



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
Response to “Comments on Baseline Haul Route
Document”, from Anne Dawkins, Town of Milton**

CART provided as an email attachment on August 29, 2008 a document entitled, “Comments on Baseline Haul Route Document”, dated August 25, 2008, authored by Anne Dawkins, B.L.A, MCIP, RPP, Senior Manager, Development Services, Town of Milton.

This document included the following statement: “The Staff of the Town of Milton has reviewed the Baseline Conditions Report, dated April 2008 and offer the following comment. These comments should not be considered the only comments that may be made from the Town of Milton as we have every intention, once the document has addressed those comments made by the City of Hamilton and members of CART, of having a peer review conducted.”

The following table provides the responses to these comments from the Flamborough Quarry proponent team.

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Report A (Transportation Existing Conditions Report)		
1.	Page 18: What are the railway exposure indexes on Twiss Road and Campbellville Road after the quarry is in place?	This information is provided in detail in the Preliminary Draft Haul Route Report Section 10 and Draft Transportation Report Section 19.

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Report B (Natural Heritage Existing Conditions Report)		
2.	<p>General Comment: There does not appear to be any data, assessment or discussion with respect to wildlife and their corresponding habitats with the exception of a note on deer wintering. In addition, there does not appear to be any assessment/comparison of the value of the various sections as it pertains to the environment. Why?</p>	<p>The Natural Heritage Existing Conditions Report was not intended to address the impacts or compare alternatives.</p> <p>Existing wildlife conditions: It was not possible to obtain permission to access all lands along the alternate routes, to conduct field surveys of amphibians, reptiles, and mammals. The presence of deer yards and information from the Nature Counts projects were used as an indirect surrogate for field inventories. Truck traffic movements in association with the operation of the proposed quarry will occur outside of key movement periods for some fauna (e.g., rainy late March-early April nights when frogs and salamanders might be on the move). Certain types of detailed crossing studies would not be helpful during impact assessment investigations. Other forms of investigations might be helpful in informing crossing designs and details.</p>
Report C (Land Use Existing Conditions Report)		
3.	<p>Page 15: The extent of natural heritage areas should be noted.</p>	<p>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.</p>
Report D (Social-Economic and Business Existing Conditions Report)		
4.	<p>Page 12: You note the Texas Grill, it has been closed for several years.</p>	<p>Texas Grill was deleted from the Assessment</p>

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5.	Page 13: Not sure what Chinese Restaurant you are noting. The only one I knew of was south of Carlisle Road and it too, has been closed for years (it burned down twice).	The Chinese Restaurant was deleted from the Assessment
6.	Page 14: I am wondering why the intersection in Freelton is highlighted. There are no residents or businesses that have direct access to # 6 and this community in large part is set back from the highway. In addition, they are already impacted by traffic on # 6. Is this being accounted for somewhere in the document. i.e. to introduce an impact where there presently is minimal vs. introducing a non-impact because one already exists.	The Freelton community was incorporated because Highway 6 is the primary access point for the community. It has been addressed in the description of the route segment and Appendix B in the Report that the community is in large part set back from Highway 6 which is already heavily travelled
7.	Page 16: Why is Chestnut Grove being included here, when it fronts onto Campbellville Road and is set back considerably from the highway. Also, the Chemical plant (Benson's) does not have direct access to the highway, but rather a driveway onto 11 th Conc. W. The church you refer to.....is it the Freelton Church? Why would this be included?	The comments regarding Chestnut Grove and Chemical plant (Benson's) have been addressed in the Socio-Economic and Business Impacts Report.
8.	Page 28: Why were churches/residences/businesses recognized within all of Freelton, but neglected in Campbellville? Section 4.14.2 and .3 are skimpy. Again, if Freelton is recognized in its	Please see comment regarding Freelton in Comment #6. All of the residences, businesses and community features in Campbellville that are within the study area limits have been factored into the assessment

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	entirety, why not Campbellville, with all of its residences, parks, creek, pond, businesses, the church and the fact that it is a tourist destination?	as requested. The report also recognizes that the Campbellville community is a tourist destination.
9.	Page 32, Table 16: Again, route 5 accounts for the entire population of Freelon, where only those residences immediately accessing or abutting the route are counted for Campbellville. Why? Similar comment on Table 17.	Please see comments above. Further discussion regarding the identification of alternative haul routes with respect to Campbellville are provided in the Transportation Report Section 8.3 and Preliminary Draft Haul Route Report Section 8.3.
10.	Figures 15 and 16: Where's the rest of Campbellville?	All of the residences, businesses and community features in Campbellville that are within the study area limits have been factored into the assessment as requested. The report also recognizes that the Campbellville community is a tourist destination.
11.	Appendix F-2: Similar to before, it is my opinion that these counts are extremely inaccurate and slanted.	Regarding the figures (Appendix A) the figures are intended to illustrate the route segments and immediately adjacent uses.
Report E (Agricultural Existing Conditions Report)		
12.	Cropland map: What are these crops along Centre Road, south of Campbellville? Pasture/hay? If so, let's account for all pasture/hay lands to be identified as cropland, much of which can be found interior to lands that access the haul routes.	The croplands along Centre Road include a combination of common field crops that are typically cultivated or tilled annually for crop rotations that may include grains, corn, soybeans and/or perennial forages for improved pasture and hay production. Based on the area reconnaissance and air photo analysis, all pasture/hay lands along the alternative haul routes have been identified as cropland. The remaining areas (not cropland) include severances and built-up areas, forested lands and old field cover. The old field areas might occasionally be used for rough pasture but do not appear to be

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		improved pastureland and were therefore, not classified as cropland.
Report J (Road and Pavement Engineering Existing Conditions Report)		
13.	Page 1: Engineering is asking if the statements made about number of trucks and market direction has been confirmed. And, under Key Features they ask, What about structural condition of Road..... Structures....Sight Lines..... Geometrics?	<p>The number of trucks and market direction is discussed in detail in the Draft Transportation Report Section 5 and the Haul Route Evaluation Report Section 5.</p> <p>The structural condition of the road is addressed in the final Road and Pavement Engineering Report, structures are addressed in the final Municipal Structures and Drainage Report, and sight lines and geometrics are addressed in the Transportation Report.</p>
14.	Figure 1. should be updated to reflect present truck restrictions in Milton as approved by Council.	It appears this comment was regarding Report K (not Report J), and this figure has been removed from the Report.
15.	Page 14, Engineering is asking what the municipal structural appraisals say?	The condition of each structure on the internal road network (ie. non-Highway 6) is addressed in the final Municipal Structures and Drainage Report.
16.	General Comment: It is recommended that the consultant review the Bridge Study to identify others if needed.	Clarification of this comment would be helpful to facilitate a response.

Yours truly,

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Matthew McCumber, M.Eng, EIT