



transportation planning & engineering consultants

May 5, 2009

Project # 4313

Ms. Heather Travis, MCIP, RPP
Senior Planner
City of Hamilton
77 James Street North, Suite 400
Hamilton, ON L8R 2K3

Dear Ms. Travis:

**Re: St. Marys Flamborough Quarry
Responses to “Land Uses – Existing Conditions Report”
Review Comments from the City of Hamilton**

CART provided as an email attachment on August 29, 2008 a document entitled, “Land Uses – Existing Conditions Report”, which was authored by the City of Hamilton.

This document included the following statement: “The review was undertaken by City of Hamilton staff to assess if there is sufficient information about existing land uses to assist in making an informed decision about the potential magnitude of haul route impacts.”

The following table provides responses to these comments from the Flamborough Quarry proponent team land use specialist, Glen Schnarr and Associates Inc.

Item No.	Comment	Response/Action
Land Uses Existing Conditions Report		
1.0 Introduction		
1.	This report is intended to be “an examination of the Existing Conditions related to Existing Land Uses and Planned Development Areas” to assist in understanding the impacts of increased heavy truck traffic, but simply lists general land uses.	The final Flamborough Quarry Haul Route Study: Land Uses Report includes Section 3.1 (Description of the Land Use Environment Along Alternative Haul Routes). This section provides a detailed summary of existing land uses along each of the road links which comprise the five Alternative Haul Routes. This summary includes existing

iTRANS Consulting Inc.

100 York Boulevard, Suite 300
Richmond Hill, ON, Canada L4B 1J8
Tel: 905.882.4100 Fax: 905.882.1557
www.itransconsulting.com

Item No.	Comment	Response/Action
		land use designations in applicable official plans, as well as details related to actual land uses existing along these road links. Further, Air Photos 1 to 15 are included in the final Haul Route study, providing an aerial look at the road links which comprise the five Alternative Haul Routes.
2.	The report goes beyond identifying existing land uses and provides background on planning policy, but is not a complete analysis of existing relevant land use planning policies.	The final Haul Route Study: Land Uses Report provides an examination of land use designations in applicable official plans, as well as existing land uses along the road links which comprise the Alternative Haul Routes. There are a number of different components to the Haul Route Study have been undertaken by different Specialists, including natural environment, agriculture, social and business, cultural heritage and archaeology, noise, air quality, and transportation. Accordingly, the Land Uses component does not provide a complete analysis of relevant policies which specifically relate to these other disciplines; that level of detail is provided in the respective specialist reports.
2.0 Alternative Haul Routes		
3.	Routes and Links are identified as the units for review. There is a written description of links, which are parts of various routes. There is no corresponding exhibit that clearly illustrates all the routes and links in one place for cross referencing purposes. This could be added to Exhibit 1.	A new Figure, numbered “Figure 6B: Alternative Haul Routes by Identifying LINK Number” has been included in the final Haul Route Study: Land Uses Report.
3.0 Provincial Policy Statement		
4.	This appears to go beyond the purpose of this report. But if this document is intended to identify the applicability of the	The final Haul Route Study: Land Uses Report includes Section 5.4.4 (Degree of Conformity with the Provincial Policy Statement and Greenbelt Plan),

Item No.	Comment	Response/Action
	<p>Provincial Policy Statement, it should contain:</p> <ul style="list-style-type: none"> ▪ discussion about which PPS applies, and why, particularly considering the development application was submitted in October 2004, whereas PPS 2005 came into effect on March 1, 2005. ▪ A more thorough review of applicable PPS policies with the understanding that the PPS is to be considered in its entirety. For example site alterations to widen and/or vertically realign roads may also impact on other matters of Provincial interest including natural heritage and cultural heritage etc. 	<p>which provides commentary to address these comments. Specifically, discussion is provided regarding the applicable PPS, and matters of Provincial interest are discussed in more detail. Where necessary, reference to other technical components of the Haul Route Study are provided.</p>
5.	<p>As this report is intended to simply look at existing conditions, it is premature to suggest that the evaluation of alternative haul routes will be consistent with policies of the PPS.</p>	<p>This statement is not included in the final Haul Route Study Land Uses Report section concerning the existing conditions.</p>
4.0 Greenbelt Plan		
6.	<p>This appears to go beyond the purpose of this report. But if this document is intended to identify relevant Greenbelt Plan policy, it should contain discussion about applicability, and why, particularly considering the development application was submitted in October 2004, whereas the Greenbelt Plan came into effect on December 2004.</p>	<p>The final Haul Route Study: Land Uses Report includes Section 5.4.4 (Degree of Conformity with the Provincial Policy Statement and Greenbelt Plan), which provides commentary to address these comments. Specifically, discussion is provided regarding whether the Greenbelt Plan is applicable. Policies contained in the Greenbelt Plan are discussed in some detail, and where necessary, reference to other technical components of the Haul Route Study are provided (i.e. Natural Environment).</p>

Item No.	Comment	Response/Action
7.	The document suggests that the Alternative Haul Routes are located within the “Protected Countryside” and some “Natural Heritage System” lands. Some does not accurately reflect the extent to which the Natural Heritage System applies. Easily more than half of Concession 11 East Road, Milborough Line and Campbellville Road fall within the “Natural Heritage System”.	It is noted in Section 5.4.4 of the Haul Route Study: Land Uses Report that the applicable policies for evaluation of the Haul Route study are those that were in effect in 2004, which excludes the Greenbelt Plan. However, the report examines the possible implications of the new policies, including the Greenbelt Plan. In this regard, an examination of natural heritage features and environmental features and functions along the Alternative Haul Routes is contained within the Flamborough Quarry Haul Route Study: Natural Environment Report prepared by Savanta Inc.
8.	As this report is intended to simply look at existing conditions, it is premature to suggest that the evaluation of alternative haul routes will be consistent with policies of the Greenbelt Plan.	This statement is not included in the final Haul Route Study Land Uses Report section concerning the existing conditions.
7.0 Inventory of Key Features		
9.	<p>7.1 Existing Land Uses: The definition of “Existing Land Uses” does not explicitly recognize natural areas, which represents a sizeable portion of the rural landscape. However, land use planning initiatives/policies affecting natural areas do impact the “spatial arrangement of existing land uses”.</p> <p>Official Plan Designations: The document suggests that it contains an examination of the relevant Official Plan Land Use designations, but should make clear that this “Existing</p>	As noted above, there are a number of technical components which comprise the Haul Route Study. One relates to natural heritage features, and an examination of natural heritage features and environmental features and functions along the Alternative Haul Routes is contained within the Flamborough Quarry Haul Route Study: Natural Environment Report prepared by Savanta Inc.

Item No.	Comment	Response/Action
	<p>Conditions Report” should not be construed as a complete examination of relevant Official Plan policies which affect land use planning. For example, Natural Heritage policies are part of the Land Use Strategy in the former Hamilton-Wentworth Official Plan (HWOP). There is no reference to the Environmentally Significant Areas that fall within the routes or links as identified on Map No. 4 of the HWOP, including the Mountsberg Wetlands, Carlisle North Forests and the Freelon-Esker Wetlands Complex. Similarly, there is no reference to significant woodlands, wetlands, or local natural areas as identified on Appendix B of the Rural Hamilton Official Plan.</p>	
10.	<p>Existing Land Uses: How were the existing land uses identified? Air photo analysis? Roadside reconnaissance? By whom and when? This information is necessary to assess if the description of existing land uses is accurate and complete.</p>	<p>Section 5.1 (Data Sources) in the final Haul Route Study: Land Uses Report includes this detail.</p>
11.	<p>There is no reference to natural areas although they appear to account for a significant portion of the road frontages in some of the air photo exhibits. For example, a number of the air photos exhibits identify categories of existing conditions such as “Cultural Vegetation Communities”, “Natural Vegetation Communities” and numerous swamp, forest,</p>	<p>As noted above, there are a number of technical components which comprise the Haul Route Study. One relates to natural heritage features, and an examination of natural heritage features and environmental features and functions along the Alternative Haul Routes is contained within the Flamborough Quarry Haul Route Study: Natural Environment Report prepared by Savanta Inc.</p>

Item No.	Comment	Response/Action
	meadow marsh and woodland categories, but there is no acknowledgement of these existing conditions.	
12.	There is no attempt to identify the number of residential dwellings, their proximity to one another or location within each link. This would be helpful in later steps where it will be necessary to understand the impacts, which could be greater on links containing a larger number and/or higher density of sensitive residential land uses.	The analysis of residential features are included in another component of the Haul Route Study entitled "Social-Economic and Business Impacts" prepared by Gartner Lee Limited.
13.	There is no attempt to identify the frequency or ratio of various land use occurrences. For example, land uses identified along Cambellville Road, Concession 11 Road, Centre Road, Milborough Line, Twiss Road and Reid Road all include Agriculture and Rural Residential dwellings, but there is no discussion about occurrences. This will be helpful in later steps when comparing the potential land use impacts on each of the links.	As noted above, Section 3.1 (Description of the Land Use Environment along Alternative Haul Routes) provides an examination of the existing land uses, by land use designation and by actual existing land use, by road link. Furthermore, Air Photos are provided which show each road link from an aerial view.

Yours truly,

iTRANS Consulting Inc.



Matthew McCumber, M.Eng, EIT