement costs of the alternative; - assessment of community and business impact; - determination of feasibility; and - if feasible, evaluating the alternative against the current recommendation.	ID# 59 and NAC comments – October 28, 2008
	Strong support for Citizen Option 5 as it is a very efficient way to reroute the traffic and cause the least problems and discomfort to Parkside Drive residents.	None required.	ID# 113, NAC comments – October 28, 2008, and PIC comment – November 5, 2008
	Suggestion that proposed Option 5 which curves around Opta Minerals is less costly than Option 4.	Suggestion was recorded.	ID# 138

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Shown Preference for Option 5 – Stantec Adjustment.	Comment was recorded.	Comment from June 24 workbook, ID# 252
	Project Team has not considered that the “affected” businesses may benefit from the improvement of transportation services and linkages by Option 5.	Comment to be considered by the Project Team.	ID# 100
	Suggestion to add to the evaluation criteria the potential for future expansion as option 5 does have the capacity.	The Project Team’s response to this issue is included in the issue response table presented at the June 2008 NAC meeting which you attended (ID# 129) The expandability of Option 5 (sawtooth) was considered and is noted in our Memo, dated October 27, 2008 (ID# 123)	ID# 123, 129
	Suggestion to add to the evaluation criteria the potential for bypass, as Option 5 is better suited to divert traffic.	The TMP Study did not identify the need for a “by-pass” road. As has been stated in the past, the new East-West road capacity is needed to serve the increased traffic demand as a result of the North Waterdown development area (OPA 28).	ID# 129
	Suggestion to add to the evaluation criteria, the potential impact of truck traffic, as Option 5 is better suited to divert truck traffic.	The Project Team is aware of truck traffic issues. As stated at the June 2, 2008 NAC, all arterial roads need to be designed to accommodate truck traffic. Whether the new East-West road will be a designated truck route will be determined through the City of Hamilton’s Truck Route Sub-committee.	ID# 129
	Suggestion to add to the evaluation criteria, the social impact relating to Opta’s Certificate of Approval (CofA), as Option 5 avoids costly land acquisitions.	The Project Partners, as well as the MOE, have previously responded on the applicability of Opta Minerals Certificate of Approval (CoA) in new road route selection.	ID# 129

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Suggestion to add to the evaluation criteria, the potential restoration of the Natural Environment.	Road projects are not typically the means to rehabilitate degraded natural habitats (beyond the immediate area of influence of the road). If the resources exist to improve this habitat, then this could be accomplished through either Option 4 or 5.	ID# 129
	Suggestion to add potential impacts to the quantity and quality of water for the residents who are currently on wells.	The potential for effects on well water and septic systems will be considered in the EA work.	ID# 133
	Suggestion to add the potential impacts to septic systems for residents not hooked on to the City sewers.	The potential for effects on well water and septic systems will be considered in the EA work.	ID# 133
	Suggestion that business disruption is not a valid issue.	Comment was recorded.	Comment from June 24 workbook
	Suggestion that the Project Team presented a "new" Option 5 alignment without public input.	The Option 5 route has not changed as compared to what was evaluated as part of the Phase 2 process. The route has always passed through the Opta property.	ID# 138
	Suggestion that Option 5 provides an opportunity for a unique bridge design and to improve habitat along the east branch of the Grindstone Creek.	Comment was noted.	NAC East-West Issue Table – June 2, 2008
	Suggested that northern route (Option 5) should be considered since it will accommodate Waterdown destined traffic (including new development), accommodate through traffic, and allow for the possibility of future expansion.	Comment was recorded.	PIC comment – November 5, 2009

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
MISCELLANEOUS			
<i>Mailing list</i>	Additions, updates and removals to the project mailing list.	Added, corrected, and/or removed from mailing list.	ID# 11, 16, 36, 39, 101, 144, 154, 158, 165 , 188, 207, 222, 223, 234, 272, 320
<i>Technology</i>	Questioned delivery status notification messages and/or email recall.	Informed that blackberry device was out of range and unable to receive emails but the office still received all messages (ID# 19) Explanation in person for email recall (ID# 263)	ID# 19, 263
<i>Website</i>	Questioned project website location to obtain information.	Website link sent by NCFO.	ID# 31, 159 , 165
	Requested the resident contact information be removed from the project website.	Contact information was removed January 30, 2009.	ID# 366
<i>Communications</i>	Request for City of Hamilton contact information.	Contact information provided.	ID# 226, 352
<i>Accessibility</i>	Questioned if the Crossroads Centre is accessible by public transit.	He was sent the Burlington Transit map and given the bus route numbers.	ID# 40
<i>Terms of Reference (ToR)</i>	Requested the location of the Phase 1 Terms of Reference for the WAMTP.	A Terms of Reference document was not prepared for the Phase 1 "EA Transportation Network Study", as it is not required under current legislation. The Municipal Engineers Association Class Environmental Assessment Class EA for municipal projects is equivalent to a Terms of Reference, since it provides the scope and level of detail for Class EA studies.	ID# 64 , 102
<i>Letter from Niagara Escarpment Commission (NEC)</i>	Requested a copy of the letter from the NEC sent to the City of Burlington, regarding "refusing to use King Road as the expressway to go from Burlington to Waterdown".	It was indicated that we would locate the letter and fax it to him within 10 business days.	ID# 79

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Resident expressed his frustration in dealing with City of Hamilton staff on this project to Mayor Eisenberger.	The e-mail to Mayor Fred Eisenberger will be documented for the record.	ID# 384, 385, 387
	Requested Parkside Road and Railway track larger map.	Sent by NCFO	ID# 24, 34, 41
	Requested location of railroad track on map.	The railway crossing at Parkside Drive is East of the bend where the new East/West corridor connects with Parkside Drive. Map was sent.	ID# 30, 34, 35, 41
	Requested location of wetland near Parkside Drive between Center Road and Robson on the map.	Please see attached Figure 5.1 of the Final Phase 2 Report (identified as "Centre Rd Woodlot Candidate ESA/PSW").	ID# 30
	Requested the name of street that goes North from Mountain Brow.	A formal name for this link is not currently available as this will form part of the secondary area approval process.	ID# 30, 35
	Requested the name of the street that drops down to Dundas Street from Parkside Drive.	It is the proposed new route. A map was sent for details.	ID# 58
	Requested information on the project for the East-West road, north of Waterdown.	Materials were sent by the Neutral Community Facilitator's Office (NCFO).	ID# 193

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
<i>Construction of East-West Road</i>	Questioned when the construction of the East-West Road would begin and how long it would take to complete.	<p>The construction schedule is dependent upon obtaining approvals from the Ministry of the Environment for the Environmental Study Report (ESR), obtaining permits from other agencies, and then tendering the project. Construction would not likely start until 2013, at the earliest.</p> <p>It is anticipated that the Preferred design will be finalized and endorsed by the three Partnering Municipal Councils (Region of Halton and Cities of Hamilton and Burlington), after which the ESRs will be put on public record for a minimum of 30 day review period in the summer of 2009. More information can be found on the project website, at: www.hamilton.ca/waterdowntmp.</p> <p>The update for New East-West Corridor is that we hope to take our report to Council in June and if approved will file the Environmental Study Report on public record in summer for at-least 30 days. If there is no Part II order request, the project will go to design and construction.</p>	ID# 198, 327, 363, 368, 382,394 and PIC comment – November 5, 2008
	The new roadway will not solve the community's problem and it should definitely not go through the town.	<p>Regarding the improvements to Waterdown Rd, connection to the Waterdown South development area and Dundas St is needed to service the road demands of this new development. (ID# 143)</p> <p>The new East-West roadway is not intended to be a "By-pass" roadway. As such, the roadway needs to be in proximity to these development areas (ID# 168)</p>	ID# 143, 168

FACTOR	QUESTION/CONCERN	RESPONSE	REFERENCE
	Concerned that the new East-West route will replace the existing Parkside Drive, with many additional slow-downs instead of aiding the East-West traffic flow.	The new East-West roadway will serve the needs of new approved development, particularly the Waterdown North Development, located west of Centre Road and North of Parkside Drive.	ID# 206
<i>Character Loss</i>	Concerned that the project will lead to the loss of the community's character (Victorian village).	The comment was noted by the Project Team.	ID# 143, 168
<i>Parkside Drive and Holly Bush</i>	Requested details on potential expansion of the Parkside Drive and Hollybush Drive intersections.	No changes are being proposed for Hollybush Drive as part of the Class Environmental Assessment being undertaken for the new East-West Roadway in Waterdown.	ID# 149
	Suggestion that East-West route follow the northern boundary of the town to keep the sound and air pollution away from residential areas and the pond.	Phases 3&4 will develop the preferred design alternatives for the East-West corridor and will attempt to mitigate as many impacts to the existing social, cultural and environment conditions in the Waterdown Area including noise attenuation	ID# 89
	Questioned how snow would be removed from roundabouts.	Comment was recorded.	NAC comment – October 28, 2008