










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



Welcome to the Public Information Centre

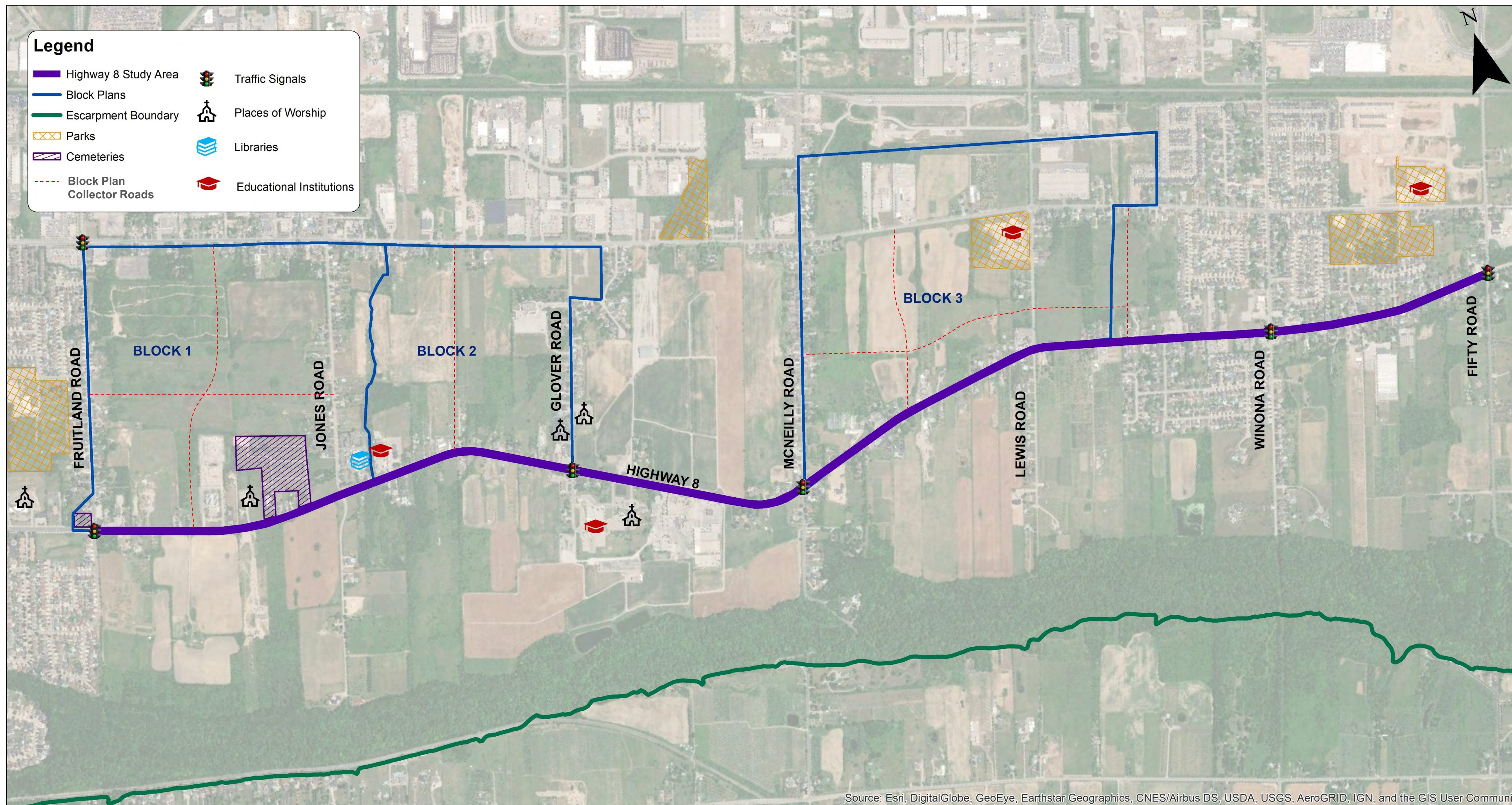
Tonight, we invite you to....

-  01 Sign-in and take a comment sheet
-  02 Learn about the Class Environmental Assessment process.
-  03 Review recommendations of previous studies.
-  04 Learn about future development and traffic.
-  05 Discover the problems and opportunities being addressed.
-  06 Ask questions and provide insight.
-  07 Provide feedback.
-  08 Let us know what is most important to you. Email, mail or call us!
-  09 Find out where the study is going **next...**

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

Comment Deadline is **November 1, 2019**

Study Area



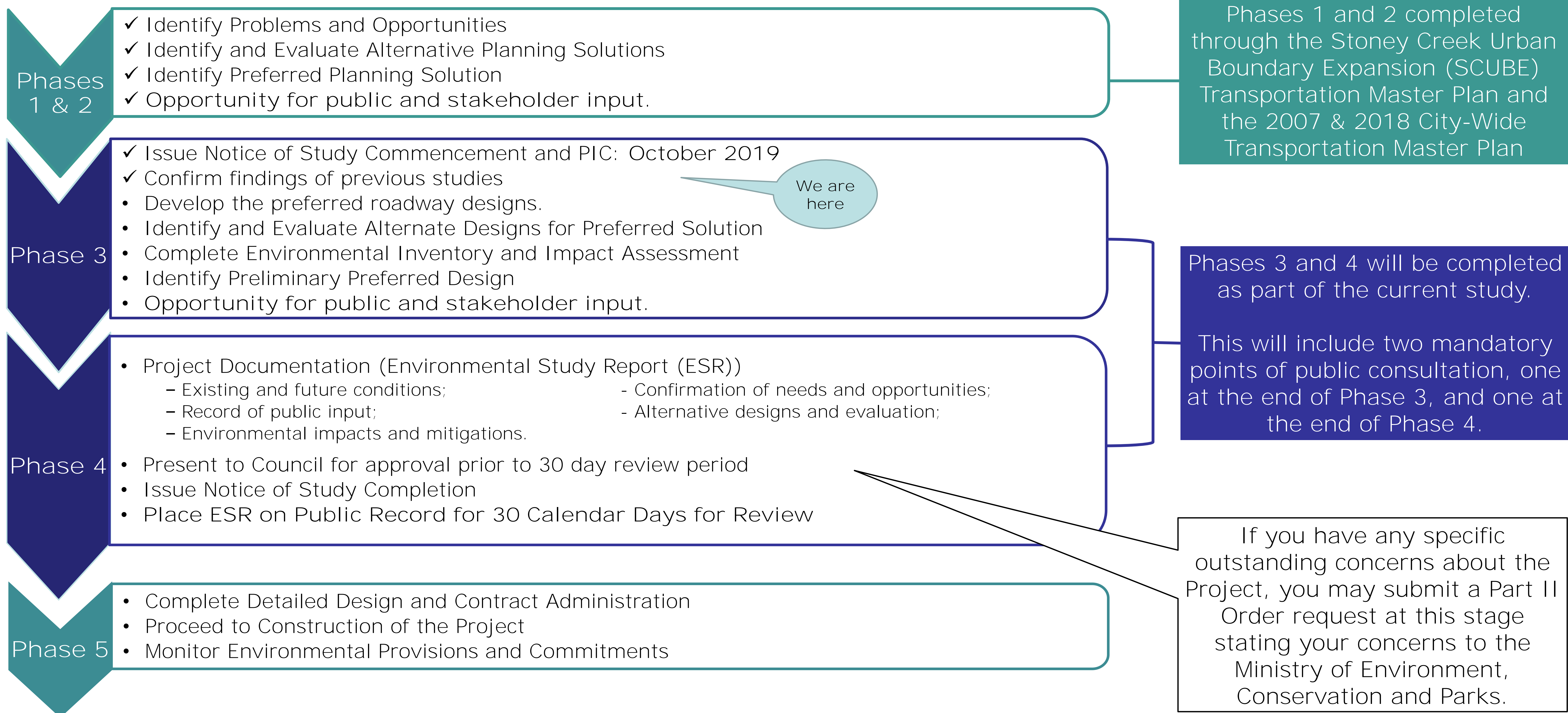
This is your neighbourhood and you know what's best for you!

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

Your opinions matter.

To stay up-to-date with project progress and join the discussion, please sign up to receive future direct mail notices.

Environmental Assessment Process



Planning and Policy Context

The current EA Study builds upon several other studies including:

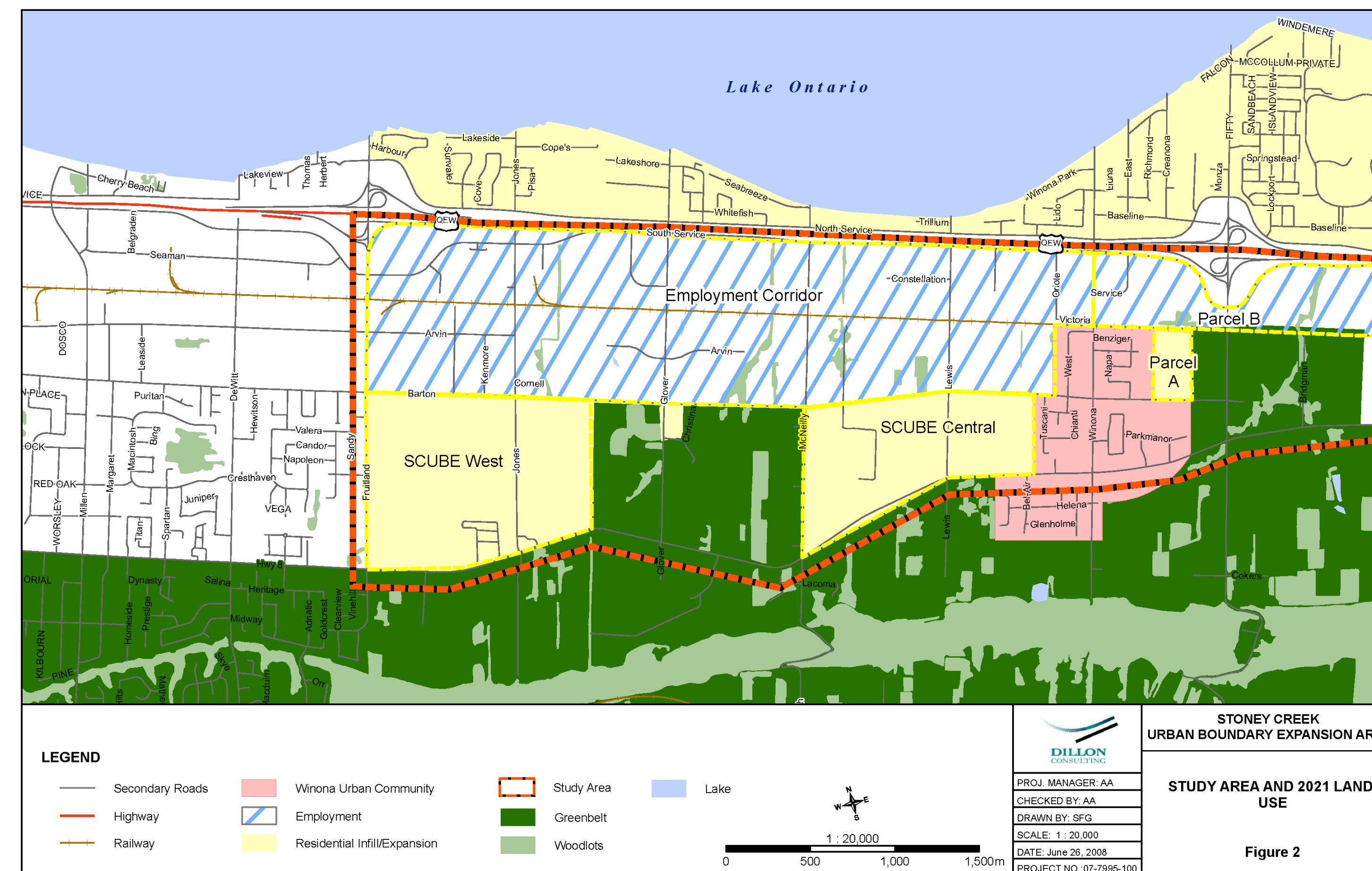
- [Hamilton Official Plan \(UHOP\) \(2009\)](#) - Highway 8 is identified as a major arterial road which typically considers relatively high volumes of traffic with permitted controlled land access.
- **Fruitland Road Schedule 'C' Municipal Class EA (2010)** - This Class EA recommended that Fruitland Road be realigned easterly, as an extension of the existing Sunnyhurst Avenue, which would result in significantly lower traffic volumes, noise and vibration, as well as improved air quality adjacent to the residential developments along Fruitland Road between Highway 8 and Barton Street. This Class EA satisfied Phase 1 and 2, while Phase 3 and 4 are being completed through the Gordon Dean Avenue EA.
- [Rapid Ready- Expanding Mobility Choices in Hamilton \(2013\)](#) - This document outlines the planning for rapid transit service and identifies **Highway 8 and Fifty Road as a part of the future extension of the 'B' line rapid transit network, where the 'B' line and its extension are identified for construction beyond 2030.**
- [Rural Hamilton Official Plan \(RHOP\) \(2014\)](#) - The RHOP aims to provide direction for a wide range of rural issues.
- [Shifting Gears - Cycling Master Plan \(2018\)](#) - **Shifting Gears supports the City's Transportation vision and goals by identifying a well-connected, convenient and safe cycling network in the City.**
- [Transportation Master Plan Update \(2018\)](#) - The City's updated TMP provides policies and strategies for the transportation network to 2031. It recommends that Highway 8, west of future Gordon Dean Avenue (future roadway), would accommodate the City's BLAST rapid transit network.
- **Barton Street and Fifty Road Schedule 'C' Municipal Class EA (Ongoing)** - The Fifty Road and Highway 8 intersection will be planned through the Barton Street and Fifty Road Improvements Class EA. Rapid transit will run along Barton Street as part of the updated rapid transit network.
- **Gordon Dean Avenue Schedule 'C' Municipal Class EA (Ongoing)** - A new north-south major collector is being planned within Block 1 of the Fruitland-Winona Secondary Plan Area. The new Gordon Dean Avenue / Highway 8 intersection will be planned through the Highway 8 Class EA, including the type of control access.
- [Complete Streets](#) is a concept that involves designing streets in a manner that is safe for all users, regardless of age and / or physical ability.
- [Vision Zero](#) supports the goal of zero fatalities or serious injuries on the roadway. Vision Zero's target for safer streets can be achieved by addressing traffic safety holistically through education, enforcement, engineering, evaluation and engagement.

Planning and Policy Context Cont'd

Stoney Creek Urban Boundary Expansion Transportation Master Plan (SCUBE TMP) (2008) (Satisfied Phase 1 and 2 of the MCEA Process)

Recommended:

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

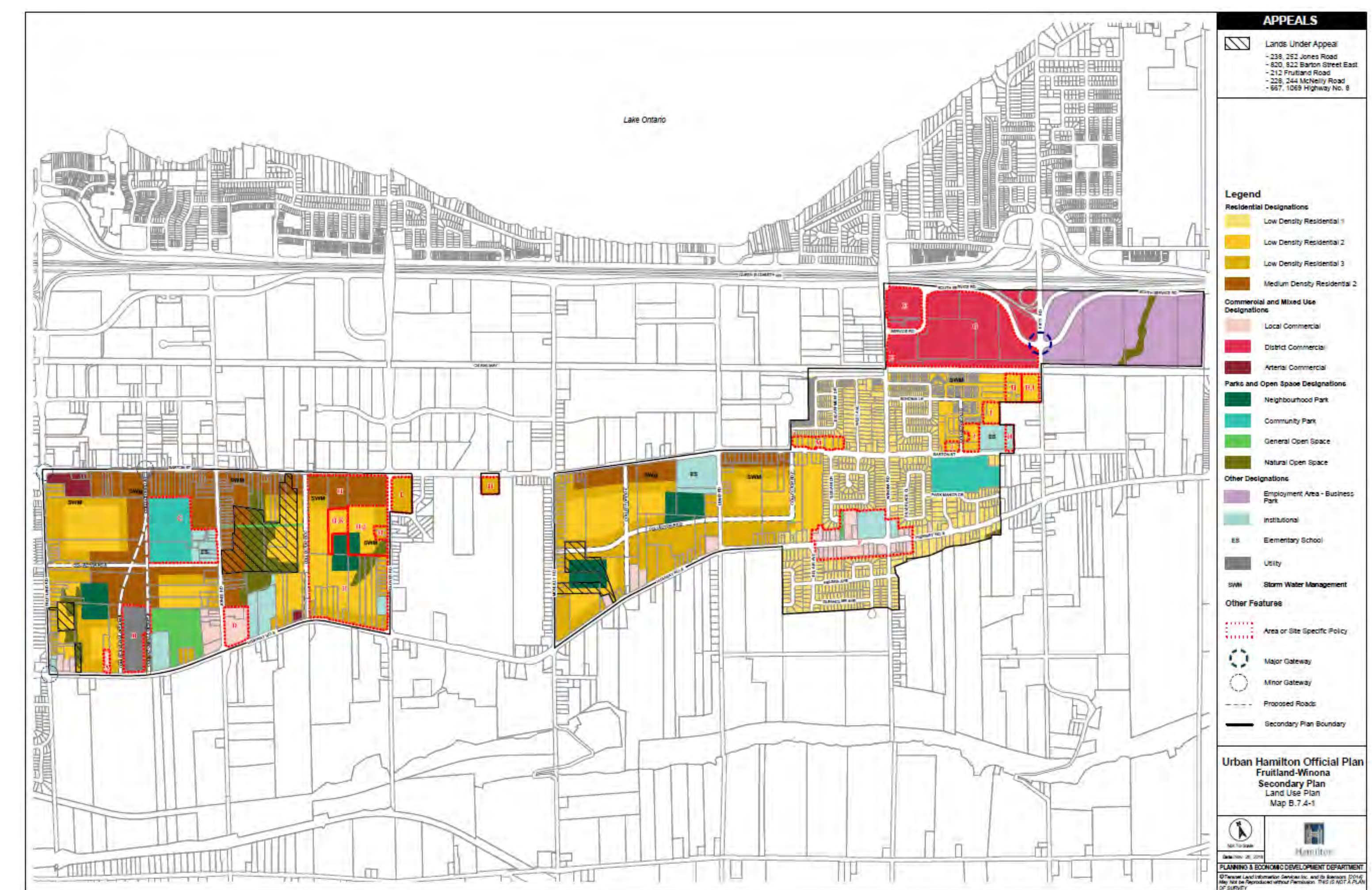
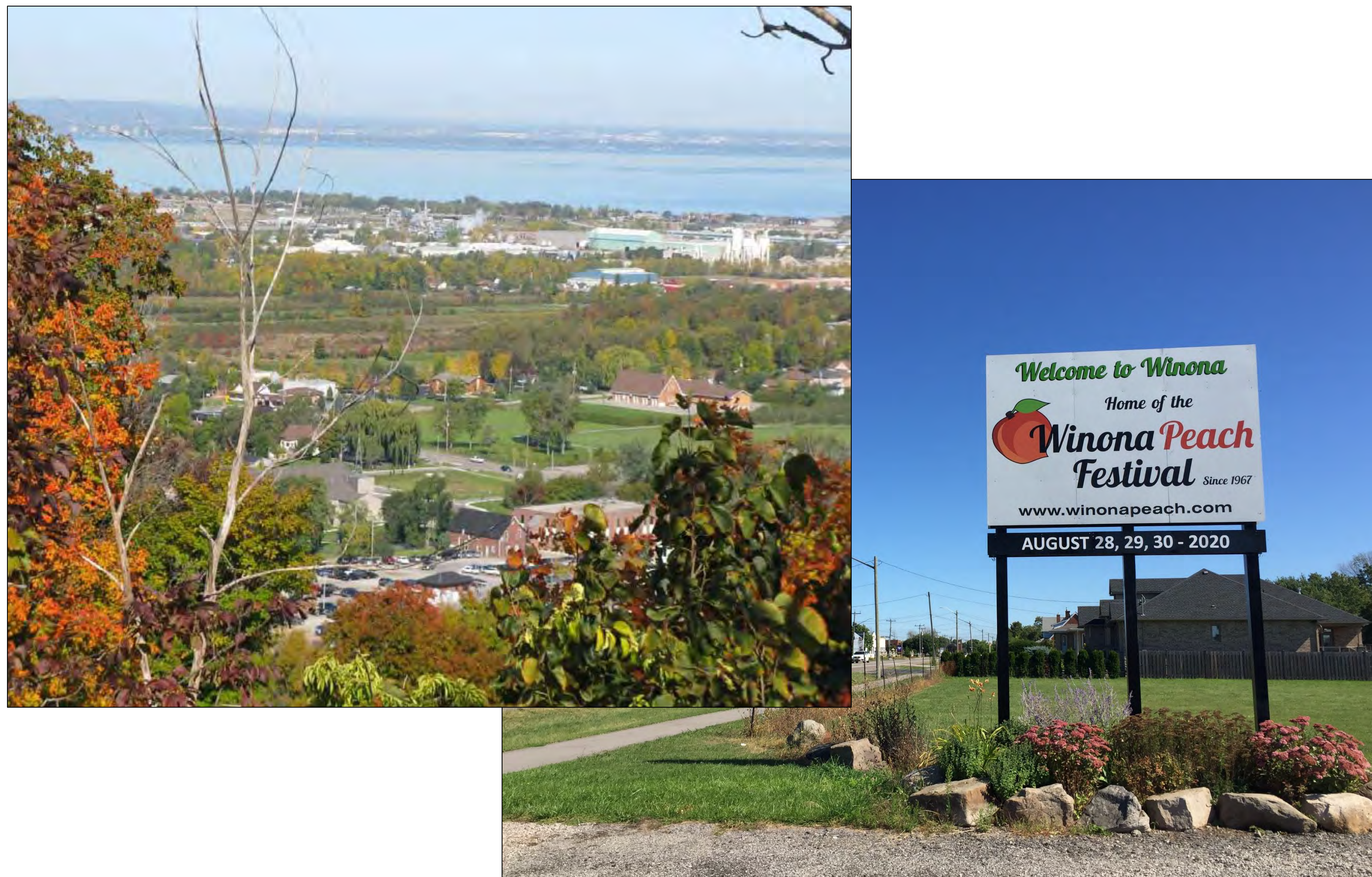


Planning and Policy Context

Fruitland-Winona Secondary Plan (2013)

The Fruitland-Winona Secondary plan:

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



Problem and Opportunity Statement

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

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

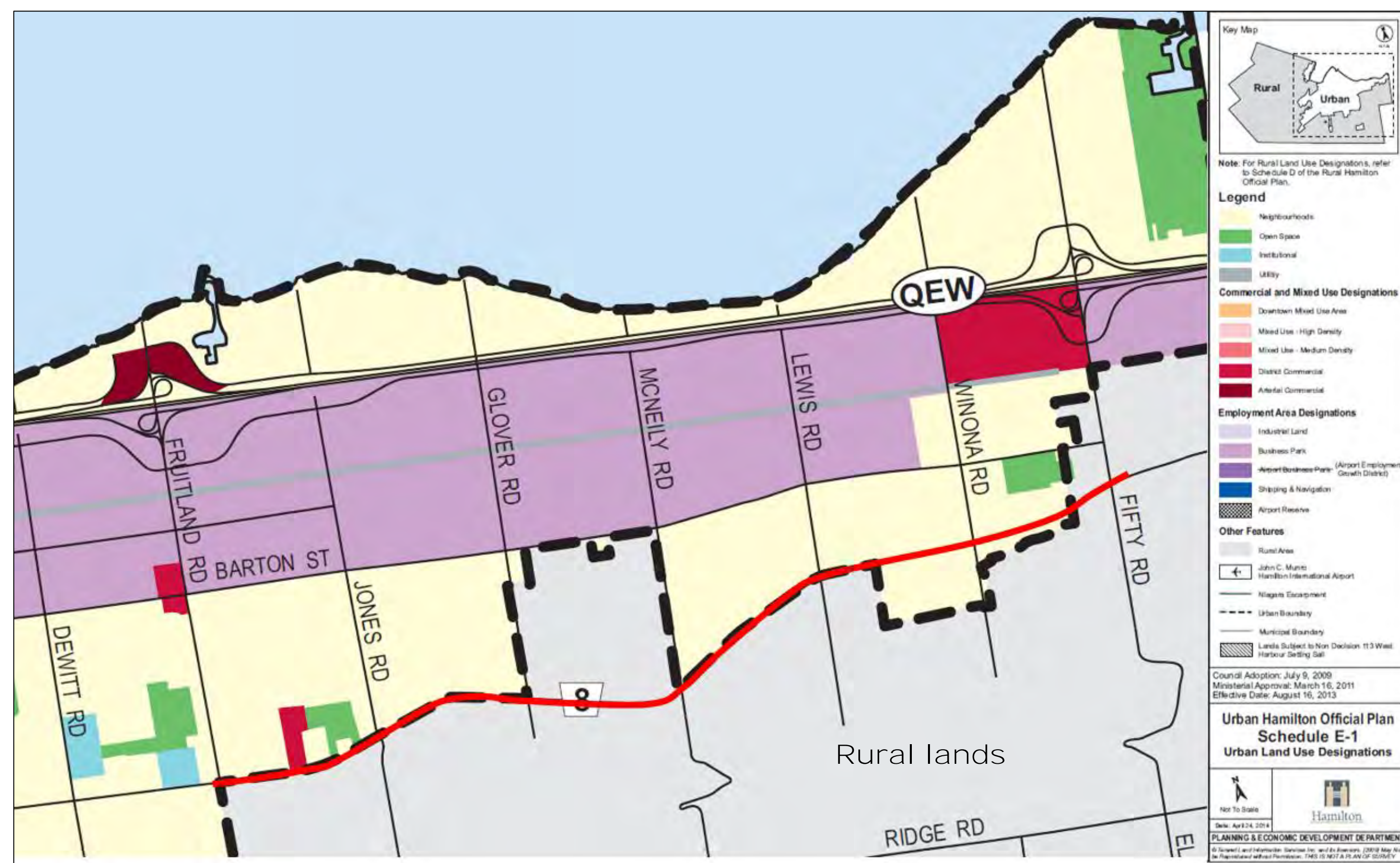
- Address capacity issues within the study area **by widening Highway 8 to 5 lanes.**
- Provide **safe, comfortable, accessible and efficient pedestrian and cycling facilities** that meet the needs of all users regardless of age or ability;
- Preserve the **cultural and built heritage landscape** as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



Existing and Future Land Use

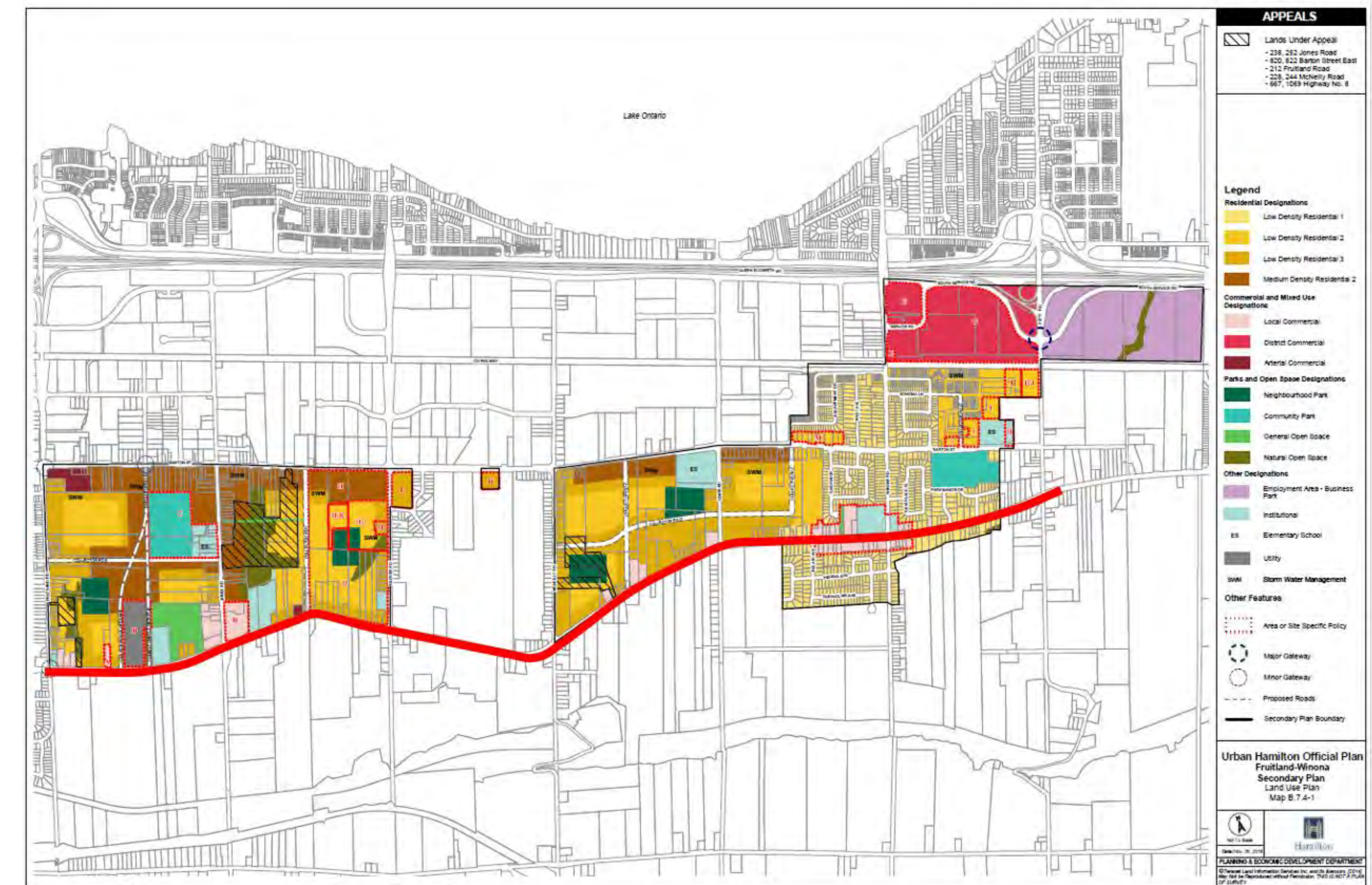
Existing Land Use

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



Future Land Use

- Future land use has been identified through the Fruitland-Winona Secondary Plan. Portions of this plan are still under Appeal at the Local Planning Appeal Tribunal.



Existing and Future Transportation Network

Existing Transportation Network

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

Future Transportation Network

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

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



Technical Studies Being Completed

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

Natural Heritage Inventories

Studies / fieldwork will characterize the area including determining the presence of rare species, sensitive vegetation, watercourse crossings, and critical features. Mitigation may be needed.



Drainage

Determine existing drainage conditions and design improved creek crossing structures (if needed) and systems to handle rainwater from both a volume and quality perspective.



Fluvial Geomorphology

To confirm stream conditions, health, erosion risks and fish passage requirements. Identification of mitigation measures as required.



Hydrogeology

Determine whether the project will present any risk to existing water wells and apply mitigation measures as required.



Geotechnical Investigation

Detailed borehole assessment to determine subsurface conditions, identify contaminated soils and identify the pavement type that will be needed based on soil and traffic conditions.



Transportation & Traffic

Identification of existing safety concerns. Modelling of existing and future traffic to determine lane requirements and traffic control measures (signalization).



Built and Cultural Heritage

Determine whether any built or cultural heritage features exist. Identification of where special design or construction techniques may be needed to protect these features.



Archaeology

Determine whether any archeological potential exist within the project limits. Identification of where mitigation may be needed to protect these features.



Preliminary Technical Study Findings: Natural Environment

Findings:

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

Recommendations:

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



Existing and Future Traffic Operations

Existing Traffic Volumes

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

Future Traffic Volumes

- Traffic volumes are projected to 2031 based on planned growth in the area.

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

2031 **"Do Nothing"** Scenario: existing lane configuration maintained.

- West end of study area anticipated to operate at / beyond capacity
- Significant delays at Fruitland Road, Fifty Road and Gordon Dean Avenue

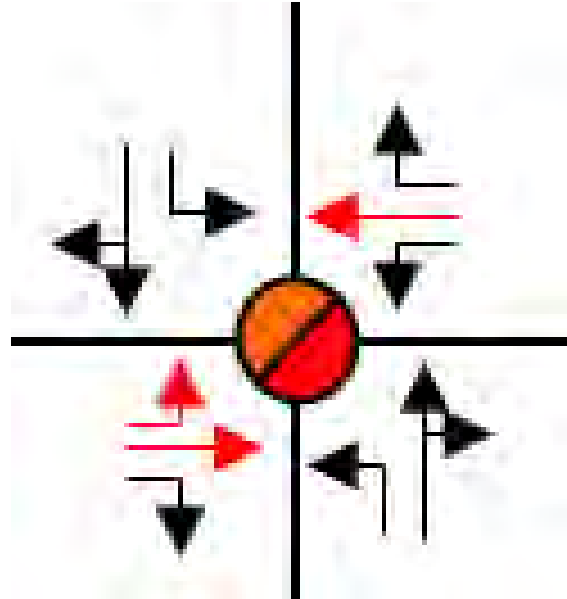
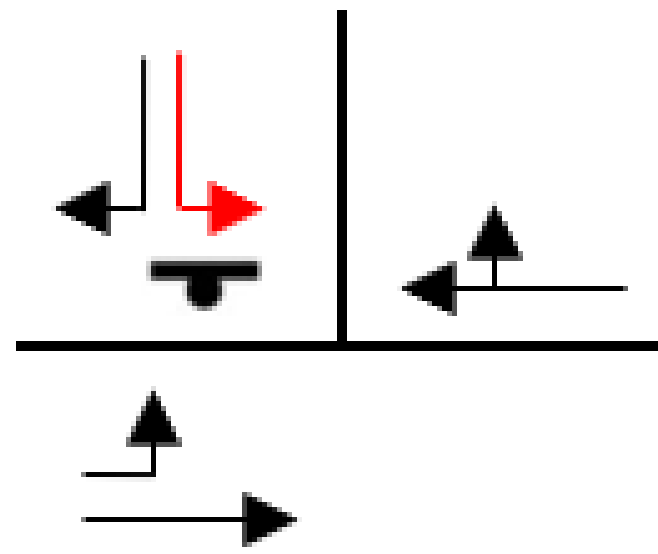
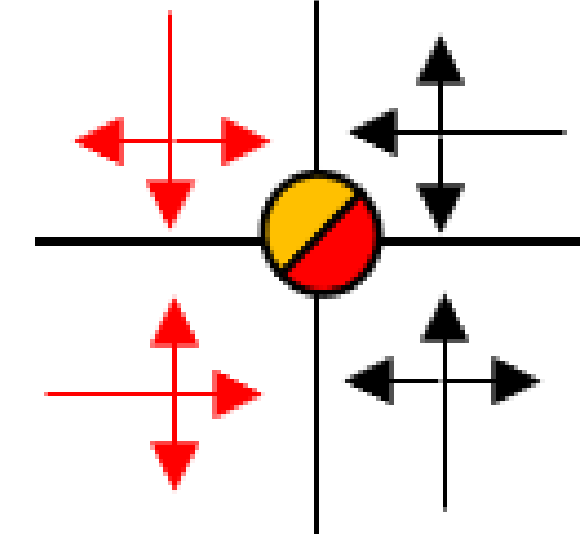
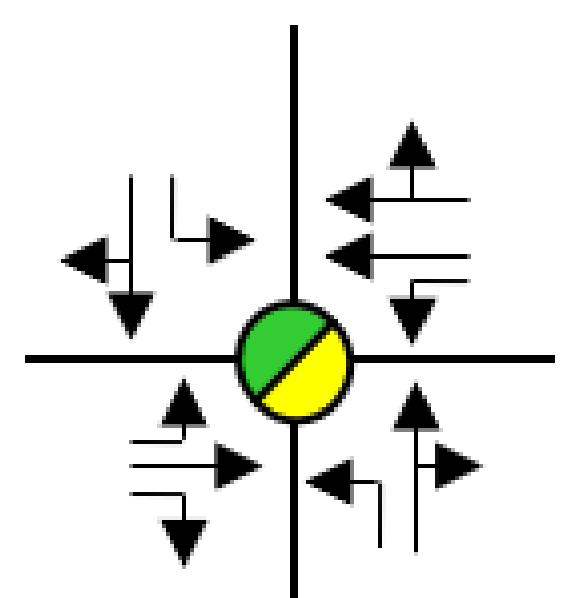
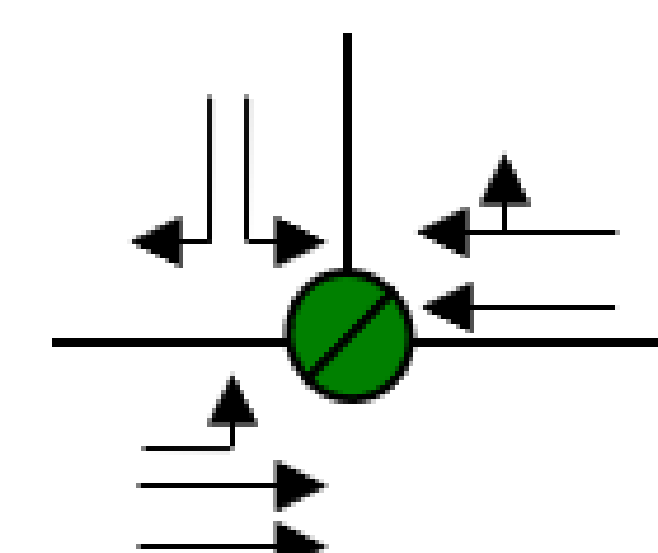
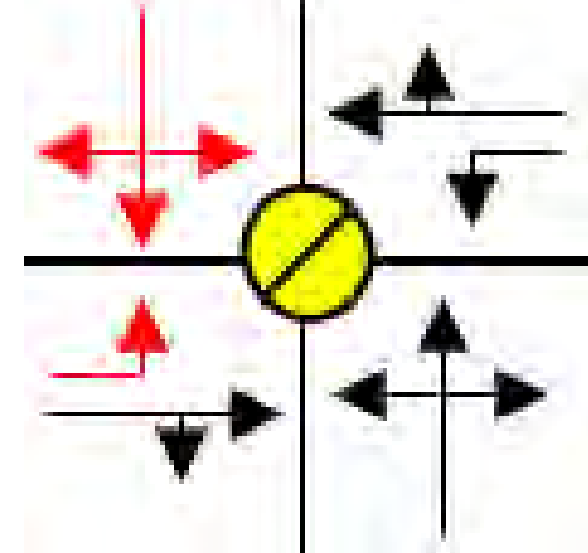
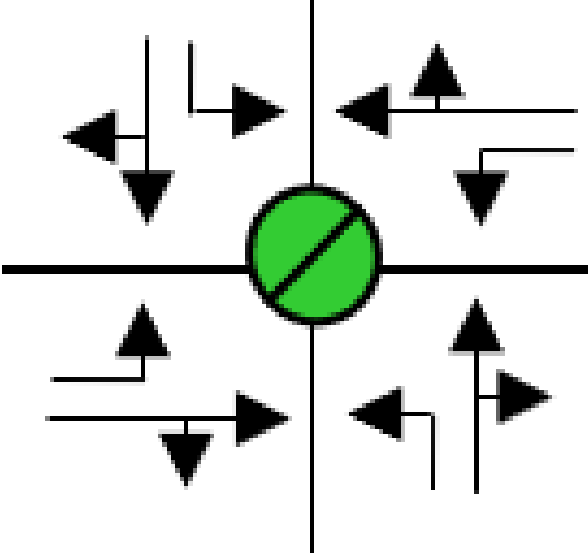
2031 Widened Scenario: Highway 8 is widened from two lanes to four lanes.

- Overall improvements to traffic operations along all segments of the study area as well as other roadways in the network



⊥ Indicates a stop-controlled intersection
→ Indicates a movement that experiences a level of service of E or worse (i.e. that movement is operating poorly / experiences long delay times)

Three Key Intersections - Traffic Operations

	Fruitland Road at Highway 8		Gordon Dean Avenue at Highway 8		Fifty Road at Highway 8	
2031 Do Nothing		Without widening, this intersection is predicted to experience significant to intolerable delays and queues.		The results show significant delays at the stop-controlled Gordon Dean Avenue intersection in the southbound direction.		Without lane configuration upgrades, the intersection is predicted to experience significant to intolerable delays and queues.
2031 Widened		Operations anticipated to improve significantly if: <ul style="list-style-type: none"> • westbound right-turn lane converted to shared through-right lane • eastbound left-turn storage length increased to 115m and; • southbound left storage length increased to 45m. 		Signalization of Gordon Dean Avenue is warranted based on safety and truck volumes. In combination with the widening, operations are anticipated to improve significantly.		With addition of eastbound and westbound left turn lane, operations are anticipated to improve significantly.
						Further improvement could be achieved with addition of southbound and northbound left turn lanes. Would provide significant benefits to traffic but would need to be weighed against environmental impacts.

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

- Indicates a movement that experiences a level of service of E or worse (i.e. that movement is operating poorly / experiences long delay times)
- AM / PM level of service on an intersection level
- ⊥ Indicates a stop-controlled intersection

Preliminary Technical Study Findings: Built and Cultural Heritage

Findings:

- A number of properties were identified within the study area with known or potential Cultural Heritage Value or Interest (CHVI):
- Potential indirect impacts related to construction vibration impacts were identified for 38 properties; and,
- Potential direct impacts were identified for 929-933 Highway 8 and 944 Highway 8, should project design extend beyond the current ROW.

Recommendations:

1. It is recommended that design alternatives avoid, where possible, properties with known and potential Cultural Heritage Value or Interest identified
2. Pre- and post-construction assessments of sensitive buildings within 40m of the construction footprint should be undertaken to address concerns related to construction vibrations.
3. A Heritage Impact Assessment and/or consultation between the City and property owners may be warranted, should project design extend beyond the existing ROW into 929-933 and/or 944 Highway 8.



Narrowly setback gate at 929-933 Highway 8 (listed)



Narrowly setback E.D. Smith Factory at 944 Highway 8



Glover House at 199 Glover Road, designated under Part IV of the OHA



Pettit House/Evanleigh at 1317 Highway 8

Preliminary Technical Study Findings: Stage 1 Archaeological Assessment

Findings:

- Undisturbed, fairly level and well-drained portions of the study area have archaeological potential for the following reasons:
 1. The presence of 10 previously registered archaeological sites within a 1-km radius;
 2. The presence of historical transportation routes within or adjacent to the study area, along with the historic Fruitland Cemetery, and a number of historic structures; and
 3. The presence of unnamed tributaries that cross the study area including a tributary of Fifty Mile Creek located near the intersection of Highway 8 and Fifty Road.
- Areas that have archaeological potential: ~ 14.4% (2.6 ha)

Recommendations:

1. Stage 2 Archaeological Assessment should be conducted in the areas of archaeological potential.
2. The study area near Fruitland Cemetery includes the previously disturbed road allowance of Fruitland Road and Highway 8. Should development occur within 10 m of the cemetery, additional assessment will be required.



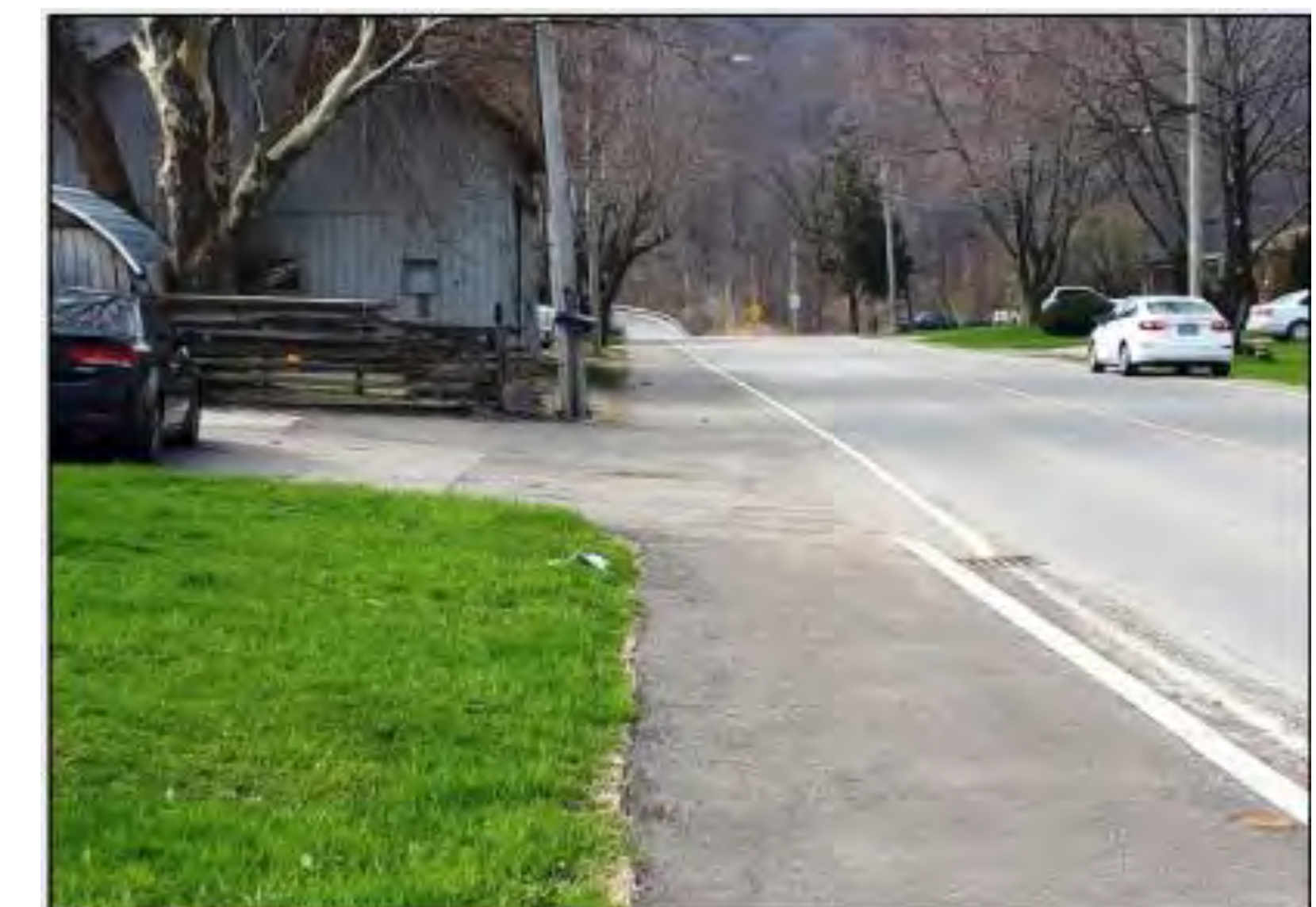
Fruitland Cemetery



Facing northwest along Highway 8: Stage 2 testing required.



Facing southwest along Lewis Road: Stage 2 testing required.



Facing southeast along McNeily Road: Stage 2 testing required.

1 – CONSTRAINT	2 – OPPORTUNITY	5 – CONSTRAINT	5 – OPPORTUNITY	9 – OPPORTUNITY	11 – OPPORTUNITY	12 – OPPORTUNITY	14 – OPPORTUNITY	16 – OPPORTUNITY
Cemetery located close to road. Potential issue if widening extends west of Fruitland Road.	Improve pedestrian and cyclist access to Wesley United Church	Business access may be impacted if road is widened to the north. Design to consider how to avoid impacts.	Potential opportunity to combine business driveways and improve safety.	Improve access to Stoney Creek Community Church	Improve consistency / connectivity by matching sidewalk material / width on both sides of Jones Road.	Improve access to the Stoney Creek Municipal Service Centre and Hamilton Public Library.	Improve access to Fruitland Christian Reformed Church	Driving and visibility improvements could be provided at this curve – particularly at driveways.






3 – CONSTRAINT	4 – OPPORTUNITY	4 – CONSTRAINT	6 – CONSTRAINT	7 – OPPORTUNITY	8 – CONSTRAINT	10 – CONSTRAINT	13 – CONSTRAINT	15 – CONSTRAINT
Trees in close proximity to roadway. Design to try and avoid impacts to mature vegetation.	Improve pedestrian access by extending sidewalks on south side of roadway east of Fruitland Road.	Orchard and Fruit Stand located near the roadway. Designs to consider how impacts can be avoided when widening.	Utility poles located along both sides of the roadway along the corridor.	Highway 8 between Fruitland Road and the future Gordon Dean Avenue will include rapid transit facilities.	Habitat for Species at Risk – Eastern Meadowlark.	Trees close to roadway. Design to try and avoid impacts to healthy, mature vegetation.	Significant Woodland and fish habitat. Design to avoid impacts as much as possible.	House and trees are in close proximity to roadway. Design to try and avoid impacts to building and vegetation.

1 - OPPORTUNITY	2 - CONSTRAINT	3 - OPPORTUNITY	4 - OPPORTUNITY	8 - CONSTRAINT	10 - CONSTRAINT	11 - CONSTRAINT	13 - OPPORTUNITY
Improve pedestrian access along south side of Highway 8.	Design needs to consider impacts to watercourse 7.0, which crosses under Highway 8.	Improve cycling access and safety by continuing cycling facilities to the east study limit.	Improve pedestrian access by continuing sidewalk on north side of the road to the east.	Bridadier Armand Smith House gate is close to the road (potential heritage attribute). Aim to avoid impact.	Design needs to consider impacts to watercourse 7.1, which crosses under Highway 8.	Farm laneway is located very close to road. Safety and access improvements to be considered.	Changes to the design of this intersection could result in improved safety and traffic flow.



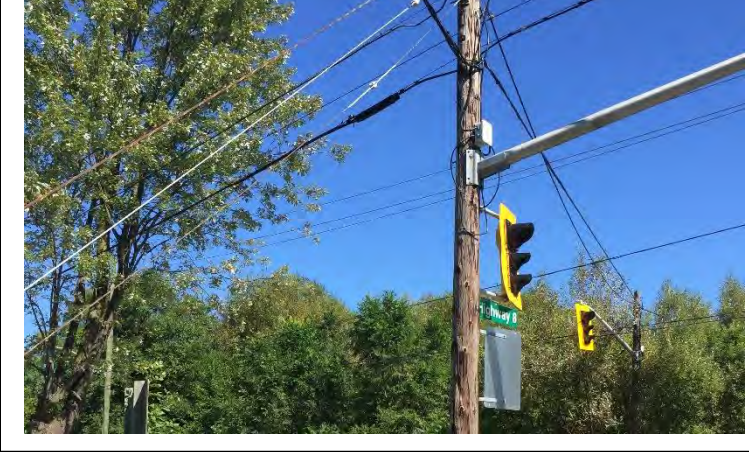


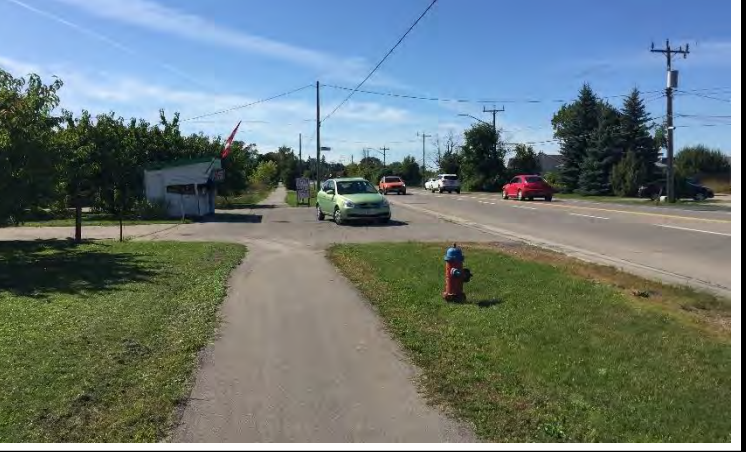

We've identified these opportunities and constraints. Have we missed anything?

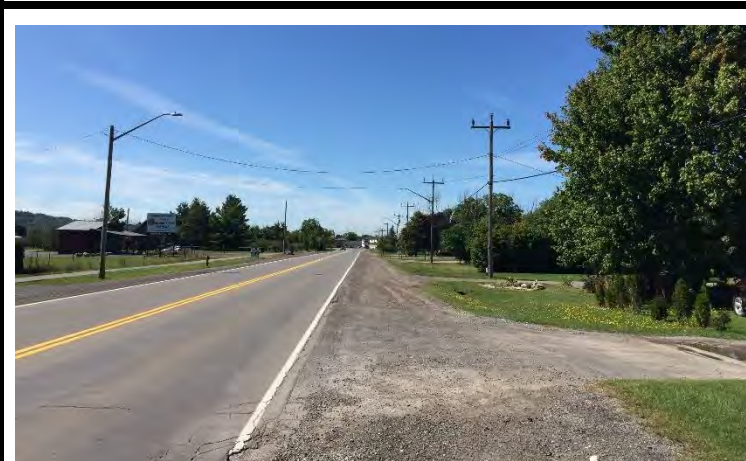



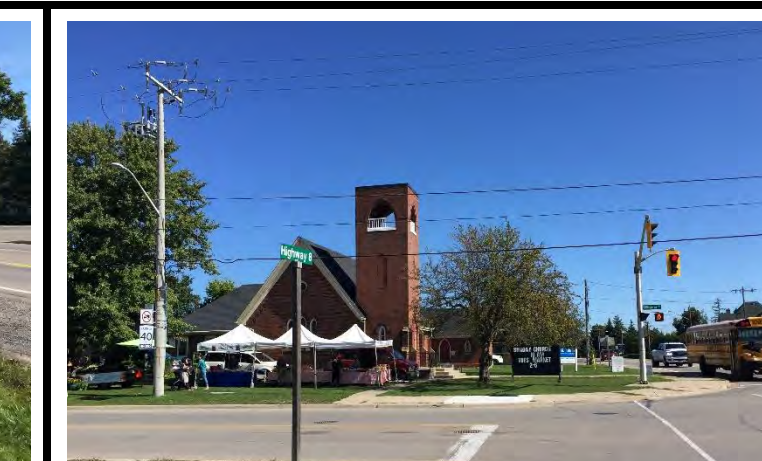
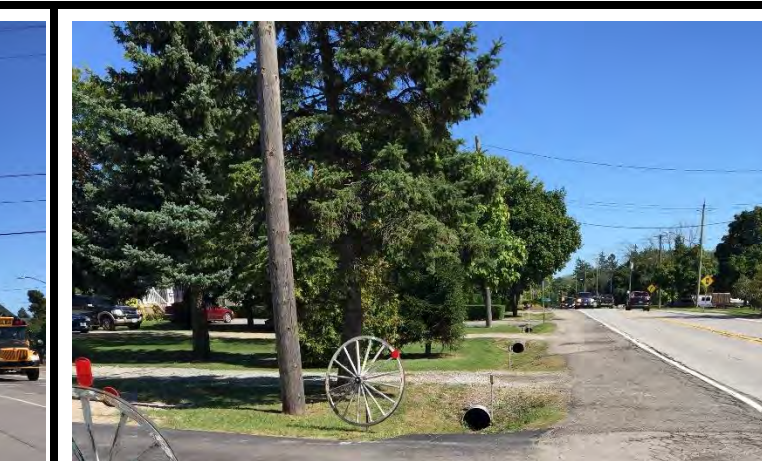
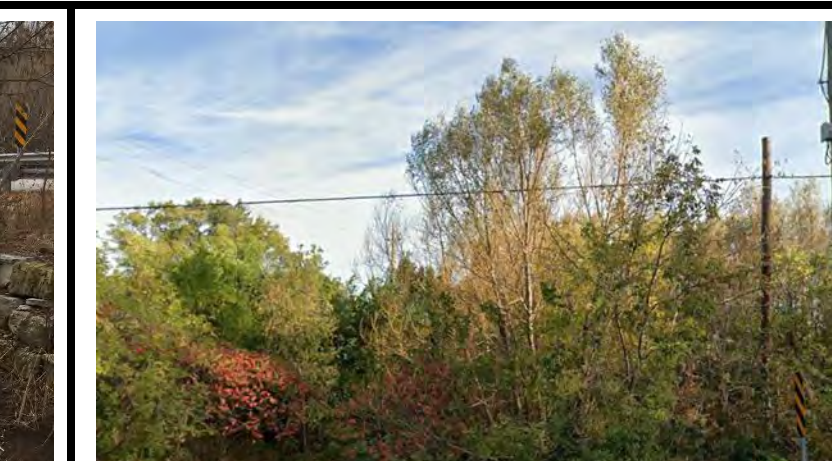
CONSTRAINT	5 - CONSTRAINT	6 - OPPORTUNITY	7- OPPORTUNITY	9 - CONSTRAINT	12- CONSTRAINT	14 - CONSTRAINT
Overhead utilities present on both sides of the roadway along the length of the corridor. Opportunities to reduce relocation costs will be investigated.	Driveway / parking lot of Highway 8 Supermarket is very close to roadway. Design will need to try to avoid impacts.	Improve access for pedestrians, cyclists, and vehicles to Immaculate Heart of Mary Catholic Elementary School	Improve access to Immaculate Heart of Mary Parish	Mature trees located near the roadway. Design to avoid impacts to the extent possible.	ED Smith plant parking lot very close to roadway. Building is a potential cultural heritage resource.	Driveway currently very close to roadway. Opportunities to minimize impacts due to widening will be investigated.

				
1 - OPPORTUNITY	2- OPPORTUNITY	6 – CONSTRAINT	7 - OPPORTUNITY	9 – CONSTRAINT
Improve pedestrian access along both sides of Highway 8.	Improve access to and from business.	Parking lot located close to roadway. Widening will need to minimize impacts to business operations.	Curve at the intersection affects ability to see approaching vehicles. Try to improve.	Building and walkway are very close to roadway. Design to try and mitigate impacts of transportation improvements.





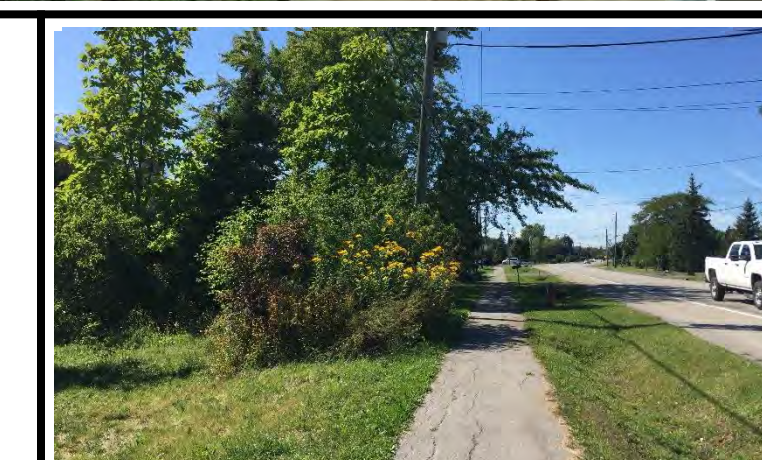
We've identified these opportunities and constraints. Have we missed anything?

				
CONSTRAINT	3 – CONSTRAINT	4 – CONSTRAINT	5 – CONSTRAINT	8 - CONSTRAINT
Overhead utilities present on both sides of the roadway along the length of the corridor. Opportunities to reduce relocation costs will be investigated.	Driveway / parking lot located close to the roadway or potentially in the right-of-way. Design to try and avoid impacts.	Mature trees located close to the roadway. Design will try to limit impacts to these.	Farm stand / orchard located close to road. On-street parking is also anticipated. Impacts to be minimized.	Orchard located close to road. Design to minimize impacts as a result of road widening.

							
1 – OPPORTUNITY	1 – CONSTRAINT	4 – CONSTRAINT	5 – OPPORTUNITY	7 – OPPORTUNITY	8 – OPPORTUNITY	10 – CONSTRAINT	11 – CONSTRAINT
Improve pedestrian and cyclist access by adding sidewalks and cycle lanes where missing.	Building and walkway are very close to roadway. Design to try and mitigate impacts of transportation improvements	Driveway / parking are close to road and will likely be impacted by road widening. Minimize impacts.	Improve sidewalk / pathway conditions.	Improve access to St. John's Anglican Church by pedestrians, cyclists and vehicles.	Improve connectivity by extending sidewalk on north side of the road to the east.	Minimize impacts on the Fifty Creek floodplain and the vegetation associated with it.	Significant Woodland and Significant Wetland. Locally Environmental Sensitive Area

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



							
	3 – OPPORTUNITY	6 – OPPORTUNITY		9 – OPPORTUNITY			
	Tim Hortons. Potential to improve safe entry and exit.	Combining driveways or at least clearly marking entrances will improve safety at this location.		Improve existing sidewalks. Upgrade width / material.			

We will be considering options for 'right fit' pedestrian and cycling facilities...

AODA-Compliant Pedestrian Facilities

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

Standard Arterial Sidewalk

- 2.0 m wide concrete sidewalk.



Wide Arterial Sidewalk

- Ideally 3.5 m width to accommodate higher volumes.



Cycling Facilities

- Provided as either on or off-road facilities, or a combination.

Dedicated Cycle Lanes

- Generally 1.5 m wide and may have a buffer.



Cycle Track

- Physically separated facilities solely for use by cyclists.



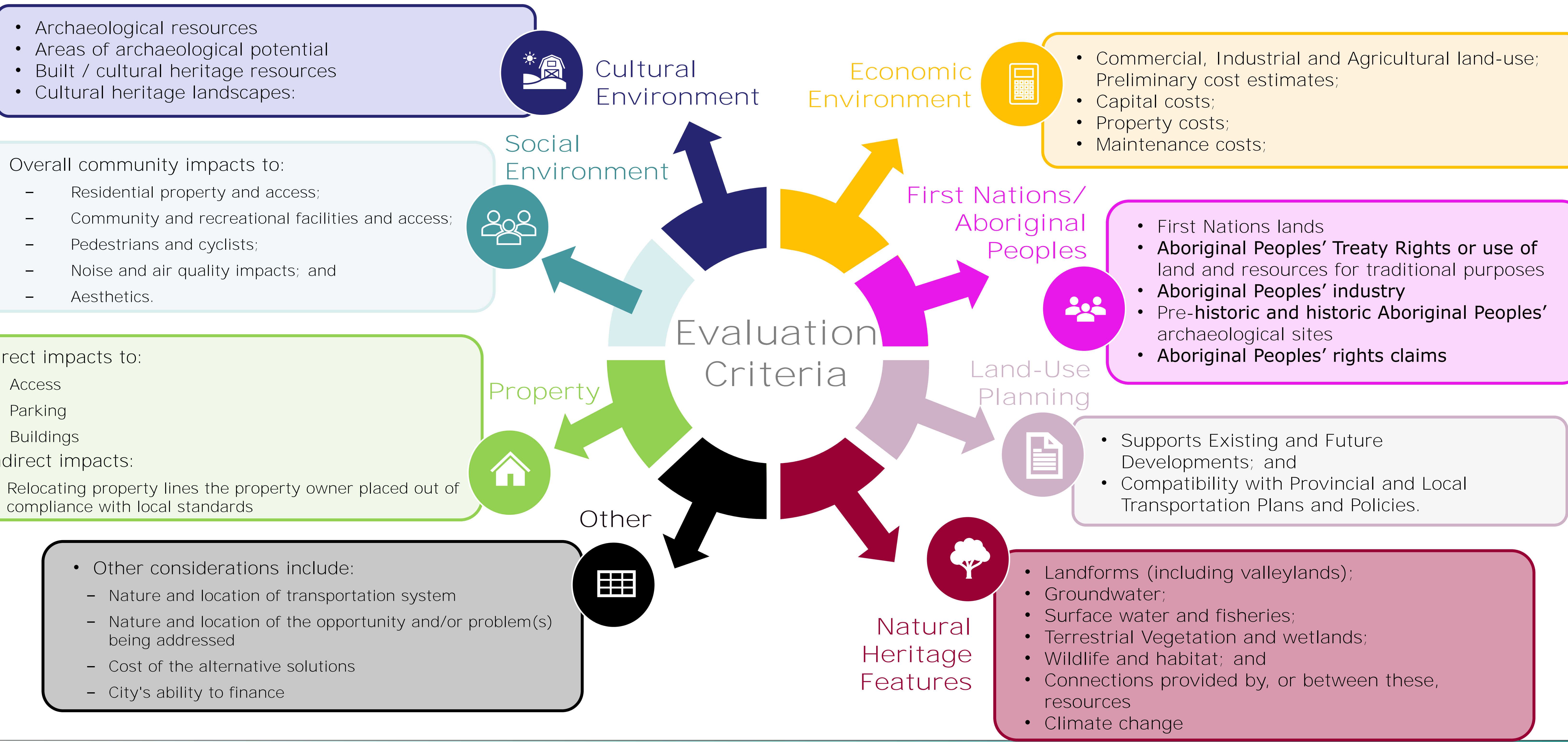
Multi-Use Pathways

- Shared facilities for pedestrians and cyclists.
- Typical multi-use pathway width is 3.0 m.



Moving Towards a Preferred Design

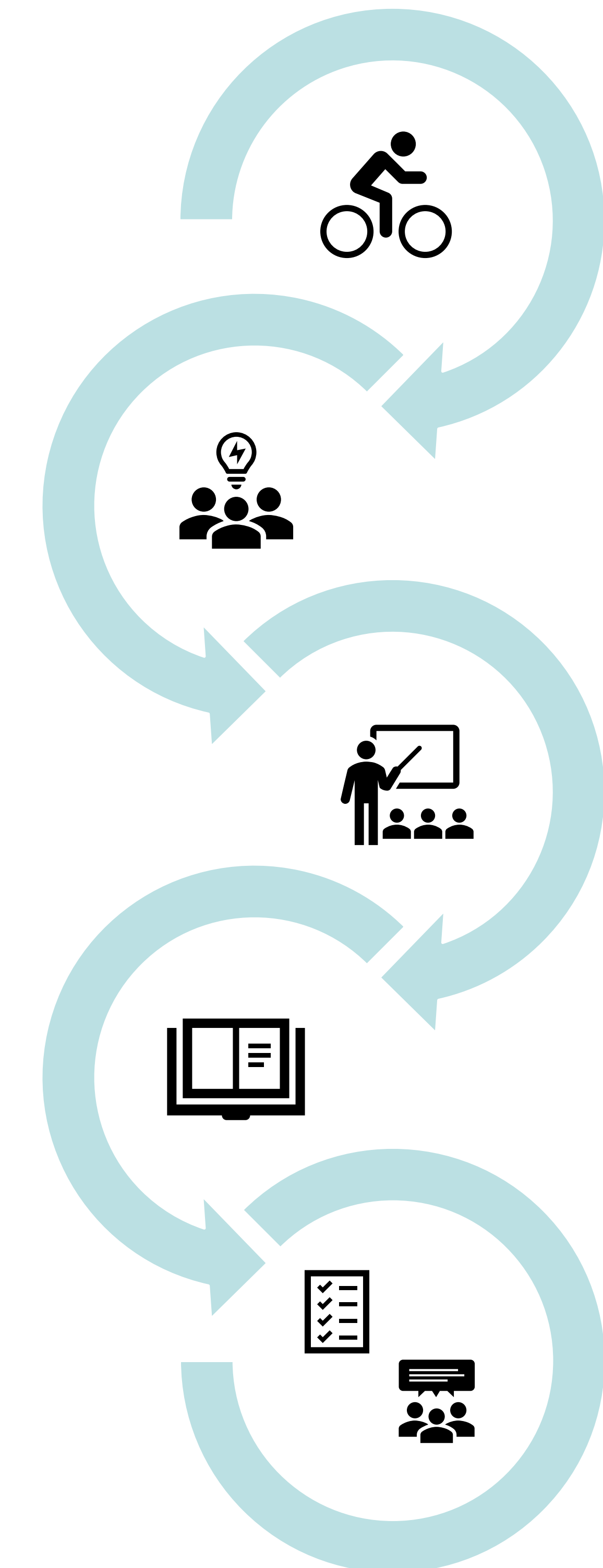
As we move towards a preferred design, alternatives will be evaluated according to the following criteria:



Thank you for your Participation !

Over the coming year, the Study Team will:

1. Determine preferred types of pedestrian and cycling infrastructure.
2. Develop alternative design concepts and road cross-sections and confirm the right-of-way width.
3. Evaluate alternatives using criteria presented today and identify a preliminary preferred design.
4. Present and gather input on the preliminary designs at Public Information Centre #2, anticipated in 2020.
5. Complete the conceptual design based on feedback from PIC #2. Anticipated impacts and mitigation methods will be fully documented.
6. Prepare the Environmental Study Report (ESR) and present to Council for approval
7. Once approved, file the ESR for review and comment during a 30 day review period. The ESR will be available to the public for comment and if anyone is strongly opposed to the report, an appeal may be made to the Minister of Environment, Conservation and Parks under the *EA Act*.

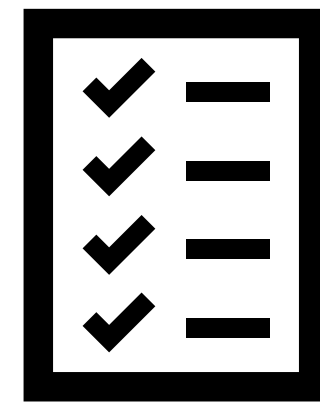


Thank you for your Participation !

We Want to Hear From You!

Let us know what is most important to you, your family and/or your business.

Please place comment sheets in the Comment Box
or
send comment sheet via mail or email to:



Melanie Anderton
Project Manager
City of Hamilton
71 Main Street West, 6th Floor,
Hamilton, ON, Canada, L8R 4Y5
Tel: 905-546-2424 ext. 6412
E-mail: iplanning@hamilton.ca

John McGill, P.Eng
Project Manager
Wood
3450 Harvester Road, Suite 100
Burlington ON L7N 3W5
Tel: 905-330-9569
Email: john.mcgill@woodplc.com



<https://www.hamilton.ca/Hwy8>

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

Comment
Deadline
**November 1,
2019**