

APPENDIX 3

Public Information Centre #1

Summary Report

PUBLIC INFORMATION CENTRE #1 SUMMARY REPORT

**HIGHWAY 5 AND HIGHWAY 6 INTERCHANGE
ASSOCIATED MUNICIPAL ROADS
AND COMMUTER PARKING LOT
(CLAPPISON'S CORNER)
CITY OF HAMILTON
G.W.P. 2112-05-00**

prepared for:



**Ministry of Transportation
Central Region**

prepared by:



MAY 2013

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CITY OF HAMILTON
G.W.P. 2112-05-00**

prepared by:



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**MAY 2013
LGL PROJECT # TA4958**

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1.0 INTRODUCTION

This report presents the arrangements made for and results of the Public Information Centre #1 (PIC #1) regarding the preliminary and detail design study for the Highway 5/6 Interchange, associated Municipal road network and commuter parking lot, in the City of Hamilton (GWP 2112-05-00). **Figure 1** presents the location of the study area for the preliminary and detail design study.

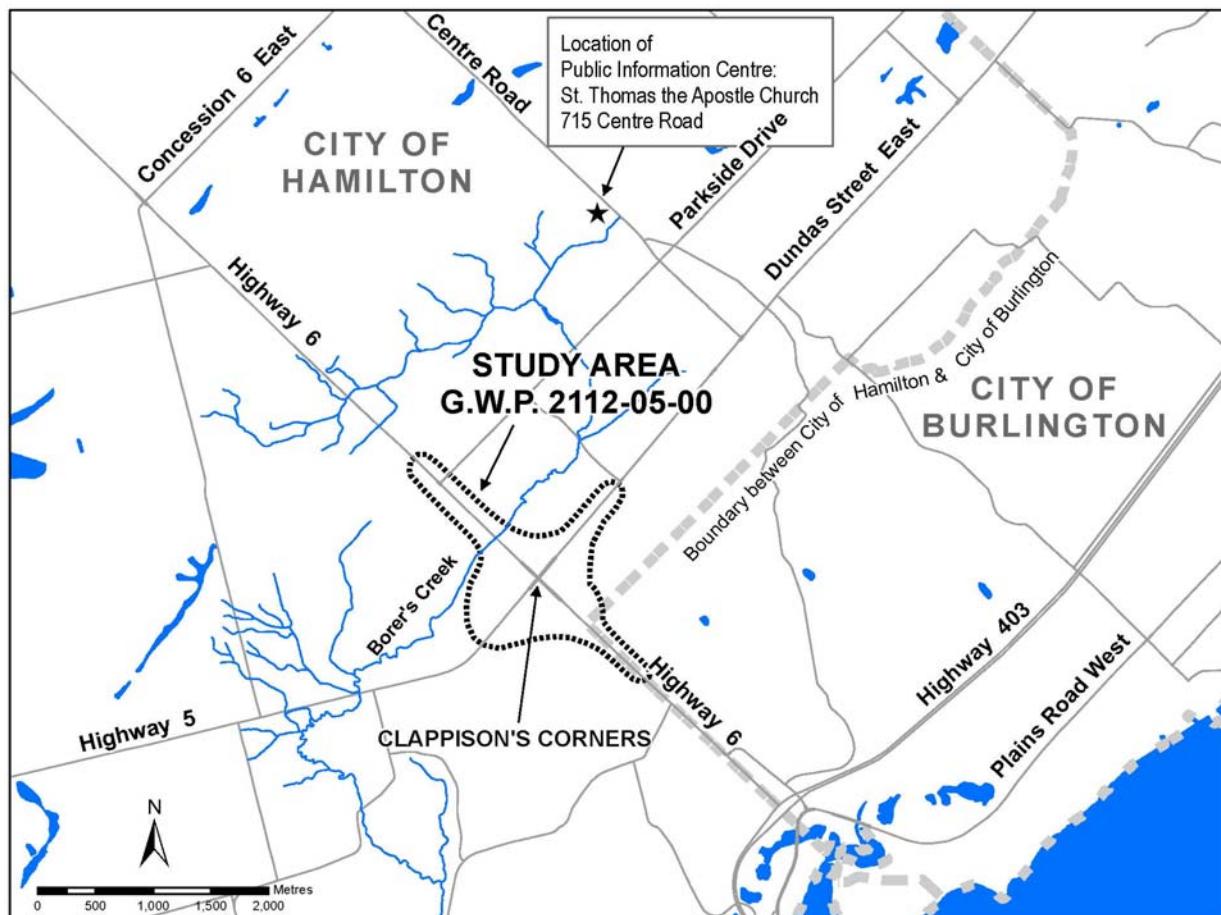


FIGURE 1. KEY PLAN

IBI Group is conducting the study on behalf of MTO. LGL Limited is providing environmental planning and natural sciences services on behalf of IBI Group.

1.1 Background

A preliminary design study for the Highway 5/6 intersection was completed by MTO in 2004. A Transportation Environmental Study Report (2003) documented the results of this preliminary design study. The TESR was released for public review and received environmental clearance. This preliminary and detail design study is following the planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), which is approved under the Ontario *Environmental Assessment Act*, with opportunities for public input throughout.

1.2 Purpose of this Study

Since the approval of the 2003 TESR, it was determined that the location of the Municipal road network at the Highway 5/6 Interchange should be planned through the MTO Class EA process. In addition, the Ministry had identified this area for a commuter parking lot. As such, the preliminary design is being updated to address (1) any refinements to the interchange design from the 2003 TESR; (2) the construction of new Municipal roads and reconstruction of some existing municipal roads associated with the interchange; and (3) a commuter parking lot.

A comprehensive list of the components that are being addressed as part of this preliminary design study is as follows:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- new interchange ramps and a new Highway 5 over Highway 6 interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- widening of Highways 5 and 6;
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements and extensions;
- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

In order to document the changes from the preliminary design documented in the 2003 TESR, an addendum to the TESR will be prepared and placed on the public record.

Following completion of preliminary design, it is anticipated that detail design will commence for all components identified, with the exception of the additional third southbound lane on Highway 6. Upon completion of the detail design study, a Design and Construction Report (DCR) will be prepared to document the results of the detail design study.

1.3 Planned Public Information Centres

A total of two PICs are planned in association with this preliminary and detail design study. The first (PIC #1) was held on June 19, 2012 and is described in the following sections of this report.

The second PIC will be held during the detail design study. The purpose of PIC #2 will be to present the detail design for the Highway 5/6 Interchange, Municipal road network and commuter parking lot. Input will be solicited from members of the public, stakeholders and agencies.

2.0 PUBLIC INFORMATION CENTRE #1

2.1 Purpose and Details of PIC#1

The purpose of the PIC was to present the Preliminary Design for the Highway 5/6 Interchange, Municipal roads and commuter parking lot. This PIC provided opportunities for public involvement and comment.

PIC #1 was held at the St. Thomas the Apostle Church (715 Centre Road, Waterdown, Ontario) on Tuesday June 19, 2012. **Figure 1** presents the location of the study area, and the PIC #1 venue, in proximity to the study area. The PIC was open to agencies from 3:00 p.m. to 4:00 p.m., and open to the public from 4:00 p.m. to 8:00 p.m. Participants were encouraged to sign-in, so that the study team could ensure that the study mailing list is up to date with the most recent contact information. Comment forms were available for participants to provide written comments using the forms provided at the PIC.

2.2 Notification to Members of the Public and Property Owners

The Notice of PIC #1 was advertised in the *Burlington Post* and *Hamilton Spectator* on June 13, 2012. In addition, a copy of the Notice was advertised in the *Flamborough Review* on June 14, 2012. In addition, a digital copy of the Notice of PIC #1 was posted on the project website on June 15, 2012. A copy of the Notice of PIC #1 is presented in **Attachment A**.

A series of customized letters were prepared for members of the public and property owners. A general invitation letter was sent to members of the general public on the contact list. Property owners whose property has been identified as being impacted (acquisition) were notified by a customized letter, which was sent by registered mail. A Permission to Enter Form was also sent to those property owners whose property had been identified as being impacted but have not yet granted permission for environmental specialists to enter their property to do their assessments. Property owners that have been identified as being affected by changes in access were notified by a customized letter, which was sent by addressed mail.

The PIC #1 Brochure was also mailed to residential communities located in proximity to the study area. Additional copies of the PIC Brochure were available at the PIC. A copy of the PIC Brochure is presented in **Attachment B** and each customized letter is presented in **Attachment C**.

The PIC Brochure and/or PIC Invitation Letter were distributed to approximately 1,380 points of call (residents, businesses and facilities) located within or in the vicinity of the study limits.

2.3 Notification to Agencies

Project stakeholders, including Aboriginal communities and organizations, municipal staff, elected officials, government agencies, and other interested agencies were invited by letter to attend PIC #1 from 3:00 p.m. to 4:00 p.m. Invitations to the pre-PIC meeting were mailed on June 13, 2012. A copy of the invitation letter to external agencies/stakeholders, Aboriginal communities, and the MPPs and MPs is presented in **Attachment D**.

The purpose of this pre-PIC meeting was to provide an opportunity for affected stakeholders to review the preliminary design study prior to the public and to communicate any issues or concerns to the study team in a candid manner.

2.4 Information Presented at PIC #1

A series of display panels were presented at PIC #1, providing information regarding:

- study purpose and MTO Class EA process;
- existing conditions within the study area;
- evaluation of the Municipal road alternatives;
- evaluation of the commuter parking lot location alternatives;
- information regarding refinements to the Highway 5/6 Interchange Preliminary Design;
- preliminary design drawings for the study area;
- visual simulation of driving through the Highway 5/6 Interchange preliminary design; and
- conceptual landscape plan for the Highway 5/6 Interchange.

Copies of the PIC brochure were available for members of the public/PIC attendees to take with them. PIC participants were advised that the project website would have digital copies of the display materials for download. A copy of the display panels is presented in **Attachment E**.

2.5 PIC Attendance

Representatives from the Ministry of Transportation and their consultants, and the City of Hamilton were in attendance at PIC #1 to present materials and answer questions. A list of these representatives is presented in **Table 1**.

A total of 165 persons attended the PIC (161 members from the general public, and four representatives from agencies). Agency staff included representatives from Halton Region, City of Burlington (two representatives), and the Office of MPP Ted McMeekin.

TABLE 1.
STUDY TEAM STAFF IN ATTENDANCE AT THE PIC

Organization	Staff	Study Role
Ministry of Transportation	Makael Kakakhel Chris Barber Shelley Miller Mark Patterson Earl Tucker Astrid Poei	Project Engineer Environmental Planner Property Property Property Communications
City of Hamilton	Diana Morreale Sally Yong-Lee Tanya McKenna	Senior Project Manager Infrastructure Planning Public Works

TABLE 1.
STUDY TEAM STAFF IN ATTENDANCE AT THE PIC

Organization	Staff	Study Role
IBI Group	Stephen Chiu Don Drackley Allan Ortlieb Steven Broe	Project Manager Transportation Planner Transportation Engineer Transportation Engineer
LGL Limited	Audrey Steele Katherine Mitchell	Environmental Planner Environmental Planner

3.0 SUMMARY OF COMMENTS

Comment sheets were available at PIC #1 for participants to record their issues and concerns. Participants were encouraged to complete the comment sheets at the PIC, or mail the comment sheets to the study team by July 20, 2012. As of that date, a total of 24 comment sheets were received by the study team, including 23 comment sheets received at the PIC. After the PIC, one additional comment sheet was submitted, and 15 follow-up comment e-mails were received/sent by the study team during the comment period, totalling 39 formal comments. Copies of the comment sheets/e-mails are provided in **Attachment F**. A summary of the written comments received is presented in **Table 2**.

The comments are summarized by topic in the table below; however, where one individual made comments on a number of different issues, they received one letter addressing their concerns. The table below is intended as a summary of the comments and responses. For the original comment forms/e-mails and response letters/e-mails from the study team, please refer to **Attachment F**. In all formal response letters, the commenter was notified that the TESR Addendum for this project is anticipated to be filed for public review in the spring of 2013, and that they will be notified when it is available.

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Property Impacts		
Objects to the roadway that will cross the north end of their property. Approximately one third of an acre is already being impacted at the front of the property. This will mean the property owner cannot expand the parking lot, if the land is taken from the north end. Suggested that the roadway that connects Highway 5 and the Community Centre doesn't need to be closed.	An e-mail response was provided, with a copy of the revised drawing for "Street B1". It was explained that the new "Street B1" has been shifted north so it does not encroach onto the commenter's property, as discussed at the June 19th public meeting. It was noted that some property acquisition from the front of the property will still be required for the planned realignment and widening of Highway 5.	4

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Concerned about any potential impacts of road alignments on the Canadian Tire property on the north side of Dundas Street, and the intersection of Dundas Street East and Clappison Avenue. Concerned about impacts of road alignments on the Canadian Tire property and the entrance on Highway 5.	The preferred design plans shown at the June 19 th Public Information Centre do not impact any portion of Canadian Tire property, and improves the operational capacity of the intersection of Clappison Avenue and Dundas Street East to access the site. The current right-in/right-out access off Dundas Street East to go westbound will also be maintained.	8
Indicated that the frontage of their parent's property would be impacted by the improvements. Asked if a barrier will be installed between the Highway 6 northbound and southbound lanes that will block them from turning left. The plan to build a street behind the houses that butt up against the highway would surround their property by roads and bring down the value of their home. Indicated they heard that MTO will be coming to appraise properties toward the end of the year, however the property owner is not interested in selling a section of the front. When MTO comes to appraise the property and make an offer for the section that is needed, what happens if the property owners decline and say take all or nothing? The property owners are not sure if they should put their house up for sale or wait. Asked to be informed of what would happen when MTO is ready to obtain the properties.	The comment was forwarded to MTO for review, and MTO asked the property owner for further details regarding the location of the property. The MTO provided a copy of the property acquisition information booklet to the property owner, to address their comments and concerns. The property owner was advised to contact the study team with any further comments.	24
Requested a meeting to discuss fair market value for their property. Noted concern for the impact of the move on their family.	The property owner was informed that the MTO Property Staff would be in touch with them to discuss the matter further.	35
Impacts to Businesses		
Concern regarding the duration and type of disturbance from construction on their business. Will access be maintained at all times? Will a detour to access the business be needed? Indicated that their customers need to access their business without a lot of trouble.	Construction plans and schedules are anticipated to be prepared at the detail design stage in 2013 after the Environmental Assessment Addendum process is completed. You will be kept informed of the detail design process, as the detail design plans will be presented at a second PIC.	9
Concerned about the complication of turning into their business, and that restrictions will hurt their business. Concerned that construction will hinder	As shown at the June 19, 2012 PIC, a permanent median must be added to Dundas Street East and will restrict access to your property to eastbound right-in/right-out	11

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
operation and deter customers from coming to their business. Concerned that the construction phase will take too long.	movements. With respect to the concerns about construction, access will be maintained to the extent possible. You will be kept informed of the detail design process, as the detail design will be presented at a second PIC.	
Concerned about access and ease of accessibility. The impact on their business both during and after construction is expected to be significant. They will need to realign their property for side and/or rear access. Requested to be kept advised as to changes and timelines.	<p>Plans and schedules are to be prepared during detail design, and are anticipated to be completed in late 2013, after the EA Addendum process is complete. It was explained that they will be kept informed of the detail design study, as the finalized detail design plans will be presented at PIC #2.</p> <p>As shown on the plans at PIC #1, a new permanent median island in the centre of Dundas Street East will restrict access to your property to westbound right-in/right-out movements only. Eastbound traffic access to your property may potentially be available through a shared access arrangement with the neighbouring property to the east.</p>	19
Highway 6 and Parkside Drive		
Concerns about the traffic signals at Highway 6 and Parkside Drive as it prevents steady traffic flow.	<p>The intersection of Highway 6 and Parkside Drive is currently signalized, and since Parkside Drive intersects with a provincial highway, the flow of traffic through the intersection requires traffic signals.</p> <p>Maintenance of effective traffic operations at Highway 6/Parkside Drive is intended to serve existing traffic, as well as growth from future development south of Parkside Drive. The traffic analysis concluded that traffic signals will be required until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this project. If there is a need to close Parkside Drive in the future, this will be assessed under a separate study.</p>	1
Asked for MTO confirmation that they will not require the City to close Parkside Drive at Highway 6 until 2031.	It was confirmed that Parkside Drive east of Highway 6 will remain open when the East-West Corridor is constructed. Information regarding the Highway 5 & 6 study was provided, and the member of the public was added to the study contact list.	2

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Indicated that they own Prestige Industrial zoned lands on the south side of Parkside Drive near Highway 6. The stoplight at Parkside Drive and Highway 6 is crucial to the feasibility and value of the lands at this quadrant for future development.	<p>Maintenance of effective traffic operations at the Highway 6/Parkside Drive intersection is intended to serve existing traffic plus growth from future development south of Parkside Drive.</p> <p>The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project shows that traffic signals will be required at the Highway 6/Parkside Drive intersection until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this project. If closure is necessary in the future, it would be assessed under a separate study.</p>	7
Requests that Parkside Drive at Highway 6 be closed when new by-pass goes in.	<p>The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project shows that traffic signals will be required at the Highway 6/Parkside Drive intersection until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this project. If closure is necessary in the future, it would be assessed under a separate study.</p>	13
Municipal Road Network Preferred Alternatives		
Provided input on the evaluation of the alternatives for Garwood and Woodsworth Avenue. Recommends that Alternative 3 with Alternative B is the best; Alternative 2 is a good second option; and Alternative 1 is the worst as someone is going to be in an accident while doing a "U" turn.	Your concern is noted. The southbound only right-in/right-out access to Woodsworth Avenue and Garwood Avenue has undergone further study. A turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. This will allow northbound traffic, including emergency service providers, to make a left turn into the bulb, and then a right turn to exit and go southbound. This is supported by the Hamilton Fire Department.	5
Concerned about impacts to their property at Garwood Avenue. Want to know the alternatives for what can be done with their property. Not happy with the Highway 6 southbound only access.	<p>Same response as Comment #5 was provided to address the first concern.</p> <p>Property impacts will be finalized during the detail design phase of the project anticipated to be completed in 2013. The property owner will be kept informed of the detail design process, as the detail design will be presented at a second PIC.</p>	10

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
<p>Does not agree with the preferred plan for access to Garwood Avenue. Concerned about access to their property, as there is no planned northbound access. Concerned about access for emergency services to their property. Prefers Alternative 2, in order to safely access the highway north and south. Indicates that Parkside Drive may not have a light on Highway 6 in the near future, and so then would prefer Alternative 3 to have safe access to their property. Asks the study team not to select Alternative 1.</p>	<p>Same response as Comment #5 was provided to address the first concern.</p> <p>Traffic analysis and forecasting for this project determined that traffic signals will be required at this intersection until 2013. If there is a need to close Parkside Drive at Highway 6 in the future, this will be assessed as part of another study and the public will be given an opportunity to comment.</p>	12
<p>Has major safety concerns with the preferred plan for Woodsworth Avenue, and indicated that of the alternatives for this area, Alternatives 2, 3 and 4 work fine, but Alternative 1 is not safe. A number of safety concerns were outlined, including:</p> <ul style="list-style-type: none"> • The centre concrete barrier on Highway 6 forces traffic to make a "U" turn at the traffic lights at Parkside Drive. • Driving south on Highway 6 we will have to slow down and turn right onto Woodsworth, while traffic behind us will be expecting us to exit on the new off ramp to Highway 5. • Our property is lower than Highway 6 causing a launching ramp, bringing the highway closer exacerbates the problem. Trees were planted on the property as a barrier, request that they not be removed. • Snow removal on Highway 6 has left people hung up on a snow bank blocking Woodsworth. Alternatives 2, 3 and 4 would eliminate this problem. • School bus pick up is on Highway 6 and traffic slows because a 60 km/h zone is up ahead. The new plan eliminates this zone and puts kids at risk. Alternative 1 shows no room for the bus to turn around, so the bus would need to stop on Highway 6 as it does now. Alternatives 2, 3 and 4 eliminate this problem. • Removal of the 60 km/h zone and lights at Highway 5 and 6 give traffic no reason to 	<p>Same response as Comment #5 was provided to address some of the concerns identified.</p> <p>With respect to the concern about right-in/right out turns at Woodsworth Avenue, the design engineers have confirmed that there is sufficient traffic weaving distance provided on Highway 6 between Woodsworth Avenue and the planned southbound off ramp to Dundas Street West/Highway 5 to allow safe traffic movement and lane changes.</p> <p>Concerns regarding the impacts of grading along the widened highway and property impacts, including impacts to trees, will be addressed during detail design. Provisions for snow removal on Highway 6 and school bus pick up for the Woodsworth Avenue/Garwood Avenue area will also be confirmed and incorporated into the detail design. Further consultation with affected property owners is expected to take place in 2013.</p>	27

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
slow down, and will make it more difficult for traffic turning southbound onto Highway 6, as we are entering at the beginning of an off ramp to Highway 5.		
<p>Explained that they purchased their property after receiving information from the City of Hamilton and MTO regarding development in the area in 2011. The preferred plan is different than the information that had been provided to them.</p>	<p>The issue of the information you previously received regarding land use to the west of the property should have been dealt with by the City of Hamilton, as the MTO does not have jurisdiction over these lands.</p>	
<p>Strong objection to Alternative 1 in the north west quadrant because it promotes the cheapest solution with the most inconvenience to residents and ultimately a severe reduction in property values. Forcing area residents to go south on Highway 6 and around the new interchange in order to travel north, and make a U-turn at Parkside Drive or other location to go south is ludicrous.</p>	<p>With respect to the comments about Alternative 1, this alternative has been modified, and a copy of the revised design was provided. Access to Garwood Avenue will be from Woodsworth Avenue. A turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. Northbound traffic on Highway 6 can use this turnaround bulb, by making a left turn at Parkside Drive, and then a right turn to go southbound onto Highway 6 towards Woodsworth Avenue. There are no plans to close Woodsworth Avenue at Highway 6 as part of this project. If there is a need to close Woodsworth Avenue at Highway 6 in the future, it will be assessed under a separate study and property owners will be given an opportunity to comment at that time.</p>	28
Asked why the new road linking Garwood and Woodsworth would be in place for such a short time period (18 years). Concerned about the long term design, which closes access to Highway 6, and suggested that expropriation would be required.		
Explained that they are of the understanding that pressure from several local businesses at the Highway 5/6 intersection have forced MTO to incorporate new roads to service these businesses at whatever cost.		
Indicated that in the evaluation of the northwest quadrant, for Alternative 1, 'traffic safety' and 'access to properties' are scored as 'least desirable' and the 'transportation technical scoring' is also 'least desirable'. Asked why then, is this the preferred alternative.		
The respondent is upset about the impacts to their property, given the information that		

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
was provided to them at the time of the purchase of their home.		
There is no west exit for any traffic. Suggestion was made to make an illegal "U" turn east of Clappison's Corners. This is unacceptable. This plan has been accepted as preferable to placate. The plan at the gas station and Tim Horton's is unacceptable.	It is correct that Alternative "A" is the preferred road plan for the southwest quadrant of the study area, and does not provide a left turn onto Highway 5 westbound from the commercial area. This conclusion is based on our confirmation that an outbound left turn at this location is contrary to MTO policy. An in depth evaluation of 17 criteria ranging from transportation access and operation improvements, through to property impacts, impacts to natural features and construction cost was conducted and determined that Alternative "A" is the best solution overall. A link to the study website and PIC #1 display materials was provided.	18
Alternatives for the Southwest Quadrant are not acceptable.	Since PIC #1, the study team has re-confirmed the access/egress and internal circulation plans for the southwest quadrant. The conclusion is that Alternative "A" remains the best possible access solution based on a multi-criteria evaluation. The current access plan for the southwest quadrant includes a new signalized intersection at the Highway 6 southbound to Dundas Street West/Highway 5 East ramp terminal into the existing commercial area, and egress provided by a right turn prohibited on red and no left turn onto Highway 5. The other southwest quadrant access/egress provisions are a right-in/right-out intersection at South Drive, and a new signalized intersection to the west. The link to the project website and PIC #1 display materials was provided.	17

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
<p>Have concerns regarding drainage and how the water is going to drain to Tech Pond. Where Street A is going to intersect at South Drive, it floods every spring and fall, it is a low spot. What assurances are you going to provide to homeowners that this new municipal road and interchange won't add to existing drainage/flooding issues. Please note a lot of homes on South Drive have septic beds in their front yard. Also concerned about structural damage that may occur with the interchange construction.</p>	<p>Street "A" is planned to intersect with South Drive directly across from the existing south leg of Innovation Drive. Stormwater management designs will be completed as part of the detailed design of the new interchange and all new municipal roads, and must satisfy provincial and city standards to ensure proper drainage and avoid flooding issues. Any existing septic system that falls within future property procurement will be dealt with during the property acquisition process. Any potential for structural impacts on existing structures near the new interchange and new municipal road construction areas will be addressed at the detailed design stage and communicated with property owners and businesses. This consultation is expected to take place during 2013.</p>	22
<p>Comment 37: Indicated that they were not notified of the PIC. It was also explained that they were concerned to see that the proposal to bring the municipal road from Highway 5 to Mountain Brow Road is being recommended with Liburdi traffic passing their home. The impact to privacy and the environment would be very significant.</p> <p>Comment 38: Indicated that they had previously explained that Mountain Brow Road does not receive mail, and that no notice of the PIC was provided. Noted the importance of being notified so that they can provide input. Explained that the suggested connection to Mountain Brow Road is the same as previously proposed and that it blurs the commercial (industrial)/residential lines and adversely affects the interests of the residential property owners. Indicated that their driveway is already damaged due to the heavy vehicle traffic on Mountain Brow Road. Updated contact information was provided.</p>	<p>The notice of the PIC was mailed on June 11 but returned to sender by Canada Post on June 21, two days after the PIC was held. The address was provided to the study team by the City of Burlington. Since then, we have updated our records with your new contact information.</p> <p>The Liburdi business will have a new entrance at the northeast corner of their property for staff and truck access. The access to the west side of the Liburdi business in front of your property is intended for business visitor traffic, as the building was designed to have the main public entrance on the west side. The Ministry has not found any documentation to indicate that the west Liburdi access was intended to be temporary. Further documentation of the temporary access was requested.</p>	37, 38

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Access from Highway 6 onto Highway 403		
Asked if the Highway 6 south entrance to the 403 East will be changed as a result of the increased traffic flow.	The study area established for the Highway 5/6 interchange project does not extend south to Highway 403. However, MTO will continue monitoring traffic growth and conditions within the Highway 6 corridor.	3
Southbound on Highway 6 toward Highway 403 is already jammed up and difficult to make lane changes. By adding more lanes it will only get worse. Need to expand lanes between Clappison's Corners and 403 first before adding interchanges and southbound lane. If you build it they will come.	Initial construction of the planned interchange is currently anticipated to include extension of the third northbound lane on Highway 6 to Parkside Drive, and provisions for the third southbound lane as shown on the preliminary design plans presented at PIC #1. A link to the project website and the PIC #1 materials was provided. It is expected that actual construction of this third southbound lane may not take place until, and perhaps even after it is warranted by traffic volumes	21
Noise Concerns		
Comment 3: Asked if sound barriers will be installed on Highway 6 south of Highway 5, north of York Road.	It was explained that a Noise Impact Assessment was completed for the project. The assessment determined that a sound barrier should be constructed as part of the project adjacent to Old Guelph Road on the west side of Highway 6 within the MTO right-of-way. Further details of the sound barrier will be made available in the TESR Addendum for this project. It was noted that the sound barrier is not planned for construction until the third southbound lane on Highway 6 is constructed. This is because widening of the highway platform is necessary in order to position the sound barrier in the MTO right-of-way. Actual construction of this third southbound lane is not expected to take place until or after it is warranted by traffic volumes, which is currently identified as the year 2031.	
Comment 6: Strongly recommend a sound barrier for Highway 6 south of Highway 5. Trucks use Jake breaks at all times of the day, and the noise wakes people up during the night and you can't hear each other speak in the backyard. The barrier should be located between Old Guelph Road and the barrier on York.		3, 6, 20
Comment 20: Requested a sound barrier for traffic going southbound on Highway 6. Trucks use Jake breaks on Highway 6 making it impossible to sleep with a window open, and sit in a backyard and try to have a conversation. There will be even more traffic in the future. Were lead to believe that when MTO did the bottom section of Highway 6 that the sound barrier would go up to Old Guelph Road.		

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Concerned about noise in the south-west quadrant of the intersection. Requested a sound deadening fence along Highway 5 near South Drive.	It was explained that a Noise Impact Assessment was completed for the project. Based on the assessment, a sound barrier along Highway 5 will not be warranted based on provincial guidelines, and will not be included in the scope of work for this project.	22
General Comments		
Congratulations on finally getting to the next step on this most important project. Finally removing traffic lights at Clappison's is a welcome thing.	Noted.	15
Disagrees with the preferred design. Suggested that Highway 5 stay as is, and that Highway 6 be sunk down below from the escarpment edge to the vicinity of Beverly Tire. Two legs in the area of Beverly Tire would carry traffic to Highway 5. All businesses at the corner would stay, with a minimum of property acquisitions. It would be easier for winter maintenance on Highway 6 and safer on Highway 5. This would be less disruptive, and probably more economical. Drew an example of their suggestions on the back of the comment form.	The engineering design team is confident that the preferred design shown at PIC #1 is the best engineering solution based on the existing highway grades, interchange design standards, and environmental regulations. The preliminary design for the interchange was approved during the previous EA process completed in 2003, and was documented in a Transportation Environmental Study Report at that time.	23
	The suggestion to sink Highway 6 under Highway 5/Dundas Street cannot be supported due to numerous natural, social and property issues in the study area. Most important is the need to minimize impacts to the Niagara Escarpment because it is designated as a UNESCO World Biosphere Reserve and protected under various legislation and regulations. The suggestion to sink Highway 6 would require significant rock cut of the escarpment, which is contrary to the escarpment preservation requirements. Other factors include impacts on Grindstone Creek, confirmed species at risk in the area, long-term traffic disruption caused by rock cutting, vibration impacts on nearby businesses and the added high cost of rock cutting and associated extension of Highway 6 construction.	
Asked the study team for a description of the need for the Highway 5/6 interchange. Indicated interest in the analysis that shows that this interchange is necessary, and if	This project is an Addendum to an Environmental Assessment and interchange design previously approved in 2003. The need and justification for the interchange was	25

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
<p>built, whether the interchange will solve the alleged problems at Clappison's Corners. While the drawings of the study area help, a big picture view is needed. Increases in capacity will have a negative impact on the residents and travellers who use Highway 6 between Highway 5 and Highway 401, and north of Highway 5 where Highway 6 narrows to one lane in each direction. Noted concern regarding the potential for traffic to speed up at the interchange and bottleneck at areas in the vicinity of the intersection.</p>	<p>established at this time, based on the fact that the existing at-grade intersection was forecast to reach capacity by 2015 due to increasing development and associated traffic growth. The traffic forecasts in the 2003 EA have been updated during this study, based on Hamilton area development potential. The traffic growth has required some adjustments to the interchange design. The need for municipal road access and the addition of a commuter parking lot are also addressed as part of this study. The concerns regarding traffic impacts along Dundas Street have been addressed in the City of Hamilton's Transportation Master Plan and the EA for the East-West Road Corridor in the Waterdown area. With respect to impacts north of the intersection, MTO continues to monitor these highway conditions.</p>	
<p>Follow up e-mail comments were received. Asked how the project fits within the Places to Grow Act of 2005. Noted concern for the amount of money to be spent on this project, and if it is still warranted given the recent provincial growth strategy. Asked where the future traffic demand numbers come from. Asked how the increased traffic will affect the area.</p>	<p>Responded to the follow up comments via e-mail. Explained that traffic forecasts used by the project are based on provincial forecasts that reflect the Places to Grow legislation. The cost of the project will be split 25% by the City of Hamilton with a cap, and 75% by the Province. The capital cost is kept confidential to ensure the Province receives the best competitive bids from contractors. The traffic study (Systems Planning Report) conducted for the project and which contains future travel demand forecasts was provided.</p>	
<p>The Alderville First Nation acknowledged the invitation to the PIC, and appreciated that the MTO recognizes the importance of First Nations Consultation and that they are conforming to the requirements of the Duty to Consult Process. It was requested that they be kept informed of any archaeological findings, burial sites, or other environmental impacts, should they occur. It was asked that they continue to be contacted throughout the study process.</p>	<p>Noted by the project team.</p>	36

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Recreation, Cycling and Pedestrians It is requested that the Bruce Trail tunnel under Highway 6, south of the Highway 5/6 Interchange not be impacted by the new interchange design. If it is, then suitable action should be undertaken to ensure safe pedestrian crossing of Highway 6.	The intent of the preferred design is to maintain the existing Bruce Trail crossing under Highway 6. Any potential temporary impacts to the Bruce Trail crossing during interchange construction and associated Highway 6 widening will be identified in the detail design, along with possible impact mitigation measures. A second PIC will be held during detail design to present the detail design plans to the public/stakeholders. Construction of the third southbound lane as part of the Highway 6 widening is not expected to take place until or after it is warranted by traffic volumes (currently identified as 2031).	14
Requested a pedestrian/cycling lane on the west side of Highway 6 south of Dundas Street that ties into the road at the Bruce Trail tunnel. This will enable pedestrians and cyclists a direct access to the lower city. Requested cycling lanes that would cross Highway 6 at Parkside Drive. A cycling lane should be built on the west side of Highway 6 up to the 4 th Concession West, separate from vehicle traffic.	The City of Hamilton's Cycling Master Plan (Shifting Gears) does not include plans for a cycling route along Highway 6 at Clappison's Corners. Also, cycling lanes are not constructed on restricted access provincial highways, although MTO is currently in the process of reviewing their cycling policies. As a result, the preferred Highway 5/6 design does not include cycling lanes on Highway 6, however they are included on Highway 5/Dundas Street within the interchange limits.	16
Information Requests		
Request for existing and projected traffic volumes for Highway 6 at Parkside Drive and Highway 6.	The project team provided the Transportation (Systems) Planning Report to this member of the public which includes traffic counts.	2
Asked if the preliminary design plan will be available online.	All members of the public requesting access to preliminary design plans were directed to the project website where PIC #1 display materials, including the preferred design plans, are available, or provided the preliminary design plans directly.	8, 29, 30, 31, 32, 33, 34, 39

TABLE 2.
SUMMARY OF ISSUES IDENTIFIED ON PIC#1 COMMENT FORMS AND IN E-MAILS

Comment	Response	Comment Sheet Reference No.
Requested a copy of the plans for Clappison's Corner. Doesn't understand the need to change what is already there.	It was explained that the current project is an Addendum to an EA and interchange design completed and approved in 2003. The need and justification for the interchange was established at that time based on the fact that the existing intersection would reach capacity by 2015 due to increasing development and associated traffic growth. The 2003 EA recommended that plans be made to protect for the long-term transportation needs of the Highway 6 corridor while developing a strategy to enhance traffic operations and address future capacity issues. The new Highway 5/6 interchange is needed to accommodate future demand in the Clappison's Corners area. Associated changes to municipal roads are needed in response to the access restrictions required along these corridors. A link to the project website and PIC #1 display materials was provided.	26

3.1 Key Issues

The major issues/concerns in the written comments were related to property impacts, effects of interchange design on existing businesses, the alignments of the municipal road network, changes to access, recreation (pedestrians and cyclists), and noise barriers.

Most of the questions regarding property impacts were to clarify how the Preliminary Design would affect their property. MTO Property Staff were on-hand to explain the Ministry's process for property acquisition associated with highway projects. MTO Property Staff were able to clarify for residents and business owners the type of impact associated with the Preliminary Design, and in some cases confirmed that no impacts would result. Property impacts range from minor property acquisition along the edge of the existing property line to severance of a lot (e.g., to accommodate a new municipal road).

Some residents and business owners expressed concern over how the Preliminary Design would affect access to and from Highway 5 and 6. In some locations turning movements will be restricted to 'right-in, right-out'. There was concern from some business owners that this would affect the likelihood of customers to access their business. Due to the municipal road alternative selected for the northwest quadrant, access to the residential community on the west side of Highway 6 would be restricted by a centre median. A number of residents indicated concern regarding making "U" turns in order to reach their property.

There was also concern that adding additional lanes southbound on Highway 6 would worsen the traffic as it merges onto Highway 403.

A few participants commented on recreational concerns, including a request that the Bruce Trail pedestrian access under Highway 6 be maintained, and that a bicycle lane be added on the west side of Highway 6.

A number of participants noted their concerns regarding noise on Highway 6, particularly as trucks travel south and need to use their brakes. A number of requests for a noise barrier were made.

Specific responses to all formal comments provided prior to, during and following PIC#1 were prepared and forwarded to the commenting party prior to placing the TESR Addendum on the public record.

4.0 CONCLUSIONS

PIC #1 effectively served its purpose: to present the preferred preliminary design alternative for the Highway 5/6 Interchange, municipal road network and commuter parking lot and to provide a further opportunity for public involvement.

The second PIC will be held during the detail design study, and notification of this public meeting will be made available on the study website, in local newspapers and will be mailed to all individuals on the study mailing list. All participants at PIC #1 who legibly signed the sign-in register will be added to the study mailing list. The purpose of PIC #2 will be to present the detail design, and to solicit input from members of the public, agencies and other stakeholders.

Attachment A

Notice of PIC #1

NOTICE OF PUBLIC INFORMATION CENTRE

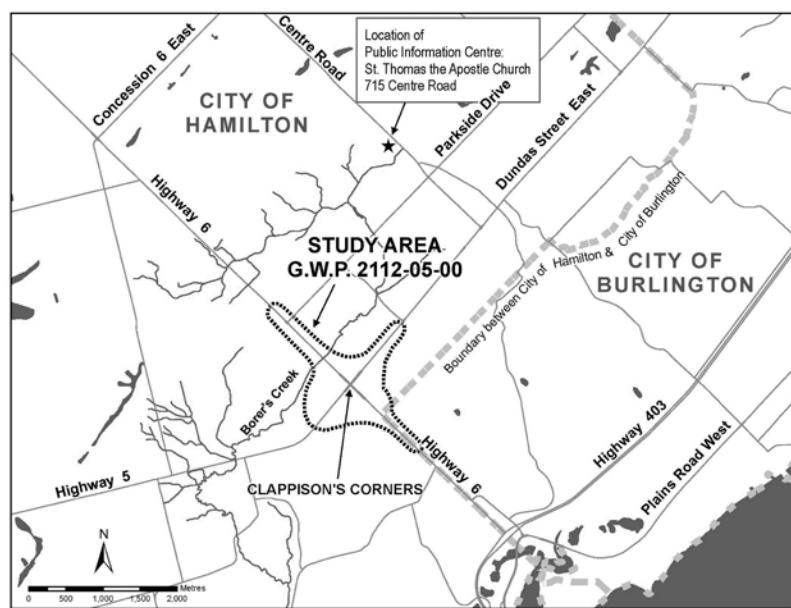
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads in the City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00

THE STUDY

The **Ministry of Transportation (MTO)** has retained **IBI Group** to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study area is located in the cities of Hamilton and Burlington. A key plan is presented below.

The study includes the following Preliminary Design components:

- Realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- Realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- New interchange ramps and a new Highway 5 over Highway 6 Interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- Widening of Highways 5 and 6;
- Construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- Full illumination within the interchange limits;
- Installation of new traffic signals associated with the new interchange;
- Extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements and extensions;
- A storm sewer and open ditch drainage system within the interchange limits;
- Paved shoulders on Highway 6 within the interchange limits;
- Construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- Sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- On-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- A new commuter parking lot.



THE PROCESS

The study is following the approved planning process for Group 'B' projects under the *MTO Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. MTO completed a Preliminary Design Study for the currently planned Highway 5/Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003. Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications. A Part II Order can only be requested for the project components addressed in the TESR Addendum. Notification of submission of the TESR Addendum will be published in this newspaper, made available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>) and mailed to those on the study mailing list. Following submission of the TESR Addendum, the Study Team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in this newspaper and mailed to those on the study mailing list.

PUBLIC INFORMATION CENTRE

The public is invited to attend a Public Information Centre (PIC) for this study.

The PIC will be held on:

Tuesday, June 19, 2012

4:00 p.m. to 8:00 p.m.

St. Thomas the Apostle Church

715 Centre Road, Waterdown, Ontario

The PIC will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design. MTO staff and their consultants will be on hand to answer any questions and receive your input.

COMMENTS

We are interested in any comments you may have about the study. Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

To obtain additional information please visit the study website at: <http://www.lgl.ca/Highway5and6Interchange/index.html>. To provide comments or to be placed on the study mailing list, please contact the Study Team as follows:

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, ON L7B 1A6
tel: 905-833-1244 (collect)
fax: 905-833-1255
e-mail: asteele@lgl.com

Stephen Chiu, P.Eng.
Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, ON M9W 5P3
tel: 416-798-5521
fax: 416-675-4620
e-mail: stephen.chiu@ibigroup.com

Makael Kakakhel, P.Eng.
Project Engineer
Ministry of Transportation, Central Region
Highway Engineering
Hamilton and Niagara
1201 Wilson Avenue, Building D, 4th Floor
Downsview, ON M3M 1J8
tel: 416-235-4341
fax: 416-235-3576
e-mail: makael.kakakhel@ontario.ca

Attachment B

PIC #1 Brochure

- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

Detail Design

During the Detail Design stage of the study, the recommended preliminary design components will be designed to the level of detail required for construction, and the contract documents and drawings will be prepared for construction tendering.

A second Public Information Centre (PIC) will be held during this stage of the study to present the detail design components.

Next Steps

Input received from external agencies and the public will be reviewed and incorporated into the recommended Preliminary Design, where appropriate.

Following completion of the Preliminary Design stage of the study, the TESR Addendum will be prepared to document the Preliminary Design and Environmental Assessment process and will be made available for a 30-day public review period.

Notification of submission of the TESR Addendum will be published in local newspapers and mailed to those on the study mailing list.

Freedom of Information and Protection of Privacy Act

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

Comments

Your input is important. If you have any questions or comments regarding this study but are unable to attend the PIC or if you would like to be placed on the study mailing list, please visit the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>) or contact one of the following:

T. Audrey Steele, M.E.S.

Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario, L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: asteele@lgl.com

Stephen Chiu, P. Eng.

Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@ibigroup.com

Makael Kakakhel, P. Eng.

Project Engineer
Ministry of Transportation, Central Region
Bldg. D, 4th Floor, 1201 Wilson Avenue
Downsview, Ontario, M3M 1J8
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Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

We would appreciate receiving any comments or requests by **July 20, 2012**.



NOTICE OF PUBLIC INFORMATION CENTRE

FUTURE HIGHWAY 5/ HIGHWAY 6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS IN THE CITY OF HAMILTON (CLAPPISON'S CORNERS) G.W.P. 2112-05-00

Date: **Tuesday June 19, 2012**

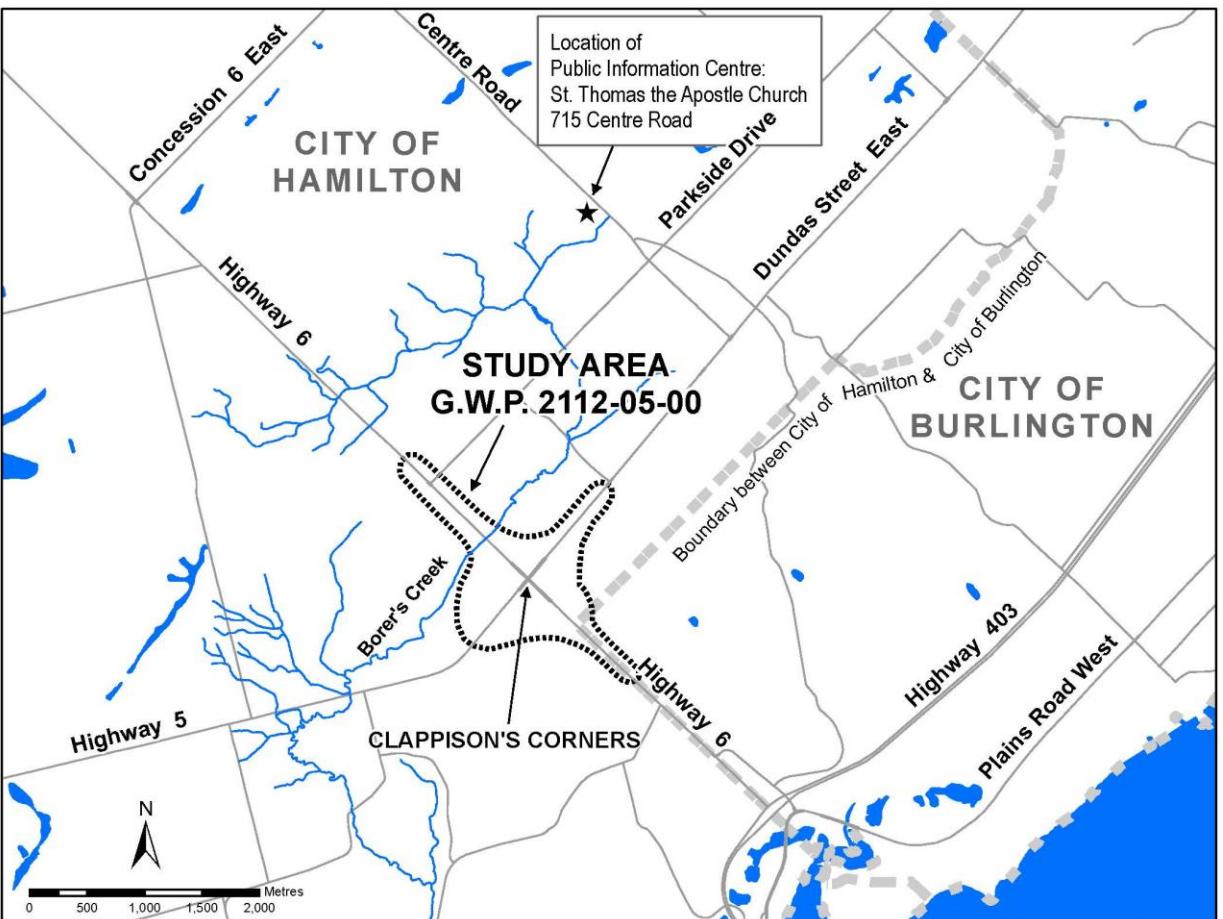
Time: **4:00 p.m. to 8:00 p.m.**

Location:

**St. Thomas the Apostle Church,
715 Centre Road,
Waterdown, Ontario**

Public Information Centre

You are invited to attend a Public Information Centre (PIC) to be held at the time and location listed on the cover of this brochure.



The purpose of this PIC is to present the existing environmental conditions, the preliminary design alternatives assessed and the recommended Preliminary Design for the future Highway 5/Highway 6 Interchange and associated Municipal roads. The PIC will follow an informal drop-in format with display materials available for viewing. Representatives from the Ministry of Transportation and their consultants will be on hand to answer any questions and receive your input.

The Study

The Ministry of Transportation (MTO) has retained IBI Group to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study area is located in the Cities of Hamilton and Burlington. A key plan is presented in this brochure.

Class Environmental Assessment

This study is following the approved planning process for Group "B" projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000). Opportunities for public input are being provided throughout the study.

MTO completed a Preliminary Design Study for the currently planned Highway 5 and Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003.

Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications. Notification of submission of the TESR Addendum will be published in local newspapers, mailed to those on the study mailing list and made available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>).

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review.

Preliminary Design

The study includes the following preliminary design components:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- new interchange ramps and a new Highway 5 over Highway 6 interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- widening of Highways 5 and 6;
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements and extensions;
- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;

Attachment C

PIC #1 Invitation Letters to Members of the Public/Property Owners

Property owners whose property and/or access will be impacted by the preferred alternative
PIC #1 Invitation Letter

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
Preliminary and Detail Design and Environmental Assessment Study

The Ministry of Transportation (MTO) has retained IBI Group to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study area is located in the Cities of Hamilton and Burlington. A key plan of the study area is enclosed with this letter.

The purpose of this letter is to inform you of a Public Information Centre (PIC) for the study. The PIC will be open to the public from **4:00 p.m. to 8:00 p.m. on Tuesday June 19, 2012 at St. Thomas the Apostle Church, 715 Centre Road, Waterdown, Ontario.**

The PIC will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design. MTO staff and their consultants will be on hand to answer any questions and receive your input

We strongly encourage you to attend the PIC as the recommended preliminary design may impact your property and/or access.

The study includes the following components:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- new interchange ramps and a new Highway 5 over Highway 6 interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- widening of Highways 5 and 6
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/extensions;
- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;

- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

The study is following the approved planning process for Group “B” projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. MTO completed a Preliminary Design Study for the currently planned Highway 5/Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003. Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications.

Notification of submission of the TESR Addendum will be published in local newspapers and available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>). A letter will also be mailed to you to inform you of the opportunity to review the TESR Addendum.

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in local newspapers and mailed to those on the study mailing list.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts named in the enclosed brochure.

Thank you for your co-operation.

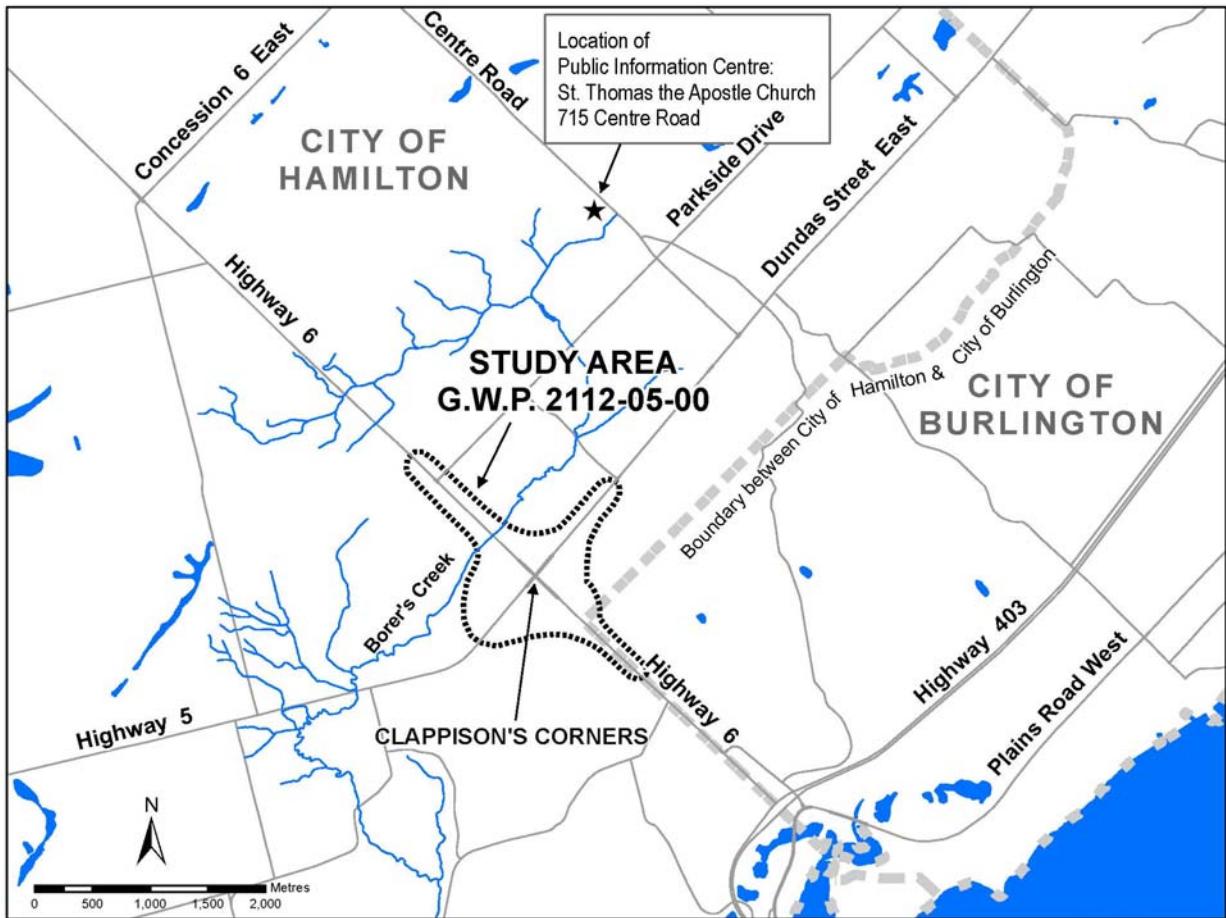
Yours sincerely,

LGL Limited
environmental research associates

T. Audrey Steele, B.A., M.E.S.
Senior Environmental Planner

cc Makael Kakakhel, P. Eng., Project Engineer, MTO
 Chris Barber, Environmental Planner, MTO
 Stephen Chiu, P. Eng., Consultant Senior Project Manager, IBI Group
 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

Encl



Property owners whose property and/or access will be impacted and have not responded to the request for Permission to Enter Letter
PIC #1 Invitation Letter

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
Preliminary and Detail Design and Environmental Assessment Study

The Ministry of Transportation (MTO) has retained IBI Group to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study area is located in the Cities of Hamilton and Burlington. A key plan of the study area is enclosed with this letter.

The purpose of this letter is to inform you of a Public Information Centre (PIC) for the study. The PIC will be open to the public from **4:00 p.m. to 8:00 p.m. on Tuesday June 19, 2012 at St. Thomas the Apostle Church, 715 Centre Road, Waterdown, Ontario.**

The PIC will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design. MTO staff and their consultants will be on hand to answer any questions and receive your input

We strongly encourage you to attend the PIC as the recommended preliminary design may impact your property and/or access.

The study includes the following components:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- new interchange ramps and a new Highway 5 over Highway 6 interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- widening of Highways 5 and 6
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/extensions;
- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;

- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

The study is following the approved planning process for Group “B” projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. MTO completed a Preliminary Design Study for the currently planned Highway 5/Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003. Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications.

Notification of submission of the TESR Addendum will be published in local newspapers and available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>). A letter will also be mailed to you to inform you of the opportunity to review the TESR Addendum.

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in local newspapers and mailed to those on the study mailing list.

Permission to Enter Request

As part of the environment assessment work for this study it is required that environmental specialists conduct a historical environmental property investigation and an archaeological site investigation for properties within the study area. We request permission to enter your property to conduct the environmental surveys. Attached is Permission to Enter form for your use. We respectfully request you to complete the attached form and fax it to my attention by **July 20, 2012, at Fax Number: 905-833-1255**.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts named in the enclosed brochure.

Thank you for your co-operation.

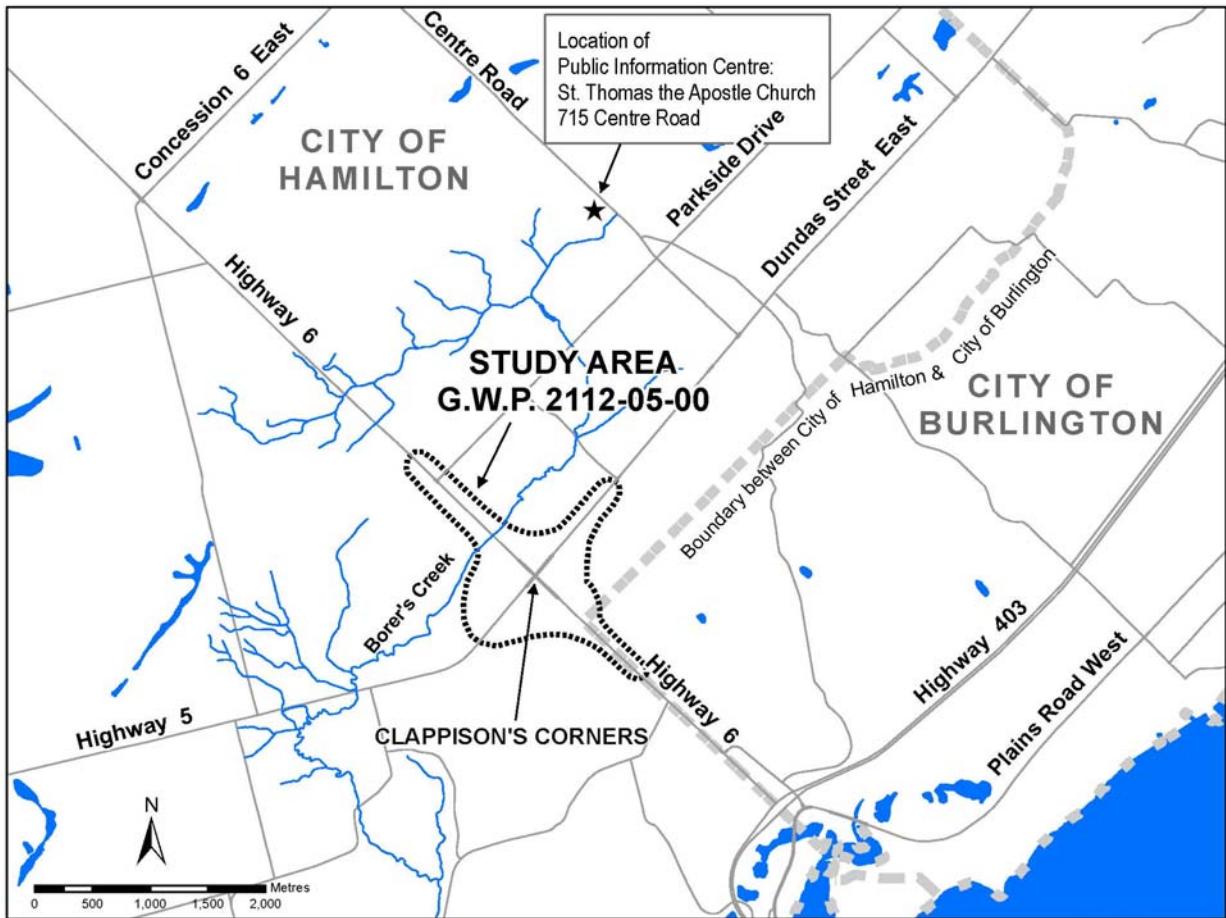
Yours sincerely,

LGL Limited
environmental research associates

T. Audrey Steele, B.A., M.E.S.
Senior Environmental Planner

cc Makael Kakakhel, P. Eng., Project Engineer, MTO
 Chris Barber, Environmental Planner, MTO
 Stephen Chiu, P. Eng., Consultant Senior Project Manager, IBI Group
 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

Encl



Property owners whose access will be modified by the preferred alternative
PIC #1 Invitation Letter

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
Preliminary and Detail Design and Environmental Assessment Study

The Ministry of Transportation (MTO) has retained IBI Group to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study area is located in the Cities of Hamilton and Burlington. A key plan of the study area is enclosed with this letter.

The purpose of this letter is to inform you of a Public Information Centre (PIC) for the study. The PIC will be open to the public from **4:00 p.m. to 8:00 p.m. on Tuesday June 19, 2012** at **St. Thomas the Apostle Church, 715 Centre Road, Waterdown, Ontario**.

The PIC will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design. MTO staff and their consultants will be on hand to answer any questions and receive your input.

We strongly encourage that you to attend the PIC as the recommended preliminary design may impact access to your property.

The study includes the following components:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
- realignment of Highway 5 slightly to the north in the vicinity of the Highway 5 and Highway 6 intersection;
- new interchange ramps and a new Highway 5 over Highway 6 interchange bridge structure, as part of the new Highway 5/Highway 6 Interchange;
- widening of Highways 5 and 6;
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/extensions;

- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;
- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

The study is following the approved planning process for Group “B” projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. MTO completed a Preliminary Design Study for the currently planned Highway 5/Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003. Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications. Notification of submission of the TESR Addendum will be published in local newspapers and available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>). A letter will also be mailed to you to inform you of the opportunity to review the TESR Addendum.

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in local newspapers and mailed to those on the study mailing list.

If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts named in the enclosed brochure.

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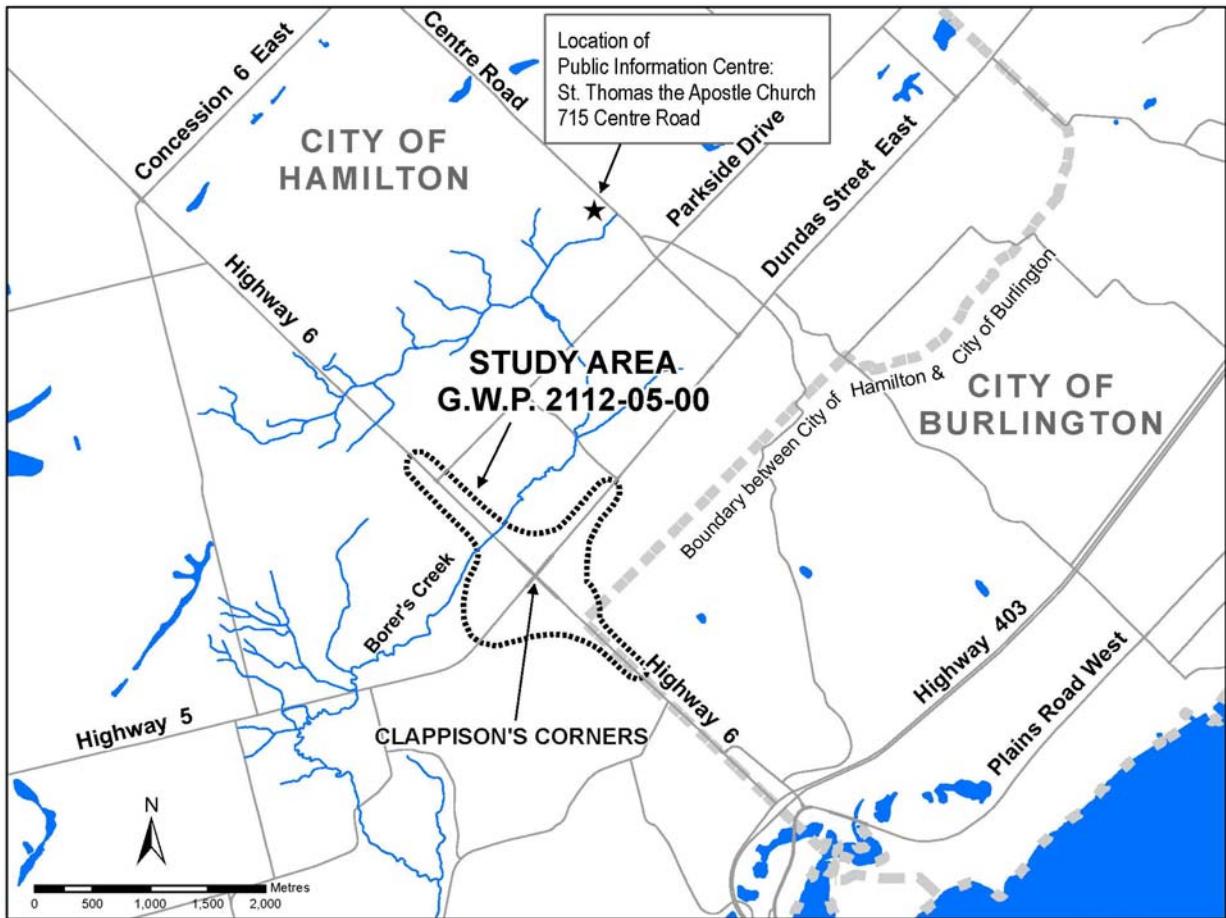
Yours sincerely,

LGL Limited
environmental research associates

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Senior Environmental Planner

cc Makael Kakakhel, P. Eng., Project Engineer, MTO
 Chris Barber, Environmental Planner, MTO
 Stephen Chiu, P. Eng., Consultant Senior Project Manager, IBI Group
 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

Encl



General Public
PIC #1 Invitation Letter

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
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If you are unable to attend the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts named in the enclosed brochure.

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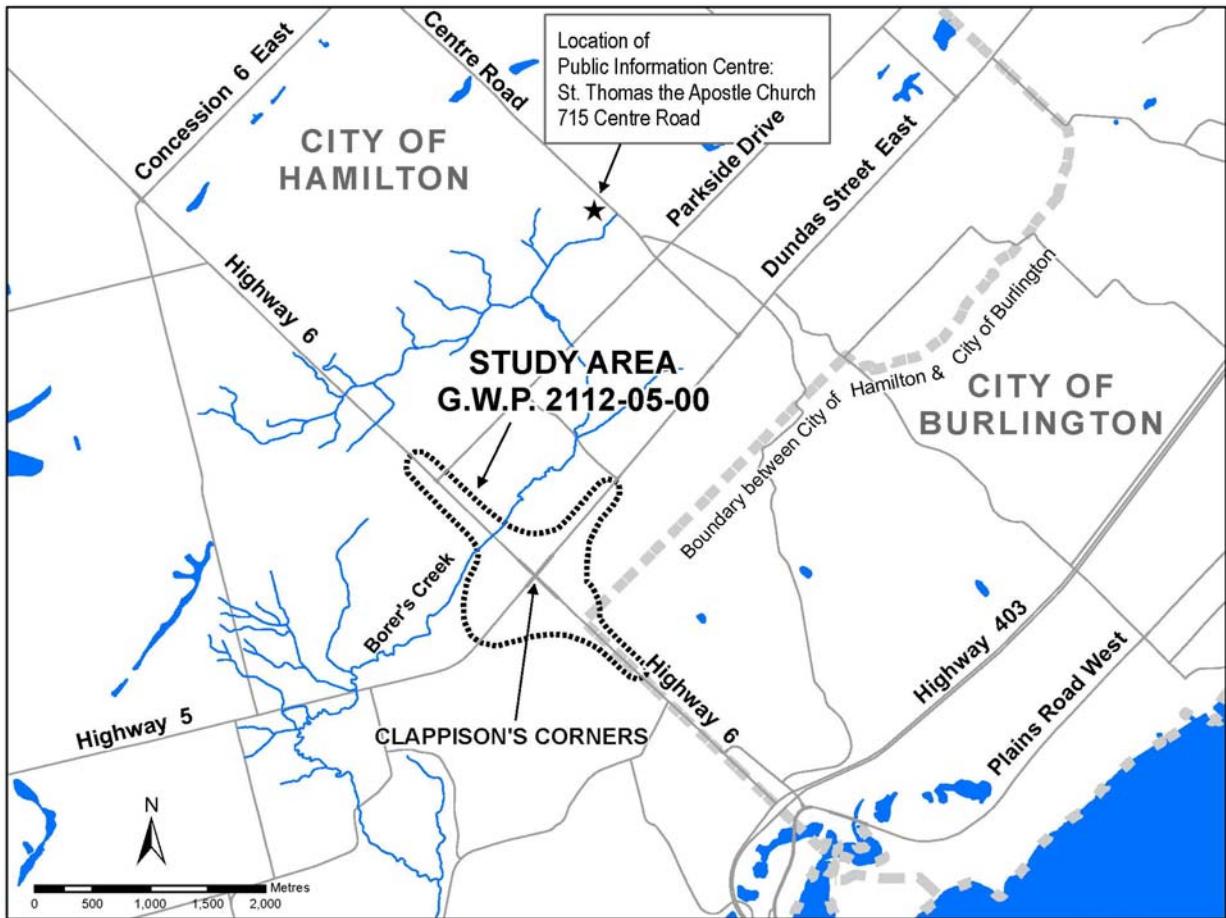
Yours sincerely,

LGL Limited
environmental research associates

T. Audrey Steele, B.A., M.E.S.
Senior Environmental Planner

cc Makael Kakakhel, P. Eng., Project Engineer, MTO
 Chris Barber, Environmental Planner, MTO
 Stephen Chiu, P. Eng., Consultant Senior Project Manager, IBI Group
 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

Encl



Attachment D

**PIC #1 Invitation Letters to External Agencies/Stakeholders,
Aboriginal Communities, Members of Provincial Parliament (MPP),
and Members of Parliament (MP)**

External Agency/Stakeholder
PIC #1 Invitation Letter

Date

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
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in the City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
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The purpose of this letter is to inform you of a Public Information Centre (PIC) for the study. Representatives from external agencies, municipalities, Aboriginal Communities, and elected officials are cordially invited to attend an informal drop-in session prior to the PIC. The purpose of this informal session prior to the PIC is to brief you on the study details and to solicit your comments. This session will be held at **3:00 p.m. on Tuesday June 19, 2012 at the St. Thomas the Apostle Church, 715 Centre Road, Waterdown, Ontario.**

The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** and will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design.

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- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/extensions;
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- paved shoulders on Highway 6 within the interchange limits;
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- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

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The preliminary design portion of the study is anticipated to be completed by the end of 2012.

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in local newspapers and available on the study website (<http://www.lgl.ca/Highway5and6Interchange/index.html>) and mailed to those on the study mailing list.

If you are unable to attend the pre-session and would like further information regarding the study, please contact either the undersigned or one of the Project Managers named in the enclosed brochure.

Thank you for your co-operation.

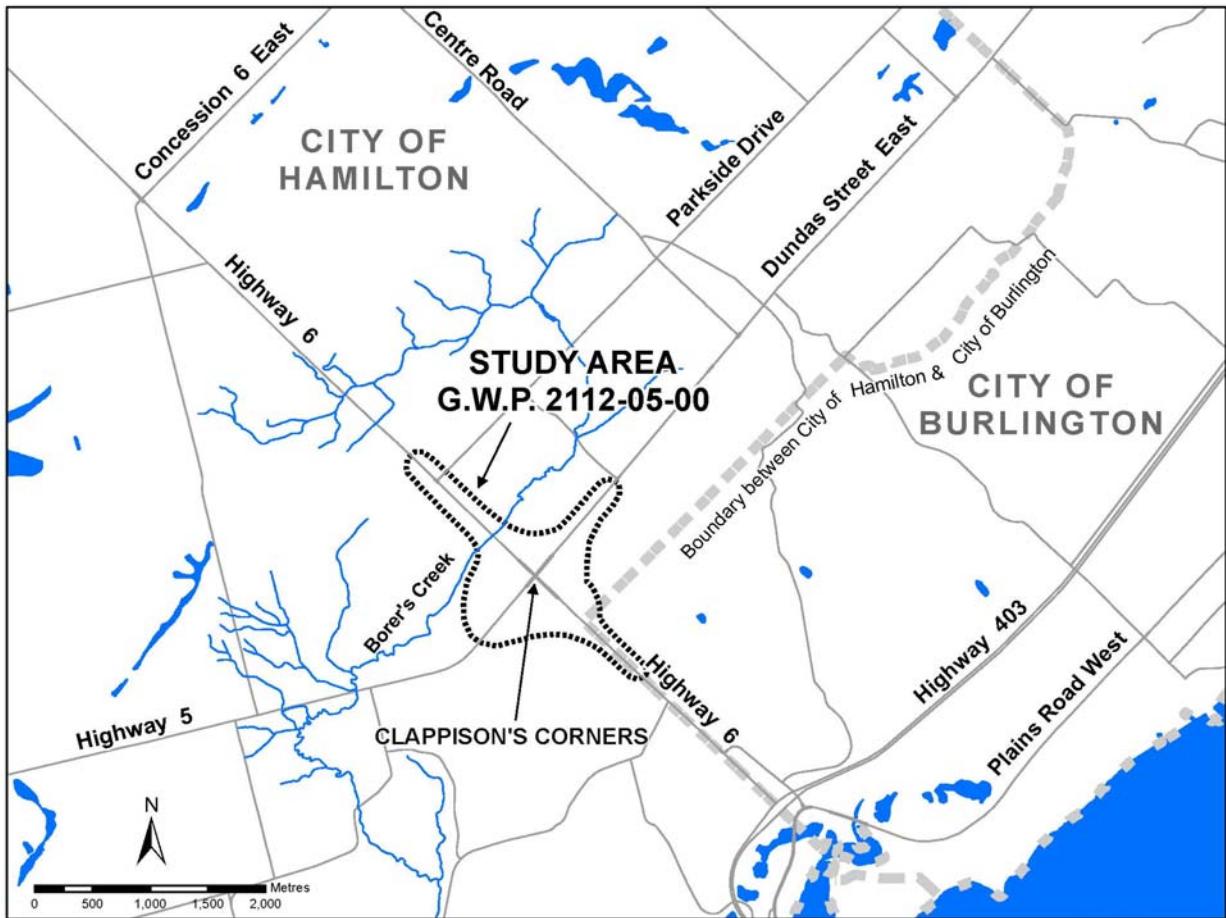
Yours sincerely,

LGL Limited
environmental research associates

T. Audrey Steele, B.A., M.E.S.,
Senior Environmental Planner

cc Makael Kakakhel, P. Eng. Project Engineer, MTO
Chris Barber, Environmental Planner, MTO
Stephen Chiu, P. Eng., Consultant Senior Project Manager, IBI
Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI

Attach





Ministry of Transportation
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Tel.: (416) 235-4341
Fax: (416) 235-3576

Ministère des Transports
Bureau de génie
Région du Centre
4e étage, édifice D
1201, avenue Wilson
Downsview, Ontario M3M1J8
Tél.: (416) 235-4341
Téléc: (416) 235-3576

Date

Aboriginal Communities
PIC #1 Invitation Letter

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
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The purpose of this letter is to inform you of a Public Information Centre (PIC) for the study. Representatives from Aboriginal Communities, external agencies, municipalities, and elected officials are cordially invited to attend an informal drop-in session prior to the PIC. The purpose of this informal session prior to the PIC is to brief you on the study details and to solicit your comments. This session will be held at **3:00 p.m. on Tuesday June 19, 2012 at the St. Thomas the Apostle Church, 715 Centre Road, Waterdown, Ontario.**

The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** and will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design.

The study includes the following components:

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- widening of Highways 5 and 6;
- construction of a concrete median barrier (Tall Wall) along Highway 6 within the interchange limits;
- full illumination within the interchange limits;
- installation of new traffic signals associated with the new interchange;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/extensions;
- a storm sewer and open ditch drainage system within the interchange limits;
- paved shoulders on Highway 6 within the interchange limits;
- construction of concrete curb and gutter along Highway 5 within the interchange limits;

- Municipal road connections in the vicinity of the proposed new Highway 5 and Highway 6 Interchange;
- sidewalks on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits;
- on-road bike lanes on Dundas Street East and on Highway 5 just west of Highway 6 within the interchange limits; and,
- a new commuter parking lot.

As part of this study, Archaeological Assessment is being undertaken. This assessment is focusing on conducting background research on the project study area and includes reviewing existing archaeological site location data and determining archaeological site potential of the study area. A Stage 1 Archaeological Assessment Report is being prepared that describes the results of all background research and fieldwork, and will contain all necessary photographic and cartographic documentation, and recommendations for Stage 2 assessment should it be required.

The Study Team is also conducting a natural sciences review of the study area. Background information relating to natural heritage features is being collected and field investigations are being performed within the study area to inventory vegetation and vegetation communities, fish and fish habitat, as well as wildlife and wildlife habitat. The sensitivity/significance of environmental features identified will be determined, and impact analysis will be performed to identify impact management measures. This work will be documented in various reports.

The study is following the approved planning process for Group “B” projects under the MTO *Class Environmental Assessment for Provincial Transportation Facilities* (2000), with the opportunity for public input throughout. MTO completed a Preliminary Design Study for the currently planned Highway 5/Highway 6 Interchange, including the submission of a Transportation Environmental Study Report (TESR) in 2003. Since the preliminary design of the Highway 5/Highway 6 Interchange documented in the 2003 TESR is being modified, a TESR Addendum will be prepared and made available for a 30-day public review period to document the proposed modifications.

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The preliminary design portion of the study is anticipated to be completed by the end of 2012.

Following submission of the TESR Addendum, the study team will move forward with detail design. Upon completion of the Detail Design Study, a Design and Construction Report (DCR) will be prepared and made available for public review. Notification of study completion and submission of the DCR will be published in local newspapers and mailed to those on the study mailing list.

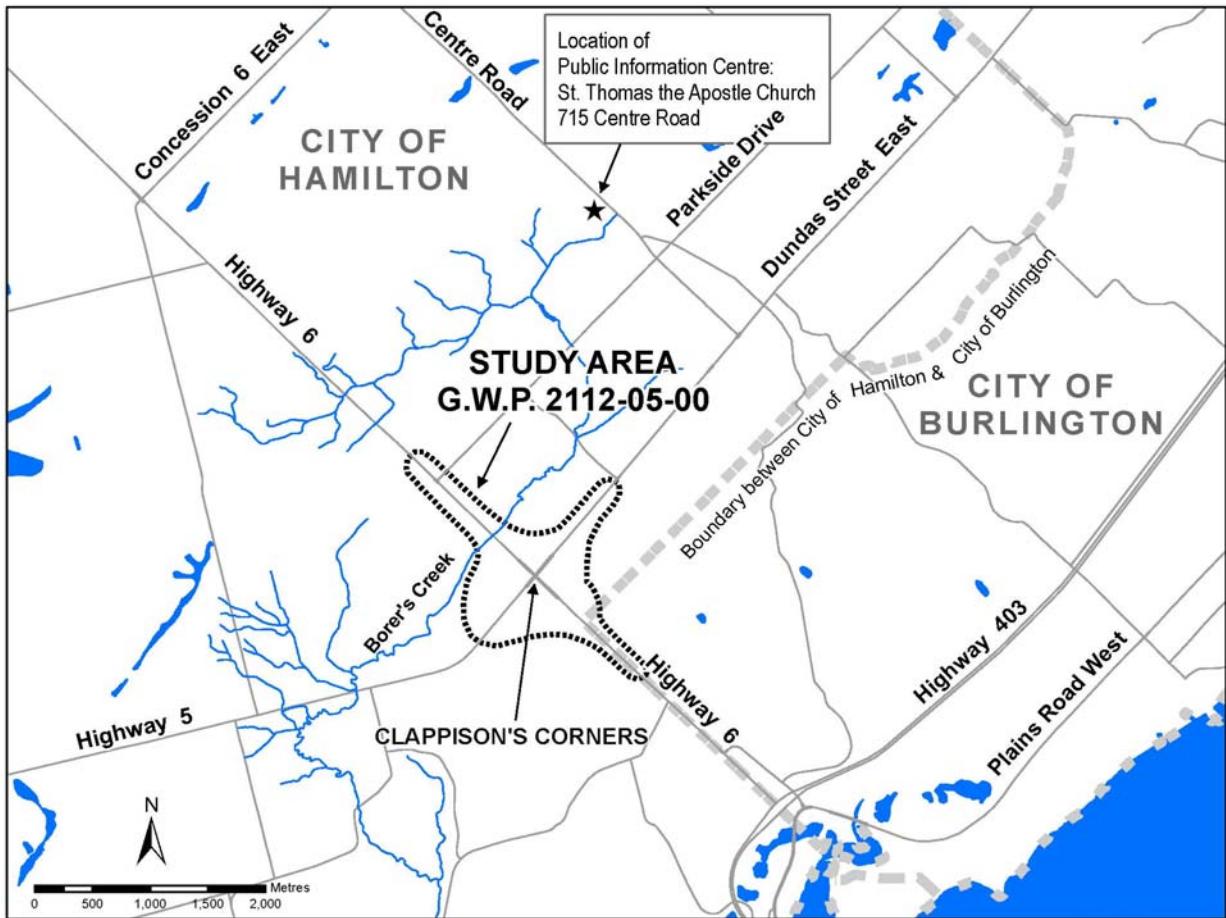
If you are unable to attend the drop-in session or the PIC and would like to provide comments, or if you require further information regarding this study, please feel free to contact me by phone at 416-235-4341 or by e-mail at makael.kakakhel@ontario.ca. In addition, if you are interested in meeting as a result of receiving this letter, please contact me to arrange a meeting at your earliest convenience.

Yours sincerely,

Makael Kakakhel, P. Eng.
Project Engineer, Central Region MTO

cc Chris Barber, Environmental Planner, MTO
 T. Audrey Steele, Consultant Environmental Planner, LGL
 Stephen Chiu, P. Eng., Consultant Project Manager, IBI Group
 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

Encl





Ministry of Transportation
Engineering Office
Central Region
4th Floor, Bldg. D
1201 Wilson Avenue
Downsview, Ontario M3M 1J8
Tel.: (416) 235-4341
Fax: (416) 235-3576

Ministère des Transports
Bureau de génie
Région du Centre
4e étage, édifice D
1201, avenue Wilson
Downsview, Ontario M3M1J8
Tél.: (416) 235-4341
Téléc: (416) 235-3576

Date

Member of Provincial Parliament (MPP)
and Member of Parliament (MP)
PIC #1 Invitation Letter

«Title» «FirstName» «LastName»
«JobTitle»
«Company»
«Address1»
«Address2»
«City», «Province»
«PostalCode»

Dear «Title» «LastName»:

RE: Public Information Centre Invitation
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The PIC will be open to the public from **4:00 p.m. to 8:00 p.m.** and will consist of an informal drop-in centre with displays showing the recommended Highway 5/Highway 6 Interchange and municipal road Preliminary Design.

The Ontario Government Notice notifying the public of the Public Information Centre will appear in local newspapers the week of June 11, 2012.

The study includes the following components:

- realignment of Highway 6 slightly to the east in the vicinity of the Highway 5 and Highway 6 intersection;
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If you are unable to attend the drop-in session or the PIC and would like further information regarding the study, please contact either the undersigned or one of the contacts named in the enclosed brochure.

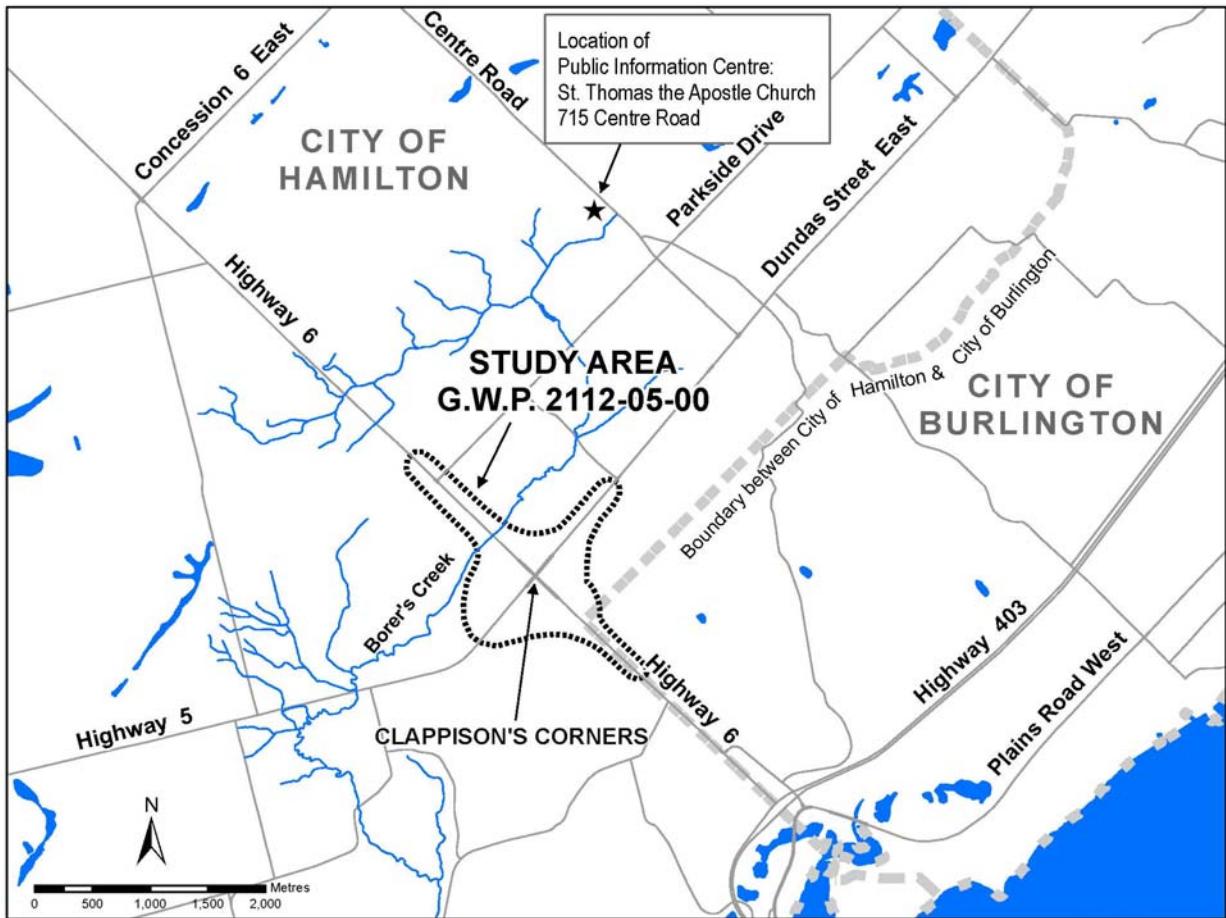
Thank you for your co-operation.

Yours sincerely,

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Project Engineer, Central Region MTO

cc Chris Barber, Environmental Planner, MTO
 T. Audrey Steele, Consultant Environmental Planner, LGL
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 Don Drackley, MCIP, RPP, MITE, Senior Associate, IBI Group

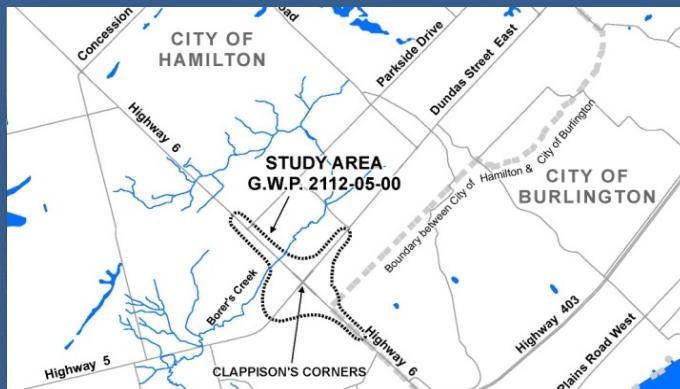
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Attachment E
PIC #1 Display Materials



Welcome to the Public Information Centre For the Future Highway 5/Highway 6 Interchange and Associated Municipal Roads and Commuter Parking Lot in the City of Hamilton (Clappison's Corners)



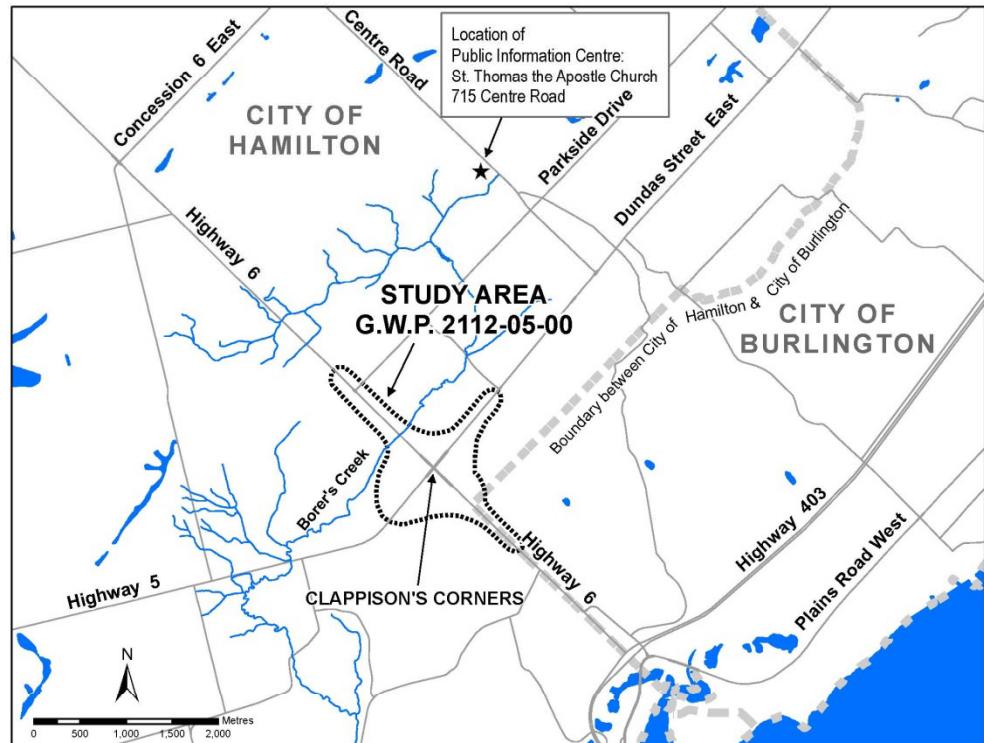
June 19, 2012
4:00 – 8:00 PM



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

PRELIMINARY AND DETAIL DESIGN STUDY

The **Ministry of Transportation (MTO)** has retained **IBI Group** to complete a Preliminary and Detail Design and Class Environmental Assessment Study for the future Highway 5/Highway 6 Interchange and associated municipal roads in the City of Hamilton (Clappison's Corners). The study also includes the determination of a location for a new commuter parking lot in the vicinity of the future Highway 5/Highway 6 Interchange. The study area is located in the Cities of Hamilton and Burlington.



The current study is being completed in partnership with the City of Hamilton.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

PUBLIC INFORMATION CENTRE

Purpose

The purpose of this Public Information Centre (PIC) is to present the preferred Preliminary Design Alternative for the Highway 5/Highway 6 Interchange, associated municipal roads, and new commuter parking lot in the vicinity of the interchange for public review and input.

Comments

The study team is interested in receiving input on the preliminary design. Please review the displays and discuss any aspects of the project with the study team. Comment forms are also available for anyone wishing to provide comments in writing. Comments can also be submitted through the study website:

<http://www.lgl.ca/Highway5and6Interchange/index.html>

Impacts to Property

If you have questions about potential impacts of this project to your property, please speak to the MTO Property staff after you have reviewed the display panels.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

STUDY AREA

- The study area includes the immediate vicinity of the Highway 5/ Highway 6 intersection, as illustrated on the plan to the right.
- It extends along Highway 6, from the south of the Niagara Escarpment to north of Parkside Drive (3 km), and along Highway 5/Dundas Street, for approximately 1 km east and west of Highway 6.
- The study area has recently been updated to allow for widening of Highway 6 to approximately 1.3 km south of Highway 5.

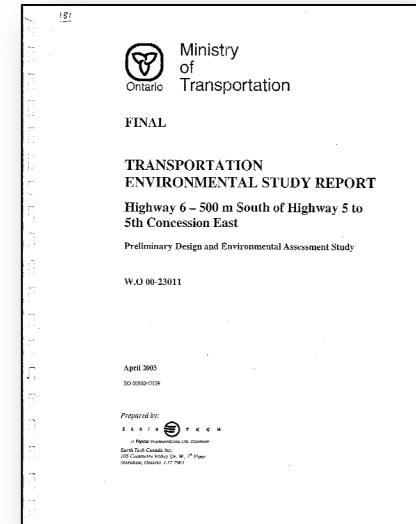




HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

BACKGROUND

- In 2004, MTO completed a Preliminary Design Study for improvements to Highway 6, from south of Highway 5 to 5th Concession East, in the City of Hamilton.
- This study identified the need for a new interchange to replace the existing at-grade intersection of Highway 5 and Highway 6, to accommodate future traffic demands.
- As part of the Preliminary Design Study, a Transportation Environmental Study Report (TESR) was completed.
- The TESR outlined the preliminary design components associated with the new interchange at Highway 5/Highway 6 (listed on the next display panel). However, no environmental approvals were obtained for the associated municipal roads and commuter parking lot.
- The TESR was made available in 2003 for a 30 day public review period, and received environmental clearance.



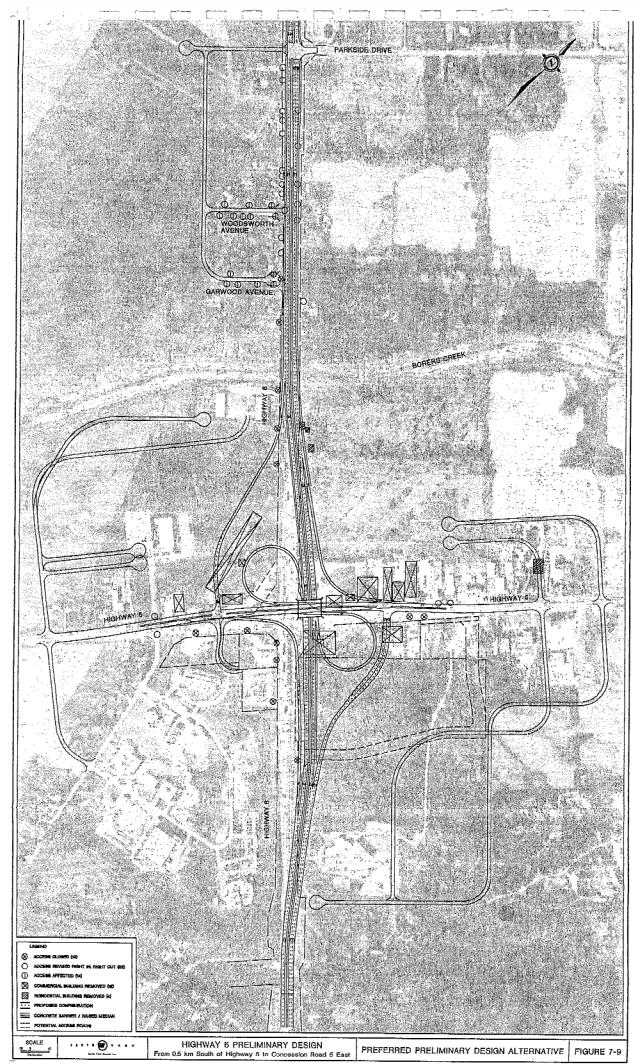


HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

BACKGROUND (continued)

The preferred preliminary design alternative, as reflected in the 2003 TESR, included the following components within the interchange limits:

- realignment of Highway 6 slightly to the east;
- realignment of Highway 5 slightly to the north;
- new interchange ramps and a new bridge over Highway 6;
- construction of a concrete median barrier along Highway 6;
- full illumination;
- installation of new traffic signals;
- extension of the three cell box culvert under Highway 6 at Borer's Creek and other culvert replacements/ extensions;
- paved shoulders on Highway 6;
- construction of concrete curb and gutter; and
- storm sewer and open drainage system.





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

PURPOSE OF THE STUDY

The purpose of the current study is to:

- update the recommended plan for the future Highway 5/Highway 6 Interchange as reflected in the 2003 TESR based on updated traffic demands;
- assess the requirements of associated municipal roads; and
- determine the location for a new commuter parking lot in the vicinity of the interchange.

Changes to the preliminary design in the 2003 TESR will be documented in a report that will be made available for a 30 day public review period. This report is called a Transportation Environmental Study Report (TESR) Addendum. A Part II Order can only be requested for the project components addressed in the TESR Addendum.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

STUDY PROCESS

The study is following the approved planning process for Group “B” projects under the *Class Environmental Assessment for Provincial Transportation Facilities* (MTO 2000), with the opportunity for public input throughout.

Preliminary Design

To date, the following activities have been undertaken as part of the preliminary design:

- documentation of existing conditions within the study area;
- development and evaluation of alternatives for the associated municipal road network and new commuter parking lot; and
- preparation of a preferred preliminary design alternative.

Upon completion of the preliminary design and the 30 day public review period of the TESR Addendum, the detail design study will commence.

Summary of Notices, Tasks and Contact with the Public (tentative schedule)

2011

Notice of Study Commencement (January 20, 2011)

Assessment of Existing Conditions and Transportation Needs

Evaluation of the Preliminary Design Alternatives

Notice of PIC #1

Public Information Centre #1 (June 2012)

Finalize Preferred Preliminary Design Alternative

Prepare TESR Addendum

Notice of TESR Addendum Submission (December 2012)

2012



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

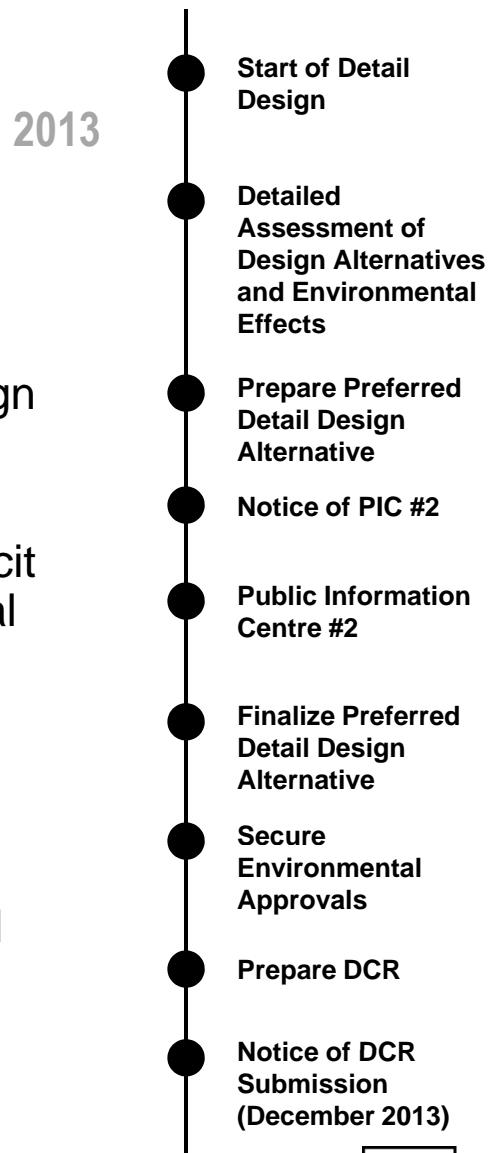
STUDY PROCESS (continued)

Detail Design

The purpose of the detail design study will be to design the interchange to a level of detail required for construction, and to prepare contract documents for construction. Any required environmental approvals will be obtained during the detail design study.

A second PIC will be held during the detail design study, to solicit input on the design of the interchange and associated municipal road network. Upon completion of the detail design portion of this study, a Design and Construction Report (DCR) will be prepared to document the detail design phase of the study.

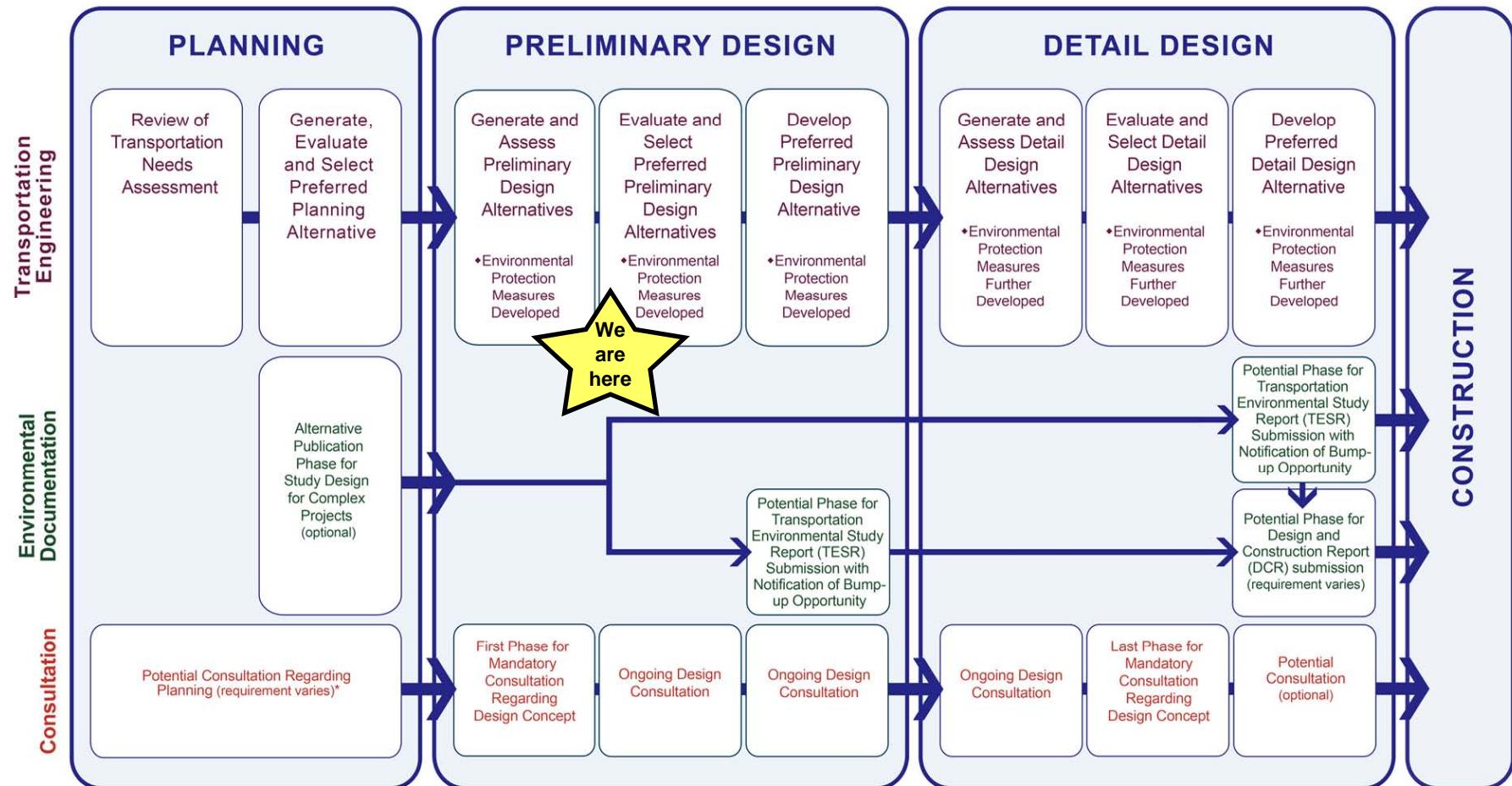
The DCR will be released for public review and comment. Notification of study completion and submission of the DCR will be advertised in local newspapers. A DCR for Group “B” projects is not eligible for Part II Order (bump-up) opportunity.





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

Overview of Class Environmental Assessment Process for Group B Projects





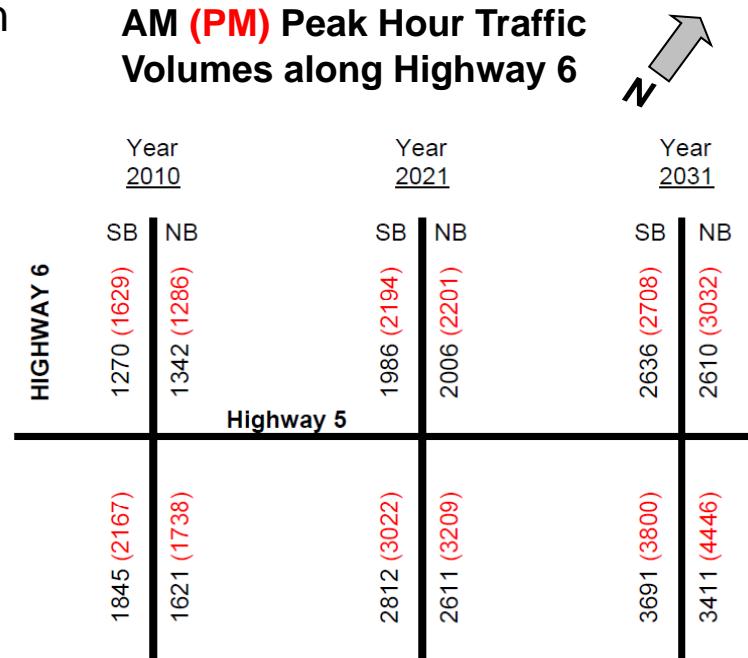
HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

TRAFFIC AND TRANSPORTATION

- Highway 6 is currently two lanes in each direction with a third northbound lane (7% gradient), terminating immediately north of Highway 5.
- Heavy vehicle percentages constitute 10% of existing traffic southbound and 7% northbound.
- Traffic demands on Highway 6 are expected to double within the 20 year horizon.
- Year 2031 projections exceed the 2026 design hour projections identified as part of the approved 2004 Preliminary Design Study by 10 - 25% south of Highway 5 and 40 - 50% north of Highway 5.
- The 2031 forecasts indicate that existing Highway 6 will exceed capacity, particularly at signalized intersections along Highway 6.
- Capacity improvements, including an additional (third) southbound lane along Highway 6, will be required to accommodate 2031 traffic demands.

AM (PM) Peak Hour Traffic Volumes along Highway 6





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

NEED AND JUSTIFICATION

- The need to replace the existing at-grade intersection of Highway 5/6 with an interchange is identified in the TESR (2003), which received environmental clearance.
- The traffic analysis completed as part of the current study has determined that an additional lane will be required in each direction along Highway 6 through the area of the interchange, to minimize delays and accommodate growth within the 20 year horizon.
- In conjunction with the proposed interchange, there is a need to provide municipal road network improvements to maintain property access.
- In 2007, the Ministry of Transportation completed a Carpool Lots Opportunity Study which identified this intersection as a desirable location for a new commuter parking lot.





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EXISTING ENVIRONMENTAL CONDITIONS

As part of this study, updated information was collected for the following areas:

- **Natural Environment:** vegetation, wildlife, and aquatic habitat.
- **Socio-Economic Environment (Land Use Factors):** planned and existing land uses, and highway noise.
- **Cultural Environment:** archaeology, built heritage and cultural heritage landscapes.

Further studies will be conducted later in the study to assess the effects to the natural, socio-economic and cultural environments associated with the preferred preliminary design alternative. The results of these studies will be presented in the TESR Addendum.

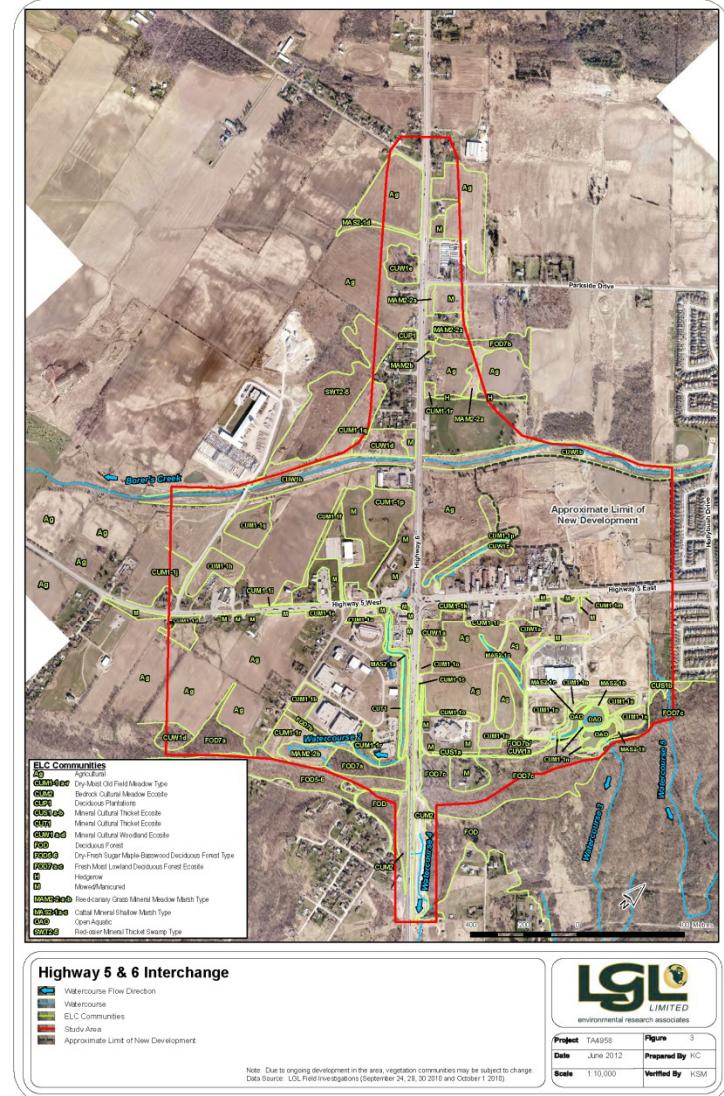




HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

NATURAL ENVIRONMENT

- There are 5 watercourses within the study area, Borer's Creek (see right) a permanent watercourse, and 4 other intermittent (seasonal) watercourses.
- The study area contains a number of vegetation communities, including deciduous forest, wetlands, cultural meadow, and woodlands. The locations of these vegetation communities are shown on the map.
- The Niagara Escarpment borders the southern end of the study area. The escarpment contains a number of significant environmental features (e.g., Areas of Natural and Scientific Interest). In addition, a Butternut tree (*Juglans cinerea*) was recorded within the Niagara Escarpment lands. Butternut is an Endangered species under the Ontario *Endangered Species Act* (ESA). However, these areas will not be impacted by the proposed work.
- Of the species of wildlife that have been recorded within the study area, none of these species are regulated as 'Threatened' or 'Endangered' under the Ontario ESA.





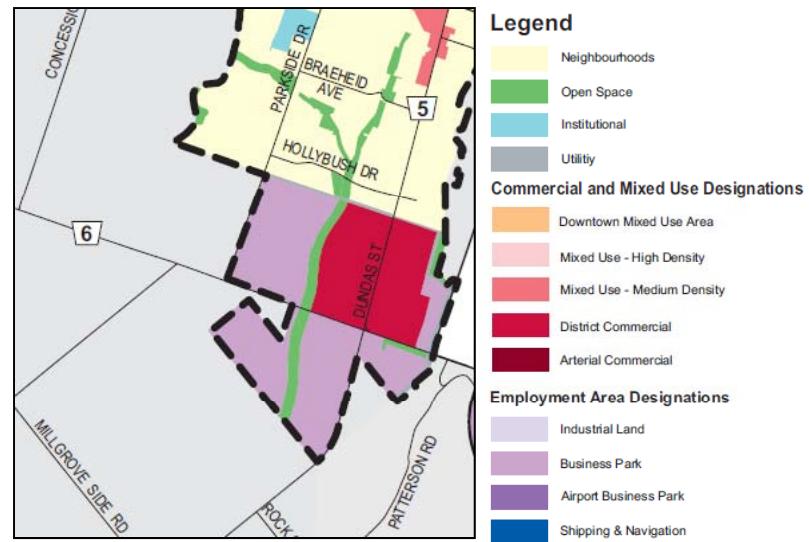
HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

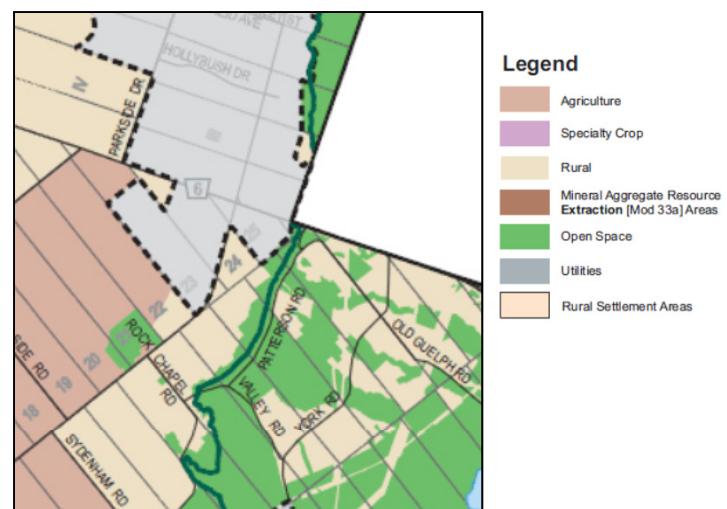
LAND USE FACTORS

- The study area is located in the City of Hamilton, close to the community of Waterdown. Highway 6 provides a connection to other regional highways and downtown Hamilton, while Highway 5 provides an important west-east connection in Hamilton.
- The study area is designated in the Hamilton Urban Official Plan as 'Business Park', 'District Commercial' and 'Open Space' (see top right image), and the small areas located within the Rural Official Plan are designated as 'Rural' and 'Agriculture' (see bottom right image).
- Existing land uses in the study area consist of business park/office, retail, community service, industrial, residential and agricultural.
- In the existing agricultural areas, soil capacity for agriculture is high (Class 1), and are considered prime agricultural lands.

Hamilton Urban Official Plan – Land Use Schedule



Hamilton Rural Official Plan – Land Use Schedule

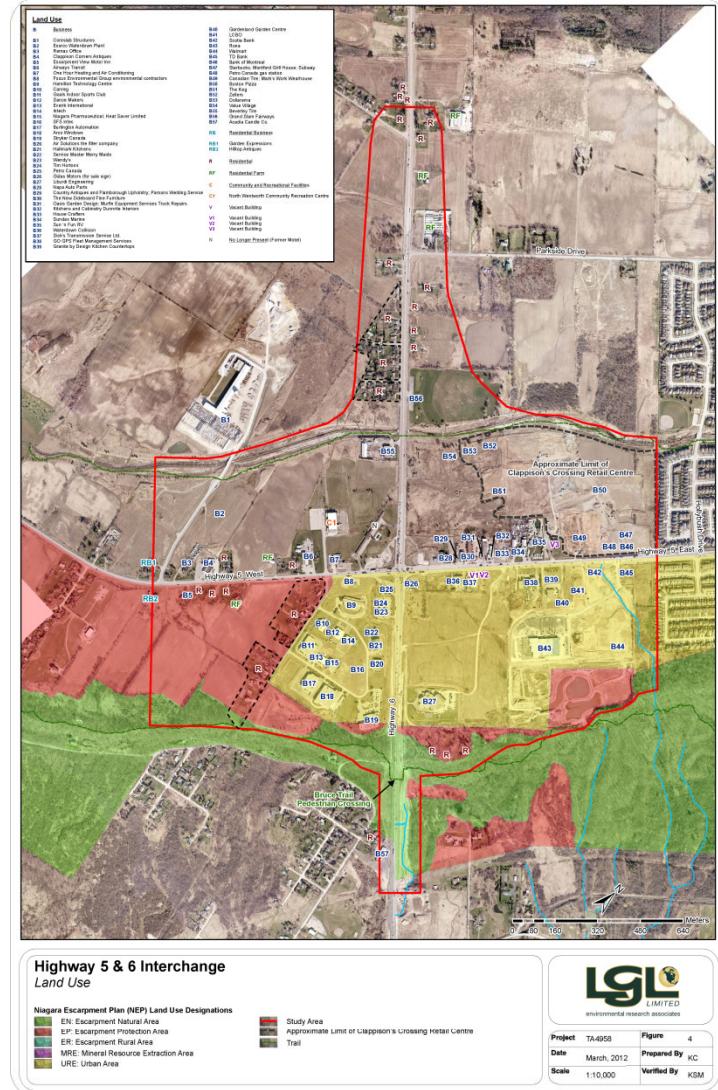




HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

LAND USE FACTORS

- The study area north of Highway 5 is designated as part of the *Greenbelt Plan* ‘Protected Countryside’.
- The study area south of Highway 5 is part of the *Niagara Escarpment Plan* (see graphic to the right for specific land use designations).
- The *Greenbelt Plan* and *Niagara Escarpment Plan* policies have been considered in the development and evaluation of alternatives.
- An inventory of existing land uses within the study area was undertaken in November of 2010, and is presented on the graphic to the right. A range of office, industrial, retail, residential and recreational land uses are located throughout the study area.





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

NOISE

- A noise assessment was undertaken based on the preferred preliminary design alternative.
- Although future traffic volumes are predicted to increase noise levels along Highway 6 north of Highway 5, it is not feasible to construct sound barriers and maintain access to the existing residential dwellings.

CULTURAL ENVIRONMENT

- A Stage 1 Archaeological Assessment has indicated that 10 archaeological sites have been registered within 1 km of the study area. A review of geography and local nineteenth century land use suggest the potential for the identification of archaeological sites. Further assessments will be undertaken during this study.
- A total of 2 built heritage and 2 cultural heritage landscape features were identified as being potentially affected by the preliminary design alternative.



SITES OF ENVIRONMENTAL INTEREST

- Based on a review of the study area, a number of properties with potential for environmental concern have been identified. An assessment will be conducted within potentially impacted lands associated with the preferred preliminary design alternative.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF MUNICIPAL ROAD ALTERNATIVES

Municipal road network alternatives were generated for the northwest, southwest and southeast quadrants of the Highway 5/6 Interchange.

The purpose of this municipal road network is to ensure that access to properties in the vicinity of the interchange is maintained.

The alternatives were evaluated using the following criteria, and a preferred alternative for each quadrant was identified.

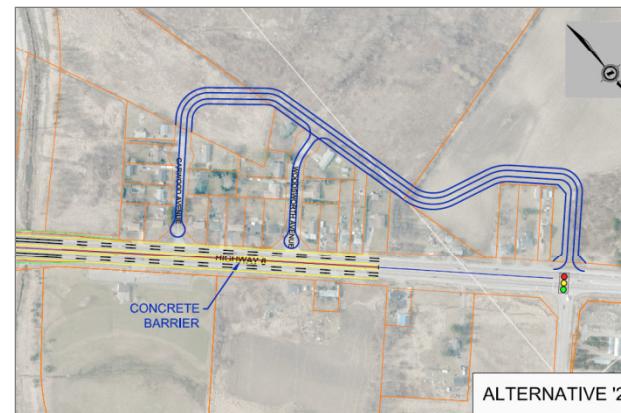
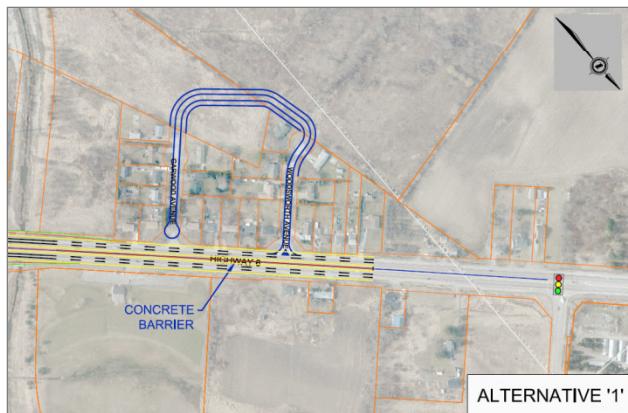
Criteria Group	Criteria
Transportation/Technical	<ul style="list-style-type: none">• Network Capacity and Level of Service• Traffic Safety• Emergency Response• Flexibility
Socio-economic and Cultural Environment	<ul style="list-style-type: none">• Property Requirements• Accessibility to Properties• Property Severance• Redevelopment Potential• Agricultural Land• Noise• Archaeology and Built Heritage/Cultural Heritage Landscapes
Natural Environment	<ul style="list-style-type: none">• Terrestrial Resources (Wildlife and Vegetation)• Aquatic Species/Watercourses• Surface Drainage and Groundwater• Environmentally Sensitive Features
Cost	<ul style="list-style-type: none">• Capital Cost• Maintenance Costs



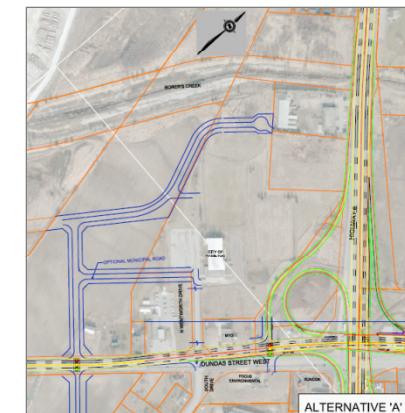
HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

NORTHWEST QUADRANT ALTERNATIVES

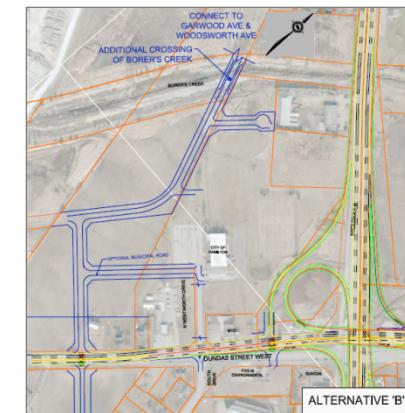
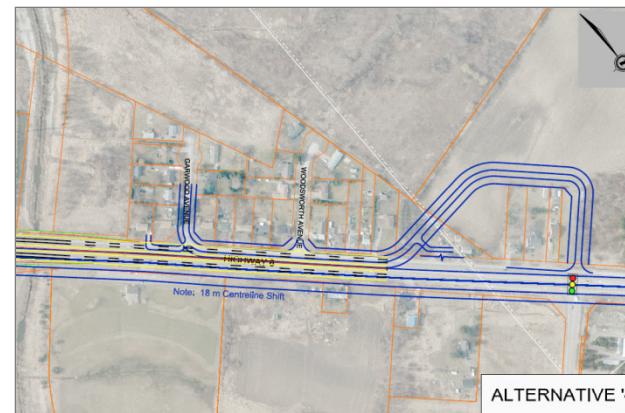
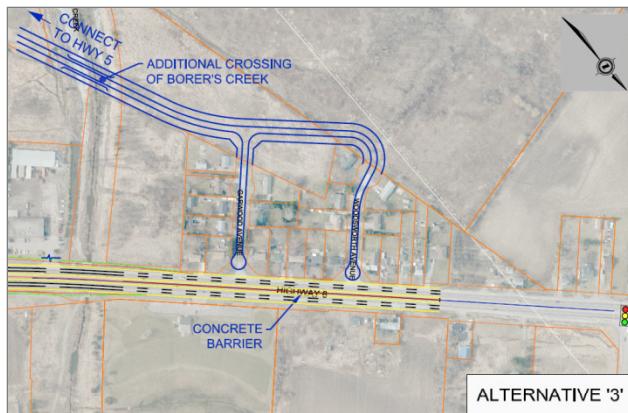
Alternatives North of Borer's Creek



Alternatives South of Borer's Creek



With Alternatives 1, 2, and 4



With Alternative 3



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF NORTHWEST QUADRANT ALTERNATIVES

	CRITERIA	CRITERIA INDICATORS	ALTERNATIVE 1 (w/ Alternative 'A' south of Borer's Creek)	ALTERNATIVE 2 (w/ Alternative 'A' south of Borer's Creek)	ALTERNATIVE 3 (w/ Alternative 'B' south of Borer's Creek)	ALTERNATIVE 4 (w/ Alternative 'A' south of Borer's Creek)
Transportation/Technical	Network Capacity and Level of Service	Ability to accommodate traffic demands	Acceptable	Acceptable	Preferred	Acceptable
	Traffic Safety	Compliance with geometric standards, number of intersection/ driveway conflicts	Least Desirable	Acceptable	Acceptable	Preferred
	Emergency Response	Access for emergency vehicles; potential impact to EMS response times	Acceptable	Preferred	Least Desirable	Preferred
	Flexibility	Ability to accommodate future traffic growth; accommodate pedestrian/ cyclists	Preferred	Acceptable	Least Desirable	Acceptable
Transportation/ Technical Scoring		●	●	●	●	●
Socio-Economic and Cultural Environment	Property Requirements	Removal of residences, businesses, and/or community facilities/ Amount of land required	Acceptable	Less Desirable	Preferred	Acceptable
	Accessibility to Properties	Adverse impacts to existing property access (i.e. right-in/ right-out restriction) Amount of 'out-of-way' travel	Least Desirable	Acceptable	Least Desirable	Preferred
	Property Severance	Potential for property severances to adversely affect current/ future land use	Acceptable	Least Desirable	Acceptable	Acceptable
	Redevelopment Potential	Impacts to current development applications; reduction in developable land	Preferred	Preferred	Preferred	Least Desirable
	Agricultural Land	Loss of agricultural land	Preferred	Acceptable	Preferred	Acceptable
	Noise	Potential for significant noise increases	Acceptable	Acceptable	Acceptable	Preferred
	Archaeology and Built Heritage	Potential for loss of archaeological resources or displacement of built heritage features	Acceptable	Acceptable	Acceptable	Acceptable
Socio-Economic and Cultural Environment Scoring		●	●	●	●	●
Natural Environment	Terrestrial Resources (Wildlife and Vegetation)	Impacts on terrestrial species and habitats (i.e. trees, shrubs, vegetation, wildlife)	Preferred	Acceptable	Preferred	Acceptable
	Aquatic Species/ Watercourses	Impacts on water crossings within project area (i.e. fisheries and aquatics ecosystems)	Preferred	Preferred	Least Desirable	Preferred
	Surface Drainage and Groundwater	Potential for alteration to / construction related effects on water quality and quantity	Preferred	Acceptable	Acceptable	Acceptable
	Environmentally Sensitive Features	Potential for encroaching upon environmentally sensitive features	Preferred	Preferred	Least Desirable	Preferred
Natural Environment Scoring		●	●	●	●	●
Cost	Capital Cost	Capital Construction Cost (including roadway, utilities)	Least Costly	Moderate Cost	Most Costly	Most Costly
	Maintenance Costs	Estimated Annual Road Maintenance Cost	Least Costly	Moderate Cost	Least Desirable	Moderate Cost
	Cost Scoring		●	●	●	●
OVERALL SCORING / RECOMMENDATION		Best Scoring (2.1)	3 rd Best Scoring (1.9)	Poorest Scoring (1.8)	Best Scoring (2.1)	
Cost Comparison, including Property Cost		Lowest Cost Recommended				

RATING/SCORING: ● Preferred/Best ● Acceptable ● Least Desirable/ Worst ● No Significant Difference between Alternatives

Alternative 1 is preferred as it best addresses long-term needs and is cost effective.

Key Elements of the Selected Alternative

- A concrete barrier/raised median along Highway 6 south of Parkside Drive. Properties along Highway 6 will be restricted to right-in/right-out.
- Garwood Avenue will be closed at Highway 6.
- Woodsworth Avenue will be restricted to right-in / right-out at Highway 6.
- A new municipal road will be provided connecting Garwood Avenue to Woodsworth Avenue.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA

PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

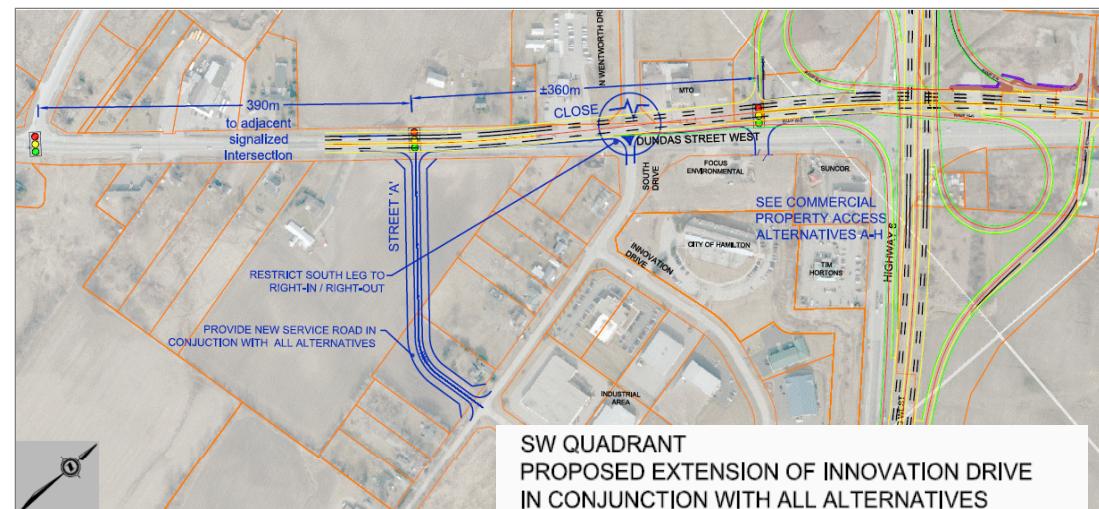
SOUTHWEST QUADRANT

Need for Municipal Road Network

- Access is required to serve the Business Park in this quadrant.
- Retail properties in the south-west corner of the Highway 5/6 intersection currently have direct access from Highway 6, and this access will need to be closed for the implementation of the interchange. A new access is required for traffic to enter these properties.

Business Park Access

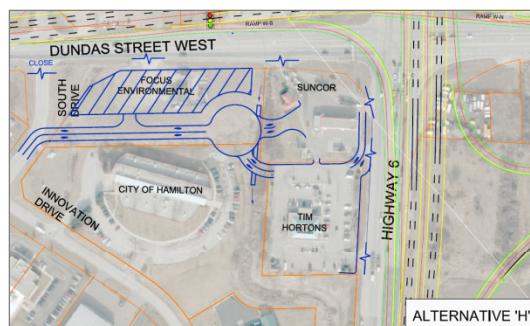
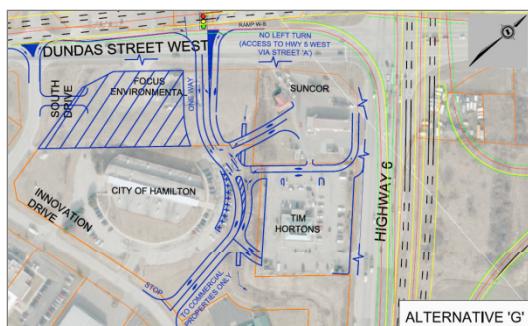
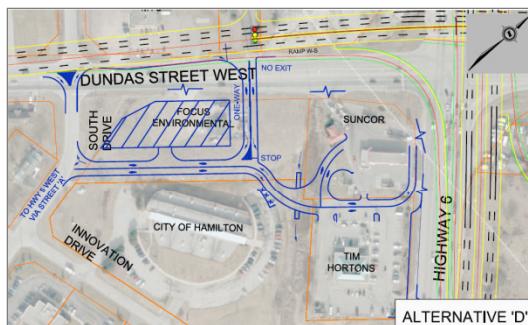
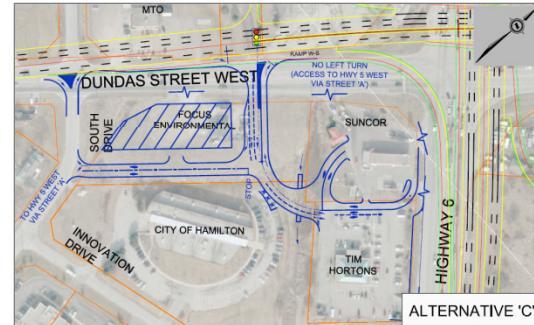
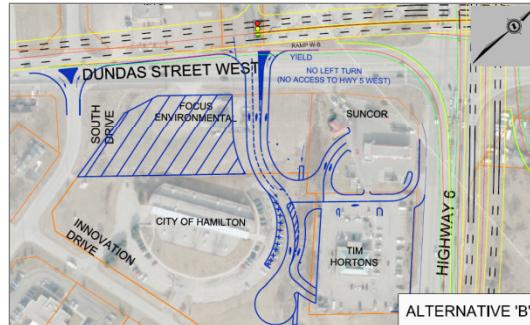
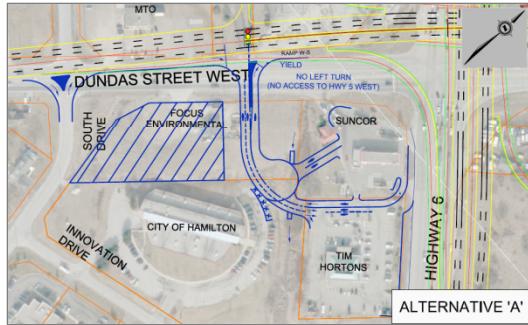
- A conceptual design for an extension of Innovation Drive from South Drive to Highway 5 (Dundas Street) was presented as an alternative (Street 'A') in the TESR (2003). This proposed road has been incorporated into the design of municipal road alternatives within this quadrant.
- A graphic illustration of the preferred alternative for improved access to the Business Park is presented to the right.
- This road alignment is a component of all the alternatives for the retail access (see following displays).





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

SOUTHWEST QUADRANT ALTERNATIVES



Eight (8) alternatives were developed. All but two alternatives include a new access road directly opposite the N-E/W Ramp.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF SOUTHWEST QUADRANT ALTERNATIVES

	CRITERIA	CRITERIA INDICATORS	ALTERNATIVE A	ALTERNATIVE B	ALTERNATIVE C	ALTERNATIVE D	ALTERNATIVE E	ALTERNATIVE F	ALTERNATIVE G	ALTERNATIVE H
Transportation/Technical	Network Capacity and Level of Service	Ability to accommodate traffic demands	Acceptable	Acceptable	Acceptable	Least Desirable	Least Desirable	Preferred	Acceptable	Preferred
		Ability to accommodate traffic demands	Acceptable	Acceptable	Acceptable	Acceptable	Preferred	Less Desirable	Preferred	Least Desirable
	Traffic Safety	Compliance with geometric standards; number of intersection/ driveway conflicts	Less Desirable	Less Desirable	Less Desirable	Acceptable	Less Desirable	Acceptable	Less Desirable	Preferred
	Emergency Response	Access for emergency vehicles; potential impact to EMS response times	Acceptable	Acceptable	Preferred	Preferred	Preferred	Less Desirable	Preferred	Least Desirable
	Flexibility	Ability to accommodate future traffic growth; accommodate pedestrian cyclists	Less Desirable	Less Desirable	Preferred	Preferred	Preferred	Acceptable	Preferred	Acceptable
Socio-Economic and Cultural Environment	Transportation/ Technical Scoring		●	●	●	●	●	●	●	●
	Property Requirements	Removal of residences, businesses, and/or community facilities/ Amount of land required	Preferred	Less Desirable	Less Desirable	Less Desirable	Least Desirable	Less Desirable	Least Desirable	Acceptable
	Accessibility to Properties	Adverse impacts to existing property access (i.e. right-in / right-out restrictions; Amount of out-of-way travel)	Moderate Impact	Moderate Impact	Preferred	Moderate Impact	Least Desirable	Unacceptable	Preferred	Unacceptable
	Property Severance	Potential for property severances to adversely affect current/ future land use	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference
	Redevelopment Potential	Impacts to current development applications; reduction in developable land	Preferred	Least Desirable	Least Desirable	Preferred	Preferred	Preferred	Preferred	Moderate Impact
	Agricultural Land	Loss of agricultural land	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference
	Noise	Potential for significant noise increases	Moderate Impact	Moderate Impact	Preferred	Preferred	Preferred	Least Desirable	Preferred	Least Desirable
	Archaeology and Built Heritage	Potential for loss of archaeological resources or displacement of built heritage features	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference
	Socio-Economic and Cultural Environment Scoring		●	●	●	●	●	●	●	●
Natural Environment	Terrestrial Resources (Wildlife and Vegetation)	Impacts on terrestrial species and habitats (i.e. trees, shrubs, vegetation, wildlife)	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact	Minor Impact
	Aquatic Species/ Watercourses	Impacts on water crossings within project area (i.e. fishways, aquatic ecosystems)	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference
	Surface Drainage and Groundwater	Potential for alteration to / construction related effects on water quality and quantity	Preferred	Significant Impact	Minor Impact	Minor Impact	Significant Impact	Significant Impact	Significant Impact	Minor Impact
	Environmentally Sensitive Features	Potential for encroaching upon environmentally sensitive features	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference	No Significant Difference
	Natural Environment Scoring		●	●	●	●	●	●	●	●
Cost	Capital Cost	Capital Construction Cost (including roadway, utilities)	Lowest Cost	Moderate Cost	2 nd Lowest Cost	Moderate Cost	Most Costly	Moderate Cost	2 nd Highest Cost	Lowest Cost
	Maintenance Costs	Est. Annual Road Maintenance Cost	Minor Cost	Minor Cost	Minor Cost	Minor Cost	Minor Cost	Minor Cost	Minor Cost	Minor Cost
	Cost Scoring		●	●	●	●	●	●	●	●
OVERALL SCORING /RECOMMENDATION		BEST Scoring (2.3)	Poor Scoring (1.9)	2 nd Best Scoring (2.2)	Poor Scoring (1.8)	Poor Scoring (1.6)	Poorest Scoring (1.5)	3 rd Best Scoring (2.1)	Poor Scoring (1.7)	

RATING/
SCORING:



Preferred/Best



Acceptable



Least Desirable/
Worst

● No Significant Difference
between Alternatives

Alternative A is preferred as it best balances the need to maintain property access with minimizing property impacts and costs.

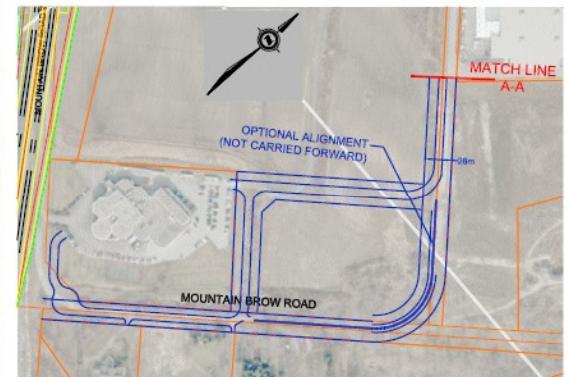
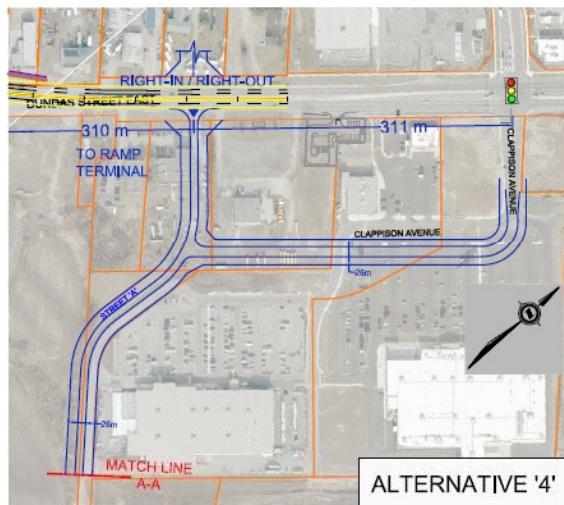
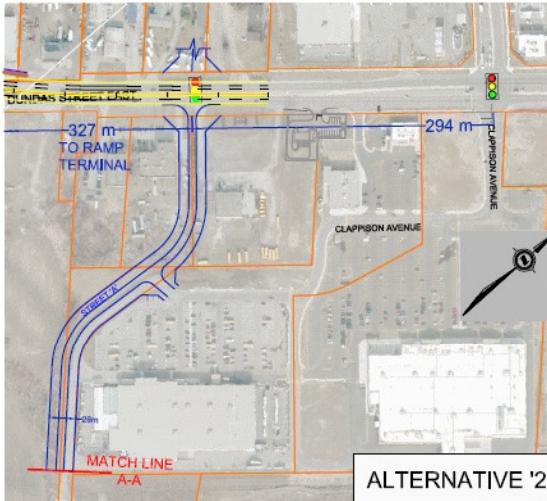
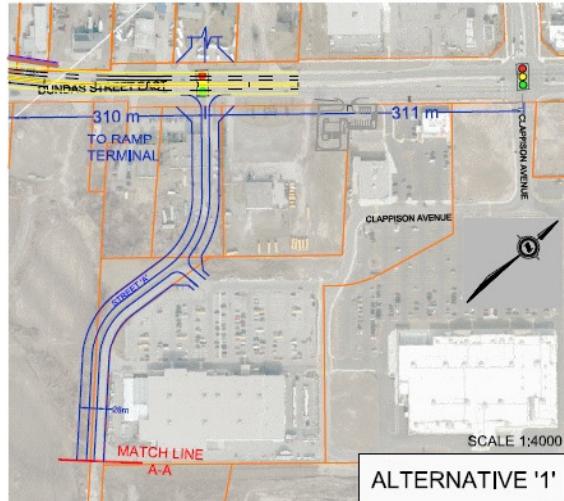
Key Elements of Selected Alternative

- A new signalized intersection on Highway 5 located approximately 360m west of the proposed N-E/W Ramp terminal (Street 'A');
- South Drive will be restricted to right-in/right-out access at Highway 6; and,
- A new municipal road will be provided to access commercial properties adjacent to the interchange. Access to Highway 5/Dundas Street will be restricted to eastbound only (signal controlled and restricted to 'No Right Turn on Red', in keeping with MTO access guidelines).



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

SOUTHEAST QUADRANT ALTERNATIVES



CONNECTION TO MOUNTAIN BROW ROAD
(WITH ALL ALTERNATIVES)



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF SOUTHEAST QUADRANT ALTERNATIVES

	CRITERIA	CRITERIA INDICATORS	ALTERNATIVE 1	ALTERNATIVE 2	ALTERNATIVE 3
Transportation/Technical	Network Capacity and Level of Service	Ability to accommodate traffic demands	Preferred	Acceptable	Least Desirable
	Traffic Safety	Compliance with geometric standards; number of intersections/ driveway conflicts	Acceptable	Acceptable	Least Desirable
	Emergency Response	Access for emergency vehicles; potential impact to EMS response times	No Significant Difference	No Significant Difference	No Significant Difference
	Flexibility	Ability to accommodate future traffic growth; accommodate pedestrian/ cyclists	Acceptable	Acceptable	Acceptable
Transportation/ Technical Scoring			●	●	●
Socio-Economic and Cultural Environment	Property Requirements	Removal of residences, businesses, and/or community facilities/ Amount of land required	Least Desirable	Preferred	Least Desirable
	Accessibility to Properties	Adverse impacts to existing property access (i.e. right-in / right-out restriction) Amount of 'out-of-way' travel	No Significant Difference	No Significant Difference	No Significant Difference
	Property Severance	Potential for property severances to adversely affect current/ future land use	No Significant Difference	No Significant Difference	No Significant Difference
	Redevelopment Potential	Impacts to current development applications; reduction in developable land	No Significant Difference	No Significant Difference	No Significant Difference
	Agricultural Land	Loss of agricultural land	No Significant Difference	No Significant Difference	No Significant Difference
	Noise	Potential for significant noise increases	No Significant Difference	No Significant Difference	No Significant Difference
	Archaeology and Built Heritage	Potential for loss of archaeological resources or displacement of built heritage features	No Significant Difference	No Significant Difference	No Significant Difference
Socio-Economic and Cultural Environment Scoring			●	●	●
Natural Environment	Terrestrial Resources (Wildlife and Vegetation)	Impacts on terrestrial species and habitats (i.e. trees, shrubs, vegetation, wildlife)	No Significant Difference	No Significant Difference	No Significant Difference
	Aquatic Species/ Watercourses	Impacts on water crossings within project area (i.e. fisheries and aquatics ecosystems)	No Significant Difference	No Significant Difference	No Significant Difference
	Surface Drainage and Groundwater	Potential for alteration to / construction related effects on water quality and quantity	No Significant Difference	No Significant Difference	No Significant Difference
	Environmentally Sensitive Features	Potential for encroaching upon environmentally sensitive features	No Significant Difference	No Significant Difference	No Significant Difference
	Natural Environment Scoring		●	●	●
Cost	Capital Cost	Capital Construction Cost (including roadway, utilities)	No Significant Difference	No Significant Difference	No Significant Difference
	Maintenance Cost	Estimated Annual Road Maintenance Cost	No Significant Difference	No Significant Difference	No Significant Difference
	Cost Scoring		●	●	●
OVERALL SCORING / RECOMMENDATION		2 nd Best Scoring (2.0)	RECOMMENDED (2.4)	Poorest Scoring (1.1)	

RATING/ SCORING: ● Preferred/Best ● Acceptable ● Least Desirable/ Worst ● No Significant Difference between Alternatives

Alternative 2 is preferred as it best balances the need to provide access to residential/ commercial properties, with minimizing property impacts and costs.

The marginal benefits of Alternative 1 from a traffic standpoint are outweighed by the business impacts/costs associated with removal of the office building on the south side of Dundas Street.

Key Elements of Selected Alternative

- New full moves signalized access located 327 m east of the proposed S-E/W Ramp terminal and 294 m from the Clappison Avenue intersection.
- The new roadway will connect to the northeast corner of the existing business prior to connecting to the existing section of Mountain Brow Road.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF COMMUTER PARKING LOT ALTERNATIVES

The MTO, *Central Region Carpool Lots Opportunity Study* (2007) identified an opportunity to provide a carpool lot in the vicinity of the Highway 5/6 interchange.

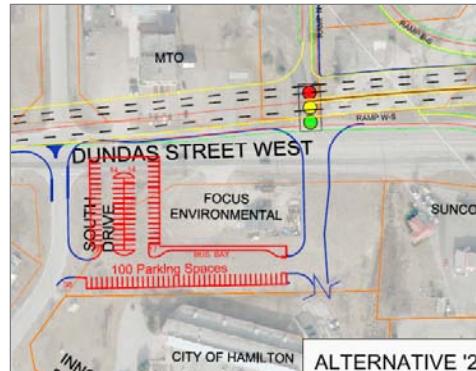
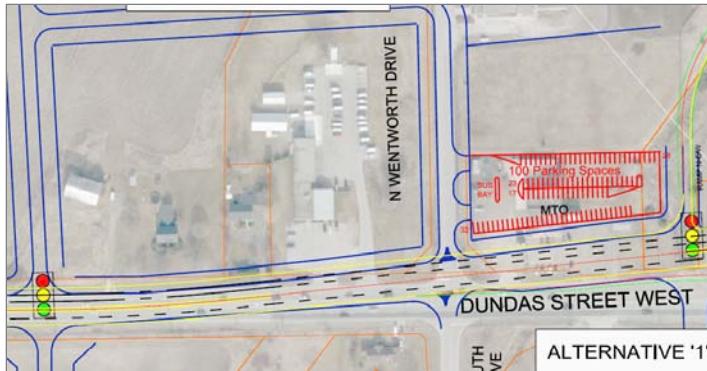
The criteria for evaluating the alternative locations for the commuter parking lot is consistent with MTO guidelines for site selection of this type of facility.

Criteria Group		Criteria
Transportation / Technical	Accessibility	<ul style="list-style-type: none">• Proximity to Interchange• Accessibility from Highway 5 and Highway 6• Accessibility to the origins of carpoolers• Accessibility to local transit and commuter transit (GO Transit)• Convenient and safe access for cars and snow plows
	Traffic Operations and Safety	<ul style="list-style-type: none">• Impacts to Traffic Operations• Traffic congestion around the site
	Flexibility	<ul style="list-style-type: none">• Potential for future expansion
Socio-economic Environment	Property	<ul style="list-style-type: none">• Availability of Property (Land Ownership)• Compatibility with existing and future land use• Minimal environmental / community impact
	Security and Serviceability	<ul style="list-style-type: none">• Good visibility from highways• Personal safety and security
Natural Environment		<ul style="list-style-type: none">• Minimal impact to the natural environment
Cost Effectiveness		<ul style="list-style-type: none">• Minimum site development cost• Maintenance and operating costs



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

EVALUATION OF COMMUTER PARKING LOT ALTERNATIVES



CRITERIA		CRITERIA (INDICATORS)	ALTERNATIVE 1 North-West Quadrant (Adjacent to Community Centre)	ALTERNATIVE 2 South-West Quadrant (Opposite Ramp N-E/W)	ALTERNATIVE 3 North-East Quadrant (Opposite Ramp S-E/W)
Transportation / Technical	Accessibility	<ul style="list-style-type: none"> Proximity to Interchange Accessibility to the origins of carpoolers Accessibility to local transit and commuter transit (GO Transit) Convenient and safe access for cars and snow plows 	Least Desirable	Acceptable	Preferred
	Traffic Operations and Safety	<ul style="list-style-type: none"> Impacts to traffic operations Traffic congestion around the site 	Preferred	Acceptable	Least Desirable
	Flexibility	<ul style="list-style-type: none"> Ability to accommodate for future expansion 	Preferred	Least Desirable	Acceptable
Socio-Economic Environment	Property	<ul style="list-style-type: none"> Availability of property/Land Ownership Compatibility with existing and future land use 	Acceptable	Least Desirable	Preferred
	Security and Serviceability	<ul style="list-style-type: none"> Good visibility from highways Personal safety and security 	Preferred	Acceptable	Preferred
Natural Environment		<ul style="list-style-type: none"> Minimal impact to natural environment 	Preferred	Least Desirable	Acceptable
Cost Effectiveness		<ul style="list-style-type: none"> Minimum site development cost Maintenance and operating costs 	Moderate Cost	Least Costly	Moderate Cost
RECOMMENDATION (Scoring)			2 nd Best Option (2.4)	Poorest Scoring (1.9)	<u>RECOMMENDED</u> (2.7)

Alternative 3 is preferred (new lot in the northeast interchange quadrant).

This alternative is desirable from a location perspective. It is highly visible and accessible to commuters, and minimizes the amount of out-of-way travel.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

REFINEMENTS TO THE LAYOUT OF THE INTERCHANGE

The layout of the Highway 5/6 interchange has been further refined in comparison to the approved preliminary design developed as part of the 2004 Preliminary Design Study.

Key changes include:

- Reduction in the shift of Highway 6 to the east to reduce the rock cut impact on the Niagara Escarpment;
- Extension of the northbound truck climbing lane through the interchange, to north of Parkside Drive;
- Addition of an ultimate third lane southbound on Highway 6 to accommodate future traffic growth;
- Widening Dundas Street to six lanes east of Highway 6 to Clappison Avenue; and,
- Additional left and right turn lanes at ramp terminals.





HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

DISPLAY PREFERRED PRELIMINARY DESIGN PLAN AND PROFILE

Highway 6 Corridor (1: 1000 scale)

Highway 5 Corridor (1: 1000 scale)

Highway 5 and Highway 6 Profile (1:1000 horizontal; 1:100 vertical)



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

PROPERTY REQUIREMENTS

When is Property Purchased? Advanced purchase may be considered on a 'Willing Buyer - Willing Seller' basis.

An Information Pamphlet about the MTO Highway Property Purchasing process is available, in the event that your property may be impacted.

MTO Property Staff are also available to discuss the property acquisition process.

If you were contacted by the study team for permission to enter your property for this study, and have any questions, please talk to a member of the study team.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

NEXT STEPS

- The study team will review the comments received and prepare written responses.
- Finalize the preliminary design of the interchange, municipal roads and commuter parking lot, and prepare a TESR Addendum to document the preferred preliminary design alternative.
- The TESR Addendum will be made available for a 30 day public review period. Notification of the 30 day public review period will be published in local newspapers and available on the study website: (<http://www.lgl.ca/Highway5and6Interchange/index.html>). If, after consulting with MTO Project Team members, 'AFTER' the official filing of the TESR Addendum, you have serious unresolved concerns regarding this project, you have the right to request a Part II Order (bump-up). A Part II Order can only be requested for the project components addressed in the TESR Addendum. A Part II Order may lead to the preparation of an Individual Environmental Assessment.
- After the completion of the TESR Addendum review period, and the resolution of any Part II Order requests, the detail design study will commence.
- A second PIC will be held during the detail design study, to solicit input on the design of the interchange and associated municipal road network. Notification of this PIC will be published in local newspapers, available on the study website: (<http://www.lgl.ca/Highway5and6Interchange/index.html>) and sent to all members of the public on the study mailing list. If you would like to be added to the study mailing list, please provide your contact information to the study team.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

YOUR INPUT IS IMPORTANT

We invite you to complete the comment form provided and drop it in the comment form box provided or return it by **July 20, 2012**. Comments can also be submitted through the study website: <http://www.lgl.ca/Highway5and6Interchange/index.html>

Input received from stakeholders and the public will be considered during the study, where appropriate.

FREEDOM OF INFORMATION AND PROTECTION OF PRIVACY

Comments and information regarding this study are being collected to assist MTO in meeting the requirements of the Ontario *Environmental Assessment Act*. Comments will be maintained on file for use during the study and may be included in study documentation.

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

You are encouraged to contact the Study Team if you have comments, questions or concerns about this project.



HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS CLASS EA PRELIMINARY DESIGN AND DETAIL DESIGN STUDY

Thank you for your participation in this study.

If you wish to be included on the study mailing list, require further information, or wish to provide input to this study, please contact one of the following Study Team representatives:

T. Audrey Steele, M.E.S.
Environmental Planner
LGL Limited
22 Fisher Street
P.O. Box 280
King City, Ontario
L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: asteele@lgl.com

Stephen Chiu, P. Eng.
Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario
M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@ibigroup.com

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Avenue
Downsview, Ontario, M3M 1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

Attachment F

PIC #1 Comments and Responses

FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by July 20, 2012.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: astelee@lgl.com

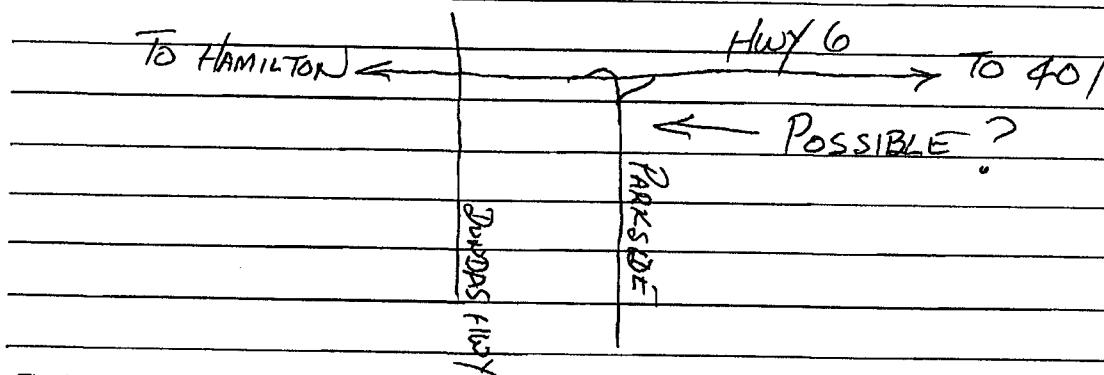
Stephen Chiu, P. Eng.
Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@ibigroup.com

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M 1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

EVERYTHING LOOKS GOOD EXCEPT - - -

NOT TOO THRILLED ABOUT TRAFFIC
SIGNALS AT Hwy 6 & PARKSIDE
WEST !! IT SEEMS TO DEFEAT
THE WHOLE IDEA OF A
STEADY TRAFFIC FLOW !!



Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____

Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear Sir:

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

On your question about why traffic signals are still included at the Highway 6/Parkside Drive intersection, the Project Team has analysed a number of different design options at this intersection. It is currently signalized, and since Parkside Drive intersects with a provincial highway, the flow of traffic through the intersection requires traffic signals.

Maintenance of effective traffic operations at the Highway 6/Parkside Drive intersection is intended to serve existing traffic, plus growth from future development south of Parkside Drive. The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project has concluded that the traffic signals at this intersection will continue to be required until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this project. If there is a need to close Parkside Drive at Highway 6 in the future (i.e. beyond 2031), this will be assessed under a separate study and the public will be given an opportunity to comment at that time.

We anticipate the Transportation Environmental Study Report Addendum for the project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddracle@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)**

**Public Information Centre
June 19, 2012
4:00 p.m. to 8:00 p.m.
St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by **July 20, 2012**.

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Consultant Environmental Planner
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Tel: 905-833-1244 (collect)
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E-mail: asteele@lgl.com

**Stephen Chiu, P. Eng.
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30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@ibigroup.com**

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsvile Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Please provide the existing & projected traffic volumes for Hwy 6 at Parkdale Dr. & Highway 6

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____

From: Jajko, Melanie [Melanie.Jajko@hamilton.ca]
Sent: Monday, June 25, 2012 12:56 PM
To: [REDACTED]
Cc: Don Drackley; Makael.Kakakhel@ontario.ca
Subject: RE: EW Waterdown bypass
Attachments: Intersection Treatment Hwy 6.pdf; Figure 5.4.pdf; Table 5-2.pdf; Hwy 6 - Plate 1.pdf

[REDACTED]

Thank you for your email.

In the past your inquiries have been for the Hwy 6/New East-West Road Corridor location. If you want specifics on any other sections of the proposed East-West Corridor, please let me know.

As requested, I have attached the following:

- Hwy 6 - Plate 1 (preferred design concept for Hwy 6)
- Figure 5.4 - Alignment Alternatives at Hwy 6
- Table 5-2 - Evaluation summary of the Hwy 6 connection alignments
- Pg. 6-92 which includes a description of the Hwy 6/New East-West Road intersection

The information that was previously sent to [REDACTED] has not changed. The documents that were sent were draft, and the final report has been filed which includes all of the supporting documents.

Parkside Dr (east of Highway 6) will remain open when the East-West Corridor is constructed.

Please note there are a few other MTO projects currently being completed in the Flamborough area that have an impact to Highway 6.

Highway 5 & 6 Interchange TESR Addendum

MTO is currently completing a Transportation Environmental Study Report (TESR) Addendum to their 2003 approval for the Highway 5 and 6 Interchange. The study area for 5 and 6 TESR examines the Parkside/Highway 6 Intersection (*this intersection is under MTO jurisdiction*) including traffic analysis to 2031. The traffic analysis indicates that the intersection starts to fail at 2031. MTO will continue to monitor Parkside Dr/ Highway 6 Intersection traffic and make any necessary changes in accordance with MTO needs. The MTO report for the Highway 5 and 6 Interchange TESR Addendum is still being completed, once it is released for public review MTO will make sure you are provided with the details. For more information please visit:

<http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

Don- Can you please add [REDACTED] and [REDACTED] to the mailing list.

For further Information on the Highway 5 & 6 project please contact:

Don Drackley
tel: 519-745-9455 x 1302
ddrackley@ibigroup.com

Or



Niagara GTA Corridor

MTO is conducting an Environmental Assessment for a highway from Niagara to the Greater Toronto Area (GTA). Below is a link to a presentation that was made to the Municipal Agencies. On slide 18 you will see all of the options currently being looked at.

[http://www.niagara-gta.com/pdf/MTAG-RAAG%20Presentation%20\(May%201%202012\).pdf](http://www.niagara-gta.com/pdf/MTAG-RAAG%20Presentation%20(May%201%202012).pdf)

Please note that one of the options being looked at is changing Highway 6 to a 6 lane cross section and a restricted highway from the 403 to the 401. For further information on the NGTA study please contact:

Mr. John Slobodzian
MTO Project Coordinator
Ph. 905-704-2204
e-mail: project_team@niagara-gta.com

If you have any questions, or require further clarification, please do not hesitate to contact me.

Yours truly,

Melanie Jajko
Project Manager, Infrastructure Planning |Growth Management Division
Planning & Economic Development Department

71 Main Street West, 6th Floor, Hamilton, ON L8P 4Y5

✉ Melanie.Jajko@hamilton.ca
☎ Phone: 905-546-2424 x6412
✉ Fax: 905-540-5611

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, June 20, 2012 12:10 PM
To: Jajko, Melanie
Subject: EW Waterdown bypass

Hi Melanie

I am reviewing the EA report, which is quite voluminous. In order to help us, would you e-mail the summary table which supports the preferred alternative?

Please advise if the reports that were provided to [REDACTED] have been updated since there are different dates on them.

Please provide the MTO confirmation that they will not require the City to close Parkside Dr. at Highway 6 until 2031.

Thanks for your assistance.
Regards
[Redacted]

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
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G.W.P. 2112-05-00**

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Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by **July 20, 2012**.

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Consultant Environmental Planner
LGL Limited
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Makael Kakakhel, P. Eng.
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1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

- Hwy G South entrance to LIOBE \Rightarrow will this be changed as a result of the increased traffic flow. Short lane into left lane of Hwy traffic
- Will ~~sand~~ sound barriers be put up on Hwy G south of S north of York Rd?

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear Sir:

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

In response to your question on whether the Highway 6 entrance to Highway 403 will be changed as a result of increased traffic flow, this area is outside the study area established for the Highway 5/6 project. However, the Ministry of Transportation (MTO) will continue monitoring traffic growth and conditions along the Highway 6 corridor.

On the question of whether noise barriers will be included on Highway 6 south of Highway 5 and north of York Road, a Noise Impact Assessment has been completed for this project. It concludes that a sound barrier should be constructed as part of the project adjacent to Old Guelph Road on the west side of Highway 6 within the MTO right-of-way. Further details of this sound barrier will be documented in the Transportation Environmental Study Report (TESR) Addendum being prepared for this project.

However, please note that although a sound barrier is proposed at this location, it is not planned for construction until the third southbound lane on Highway 6 is constructed. This is because widening of the highway platform is necessary in order to position the sound barrier in the MTO right-of-way. Also, actual construction of this third southbound lane is not expected to take place until or after it is warranted by traffic volumes, which is currently identified as the year 2031.

We anticipate the TESR Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

4

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
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Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

I object to the roadway through
our property at the northern end of our
property. We are already looking at losing
~ 1/2 acre at the front. We won't be able
to expand our parking lot if we lose all
land at the north end. You don't have to
close the roadway that just goes from #5
to the Community Centre.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____

Katherine Mitchell

From: Don Drackley [ddrackley@IBIGroup.com]
Sent: Wednesday, November 21, 2012 1:18 PM
To: [REDACTED]
Cc: Kakakhel, Makael (MTO) (Makael.Kakakhel@ontario.ca); Barber, Chris (MTO) (Chris.Barber@ontario.ca); Morreale, Diana (Diana.Morreale@hamilton.ca); Stephen Chiu; Steven Broe
Subject: RE: Hwy 6 Interchange
Attachments: [REDACTED].pdf

[REDACTED] in response to your e-mail below of November 12th, attached is a plan that you have requested showing the new municipal road being planned behind your property. This new "Street B1" has been shifted north so it does not encroach onto your property, which is what we discussed at the June 19th public meeting. However, please note that some property acquisition from the front of your property will still be required for the planned realignment and widening of Highway 5. Let me know if you have any questions about this.

Don Drackley MCIP RPP MITE
Senior Associate

IBI Group
379 Queen Street South
Kitchener ON N2G 1W6 Canada

tel 519 745 9455
fax 519 745 7647
cell 416 986 1633
email ddrackley@IBIGroup.com
web www.ibigroup.com

NOTE: This e-mail message and attachments may contain privileged and confidential information. If you have received this message in error, please immediately notify the sender and delete this e-mail message.

NOTE: Ce courriel peut contenir de l'information privilégiée et confidentielle. Si vous avez reçu ce message par erreur, veuillez le mentionner immédiatement à l'expéditeur et effacer ce courriel.

-----Original Message-----

From: [REDACTED]
Sent: Monday, November 12, 2012 2:16 PM
To: Don Drackley
Subject: Hwy 6 Interchange

Hi Don

I returned your call the other day but unfortunately I missed you.

I am having a very frustrating time with this planned interchange. It started when I was visited by a gentleman about the MTO acquiring about a third of an acre at the front of our property. He indicated we would hear right back from him. That was over 7 years ago and we have heard nothing back,

I attended two public hearings over the years (the last was just recently in Waterdown) and the plans shown in both cases had an access road for the arena cutting across the back of our property even though the city owns the property behind ours.

I explained that this was not acceptable and that the access road be moved. The reps from the city, MTO and the engineers all agreed that they would move the access road so that it would not cross our property. They said that they would show me the changed plans but to date I have heard nothing,

I have not signed a permission form for anyone to come on our property regarding this project and my legal counsel agrees with my decision. I have had little or no cooperation regarding this issue other than some positive feedback at the open houses. This means nothing until I see concrete finished plans to see what is actually being proposed.

If there is anything you can do to help out, it would be very much appreciated. I will be in Florida from tomorrow until December 15th but I will be monitoring email messages and can be reached by phone and fax as well.

For your information, the ownership name for the [REDACTED] has recently changed from [REDACTED] to [REDACTED]

Thank you

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by July 20, 2012.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: asteele@lgl.com

Stephen Chiu, P. Eng.
Consultant Senior Project Manager
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30 International Boulevard
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Tel: 416-798-5521
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Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

Access for Garwood + Woodsworth Ave

Alternative 3 with Alternative B is the best
Way to go.

Alternative 2 is a good 2nd option
Alternative 1 is the worst someone
is going to be in a accident doing u turns

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear Sir:

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Your concern about access to Garwood Drive has been noted. The southbound only right-in/right-out access to Woodsworth Avenue and Garwood Avenue has undergone further study by the project team. A turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. This will allow northbound traffic, including Emergency Responders, to make a left turn into the bulb, and then a right turn to exit and go southbound (please see attached, Alternative 1 Modified). This is supported by the Hamilton Fire Department.

We anticipate the Transportation Environmental Study Report (TESR) Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at drackley@ibigroup.com.

Sincerely

IBI Group

A handwritten signature in black ink that reads 'Drackley'.

Don Drackley, MCIP, RPP
Senior Associate

Attach:

6

**FUTURE HIGHWAY 6/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by **July 20, 2012**.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
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Tel: 905-833-1244 (collect)
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Stephen Chiu, P. Eng.
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Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

We strongly recommend that the noise issue be considered. There should be a sound barrier going down #6 south. It doesn't matter what time of the day it is the trucks are using the Jake brakes. We are being waken up in the night from them and when sitting in the back yard you can't even hear each other talk.

The barrier should go from Old Guelph Rd down to the barrier on York.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concerns about noise along Highway 6 south of Highway 5, a Noise Impact Assessment has been completed for this project. It concludes that a sound barrier should be constructed as part of the project adjacent to Old Guelph Road on the west side of Highway 6 within the Ministry of Transportation (MTO) right-of-way. Further details of this sound barrier will be documented in the Transportation Environmental Study Report (TESR) Addendum being prepared for this project.

However, please note that although a sound barrier is proposed at this location, it is not planned for construction until the third southbound lane on Highway 6 is constructed. This is because widening of the highway platform is necessary in order to position the sound barrier in the MTO right-of-way. Also, actual construction of this third southbound lane is not expected to take place until or after it is warranted by traffic volumes, which is currently identified as the year 2031.

We anticipate the TESR Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at drackley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)**

**Public Information Centre
June 19, 2012
4:00 p.m. to 8:00 p.m.
St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

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1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

WE currently own Prestige Industrial zoned lands on the [REDACTED]. The stoplight at Parkside Hwy 6 is crucial to the feasibility and value of the lands at this quadrant for future development. ie Quick Hwy access.

Thank You for your attention to this concern.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address:

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your Prestige Industrial zoned property on the [REDACTED] and associated access needs, maintenance of effective traffic operations at the Highway 6/Parkside Drive intersection is intended to serve existing traffic, plus growth from future development south of Parkside Drive. The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project has concluded that the traffic signals at this intersection will continue to be required until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this current project. If there is a need to close Parkside Drive at Highway 6 in the future (i.e. beyond 2031), this will be assessed under a separate study and the public will be given an opportunity to comment at that time.

We anticipate the Transportation Environmental Study Report (TESR) Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

8

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

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T. Audrey Steele, M.E.S.
Consultant Environmental Planner
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Makael Kakakhel, P. Eng.
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Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Will the Preliminary Design Plan
(the visual - air photo + overlay) be
available on line?

or section - I am interested in the
portion of the road directly in front
of [REDACTED] plus the corner
of Clappison + Hwy 5.

I am concerned about any potential impacts
that any road alignment may have on
[REDACTED] and more importantly
the entrance (drive entrance) from
Highway 5.

Thank you for your participation.

Comments and Information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concern about potential impacts on the [REDACTED] property and access, please note that the preferred design drawings shown at the June 19th Public Information Centre do not impact any portion of [REDACTED] and improves the operational capacity of the intersection of Clappison Avenue and Dundas Street East to access the site. The current right-in/right-out access off Dundas Street East to go westbound will also be maintained. These design drawings can be viewed by accessing the project web site at <http://www.igl.ca/Highway5and6Interchange/meetingsAndEvents.html>.

We anticipate the Transportation Environmental Study Report (TESR) Addendum will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

9

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

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Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Our concern is how long and how will
the construction effect our business.

Will we have access at all times?

Will we have to detour to get to the
business. Our customers need to be
able to get in and out without a lot
of trouble.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____

Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concern about business impacts during construction, construction plans and schedules are to be prepared at the detail design stage anticipated to be completed in 2013, after the Environmental Assessment Addendum process is completed. You will be kept informed of the detail design process, as the finalized detail design plans will be presented at a second PIC to be held during detail design.

We anticipate the Transportation Environmental Study Report (TESR) Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

A handwritten signature in black ink that reads "Drackley".

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
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Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

*The access to Gagewood and the Coltrane
will impact my property at [REDACTED]
greatly.*

*I would like to know my alternatives
to what I can do with my property?*

*I'm not happy with the plan as stated
with South bound access only!*

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Your concern about access to Garwood Drive has been noted. The southbound only right-in/right-out access to Woodsworth Avenue and Garwood Avenue has undergone further study. A turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. This will allow northbound traffic, including Emergency Responders, to make a left turn into the bulb, and then a right turn to exit and go southbound (please see attached, Alternative 1 Modified). This is supported by the Hamilton Fire Department.

In regard to property impacts, these will be finalized during the detail design phase of the project which is anticipated to be completed in late 2013. You will be kept informed of the detail design process, as the finalized detail design will be presented at a second Public Information Centre to be held during detail design.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

11

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

**Public Information Centre
June 19, 2012
4:00 p.m. to 8:00 p.m.
St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

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Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

- Concerned of the complication of turning into the business. Concerned that restrictions will hurt business.
- Concerned that the construction phase will ~~hinder~~ hinder operation and deter customers from coming to our my service centre.
- Concerned that the construction phase will take too long.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____

Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 20, 2012

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

You noted three concerns regarding the project:

1. Restrictions to your business access;
2. Impacts during construction on your business operations and customer access; and
3. Construction duration.

These concerns relating to your business on Dundas Street East have been noted. As shown at the June 19th PIC, a permanent centre median must be added to Dundas Street East which will restrict access to your property to eastbound right-in/right-out movements only. Regarding your concern about business impacts during construction and construction duration, access will be maintained to the extent possible. The detail design stage is anticipated to be completed in 2013, after the Environmental Assessment Addendum process is completed.

You will be kept informed of the detail design process, as the finalized detail design will be presented at a second PIC to be held during detail design.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

**Public Information Centre
June 19, 2012
4:00 p.m. to 8:00 p.m.
St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by July 20, 2012.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: asteel@lgl.com

Stephen Chiu, P. Eng.
Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
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E-mail: stephen.chiu@lbigroup.com

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M 1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

① I do not agree with the 'preferred' plan for access to Garwood Avenue. I currently live on [REDACTED] and find a huge flaw with regards to accessing my property going Northbound on Hwy 6, as there is currently no access point. In order to get to Garwood Avenue, I'm told that I will need to take Parkside Drive or continue North on Hwy 6 until I find somewhere to turn around. This is unacceptable to me. I'm also concerned about how Emergency Vehicles will gain access to my property having to find somewhere to turn around. My preference would be Alternative 2, to have a road at Parkside Drive in order to safely access the Hwy North & South. I understand that Parkside Drive may not have a light on Hwy 6 in the near future so I would then prefer Alternative 3 in order to have safe access to my property. I hope you consider the residents of Garwood & Woodsworth and not choose Alternative 1.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED] Telephone: [REDACTED]



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Your concerns about changes in access to Garwood Avenue, emergency access to your property and the future of traffic signals at the Highway 6/Parkside Drive intersection have been noted. To allow northbound traffic to turn onto Woodsworth Avenue and Garwood Avenue, a turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. This will allow northbound traffic, including Emergency Responders, to make a left turn into the bulb, and then a right turn to exit go southbound (please see attached, Alternative 1 Modified). This is supported by the Hamilton Fire Department.

The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project has concluded that the traffic signals at this intersection will continue to be required until 2031. If there is a need to close Parkside Drive at Highway 6 in the future (i.e. beyond 2031), this will be assessed under a separate study and the public will be given an opportunity to comment at that time.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)**

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COMMENTS :

COMMENTS: CLOSE PARKSIDE DRIVE @ HYW. #6 WHEN NEW BY PASS GOES IN

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name _____

Address: _____

Postal Code: Telephone:



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2012

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

You asked that the Parkside Drive / Highway 6 intersection be closed once the new planned East-West Corridor is constructed. The traffic analysis and forecasting conducted as part of the Highway 5/6 interchange project has concluded that the traffic signals at this intersection will continue to be required until 2031. There are no plans to close Parkside Drive at Highway 6 as part of this project. If there is a need to close Parkside Drive at Highway 6 in the future (i.e. beyond 2031), this will be assessed under a separate study and the public will be given an opportunity to comment at that time.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddraclek@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

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AND ASSOCIATED MUNICIPAL ROADS
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Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Re: BRUCE TRAIL - TUNNEL UNDER HWY 6 SOUTH OF HWY 5/6
INTERSECTION.

THE USE OF THE TUNNEL UNDER HWY 6 SHOULD NOT
BE IMPACTED BY THE NEW INTERSECTION DESIGN. IF IT IS,
THEN SUITABLE ACTION SHOULD BE TAKEN TO ENSURE
SAFE PEDESTRIAN CROSSING OF HWY 6.

Thank you for your participation.

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Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

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Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2012

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding the existing tunnel under Highway 6, the intent of the preferred design is to maintain a safe pedestrian crossing along the existing Bruce Trail crossing under Highway 6. Any potential temporary impacts to this Bruce Trail crossing during interchange construction and associated Highway 6 widening will be identified in the detail design, along with possible impact mitigation measures. A second PIC will be held during detail design to present the finalized detail design plans to the public and stakeholders. Also, actual construction of the third southbound lane as part of Highway 6 widening is not expected to take place until or after it is warranted by traffic volumes, which is currently identified as the year 2031.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at drackley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

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AND ASSOCIATED MUNICIPAL ROADS
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Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Congratulations on finally getting to the next step on this most important project.

Finally removing traffic lights at Clappison's is a welcome thing

Hope I live long enough to see this finished!

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

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COMMENTS:

- REQUIRE A PEDESTRIAN / CYCLING LANE ON WEST SIDE OF HWY #6 SOUTH OF DUNDAS STREET TIEING INTO THE ROAD AT THE BRUCE TRAIL TUNNEL. THIS WILL ENABLE PEDESTRIANS AND CYCLISTS A DIRECT ACCESS TO LOWER CITY.
- CYCLING LANES ARE REQUIRED CROSSING #6 AT PARKSIDE A CYCLING LANE SHOULD BE BUILT ON THE WEST SIDE OF #6 UP TO 4TH CONS. WEST. SEPERATE FROM VEHICLE TRAFFIC.

Thank you for your participation.

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Do you require a formal response to your comments? Yes No

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IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Your comments propose a pedestrian/cycling lane along the west side of Highway 6 south of Dundas Street, a cycling crossing at the Highway 6/Parkside Drive intersection and a cycling lane along the west side of Highway 6 north to the 4th Concession Road West. Please note that the City of Hamilton's Cycling Master Plan (Shifting Gears) does not include plans for a cycling route along Highway 6 at Clappison's Corners. Also, cycling lanes are not constructed on restricted access provincial highways such as Highway 6, although the Ministry of Transportation is currently in the process of reviewing their cycling policies. As a result, the preferred Highway 5/6 design does not include cycling lanes on Highway 6, however they are included on Highway 5/Dundas Street within the interchange limits.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at drackley@ibigroup.com.

Sincerely

IBI Group

A handwritten signature in black ink that reads 'Drackley'.

Don Drackley, MCIP, RPP
Senior Associate

17

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
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E-mail: makael.kakakhel@ontario.ca

COMMENTS:

Attn *[REDACTED]*

[REDACTED]

[REDACTED]

*Alternatives for SW Quadrant are
NOT Acceptable!*

~~REDACTED~~

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: *[REDACTED]*

Address: *[REDACTED]*

Postal Code: *[REDACTED]* Telephone: *[REDACTED]*



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

You have noted concerns about the access alternatives that this project considered for the southwest quadrant of the Highway 5/6 intersection, and your concerns are noted. Since the June 19th PIC, the project team has re-confirmed the access/egress and internal circulation plans for the southwest quadrant. The conclusion is that the preferred Alternative "A" shown at the PIC remains the best possible access solution based on the assessment and comparison of 17 evaluation criteria ranging from transportation access and operation improvements, through to property impacts, impacts to natural features and construction costs.

Therefore, the current access plan for the southwest quadrant includes a new signalized intersection at the Highway 6 southbound to Dundas Street West/Highway 5 East ramp terminal into the existing commercial area, and egress provided by a right turn restricted on red and no left turn onto Highway 5. The other southwest quadrant access/egress provisions are a right-in/right-out intersection at South Drive and Highway 5, and a new signalized intersection to the west. Please visit the study website at <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html> to view the PIC display boards for further information.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

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Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

Preferred Plan A:
No West exit for any traffic.
Suggestion made was to continue
illegal "U" turn East of Clappison's
corners. UNACCEPTABLE

This plan has been accepted as
preferable to placate
GAS STATION & TIM HORTON'S
UNACCEPTABLE

Thank you for your participation.

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Do you require a formal response to your comments? Yes No

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30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
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February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

You have noted that you find the preferred access plan developed for the southwest quadrant of the Highway 5/6 intersection to be unacceptable, and your concerns are noted. Since the June 19th PIC, the project team has re-confirmed the access/egress and internal circulation plans for the southwest quadrant. The conclusion is that the preferred Alternative "A" shown at the PIC remains the best possible access solution for the southwest quadrant.

You are correct that Alternative "A" does not provide a left turn onto Highway 5 westbound from the commercial area. This conclusion is based on our confirmation that an outbound left turn at this location is contrary to Ministry of Transportation policy. Furthermore, our in depth evaluation of 17 criteria ranging from transportation access and operation improvements, through to property impacts, impacts to natural features and construction cost shows that Alternative "A" is the best solution overall at this location. Please visit the study website at <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html> to view the PIC display boards for further information.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please visit our website at [do not hesitate to contact the undersigned at ddrakley@ibigroup.com](mailto:ddrakley@ibigroup.com).

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

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Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

We are concerned about our access & ease of accessibility. The impact on our business both during construction & after we expect to be significant. We will have to realign our property for side &/or rear access - grading /construction /etc.

Please keep us advised as to changes & timelines.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

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February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concern about business impacts during construction and afterwards, plans and schedules are to be prepared at the detail design stage anticipated to be completed in late 2013, after the Environmental Assessment Addendum process is completed. You will be kept informed of the detail design process, as the finalized detail design plans will be presented at a second PIC to be held during detail design.

As shown at the Jun 19th PIC, the proposed plan includes a new permanent median island in the centre of Dundas Street East which will restrict access to your property to westbound right-in/right-out movements only. Eastbound traffic access to your property may potentially be available through a shared access arrangement with the neighbouring property to the east at [REDACTED]

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by **July 20, 2012**.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel: 905-833-1244 (collect)
Fax: 905-833-1255
E-mail: asteele@lgl.com

Stephen Chiu, P. Eng.
Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@lblgroup.com

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

Would definitely require a sound barrier going downbound on Hwy 6. Trucks use Jake brakes making it impossible to sleep with a window open, sit in backyard & try to have a conversation.

Will be even more traffic in future.

Were led to believe when MTO did bottom section of Hwy 6 that barrier would go up to Old Guelph Rd.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concerns about noise along Highway 6 south of Highway 5, a Noise Impact Assessment has been completed for this project. It concludes that a sound barrier should be constructed as part of the project adjacent to Old Guelph Road on the west side of Highway 6 within the Ministry of Transportation (MTO) right-of-way. Further details of this sound barrier will be documented in the Transportation Environmental Study Report (TESR) Addendum being prepared for this project.

However, please note that although a sound barrier is proposed at this location, it is not planned for construction until the third southbound lane on Highway 6 is constructed. This is because widening of the highway platform is necessary in order to position the sound barrier in the MTO right-of-way. Also, actual construction of this third southbound lane is not expected to take place until or after it is warranted by traffic volumes, which is currently identified as the year 2031.

We anticipate the TESR Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

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Stephen Chiu, P. Eng.
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Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M 1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

COMMENTS :

Downbound Hwy 6 toward 403 already jammed up - difficult to make lane changes as it is.
By the time you add more lanes it will only get worse - Need to expand lanes between Clappison cut & 403 first - before adding interchanges & downward bound lane As we all know - If you build it - they will come. Cars & trucks galore.

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the *Environmental Assessment Act*. Information will be collected in accordance with the *Freedom of Information and Protection of Privacy Act*. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____ Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2012

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concerns about existing and future traffic volumes on Highway 6, initial construction of the planned Highway 5/6 interchange is currently anticipated to include extension of the third northbound lane on Highway 6 to Parkside Drive, and provisions for the third southbound lane as shown on the preliminary design plans presented at the Public Information Centre and available for viewing at <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>. It is expected that actual construction of this third southbound lane may not take place until, and perhaps even after it is warranted by traffic volumes.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddraclekley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
 AND ASSOCIATED MUNICIPAL ROADS
 IN THE CITY OF HAMILTON
 (CLAPPISON'S CORNERS)
 G.W.P. 2112-05-00

Public Information Centre

June 19, 2012

4:00 p.m. to 8:00 p.m.

St. Thomas the Apostle Church
 715 Centre Road, Waterdown, Ontario

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by **July 20, 2012**.

T. Audrey Steele, M.E.S.
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Makael Kakakhel, P. Eng.
 Project Engineer
 Ministry of Transportation
 Central Region
 Bldg. D, 4th Floor
 1201 Wilson Ave
 Downsview Ontario, M3M1J8
 Tel: 416-235-4341
 Fax: 416-235-3576
 E-mail: makael.kakakhel@ontario.ca

COMMENTS:

I live on [REDACTED] in the south west quadrant and have concerns regarding drainage and how the water is supposed to drain to Tech Pond. Where you are proposing St A to intersect @ southdrive it floods every spring and fall. It's a low spot. What assurances are you going to provide to existing homeowners that this new municipal interchange won't add to our existing drainage flooding issues. Please note that a lot of the homes on [REDACTED] have septic beds on the front yard.

Also; concerned about structural damage that may occur with the interchange construction.

Street A will impact the natural drainage of our site since the road goes in our property will become a pond. I would also like a sound-deadening fence across #Hwy5 which goes across the back of [REDACTED].

Thank you for your participation.

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: [REDACTED]

Address: [REDACTED]

Postal Code: [REDACTED]

Telephone: [REDACTED]



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concerns about property drainage and vibration impacts associated with the planned extension of a new Street "A" from Highway 5 West to South Drive, thank you for providing this information. Street "A" is planned to intersect with South Drive directly across from the existing south leg of Innovation Drive as shown on the plans available at <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>. Stormwater management designs will be completed as part of the detailed design of the new interchange and all new municipal roads, and must satisfy provincial and city standards to ensure proper drainage and avoid flooding issues. Any existing septic system that falls within future property procurement will be dealt with during the property acquisition process. Any potential for structural impacts on existing structures near the new interchange and new municipal road construction areas will be addressed at the detailed design stage and communicated with property owners and businesses. This further consultation with affected property owners is expected to take place in 2013.

Your request for a sound fence along Highway 5 West has also been considered based on a Noise Impact Assessment completed for this project. Based on the assessment a sound barrier along Highway 5 West will not be warranted based on provincial guidelines, and so it will not be included in the scope of work for this project.

We anticipate the Transportation Environmental Study Report Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

**FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00**

Public Information Centre

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**St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario**

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by July 20, 2012.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
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Tel: 905-833-1244 (collect)
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Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M 1J8
Tel: 416-235-4341
Fax: 416-235-3578
E-mail: makael.kakakhel@ontario.ca

COMMENTS:

"The proposed designs defy common sense - as far as I am concerned #5 should stay as is and #6 should be sunk down below from the escarpment edge to the vicinity of Beverly Tie - two legs in the area of Beverly Tie would carry traffic to #5 (see rear of page) - all businesses at the corner would stay - minimum of property acquisition - easier winter maintenance on #6 - safer #5 - I know it sounds simple and actually is less disruptive and probably more economical - things don't have to be complicated and expensive to work - what is proposed is an engineering dream and a ~~no~~ nightmare, residents, business men's and

Thank you for your participation. ~~maintain a mania~~ night mare

Comments and information regarding this study are being collected to assist in meeting the requirements of the Environmental Assessment Act. Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

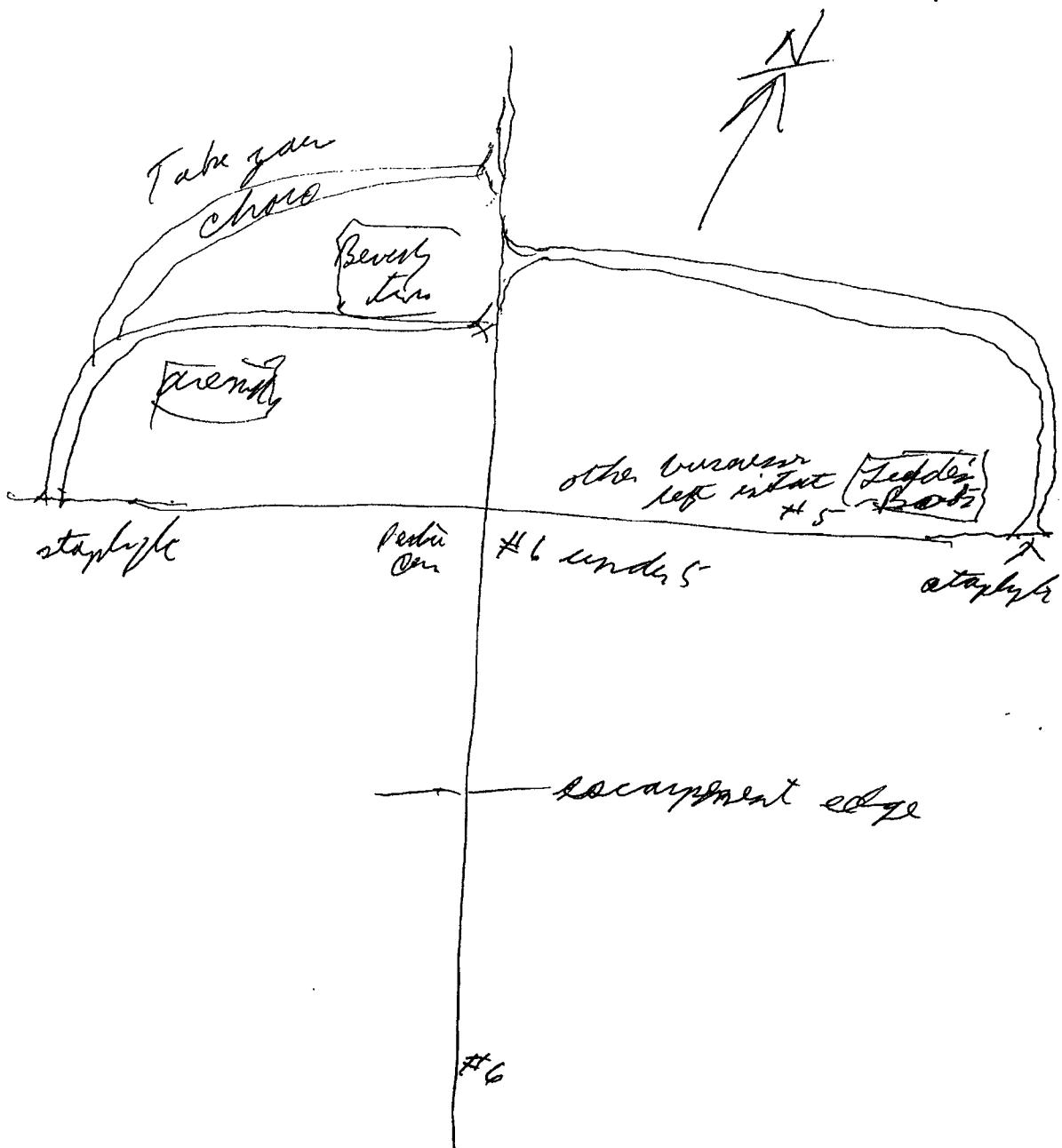
Name: _____

Address: _____

Postal Code: _____

Telephone: _____

N.B. There is no such thing as "can't be done" or "impossible"



N.B. Could you include
a photo copy of this sheet
with your report for me
Thank

[REDACTED]



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre regarding the above-noted project, and the comments and suggestions you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

Regarding your concerns about the project design, our engineering design team is confident that the preferred design shown at the June 19, 2012 Public Information Centre is the best engineering solution for Clappison's Corners based on the existing highway grades, interchange design standards and environmental regulations that must be followed. The preliminary design for the proposed interchange was approved as part of the Environmental Assessment process completed in 2003, and was documented in a Transportation Environmental Study Report (TESR) at that time. Your suggestion to sink Highway 6 under Highway 5/Dundas Street West cannot be supported due to numerous natural, social and property issues in the study area. Most important is the need to minimize impacts on the Niagara Escarpment because it is a designated a UNESCO World Biosphere Reserve and therefore protected under various government legislation and regulations. Your suggestion would require a significant rock cut which is contrary to the Escarpment preservation requirements.

Other factors affecting your suggestion include impacts on Grindstone Creek, confirmed Species At Risk in the area, long-term traffic disruption caused by rock cutting, vibration impacts on nearby businesses and the added high cost of rock cutting and associated extension of Highway 6 construction.

We anticipate the TESR Addendum for this project will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at drackley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

Hwy 5 6 interchange.txt

From: [REDACTED]
Sent: Thursday, June 21, 2012 12:32 PM
To: asteеле@lgl.com
Subject: Hwy 5 /6 interchange

Hello

I attended the information meeting this past Monday with my parents who owns one of the properties within the study area

[REDACTED] We did get a better idea of what is going on and what exactly MTO would need.

They live [REDACTED] across the street, they have one of the biggest property and apparently all you would need is part of the front, a lane's worth because their house is so far back from the road.

In the plan MTO is going to put up a barrier wall in-between the 6 lane highway which will block my parents from making a left, they would only be able to make a right. The wall would also prevent them from entering their property if coming from hamilton side.

The other plan is to make a street behind those houses that butt up agains the highway, therefore my parent's property would be surrounded by roads which will definately bring down the value of their home.

I also heard, towards the end of the year someone will be coming around to appraise the properties. Unfortunately, my parents are not interested in selling a section of the front, which is all you need.

I feel this is unfair, that the MTO wants to de-value the home and trap the property between 2 roads.

I guess my question is, when MTO finally comes around to appraise and make an offer for the section that is needed, what happens if my parents decline, and say, take all or nothing.

They are old and need to downsize, they are not sure if to put the house up for sale or wait. It may be difficult to find a buyer.

Please let me know what may potentially happen later when MTO is ready to obtain the properties.

Thank you

Information from ESET NOD32 Antivirus, version of virus signature database 7239 (20120621)

The message was checked by ESET NOD32 Antivirus.

<http://www.eset.com>

From: Kakakhel, Makael (MTO) [Makael.Kakakhel@ontario.ca]
Sent: Friday, June 22, 2012 8:28 AM
To: Miller, Shelley (MTO)
Cc: Stephen Chiu; audrey work lgl.ca; [REDACTED]; Don Drackley; Barber, Chris (MTO)
Subject: RE: Hwy 5 /6 interchange
Attachments: RE: Hwy 5 /6 interchange

Shelley,

Please provide the ministry property acquisition information booklet to the property owner below. The attached e-mail has further details regarding the property.

Regards,

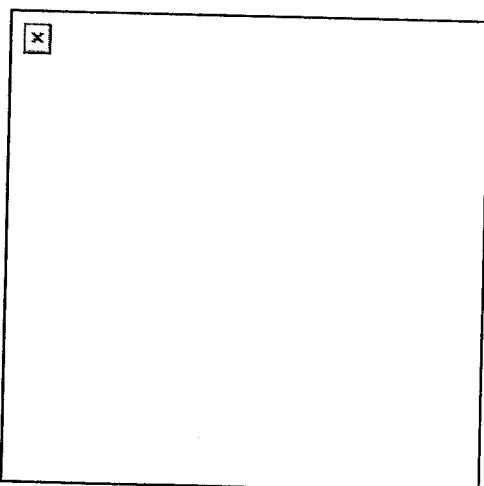
Makael

From: [REDACTED]
Sent: June 21, 2012 4:56 PM
To: Kakakhel, Makael (MTO)
Subject: Hwy 5 /6 interchange

Hello Makael

I am emailing you from work because cogeco won't allow me to post a picture.

The address in question is [REDACTED]



Looking forward to hearing from you.

Thank you

[REDACTED]
Services Group

[REDACTED] | Lending Support, Shared

innovation. solutions. advice.

Please consider the environment before printing this email

This email may contain confidential information the use of which by an unintended recipient is unauthorized. This email may also contain important disclosure information for the records of the intended recipient(s). For details please go to

[REDACTED] Cette transmission peut contenir de l'information confidentielle et son utilisation par toute personne autre que la personne à laquelle cette transmission est destinée est interdite. Le présent courriel peut aussi contenir des renseignements importants pour les dossiers du ou des destinataires prévus. Pour plus de détails, veuillez vous diriger vers [REDACTED]

[REDACTED] Este correo electrónico puede contener información confidencial cuyo uso por parte de personas distintas de los destinatarios del mismo está prohibido. El mensaje puede tener también datos importantes sobre la divulgación de información para el(los) destinatario(s) a quien(es) está dirigido. Para más detalles, por favor dirigirse a [REDACTED]

From: Don Drackley [mailto:ddrackley@IBIGroup.com]
Sent: Thursday, July 05, 2012 2:01 PM
To: [REDACTED]
Cc: Kakakhel, Makael (MTO); Barber, Chris (MTO); Morreale, Diana; Stephen Chiu; audrey work lgl.ca; Steven Broe
Subject: RE: FW: Interchange at highways 5 and 6

Thank you for your June 26th comments and questions regarding the Highway 5/6 EA Addendum project. Traffic forecasts being used by the project are based on provincial forecasts that reflect the Places to Grow legislation. The cost of the project will be split 25% by the City of Hamilton with a cap, and 75% by the Province. The capital cost is kept confidential to ensure the Province receives the best competitive bids from contractors. The traffic study (Systems Planning Report) conducted for the project and which contains future travel demand forecasts is attached as you requested.

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddrackley@ibigroup.com

-----Original Message-----

From: [REDACTED]
Sent: Tuesday, June 26, 2012 8:28 PM
To: Don Drackley
Cc: Kakakhel, Makael (MTO); Barber, Chris (MTO); Morreale, Diana; Stephen Chiu; audrey work lgl.ca; Judi.Partridge@hamilton.ca; [REDACTED]
Subject: Re: FW: Interchange at highways 5 and 6

How does this project fit into the Places to Grow act of 2005? The growth strategy in Ontario has changed quite a bit since the late 90s. Just because we completed an EA in 2003, do we have to continue down the same path, even when our overall strategy has changed? What is the estimated cost for this project and who is paying for it? The last number I heard was \$75 million - to be shared between the city and the province. Frankly, we can't afford this at either level of government. Where is this increased traffic demand coming from, and what is the projected tax assessment growth associated with it? Where can we find the study that shows the numbers that you refer to as "future traffic demand in the Clappison's Corners area"? Is this demand coming from somewhere north of 5 but South of Campbellville Road? Monitoring Highway 6 where it narrows at Puslinch is not going to do us much good once we build an interchange and induce greater demand on this Highway. Is there a study that projects what the effects of pushing more traffic through Clappison's will be? Or will we just wait and see?

Thank You,

On 25/06/2012 9:39 AM, Don Drackley wrote:

> Thank you for your e-mail dated June 17, 2012 and your interest in the
> Highway 5/6 Interchange, Municipal Roads and Commuter Parking Lot
> project. You are encouraged to visit the project website
>
> <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>
>
> and review the June 19th, 2012 Public Information Centre displays
> which
are now available on the project website, and contact the Study Team if you have
any further questions or comments.
>
> To address your comments and questions, it is first important to note
> that
this current project is an Addendum to an Environmental Assessment (EA) and
interchange design previously completed and approved in 2003. The need and
justification for the interchange was established at that time based on the fact
that the existing at-grade intersection was forecast to reach capacity by 2015
due to increasing area development and associated traffic growth.
The conclusion at that time was that this traffic growth will make the Highway 6
corridor less safe at the intersection, especially for left turning vehicles. As
a result, the 2003 EA recommended that plans should be made to protect for the
long-term transportation needs of the Highway 6 corridor while developing a
strategy to enhance safety and address future capacity issues within the study
area.
>
> The 2003 EA was based on traffic forecasts to 2021. Since then, as
> part
of the current EA Addendum, new forecasts have been provided by the province to
2031 based on Hamilton area development potential. The resulting traffic growth
requires that some adjustments must be made to the Highway 5/6 interchange design
at Clappison's Corners. This and the need for associated City of Hamilton road
access in this area and addition of a commuter parking lot are all addressed in
the current EA Addendum project which was the subject of the June 19th Public
Information Centre (PIC) in Waterdown.
>
> Your concerns about vehicular traffic impacts along Dundas Street East
into the Waterdown core are already addressed by the City of Hamilton's
Transportation Master Plan and the more specific EA that has been conducted for
the East-West Road Corridor in the Waterdown area. As for impacts on Highway 6
to the north and Highway 5 to the west of the planned interchange, MTO continues
to monitor these highway conditions.
>
> In conclusion, the answer to your final question "Why are we doing this?"
is that a new Highway 5/6 interchange is needed to accommodate future traffic
demand in the Clappison's Corners area. Associated changes to municipal roads in
this area are needed in response to new access restrictions required along these
corridors.

>
> Don Drackley, MCIP, RPP, MITE
> Senior Associate
> IBI Group
> 379 Queen Street S.
> Kitchener, ON N2G 1W6
> tel: 519-745-9455 x 1302
> fax: 519-745-7647
> cell: 416-986-1633
> ddrackley@ibigroup.com
>
> -----Original Message-----
> From: [REDACTED]
> Sent: Sun 6/17/2012 9:24 PM
> To: Kakakhel, Makael (MTO); Judi.Partridge@hamilton.ca
> Cc: [REDACTED]
> [REDACTED]
> Subject: Interchange at highways 5 and 6
>
> Mr. Kakakhel,
>
> I have looked through the information on the Ministry's website
> regarding the proposed interchange at highways 5 and 6
> (<http://www.lgl.ca/Highway5and6Interchange/>). Unfortunately, there
> does not seem to be any discussion about the reason this is being
> proposed, other than a sentence fragment which mentions "future
> capacity
issues".
>
> The citizens of Hamilton are not terribly interested in how many
> metres the lanes might be shifted left or right. What we are
> interested in is the analysis which shows that a) this interchange is
> necessary and b) if built, whether this interchange will solve the
> alleged problems at Clappison's (problems which a casual observer
> would be hard pressed to witness, since most drivers do not wait more
> than one red light sequence there at any time of day).
>
> The diagram of the study area is somewhat informative, but we would
> like to see a bigger picture view. For example, 2.8 km to the east of
> this intersection lies downtown Waterdown - an historic business
> district which will always serve to limit throughput of vehicular
> traffic no matter how many lanes Highway 5 expands to on either side
> of it. North of Clappison's is a stretch of highway which is a
> notorious safety concern for those who drive it and those who live
> along it. Any increases in capacity will surely have a negative impact
> on the residents and travellers who frequent the stretch of 6 between
> 5 and the 401. 20km North of Highway 5, Highway 6 narrows to one lane
> in each direction, where motorists pass through Puslinch and Morriston.
>
> When we increase throughput at Clappison's, how will we push this
> traffic through Waterdown and Morriston?
>

> How much will we be spending to "ramp up" traffic at 5& 6, just to
> have it backed up in bottlenecks within a 20km radius of the intersection?
>
> What is the goal? To improve access to African Lion Safari, or some
> other intermediate destination?
>
> This is shaping up to be an absurd waste of taxpayer dollars. Why are
> we doing this?
>
> Thank You,
>
> [REDACTED]
>

--

[REDACTED]

Katherine Mitchell

From: [REDACTED]
Sent: Monday, June 25, 2012 7:55 PM
To: kmitchell@lgl.ca
Subject: Highway 5/6 Interchange - Public Web Site Comments

Below is the result of your feedback form. It was submitted by [REDACTED]
[REDACTED] on Monday, June 25, 2012 at 19:54:50

comments: Hello,

My name is [REDACTED]. I would like to see the plan(s) for Clappison's corner. I use this intersection everyday, and don't really understand the need to change what is already there.

Thank you for your time,

[REDACTED]

From: Don Drackley [mailto:ddrackley@IBIGroup.com]
Sent: Friday, July 06, 2012 10:26 AM
To: [REDACTED]
Cc: Kakakhel, Makael (MTO); Morreale, Diana; Audrey Steele; Stephen Chiu
Subject: Highway 5/6 Response

My name is [REDACTED]. I would like to see the plan(s) for Clappison's corner. I use this intersection every day, and don't really understand the need to change what is already there. Thank you for your time, [REDACTED], June 25, 2012

RESPONSE:

To address your comments, it is first important to note that this current project is an Addendum to an Environmental Assessment (EA) and interchange design previously completed and approved in 2003. The need and justification for the interchange was established at that time based on the fact that the existing at-grade intersection was forecast to reach capacity by 2015 due to increasing area development and associated traffic growth. The conclusion at that time was that this traffic growth will significantly impact the operation of the Highway 6 corridor. As a result, the 2003 EA recommended that plans should be made to protect for the long-term transportation needs of the Highway 6 corridor while developing a strategy to enhance traffic operation and address future capacity issues within the study area.

In conclusion, a new Highway 5/6 interchange is needed to accommodate future traffic demand in the Clappison's Corners area. Associated changes to municipal roads in this area are needed in response to new access restrictions required along these corridors.

The plans and displays shown at the June 19th public meeting are available on line at
<http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
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ddrackley@ibigroup.com

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FUTURE HIGHWAY 5/HIGHWAY 6 INTERCHANGE
AND ASSOCIATED MUNICIPAL ROADS
IN THE CITY OF HAMILTON
(CLAPPISON'S CORNERS)
G.W.P. 2112-05-00

Public Information Centre
June 19, 2012
4:00 p.m. to 8:00 p.m.
St. Thomas the Apostle Church
715 Centre Road, Waterdown, Ontario

Please comment on the proposed project and drop your completed comment sheet in the box provided, or mail, fax or e-mail the comment sheet to any of the following Study Team representatives by July 20, 2012.

T. Audrey Steele, M.E.S.
Consultant Environmental Planner
LGL Limited
22 Fisher Street, P.O. Box 280
King City, Ontario L7B 1A6
Tel 905-833-1244 (collect)
Fax. 905-833-1255
E-mail: asteele@lgl.com

Stephen Chiu, P. Eng.
Consultant Senior Project Manager
IBI Group
30 International Boulevard
Toronto, Ontario, M9W 5P3
Tel: 416-798-5521
Fax: 416-675-4620
E-mail: stephen.chiu@ibigroup.com

Makael Kakakhel, P. Eng.
Project Engineer
Ministry of Transportation
Central Region
Bldg. D, 4th Floor
1201 Wilson Ave
Downsview Ontario, M3M1J8
Tel: 416-235-4341
Fax: 416-235-3576
E-mail: makael.kakakhel@ontario.ca

I have some major safety concerns with the preferred alternative for Woodsworth Ave. The fact that the M.T.O (an organization that promotes safety on our roads) is acting like a discount trucking company cutting corners to save a buck is the height of hypocrisy. Out of the four, alternative 2, 3 and 4 work just fine. Alternative 1 makes the safety of our street worse than it is now.

SAFETY CONCERN

- (1) Driving north on hwy 6 the center concrete barrier that prevents us from turning into Woodsworth Ave. forces us to do a U-TURN at the lights at Parkside Dr. This puts my family, my visitors and my neighbours at extreme risk.
- (2) Driving south on hwy 6 we have to slow down and turn right on Woodsworth , while the traffic behind us is expecting us to exit on the new off ramp to hwy 5 . Again this puts all traffic at risk.
- (3) Our property is lower than hwy 6 causing a launching ramp, bringing the hwy closer exacerbates the problem. We have planted trees to make a barrier and I don't want them cut down.
- (4) Snow removal on hwy 6 has left many people hung up on a snow bank blocking Woodsworth. I have had to clear the end of our road several times a winter with my snow blower, to help people get off hwy 6. Alternative 2, 3, and 4 eliminates this danger.
- (5) School bus pickup is now on hwy 6 and traffic slows because a 60km zone is just ahead .The new plan eliminates this zone and puts our kids at risk. Alternative 1 shows no room for a bus to turn around so I expect the bus to stop on Hwy 6 as it does now. Alternative 2, 3 and 4 eliminates this accident waiting to happen.
- (6) Pulling out on hwy 6 southbound from Woodsworth will become increasingly more dangerous. The removal of the 60km zone and lights at hwy 5 and 6 gives no reason to slow down, but just the opposite speed up, as we are trying to enter Hwy 6 at the beginning of an off ramp to hwy 5 and merge onto the southbound lanes.

How dare you put my family friend's neighbours and the people traveling on hwy 6 at more risk. The goal of this project is to make hwy 6 safe. Alternative 1 has failed Garwood and Woodsworth residents! I find it negligent on M.T.Os part to choose a plan that risks people's lives when 3 other options are available, that would eliminate all safety concerns. I hope I have opened your eyes and I'm looking forward to your response.

Do you require a formal response to your comments? Yes No

PLEASE PRINT CLEARLY

Name: _____

Address: _____

Postal Code: _____

Telephone: _____



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 25, 2013

[REDACTED]

Dear [REDACTED]

**RE: FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICIPAL ROADS
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank you for your attendance at the June 19, 2012 Public Information Centre (PIC) regarding the above-noted project, and the comments and suggestions you provided. Since then, the project team has been conducting further evaluations and reviewing all comments received, and can now provide a response to your submission.

In response to your concerns listed on your comment sheet from the June 19th PIC, they have been noted. Since the Public Consultation Centre, the proposed southbound only right-in/right-out access to Woodsworth Avenue and Garwood Avenue has undergone further study by the project team. A turnaround bulb will be placed on the west side of the Highway 6/Parkside Drive intersection. This will allow northbound traffic, including Emergency Responders, to make a left turn into the bulb, and then a right turn to exit and go southbound (please see attached, Alternative 1 Modified). This is supported by the Hamilton Fire Department.

Regarding your concern about the safety of southbound right turns from Highway 6 onto Woodsworth Avenue, and right turns from Woodsworth onto Highway 6, our design engineers have confirmed that there is sufficient traffic weaving distance provided on Highway 6 between the Woodsworth Avenue intersection and planned southbound off ramp to Dundas Street West / Highway 5 to allow safe traffic movement and lane changes. Your concern about the impacts of grading along the widened Highway, and associated property impacts including any impacts on your trees will be addressed in the detail design phase of the project which is anticipated to be completed in late 2013 after the Environmental Assessment Addendum process is completed. Similarly, provisions for Highway 6 snow removal and school bus pick up for the Woodsworth Avenue/Garwood Avenue area will also be confirmed and incorporated into the detail design. Further consultation with affected property owners is expected to take place in 2013.

We anticipate the Transportation Environmental Study Report Addendum will be filed for public review in the spring of 2013 and you will be notified when this occurs. If you have any further questions or comments on this subject or the project in general, please do not hesitate to contact the undersigned at ddrakeley@ibigroup.com.

Sincerely

IBI Group

Don Drackley, MCIP, RPP
Senior Associate

Attach.

Comments Re: Hwy 5/6 Interchange

Further to correspondence from LGL Limited my wife and I attended the information meeting on June 19, 2012, held at St Thomas Apostle Church.

Background

My wife and I purchased the above property in November 2011 as an integral part of our downsizing towards retirement. Our decision to purchase the property was in large part based on information received from The City of Hamilton and confirmed by MTO. Part of the information received from the City of Hamilton was a copy of an MTO plan which showed the closing off of accesses from both Garwood Avenue and Woodsworth Avenue and the construction of an extension to Parkside Avenue on the west side of Hwy 6 together with a new road linking both Garwood and Woodsworth avenues. In addition we were assured that the current agricultural field to the west side of our property would come under MTO control and that other than the construction of the new link road on this land no other construction would be taking place. Based on the information received we proceeded with the purchase and have been improving the property since its purchase.

At a meeting recently with the City of Hamilton representative, Diana Morreale we were also informed that the 'agricultural' field to the west of our property was in fact industrial not agricultural and had been such since 2003, and that a Site Plan Application from the owners (Coreslab) had recently been approved to expand their manufacturing operation.

MTO Proposal

The preferred proposal shown at the meeting is altogether different to what we were led to believe prior to the purchase of [REDACTED] and show a total disregard for the residents in this area.

Alternate # 1, the favoured proposal is so ill conceived and promotes the cheapest solution with the most inconvenience to residents and ultimately a severe reduction in property values. To force residents to go south on Hwy 6 and around the new interchange before proceeding north on Hwy 6 is ludicrous and even more so when proceeding north on Hwy 6 to our home on Garwood to have to turn right on Parkside, do a U turn and come back through the stoplights at Hwy 6 and Parkside, turn left to go south on Hwy 6 and then turn right on to Woodsworth and subsequently onto Garwood. To promote a U turn on Parkside is not only farcical but is just plain dangerous.

Alternate # 2 and 3 are both acceptable but we do not understand the charade of showing alternate # 3 (road from Hwy 5 across Borer's Creek and then to Garwood and Woodsworth) when you have indicated that this proposal is too expensive and The City of Hamilton have no intention of incorporating this proposal either. This intentional deception toward residents of this community many of whom have been in place since the mid 1950s shows that we are just a nuisance to your grandiose plans which, I wonder are even required at all. We are also astounded that you would propose to build a new road linking Garwood and Woodsworth for such a short period of time, ie 2013 to 2031, 18 years only?

Your further proposal to close access from Hwy 6 in 2031 will, if proposal # 1 is implemented leave us land locked which as you are aware you cannot legally implement. Your only option then will be to expropriate any residents still affected by the changes, again further reducing property values.

We understand that due to pressure from several businesses located at the 5/6 intersection that MTO has been forced to incorporate a new road to service those businesses at whatever cost this entails. We as simple residents are not able to bring such legal pressure to bear on the MTO or City of Hamilton with the resultant effect that we are sacrificed supposedly in the name of progress.

When we review your documentation, **EVALUATION OF NORTHWEST QUADRANT**
ALTERNATIVES, In alternative #1 Traffic Safety and Access to Properties are in the LEAST DESIRABLE category together with TRANSPORTATION TECHNICAL SCORING also in the LEAST DESIRABLE/WORST. Why then would you still promote this as your preferred alternate.

From a financial point of view we as retirees will lose considerable value in our home on [REDACTED] simply because you and your staff including the City of Hamilton provided grossly inaccurate information when this was requested. The litany of false information is proof positive that ordinary people get ignored and hurt, simply to boost an empire building organization that has lost site of the fact that real people make up the backbone of society and supply the much needed taxation on which you base your grandiose schemes.

I expect a response to our comments.

[REDACTED]
cc. Diana Morreale, City of Hamilton
Judy Partridge, Councilor, City of Hamilton



IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada
tel 416 679 1930
fax 416 675 4620

February 26, 2013

[REDACTED]

Dear [REDACTED]

**FUTURE HIGHWAY 5/6 INTERCHANGE AND ASSOCIATED MUNICPLA ROADS,
CLAPPISON'S CORNER, CITY OF HAMILTON**

Thank-you for the letter sent in July 2012 concerning the property at [REDACTED]. The issue of the information you previously received regarding land use to the west of your property should be dealt with the City of Hamilton as the Ministry of Transportation has no jurisdiction over these industrial lands.

Regarding your concerns about the Alternative 1 layout for Garwood Avenue/Woodsworth Avenue access, please see the attached drawing for Alternative 1 Modified. Access to Garwood Avenue will be off of Woodsworth Avenue. To access your property when going northbound on Highway 6, a turnaround bulb will be placed on the west side of the Highway 6/Parksid Drive intersection. This will allow northbound traffic, including Emergency Responders, to make a left turn into the bulb, and then a right turn to exit and go southbound.

Please also note there are no plans to close Woodsworth Avenue at Highway 6 as part of this project. If there is a need to close access to Highway 6 in the future (i.e. beyond 2031), this will be assessed under a separate study and involved property owners will be given an opportunity to comment at that time.

If you require further information don't hesitate to contact me.

Sincerely,

Don Drackley, MCIP, RPP
Senior Associate

Attach: Drawing of Alternative 1 Modified

cc. Makael Kakakhel, MTO
Diana Morreale, City of Hamilton
Stephen Chiu, IBI Group

From: Kakakhel, Makael (MTO) [Makael.Kakakhel@ontario.ca]
Sent: Wednesday, June 20, 2012 2:17 PM
To: [REDACTED]
Cc: Don Drackley; Stephen Chiu; Barber, Chris (MTO); Morreale, Diana
Subject: FW: Hwy 5/6-Public Information Centre
Attachments: PN-2807-LGL_V1.pdf; Notice.pdf; Study Area.pdf

Hello [REDACTED]

As per your request.

Regards,

Makael Kakakhel, P.Eng

Project Engineer, Ministry of Transportation
Planning and Design, Engineering Office, Central Region, Hamilton-Niagara
4th Floor, Building "D", 1201 Wilson Avenue Downsview, Ontario, M3M 1J8
Phone: (416) 235 4341 | Fax: (416) 235 3576 | E-mail: makael.kakakhel@ontario.ca

From: Don Drackley
Sent: Thursday, June 21, 2012 9:45 AM
To: [REDACTED]
Cc: 'Kakakhel, Makael (MTO)'; 'Barber, Chris (MTO)'; Stephen Chiu; 'Morreale, Diana'
Subject: RE: Highways 5 and 6 - Interchange E.A. 1 of 2
Attachments: PDF_HWY 6_6lane-PLAN 2012-06-20.pdf

MTO has confirmed that neither they or IBI Group is in a position to sell plans to the public. Instead, pdfs of the plans are being included on the project website. 1 of 2 of these plans is attached.

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddrackley@ibigroup.com

From: [REDACTED]
Sent: Wednesday, June 20, 2012 10:11 AM
To: Don Drackley
Subject: Highways 5 and 6 - Interchange E.A.

Dear Don,

The Public Information Centre held last night was quite helpful in providing details with respect to future expectations for the interchange and surrounding lands. As we discussed, my client would be interested in purchasing large prints of the air photos which illustrate the design features of the proposed interchange and improvements. This includes both the Highway 5/Dundas corridor as well as the Highway 6 corridor. Can you please let me know what the cost would be to secure a copy of each of the air photographs.

Thank you again for your assistance.

Sincerely,

[REDACTED]

From: Don Drackley
Sent: Monday, June 25, 2012 8:55 AM
To: [REDACTED]
Cc: [REDACTED]; 'Kakakhel, Makael (MTO)'; 'Barber, Chris (MTO)'; Morreale, Diana; Stephen Chiu
Subject: RE: Hwy 5/6 SW Quadrant Businesses

[REDACTED] all displays presented at the June 19th PIC can be accessed at:

<http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

The 3-D video simulation is not being made available to the public at this time.

Don Drackley, MCIP, RPP, MITE
Senior Associate
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Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddracle@ibigroup.com

From: [REDACTED]
Sent: Wednesday, June 20, 2012 4:00 PM
To: Don Drackley
Cc: [REDACTED]
Subject: RE: Hwy 5/6 SW Quadrant Businesses

Hi Don,

It was good seeing you at the Public Information Centre (PIC) meeting last night in Waterdown.

Can you please email me a PDF of the Preferred Option for the Hwy 5 & 6 re-design that I reviewed last night.

Also, as we discussed [REDACTED] has been looking for some graphic elevations of the intersection for some time now and we don't appear to be getting anything, last night I reviewed the 3D video of the different approaches to the intersection, is that also available to [REDACTED]

Please advise.

[REDACTED]

From: Don Drackley [mailto:ddracle@IBIGroup.com]

Sent: Wednesday, December 07, 2011 2:15 PM

To: [REDACTED]

Cc: Kakakhel, Makael (MTO); Roszler, Greg (MTO); Morreale, Diana; McKenna, Tanya; Stephen Chiu; Steven Broe; Allan Ortlieb
Subject: RE: Hwy 5/6 SW Quadrant Businesses

Note for the record that [REDACTED] also submitted a response to our SW Quadrant access questions on November 18, 2011.

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddraclek@ibigroup.com

From: Don Drackley
Sent: Wednesday, December 07, 2011 11:55 AM
To: [REDACTED]

Cc: 'Kakakhel, Makael (MTO)'; Roszler, Greg (MTO); Morreale, Diana; McKenna, Tanya; Stephen Chiu; Steven Broe; Allan Ortlieb
Subject: FW: Hwy 5/6 SW Quadrant Businesses

Response to:
[REDACTED]

Thanks you for your response to our request for any information regarding access changes in the SW quadrant of the Highway 5/6 intersection resulting from planned interchange construction and operation. We understand that there was insufficient time made available for a full response regarding expected business impacts. We are currently considering further access options and so will be able to provide you with additional information on the access impacts of these options once they are finalized. At that time we hope that you will be able to address the business impact questions we asked in the form of the questionnaire we sent you. It is only with your answers to these specific questions that MTO will be able to decide next steps for the affected SW quadrant businesses.

Don Drackley, MCIP, RPP, MITE
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[REDACTED]

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[REDACTED]

From: Stephen Chiu
Sent: Thursday, June 21, 2012 3:33 PM
To: [REDACTED]
Cc: audrey work lgl.ca; Don Drackley; Katherine S Mitchell
Subject: RE: Highway 5 and 6 Interchange
[REDACTED]

Please be advised that all PIC display information is posted on the project website. If you have problem accessing it, please let me know.

Regards,

Stephen S. Chiu P.Eng.
Associate Director

IBI Group
30 International Boulevard
Toronto ON M9W 5P3 Canada

tel 416 679 1930
direct 416 798 5521
fax 416 675 4620
email Stephen.Chiu@IBIGroup.com
web www.ibigroup.com

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From: [REDACTED]
Sent: Thursday, June 21, 2012 9:30 AM
To: Stephen Chiu
Subject: Highway 5 and 6 Interchange

Hello Mr. Chiu,

It was a pleasure meeting you at the information session the other day. You had mentioned that all the designs would be on the website; I have checked yesterday and this morning, but do not see them yet. Will they be up soon?

Cheers and thanks

[REDACTED]

[REDACTED]

From: Don Drackley
Sent: Thursday, July 05, 2012 3:21 PM
To: [REDACTED]
Cc: Kakakhel, Makael (MTO); Stephen Chiu; audrey work lgl.ca
Subject: Hwy 5/6 Project Information
Attachments: PDF_HWY 6_6lane-PLAN 2012-06-20.pdf; Property Pamphlet English 2011-04-04.pdf

As we discussed, you can access the exhibits and plans shown at the June 19th public meeting at the following project web site. The preliminary design plan for Highway 6 is also attached for your reference where you can see [REDACTED] and your property in relation to the ultimate 6 lane highway widening being planning. Let me know if you would like the Highway 5 plan as well. I also attach a Ministry of Transportation brochure on property acquisition for highways. Please let me know if you need any further information.

<http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

Don Drackley MCIP RPP MITE
Senior Associate

IBI Group
379 Queen Street South
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web www.ibigroup.com

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From: Kakakhel, Makael (MTO) [Makael.Kakakhel@ontario.ca]
Sent: Thursday, July 05, 2012 9:51 AM
To: [REDACTED]
Cc: Don Drackley; Morreale, Diana; Stephen Chiu; Barber, Chris (MTO)
Subject: Highway 5-6 Public Info Centre
Attachments: Preliminary Desgin Plan_11x17.pdf

[REDACTED]

As requested during our discussion at the Public Information Centre (PIC) attached are the drawings. If you require further information, please do not hesitate to contact me.

Regards,

Makael Kakakhel, P.Eng

Project Engineer, Ministry of Transportation
Planning and Design, Engineering Office, Central Region, Hamilton-Niagara
4th Floor, Building "D", 1201 Wilson Avenue Downsview, Ontario, M3M 1J8
Phone: (416) 235 4341 | Fax: (416) 235 3576 | E-mail: makael.kakakhel@ontario.ca

From: Kakakhel, Makael (MTO) [mailto:Makael.Kakakhel@ontario.ca]
Sent: Tuesday, July 17, 2012 4:04 PM
To: [REDACTED]
Cc: Katherine S Mitchell; astelee@lgl.com; Don Drackley; Stephen Chiu; Barber, Chris (MTO); Miller, Shelley (MTO)
Subject: RE: [REDACTED]

[REDACTED]

Thank you for e-mail date July 12, 2012. Your request for a meeting has been sent to the appropriate office. A ministry representative will contact you in a few days to discuss the matter further.

In the mean time, if you have questions or concerns, please do not hesitate to contact me.

Regards,

Makael Kakakhel, P.Eng
Project Engineer, Ministry of Transportation
Planning and Design, Engineering Office, Central Region, Hamilton-Niagara
4th Floor, Building "D", 1201 Wilson Avenue Downsview, Ontario, M3M 1J8
Phone: (416) 235 4341 | Fax: (416) 235 3576 | E-mail: makael.kakakhel@ontario.ca

From: Audrey Steele [mailto:audrey.steele@rogers.com]
Sent: July 12, 2012 11:30 AM
To: Don Drackley; Stephen Chiu; Barber, Chris (MTO); Kakakhel, Makael (MTO)
Cc: Katherine S Mitchell
Subject: FW: [REDACTED]

Good Morning

Please see trailing e-mail addressing concerns regarding the property at [REDACTED]. Perhaps someone from Property should contact this owner.

Audrey

From: [REDACTED] astelee@lgl.com
Sent: Thursday, July 12, 2012 10:55 AM
To: astelee@lgl.com
Subject: [REDACTED]

Ms. Steele,
After talking with everyone at the information meeting regarding the highway 6 widening, and looking at all the available maps etc., we feel that it is important to meet with someone to get a idea of what we will receive as fair market value for our property. From the maps available to us, we will have no driveway and cannot move the driveway any place else. We are seniors with no mortgage and need to stay in the area due to the doctor and cardiologist that my husband currently sees. He is beginning to stress about this situation so the sooner we know, the better. I do not want him having any further heart issues. We have been looking at the surrounding area

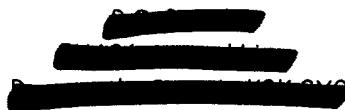
for similar properties, but have had no luck. Please contact me at your earliest and let me know where we go from here.

Thank you

[REDACTED]



ALDERVILLE FIRST NATION



Chief:	James R. Marsden
Councillor:	Dave Mowat
Councillor:	Pam Crowe
Councillor:	Wes Marsden Jr.
Councillor:	Randall Smoke

June 14th, 2012

Att: Makael Kakakhel, P.Eng.

Re: Public Information Centre Invitation
Future Highway 5/Highway 6 Interchange and Associated Municipal Roads
City of Hamilton (Clappison's Corners) G.W.P. 2112-05-00
Preliminary and Detail Design and Environmental Assessment Study

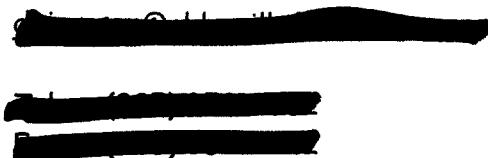
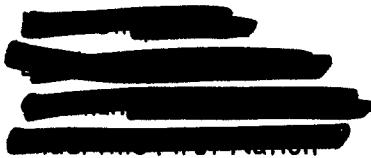
Dear Makael,

Thank you for your consultation request to Alderville First Nation regarding the **Preliminary and Detail Design and Environmental Assessment Study for the Future Highway 5/Highway 6 Interchange and Associated Municipal Roads**, which is being proposed within our Traditional and Treaty Territory. We appreciate the fact that the **Ministry of Transportation**, recognizes the importance of First Nations Consultation and that your office is conforming to the requirements within the Duty to Consult Process.

As per the Alderville First Nation Consultation Protocol, your proposed project is deemed a level 3, having minimal potential to impact our First Nations' rights, therefore, please keep Alderville apprised of any archaeological findings, burial sites or any environmental impacts, should any occur during this study.

Although we may not always have representation at all stakeholders meetings, it is our wish to be kept apprised throughout all phases of this project. I can be contacted at the mailing address above or electronically via email, at the email address below.

In good faith and respect,



To: [REDACTED] - [REDACTED] Response 2012-08-17.txt
CC: 'Kakakhel, Makael (MTO)'; Barber, Chris (MTO); Morreale, Diana; Stephen
Chiu; asteale@lgl.com
Subject:
Attachments: Returned [REDACTED].pdfd.pdf

Thank you for bringing your concerns about the planned Mountain Brow Rd. extension to the Ministry of Transportation's attention. I am responding to your e-mail to me dated July 19, 2012 and further to Diana Morreale of the City of Hamilton dated August 2, 2012 regarding the Highway 5/6 interchange environmental assessment addendum currently underway by the Ministry of Transportation. A notice of the June 19, 2012 Public Information Centre was mailed to you on June 11 but returned to sender by Canada Post on June 21, two days after the PIC (see attached). The postal address of your property on [REDACTED] was provided to the consulting team by the City of Burlington. Since then I see that you have been able to access the PIC information from the project website. Also, on July 19 [REDACTED] contacted LGL Ltd. regarding the PIC invitation and offered to provide your postal box address in Waterdown. We have now updated our records with that address [REDACTED] and your office address [REDACTED]

On the subject of the proposed new Mountain Brow Rd. extension to Dundas Street East, the intent of this proposal is not to have all Liburdi Engineering traffic pass by your house or your two neighbours. Our proposal is to provide Liburdi with a new main entrance at the northeast corner of their property linked to the Mountain Brow Rd. extension to accommodate staff and truck access and egress without passing by the residential properties. Liburdi notified us early in the project that they would like to retain their existing west side entrance for business visitor traffic since their building was designed with its main public entrance on west side. An alternative alignment that you and your neighbours previously suggested, which would split the Mountain Brow Rd. extension into a business route for Liburdi and a separate residential route for you was considered by the project team. We concluded that this would involve an unnecessary amount of roadway. The preferred road plan is intended to separate the two types of traffic in your area. Liburdi's staff, truck delivery and most business visitor traffic is expected to take the most direct route from Dundas Street E. to their parking lot through the new east side driveway. From that point south, we expect the only traffic to use the road will be to and from the three residential properties and some business visitor traffic since Mountain Brow Road would still be a public road.

Considering that the Liburdi business visitor traffic is expected to be low, and that a public road is open for all types of traffic, we have concluded that the road extension shown at the PIC and on the project website is reasonable for all parties involved.

Finally, we understand that you believe that the Town of Flamborough had made it clear that the westerly Liburdi access was to be temporary. MTO has not found any information on this condition and the City of Hamilton is searching for it. Should you have any paperwork on this subject, it would be valuable for all that we receive a copy to review in light of our current conclusion.

Please contact me if you wish to discuss this subject further or require any additional information.

Don Drackley MCIP RPP MITE
Senior Associate

IBI Group
379 Queen Street South
Kitchener ON N2G 1W6 Canada

tel 519 745 9455
fax 519 745 7647
cell 416 986 1633
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-----Original Message-----

From: Don Drackley
Sent: Friday, July 20, 2012 8:45 AM
To: [REDACTED]
Cc: 'Kakaknel, Makael (MTO)'; Chris barber; diana Morreale; Stephen Chiu; asteеле@gl.com
Subject: RE: Highway 5 and 6

This is to acknowledge receipt of this message and that responses are now being prepared for all comments received. Yours will be e-mailed to you.

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddrackley@ibigroup.com

-----Original Message-----

From: [REDACTED]
Sent: Thursday, July 19, 2012 11:48 AM
To: Don Drackley
Subject: Highway 5 and 6

Mr .Dracckley : I received the information from the June 19/2012 meeting and was quite dismayed . First we were never informed that the meeting was taking place as you assured me we would be notified . I also was dismayed that once again the proposal to bring the road from [REDACTED] is being recommended with Limburdi traffic passing by our homes . The impact to our privacy and the environment would be very significant . Please explain why we were not notified of the meeting and why our alternatives were not addressed .

Sincerely

To: [REDACTED]
Cc: 'Kakakhel, Makael (MTO)'; Barber, Chris (MTO); Morreale, Diana; Stephen Chiu; asteelle@lgl.com
Subject: [REDACTED] Response
Attachments: [REDACTED].pdfd.pdf
[REDACTED]

Thank you for bringing your concerns about the planned Mountain Brow Rd. extension to the Ministry of Transportation's attention. I am responding to your e-mail to Audrey Steele of LGL Ltd. dated July 20, 2012 regarding the Highway 5/6 Interchange environmental assessment addendum currently underway by the Ministry of Transportation. Our records show that at our August 9, 2011 meeting you gave us a contact phone number [REDACTED] but your alternative mailing address [REDACTED] was provided after the June 19, 2012 Public Information Centre (PIC). As a result we used the attached registered property owner address provided by the City of Burlington which Canada Post returned to sender on June 21, 2012.

My response to you of July 20th stated that provision of input to the project is not limited by the requested July 20th deadline for PIC comments, and you and your neighbours are welcome to provide any input at any time during this environmental assessment addendum process.

On the subject of the proposed new Mountain Brow Rd. extension to Dundas Street East, the intent of this proposal is to provide a new access for Liburdi staff and truck traffic at a new main entrance at the northeast corner of their property, thereby avoiding associated impacts on the three residential properties. Liburdi notified us early in the project that they would like to retain their existing west side entrance for business visitor traffic since their building was designed with its main public entrance on the west side. The alternative alignment that you and your neighbours previously suggested, which would split the Mountain Brow Rd. extension into a business route for Liburdi and a separate residential route for you was considered by the project team. We concluded that this would involve an unnecessary amount of roadway. The preferred road plan is intended to separate the two types of traffic in your area. Liburdi's staff, truck delivery and most business visitor traffic is expected to take the most direct route from Dundas Street E. to their parking lot through the new east side driveway. From that point south, we expect the only traffic to use the road will be to and from the three residential properties and some business visitor traffic since Mountain Brow Road would still be a public road. We have therefore concluded that the road extension shown at the PIC and on the project website is reasonable for all parties involved.

Please contact me if you wish to discuss this further or require any additional information.

Don Drackley MCIP RPP MITE
 Senior Associate

IBI Group
 379 Queen Street South
 Kitchener ON N2G 1W6 Canada

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From: Don Drackley
Sent: Friday, July 20, 2012 8:43 AM
To: [REDACTED] 'asteelle@lgl.com'
Cc: [REDACTED]; Stephen Chiu; 'Chris barber'; 'diana Morreale'; 'Kakakhel, Makael (MTO)';

astelee@lgl.com

Subject: RE: Highway 5 and 6 Public Information Centre June 19, 2012

This is to acknowledge receipt of this message and that provision of input to the project is not limited by the requested July 20th deadline for Public Information Centre comments. We are now compiling responses to all comments including yours which will be e-mailed and posted to the street address you have provided.

Don Drackley, MCIP, RPP, MITE
Senior Associate
IBI Group
379 Queen Street S.
Kitchener, ON N2G 1W6
tel: 519-745-9455 x 1302
fax: 519-745-7647
cell: 416-986-1633
ddrackley@ibigroup.com

From: [REDACTED]
Sent: Friday, July 20, 2012 8:34 AM
To: astelee@lgl.com
Cc: [REDACTED]; Don Drackley; Stephen Chiu; Chris barber; diana Morreale
Subject: Re: Highway 5 and 6 Public Information Centre June 19, 2012

Dear Ms. Steele:

At the meeting at City Hall in Hamilton last summer each of the residents of Mountain Brow Road West provided contact information. It was made abundantly clear that there was no mail delivery to Mountain Brow Road West. The optics of the public input component of this project are troubling. After receiving a call from [REDACTED] yesterday about July 20, 2012 being a deadline for input into the proposals for Mountain Brown Road West, I was forced to view the information online and rather quickly. The residents of Mountain Brown Road West each have a vested interest in the preservation and maintenance of their properties and their unique qualities. Ensuring that they have an opportunity to provide input into the proposed changes that impact them is critical and the provision of contact information at last summer's meeting was done with that purpose in mind.

The suggested connection to Mountain Brow Road West remains virtually the same as that which was proposed last summer. It essentially blurs the commercial (industrial)/residential lines and adversely effects the privacy interests of the residential property owners. Heavy vehicle traffic destined for the large business on Mountain Brow Road West has already resulted in damage to the road proximate to [REDACTED]. An alternative that prevents this from occurring again should be looked at.

I look forward to the opportunity to make provide more meaningful (in person) input into this process. Please forward all written material to my attention at [REDACTED]. Thank you.

[REDACTED]

On Thu, Jun 21, 2012 at 3:27 PM, Audrey Steele <astelee@lgl.ca> wrote:
Good Afternoon:

We have received back from Canada Post today as undeliverable our public information Centre invitation letters.

Until such time as we can forward hard copies of the Public Information Centre displays by mail for your reference please access the study website at the following link <http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

Please don't hesitate to contact me if you require further information.

Audrey
Audrey Steele, B.A., M.E.S.
Senior Environmental Planner
LGL Limited
905-833-1244
asteele@lgl.ca

From: Katherine Mitchell [mailto:kmitchell@lgl.com]

Sent: June 21, 2012 12:45 PM

To: [REDACTED]

Cc: astelee@lgl.com; 'Stephen Chiu'; Barber, Chris (MTO); 'Don Drackley'; Kakakhel, Makael (MTO); 'Allan Ortlieb'; 'Steven Broe'

Subject: PIC Display Panels

Hello [REDACTED]

As a follow up to the Public Information Centre on Tuesday evening, please find below a link to the project website where you can download a copy of the display materials. The files cannot be e-mailed, as the size of the files are quite large. If you have any trouble downloading the information, please do not hesitate to contact me.

<http://www.lgl.ca/Highway5and6Interchange/meetingsAndEvents.html>

Regards,
Katherine

Katherine Mitchell, MCIP, RPP, Environmental Planner, LGL Limited

22 Fisher Street, P.O. Box 280 | King City, Ontario L7B 1A6

Tel: 905-833-1244 | Fax: 905-833-1255 | Email: kmitchell@lgl.com

