



June 11, 2013

Ms. Rose Caterini, City Clerk  
Corporate Services  
City of Hamilton  
71 Main Street West, 1<sup>st</sup> Floor  
Hamilton, ON  
L8P 4Y5

Dear Rose:

**RE: Support for a Permanent Truck Use Ban on the Kenilworth Access**

Please be advised that the Board of Directors of the Hamilton Conservation Authority (HCA) adopted the following recommendation at its meeting of June 6, 2013. At the Board meeting, Councillor Robert Pasuta declared a conflict of interest and refrained from discussion and voting.

**BD12,1855**

**MOVED BY           Santina Moccio  
SECONDED BY       Chad Collins**

**THAT the HCA Board of Directors supports a permanent  
truck route ban on the Kenilworth Access; and**

**THAT this motion be forwarded to the City Clerk.**

**CARRIED**

If you have any questions, please contact me.

Yours sincerely,

Chris Firth-Eagland  
Chief Administrative Officer (CAO)

CFE:jl

cc: Councillor Tom Jackson, City of Hamilton  
Kate Fraser, Residents of the Hamilton East Mountain Community Group



JUN - 5 2013

Re: Board other Correspondence

Mr. Chris Firth -Eagland,  
Chief Administrator Officer,  
Hamilton Conservation Authority,  
838 Mineral Springs Road,  
Ancaster, Ontario.  
L9G 4X1

1 June, 2013.

Re: Support for a Permanent Truck use Ban on the Kenilworth Access – part of the Hamilton East Mountain.

The Residents of the Hamilton East Mountain Community Group request the support of the Hamilton Conservation Authority to permanently close the Kenilworth Access to Truck Traffic.

We note the common interest with the HCA since the Niagara Escarpment includes the Sherman and Kenilworth Access. The negative impacts of Truck Traffic with their vibrations and dynamic loads clearly contribute to the Escarpment degradation.

A mass wasting process over many years or more, have become increasingly evident. Rock and mud slides with other debris fall continuously from the top and the face of the Escarpment. Forces of nature including primarily physical weathering – freeze and thaw, hot and cold cycles contribute to the erosion.

Hence, we are taking steps to prevent further degradation in this area.

We recommend that all Truck Traffic should be using the Red Hill Valley Park Way as it was built specifically for business, and as a route around the City of Hamilton. Traffic on the Red Hill Valley Parkway is predicated to be 3 to 4 times safer than a local street system. The use of the Red Hill Valley Parkway is more economical and efficient. There are cost savings in time and fuel, less wear and tear on trucks, less noise and pollution on residential streets.

The residents of the Hamilton East Mountain Community are advocating for Public Safety, better Quality of Life, less emissions/chemicals as this is a significant Public Health Risk, and Cost to the Citizens of Hamilton, and the Health System will bear the burden. Emission from 1 truck = emissions from 20 cars.

We are resolved that our mutual positions are strengthened by ensuring enhanced Protection, Conservation, Restoration, Maintenance, Stewardship and no Development, pursuant to a permanent Truck ban. The sustainability of the Environment in this Community is under threat. This area of the Niagara Escarpment is a recreational area for families and is a residential community of single family homes. We want to ensure long term protection and enhancement for future generations to enjoy.

We want to prevent further degradation in this area of the Niagara Escarpment; an UNESCO designated World Biosphere Reserve since 1990. We should explore an initiative with the residents of the Hamilton East Mountain Community and the Hamilton Conservation Authority.

We are grateful and appreciative to you and The Board of Directors of the Hamilton Conservation Authority for your support and future involvement in this community.

Thank you.

Kate Fraser,  
164 Mountain Brow Blvd.  
Hamilton, Ontario.  
L8T 1A5