



Arterial Roadway 1N (Glancaster to Dickenson Road West)

Municipal Class Environmental Assessment, Schedule C, Phase 3

Public Information Centre #2

2025-01-14



Housekeeping Items

- This Virtual Public Information Centre will be recorded and posted to the project web page
 - All participants are automatically muted and off camera for the duration of the meeting
 - Please **remain on Mute**  during the presentation. There will be an opportunity to ask questions at the end
 - Please try to be brief to allow all participants the opportunity to ask a question.
 - There are two methods to ask a question:
 1. Type the question into the Chat  window at any time – **Preferred Method**
 2. In the meeting controls, click **Reactions** , then click **Raise Hand** . The host will be able to unmute your microphone to enable you to ask your question
 - We will be combining responses to any frequently asked questions where possible
- After the meeting, a Question and Answer matrix will be prepared and posted to the project webpage

Presentation Outline

1. Land Acknowledgement
2. Why are we here?
3. Municipal Class Environmental Assessment Process
4. Consultation Process Timeline
5. Background and Study Area Overview
6. Open House #1 Summary
7. Cross-Section
8. Sample Midblock Intersection
9. Evaluation of Alternative Designs
10. Technically Preferred Alternative Designs

Land Acknowledgement

The City of Hamilton is situated upon the traditional territories of the Erie, Neutral, Huron-Wendat, Haudenosaunee and Mississaugas. This land is covered by the Dish With One Spoon Wampum Belt Covenant, which was an agreement between the Haudenosaunee and Anishinabek to share and care for the resources around the Great Lakes. We further acknowledge that this land is covered by the Between the Lakes Purchase, 1792, between the Crown and the Mississaugas of the Credit First Nation.

Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

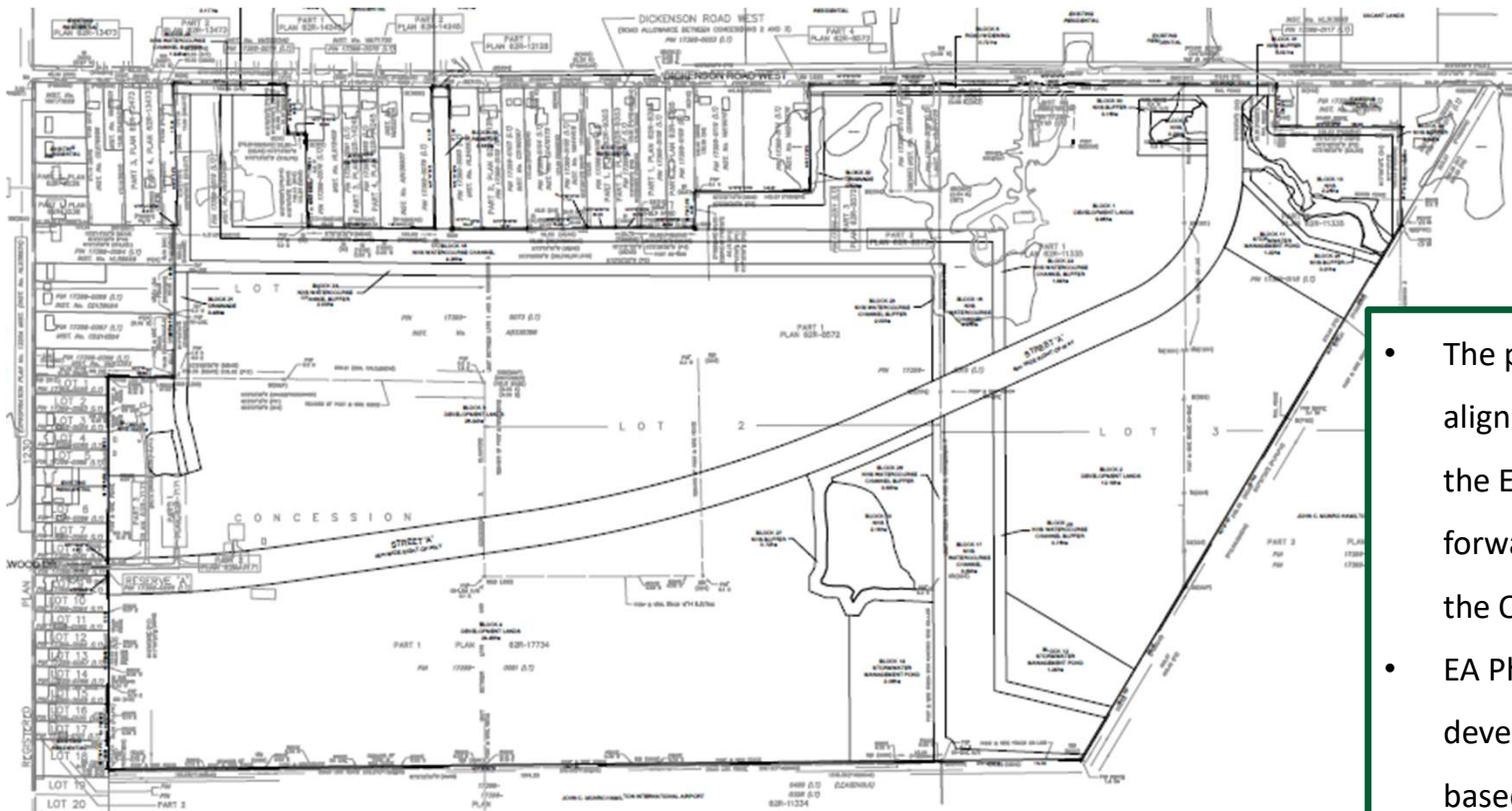
Why are we here?

Dickenson Limited Partnership (Dickenson) is undertaking a Draft Plan of Subdivision process for a new industrial development adjacent to the John C. Munro Hamilton International Airport (JCMHIA) within the City of Hamilton's Airport Employment Growth District (AEGD) Secondary Plan lands. The project recently completed an Ontario Land Tribunal process, which helped establish the land use context that Arterial Roadway 1N will service.

In parallel with the Draft Plan of Subdivision process, the Municipal Class Environmental Assessment process is being completed for a road referred to as "Arterial Roadway 1N", by CGH Transportation Inc. on behalf of Dickenson Limited Partnership (as the proponent). Arterial Roadway 1N is an east-west road that bisects Dickenson's industrial lands.

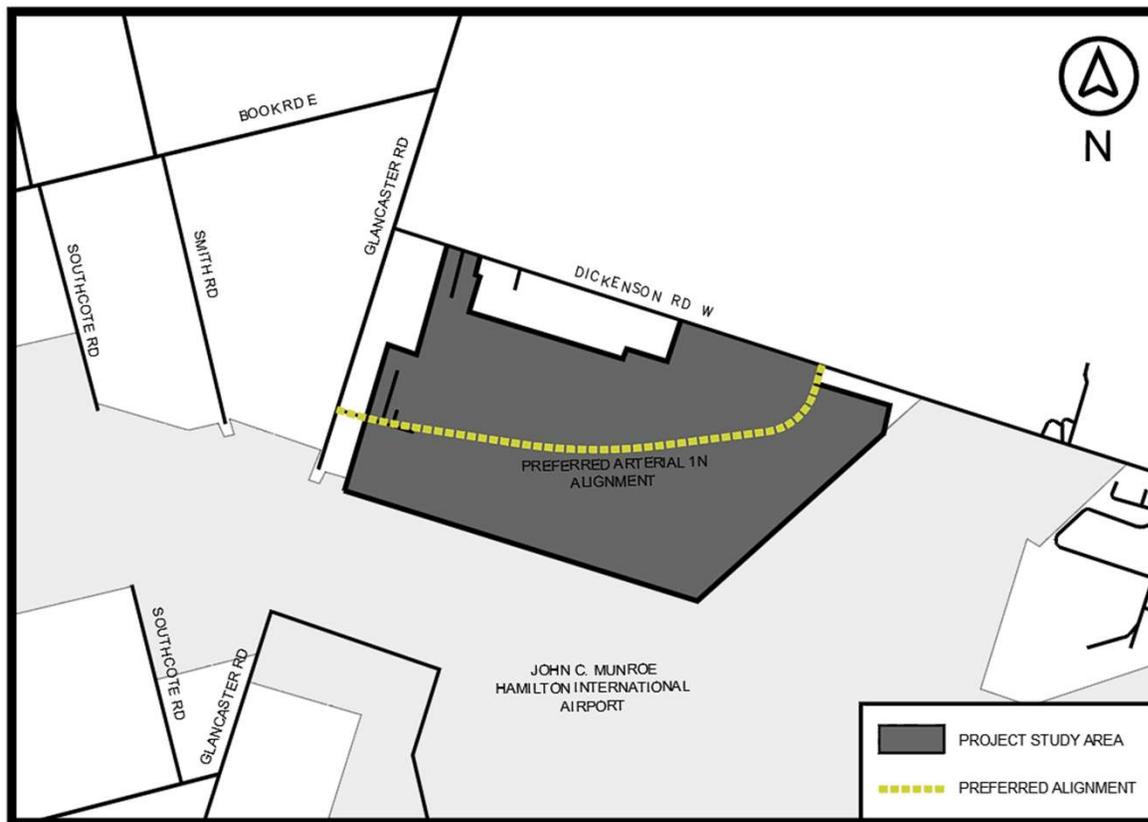
The AEGD Transportation Master Plan (TMP) Update – June 2024 specified a roadway location for Arterial Roadway 1N closer to the north limit of Dickenson's land. To increase the developable block sizes and align with market demands, Phase 2 of the EA process analyzed and evaluated other potential alignments of Arterial Roadway 1N. A preferred alignment has now been identified in Phase 2, and Phase 3 of the process evaluates alternative designs for the alignment.

Plan of Subdivision from the Ontario Land Tribunal Process



- The plan subdivision shows the alignment selected in Phase 2 of the EA, which has been carried forward to, and adopted through the OLT process
- EA Phase 3 (this phase) is developing functional designs based on the outcome of Phase 2

Study Area Overview

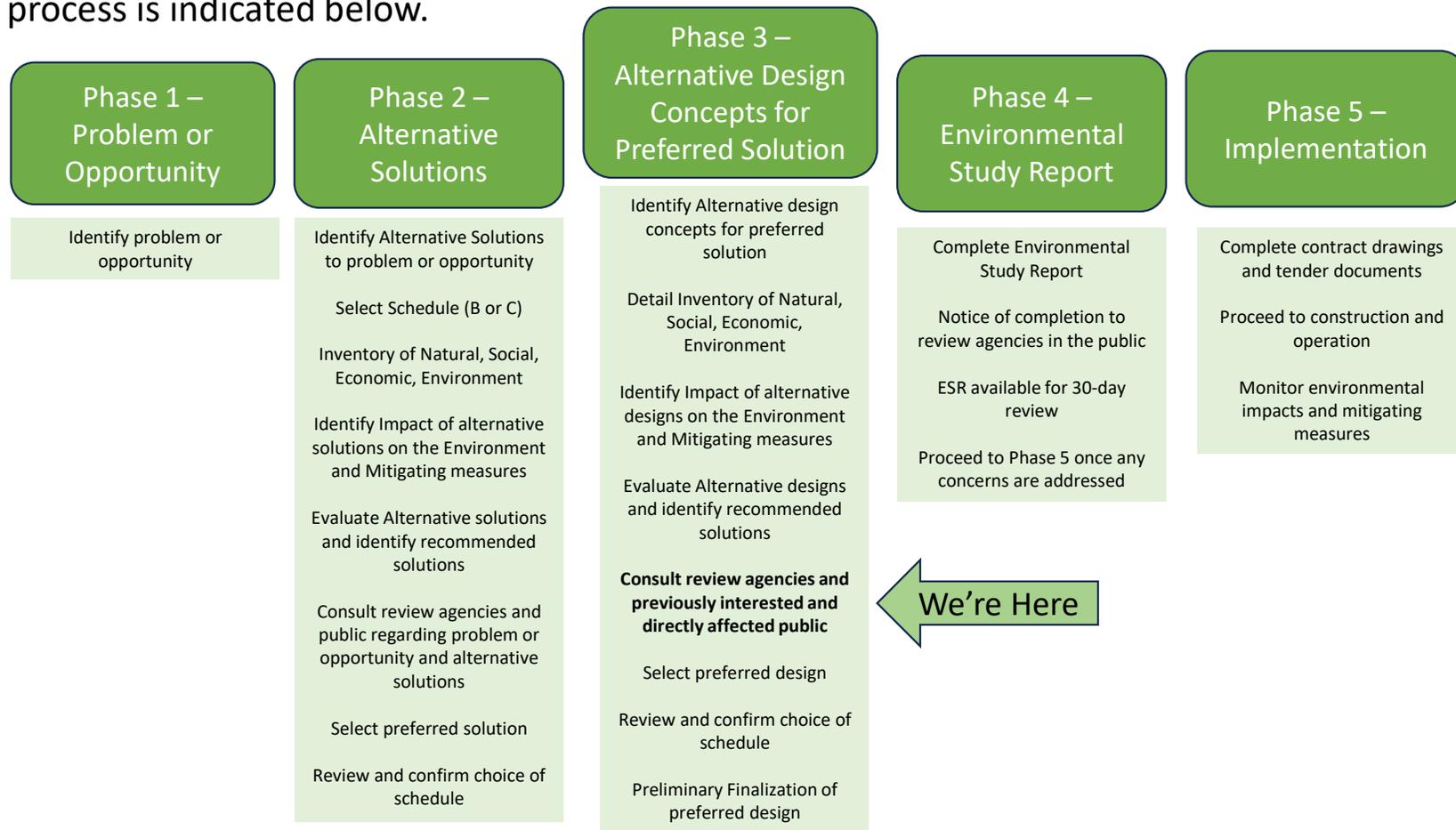


The Study Area is bordered by Dickenson Road West to the north, Glancaster Road to the west, and the John C. Munro Hamilton International Airport (JCMHIA) to both the east and south.

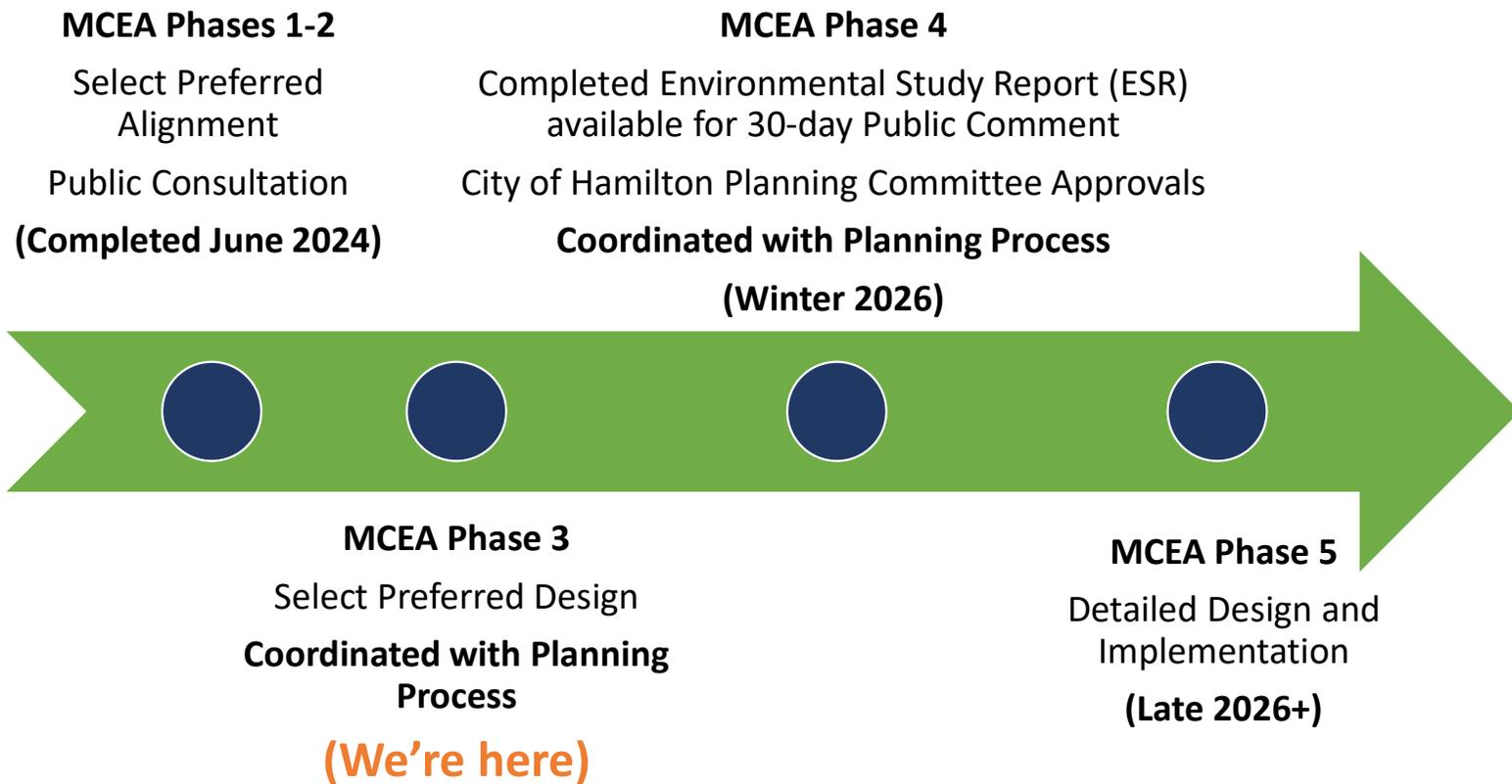
The preferred alignment of Arterial Roadway 1N is an identified link in the City's AEGD TMP Update – June 2024. For this study, it connects Dickenson Road West and Glancaster Road, and services the lands adjacent to the JCMHIA, as shown.

Municipal Class Environmental Assessment (MCEA) Process

The proponent is undertaking Phases 3 and 4 (Schedule 'C') of the MCEA process to refine alignment details and identify environmental impacts and mitigation. The current stage of the process is indicated below.



Consultation Process Timeline



Developing the Preferred Alignment

Public Information Centre (PIC) #1 Summary

- The virtual PIC #1 for Phase 2 of the Environmental Assessment was held on June 27, 2024
- Existing constraints and considerations regarding the natural, social, and physical environment were reviewed
- Three alternative alignments were presented, and were shown to be similar from a social environment perspective (i.e. archaeology, noise, air quality, heritage buildings / landscapes, vibration)
- A preferred alignment was established; the comment period for the virtual PIC ended on July 18th, 2024 and confirmed the result (preferred alignment is shown on the next slide)
- The content presented in PIC #1 can be found on the following project website:
cghtransportation.com/planning/Arterial1NEA

Preferred Alignment Developed from Phase 2



- Intersection design at Dickenson Road is part of the Dickenson Road EA; more details can be found on the project website:
hamilton.ca/environmental-assessments/dickenson-road-upper-james-st-glancaster-rd
- Alignment shown above was developed in Phase 2 and brought forward to the planning process
- Segment west of Glancaster Road is to be confirmed in a future EA study conducted by other proponents

Developing the Preferred Cross Section

Cross Section Analysis and Evaluation

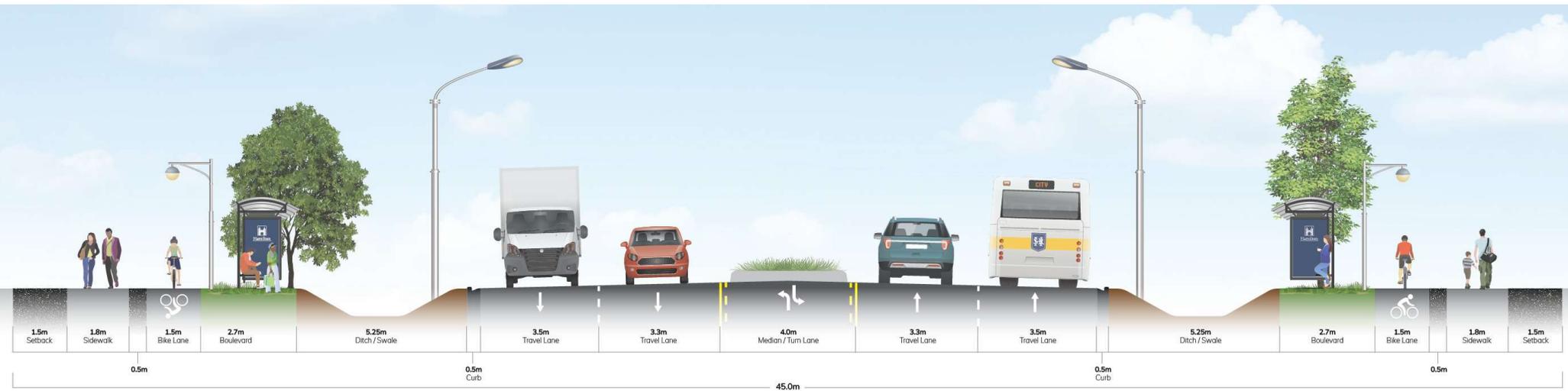
- The AEGD TMP Update (2024) cross sections were developed in accordance with the *Hamilton Complete Streets Design Guidelines (2022)* and the *Eco-Industrial Design Guidelines (2010)*
- Research and consultation were carried out by the City to develop the recommended cross-sections
- The cross section components that fulfill the necessary modal needs (as identified in the AEGD TMP Update (2024) Conceptual Cross Section) for this type of arterial road will be carried forward in the development of the design for Arterial Roadway 1N

Cross Section Screening

Element	AEGD TMP Update Conceptual Cross Section	Carry Forward? (✓ = Yes / ✗ = No)
Pedestrian Realm	3.8 m Multi-Use Path (MUP) with 1.5 m edge zone	✓
Cycling Facilities	1.5 m one way bike lane provided as part of MUP	✓
Transit Service	2.7 m boulevard for transit service	✓
Through Movement	Two lanes per direction with centre median/turn lane with total midblock lane width of 17.6 m	✓
On-Street Parking	No on-street parking provided	✓
Green Infrastructure	Bioswales provided along with boulevard landscaping as low impact development features	✓

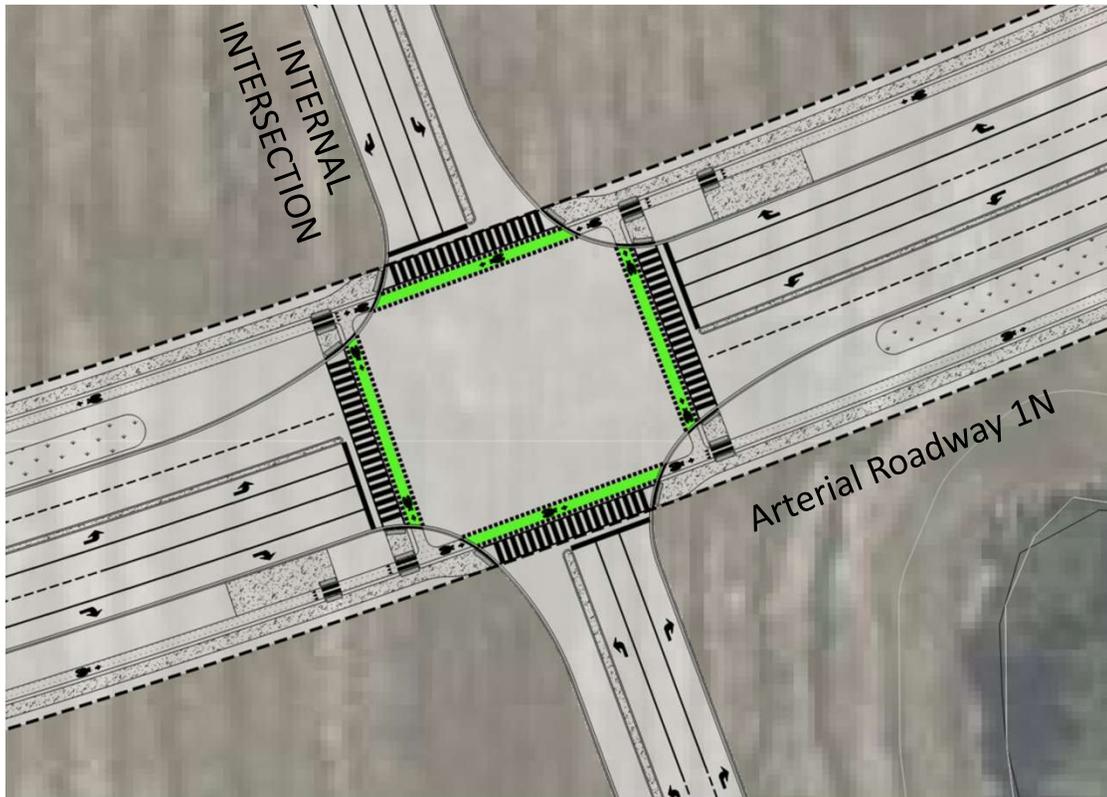
Technically Preferred Cross Section

- Based on the screening results, the following cross-section is identified as the technically preferred alternative
- The technically preferred alternative is consistent with the AEGD TMP Update (2024)
- The cross section at the Glancaster Road intersection may differ depending on the preferred design alternative selected



Developing the Typical Intersection Configuration

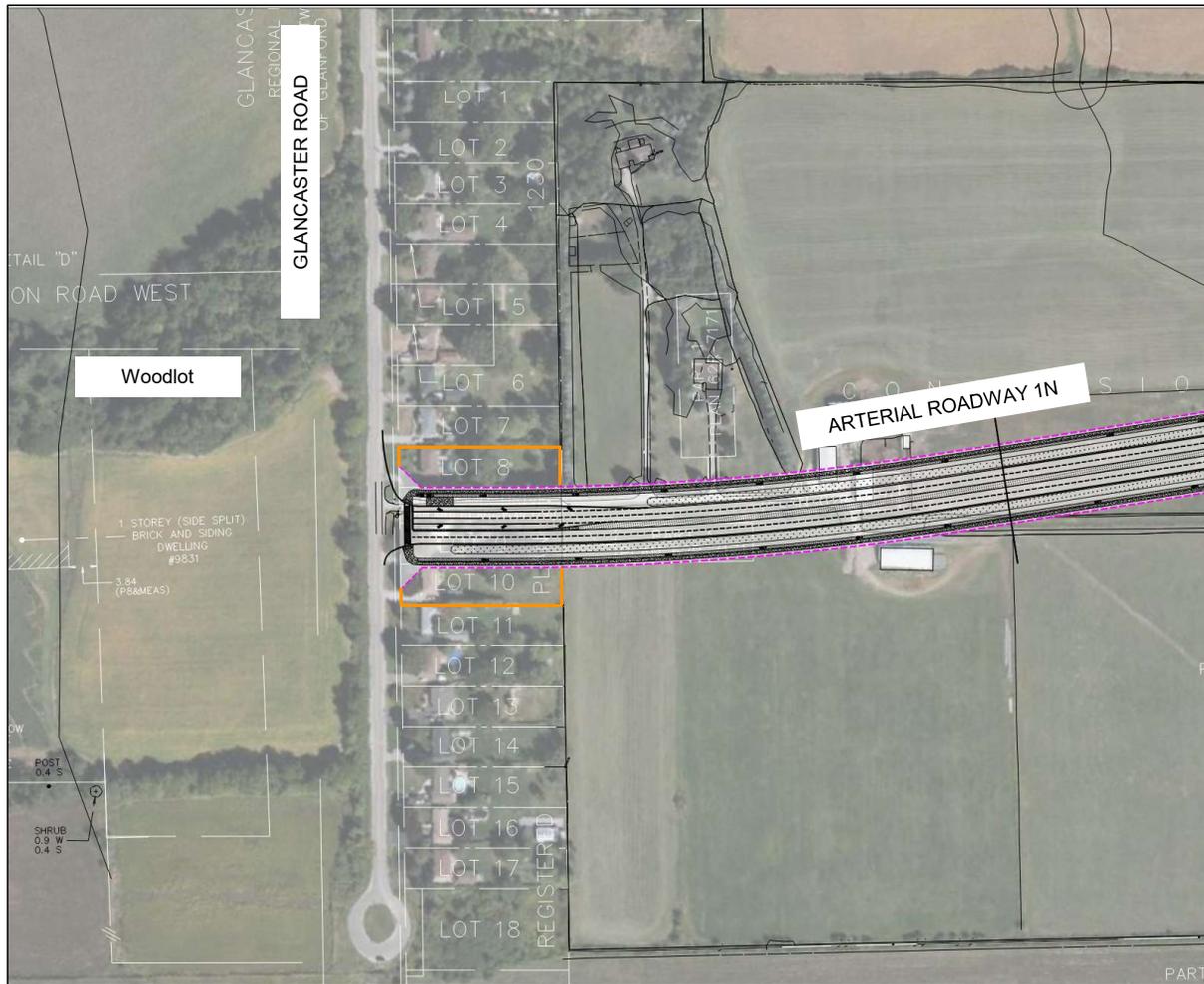
Typical Midblock Intersection



- Pedestrian and cyclist amenities provided
- Bioswales (designed, shallow, vegetated channel to manage stormwater runoff) on both sides of the roadway
- Bus pads are provided near the side
- Signal warrants (a guideline used to determine if an intersection requires traffic signals) are to be determined based on projected traffic volume as part of the detailed design at a later stage
- Preferred location of the intersection(s) will be determined based on the location of side streets required to access adjacent developments

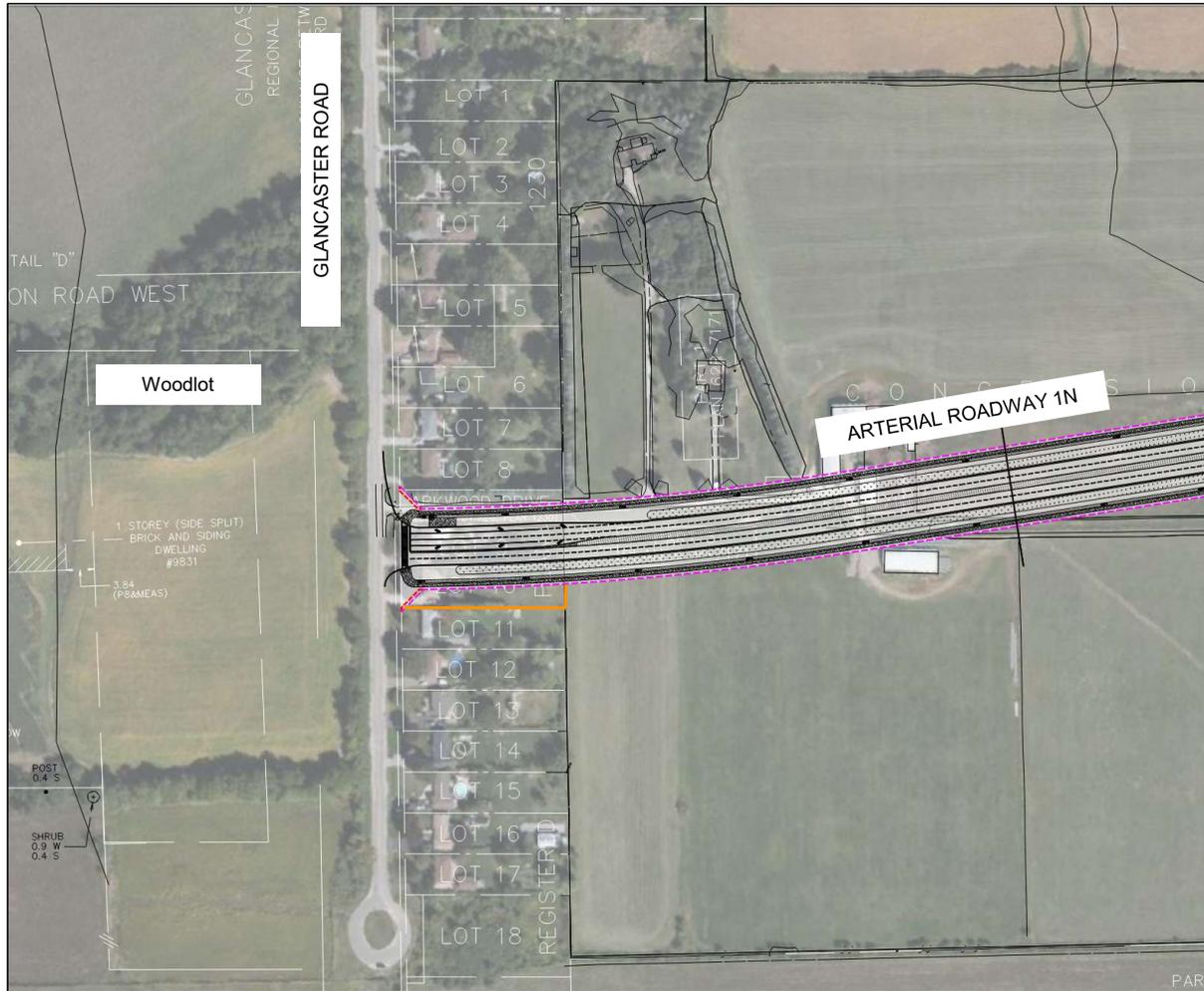
Developing the Roadway Arterial Roadway 1N- Glancaster Intersection

Alternative Design 1



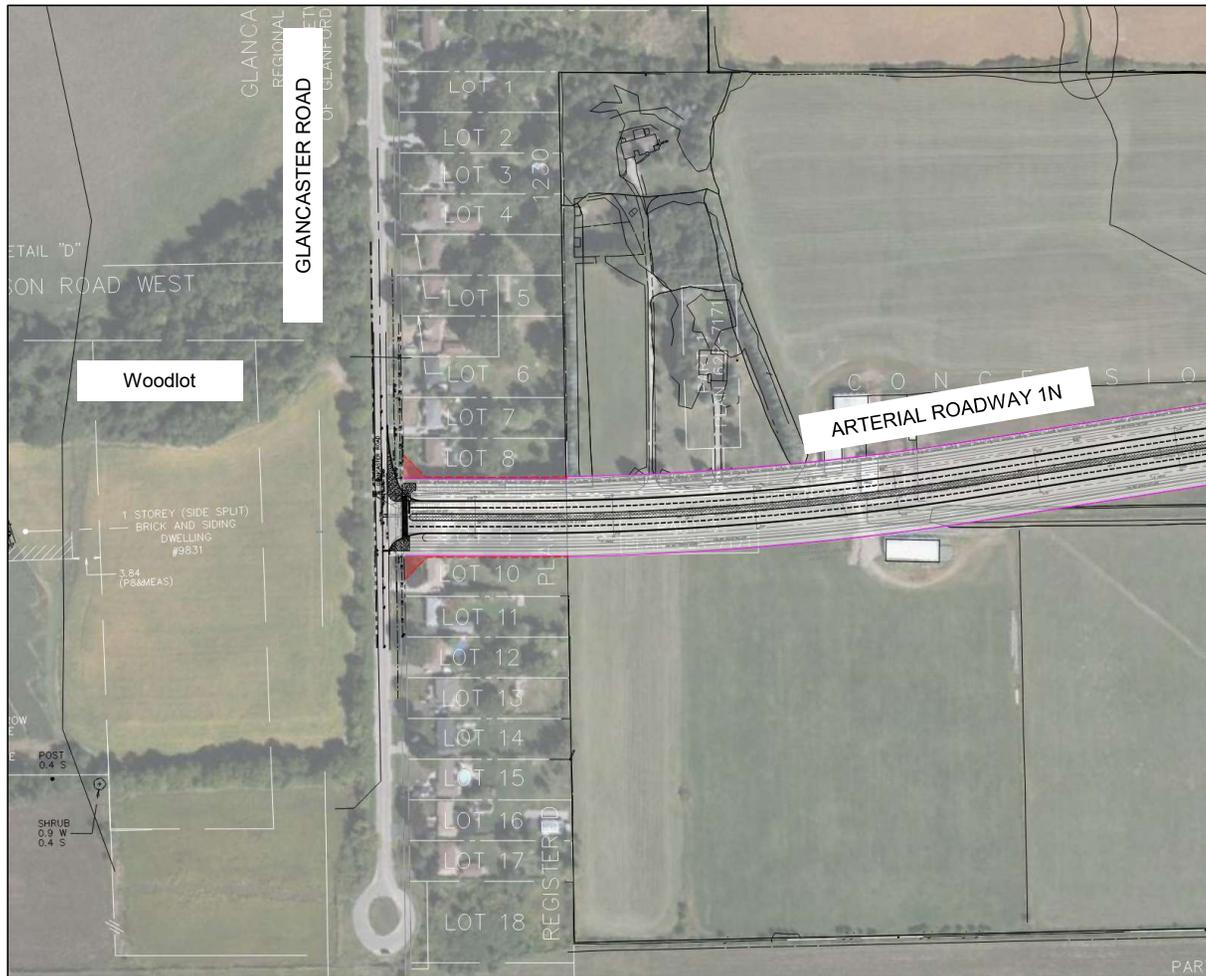
- Incorporates standard (12.9 m x 12.9 m) daylight triangles
- Requires acquisition of three (3) private properties (which are Lots 8, 9 and 10 as shown within the orange outline)
- Provides an approximate 17 m buffer to the woodlot on the west side of Glancaster Road

Alternative Design 2



- Incorporates modified daylight triangles (10 m x 10 m) to minimize property requirements
- Requires acquisition of two (2) private properties (which are Lots 9 and 10 as shown within the orange outline)
- Provides an approximate 28 m buffer to the woodlot on the west side of Glancaster Road

Alternative Design 3



- Standard daylight triangles are not available for this alignment (the issue can be mitigated if the extension of Arterial Roadway 1N to the west is undertaken in the future)
- Requires acquisition of one (1) additional property (which is Lot 9)
- Narrows Arterial Roadway 1N cross-section while maintaining the four-lane configuration within the required property
- Provides an approximate 28 m buffer to the woodlot on the west side of Glancaster Road

Evaluation Criteria

Criteria Category	Criteria	Indicator
Transportation Design	Design Criteria	Ability to provide daylight (sight) triangles
		Ability to provide connectivity to Glancaster Road
		Ability to accommodate required capacity
		Ability to accommodate active modes
		Ability to be staged
Social Environment	Compatibility with Existing/ Planned Communities	Displacement of, or loss of access to, existing and planned land uses

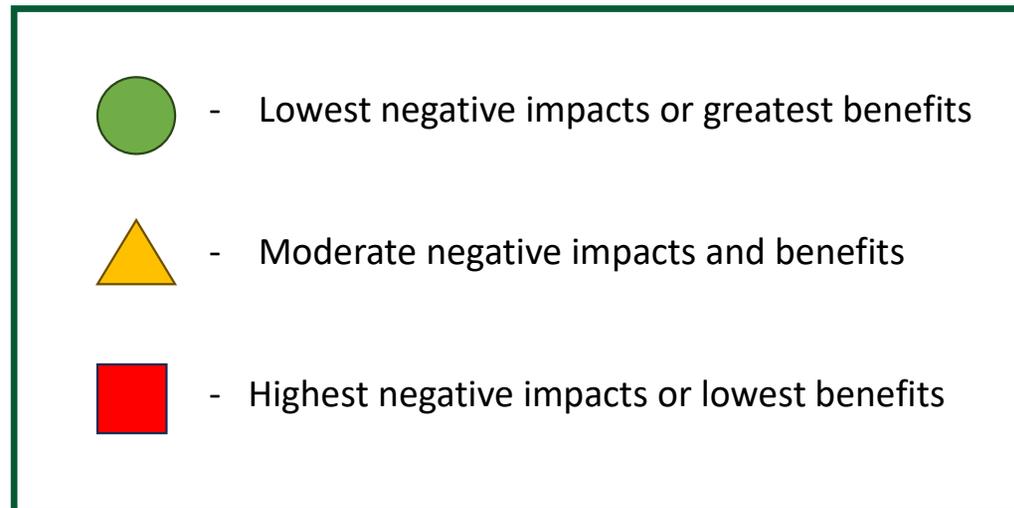
Evaluation Criteria cont.

Criteria Category	Criteria	Indicator
Natural Environment	Effects on aquatic habitat	Permanent effects on aquatic habitat and species (e.g. habitat removal, increased shading, etc.)
		Temporary effects on aquatic habitats and species (e.g. temporary disturbance during construction, sedimentation, etc.)
	Effects of terrestrial habitat	Effects to vegetation (e.g. woodlands, wetlands, meadows/thickets, etc.), wildlife and migratory birds
	Effects on natural heritage features and functions	Loss/impact on significant species (flora/fauna)
		Potential impact on significant features (e.g. Provincially Significant Wetland, Significant Wildlife Habitat, Areas of Natural and Scientific Interest, Urban Natural Features, Core Areas and Linkages)
		Potential impacts to terrestrial linkages
		Potential impacts to natural heritage buffers

Evaluation Criteria cont.

Criteria Category	Criteria	Indicator
Technical Considerations	Effects on Municipal Services and Utilities	Effects on infrastructure and utilities including new water crossings
		Effects on existing and new crossings
		Effects on stormwater quality and quantity
Cultural Environment	Presence of known Archeological resources	Impacts on known Archeological resources
	Presence of Built Cultural Heritage resources	Impacts on Built Cultural Heritage resources
Cost	Capital Cost	Estimated construction costs (including excavation/filling, lighting, signals, landscaping, associated infrastructure, construction complexity)

Analysis and Evaluation – Ranking System



Analysis and Evaluation – Transportation Design

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Transportation Design	Design Criteria	Ability to provide sight triangle	Incorporates standard daylight triangles of 12.9 x 12.9 metres	Incorporates modified daylight triangles of 10 x 10 metres to minimize property requirements	Standard daylight triangles are not available. Extension and widening to the west through future EA studies by other proponents will mitigate the issue
		Ability to provide connectivity to Glanaster Road	Connectivity to Glanaster Road provided		
		Ability to accommodate required capacity	Full capacity can be accommodated		
		Ability to accommodate active modes	Sidewalk and bike lanes are provided and separated from the roadway		
		Ability to be staged	Can be staged and protects for the potential extension of Arterial Roadway 1N		
Transportation Design Ranking					

Analysis and Evaluation – Social Environment

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Social Environment	Compatibility with Existing/ Planned Communities and Land Uses	Displacement of, or loss of access to, existing and planned land uses	Three (3) existing residential lots (Lots 8, 9 and 10) facing expropriation which are not currently owned by the developer and/or City of Hamilton	Two (2) existing residential lots (Lots 9 and 10) facing expropriation which are not currently owned by the developer and/or City of Hamilton	One (1) existing residential lot (Lot 9) facing expropriation which is not currently owned by the developer and/or City of Hamilton
Social Environment Ranking					

Analysis and Evaluation – Natural Environment

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Natural Environment*	Effects on aquatic habitat	Permanent effects on aquatic habitat and species (e.g. habitat removal, increased shading, etc.)	<ul style="list-style-type: none"> All alternatives require two watercourse crossings (culverts) No direct fish habitat present; only impacts are on indirect fish habitat Watercourse crossing of the central watercourse corridor will likely take place in the dry due to the construction taking place at the same time as the watercourse realignment (i.e., prior to flows being directed to the new watercourse channel), thereby minimizing impacts to indirect fish habitat As a result of the above, habitat removal will only take place along the eastern watercourse crossing 		
		Temporary effects on aquatic habitats and species (e.g. temporary disturbance during construction, sedimentation, etc.)	Temporary effects will be the same for all alternatives and will include potential for sedimentation during construction and the use of ESC measures		

* Natural heritage impacts are based on the NHS in the draft plan

Analysis and Evaluation – Natural Environment

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Natural Environment*	Effects on terrestrial habitat	Effects to vegetation (e.g. woodlands, wetlands, meadows/thickets, etc.), wildlife and migratory birds	<ul style="list-style-type: none"> No encroachment into woodland; alignment will be setback minimum of 15m from woodland Minimal impact to terrestrial habitat expected; Portion of northeastern wetland required to be removed and replicated at a 1.5:1 ratio (created:removed) through the draft plan of subdivision local wildlife is accustomed to background noise level from existing land-uses (i.e., Airport) 		
	Effects on natural heritage features and functions	Loss/impact on significant species (flora/fauna)	<p>No impacts to threatened and endangered species (and their associated habitats) are expected</p> <p>No impact to locally rare and uncommon species or vegetation communities are expected; salvage plan required as part of draft plan of subdivision</p>		

* Natural heritage impacts are based on the NHS in the draft plan

Analysis and Evaluation – Natural Environment

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Natural Environment	Effects on natural heritage features and functions	Potential impact on significant features (e.g. Provincially Significant Wetland, Significant Wildlife Habitat, Areas of Natural and Scientific Interest, Core Areas and Linkages)	<ul style="list-style-type: none"> No impact to significant features will occur Partial removal of non-significant wetland will be removed and re-created at a 1.5:1 ratio through the draft plan of subdivision Alignment is proposed adjacent to Core Area (Woodland); however, proposed 15m setback and mitigation measures will minimize disturbance to natural feature and its associated functions 		
		Potential impacts to terrestrial linkages	No impacts to terrestrial linkages		
		Potential impacts to natural heritage buffers	No impacts to existing or proposed buffers		
Natural Environment Ranking					

Analysis and Evaluation – Technical Considerations

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Technical Considerations	Effects on Municipal Services and Utilities	Effects on infrastructure and utilities including new water crossings	Negligible additional impacts on stormwater infrastructure	Negligible additional impacts on stormwater infrastructure	Minor addition of intermediate stormwater management infrastructure
		Effects on existing and new watercourse crossings	Moderate proposed crossing length	Moderate proposed crossing length	Moderate proposed crossing length
		Effects on stormwater quality and quantity	Standard requirements of water quality and quantity	Standard requirements of water quality and quantity	Slight reduction in water quantity and quality requirements due to reduced road width
Technical Considerations Ranking					

Analysis and Evaluation – Cultural Environment

Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Cultural Environment	Presence of known Archeological resources	Impacts on known Archeological resources	Three (3) existing properties that could potentially have archeological resources present	Two (2) existing properties that could potentially have archeological resources present	One (1) existing property that could potentially have archeological resources present
	Presence of Built Cultural Heritage resources	Impacts on Built Cultural Heritage resources	No impacts since no resources are present	No impacts since no resources are present	No impacts since no resources are present
Cultural Environment Ranking					

Analysis and Evaluation – Cost

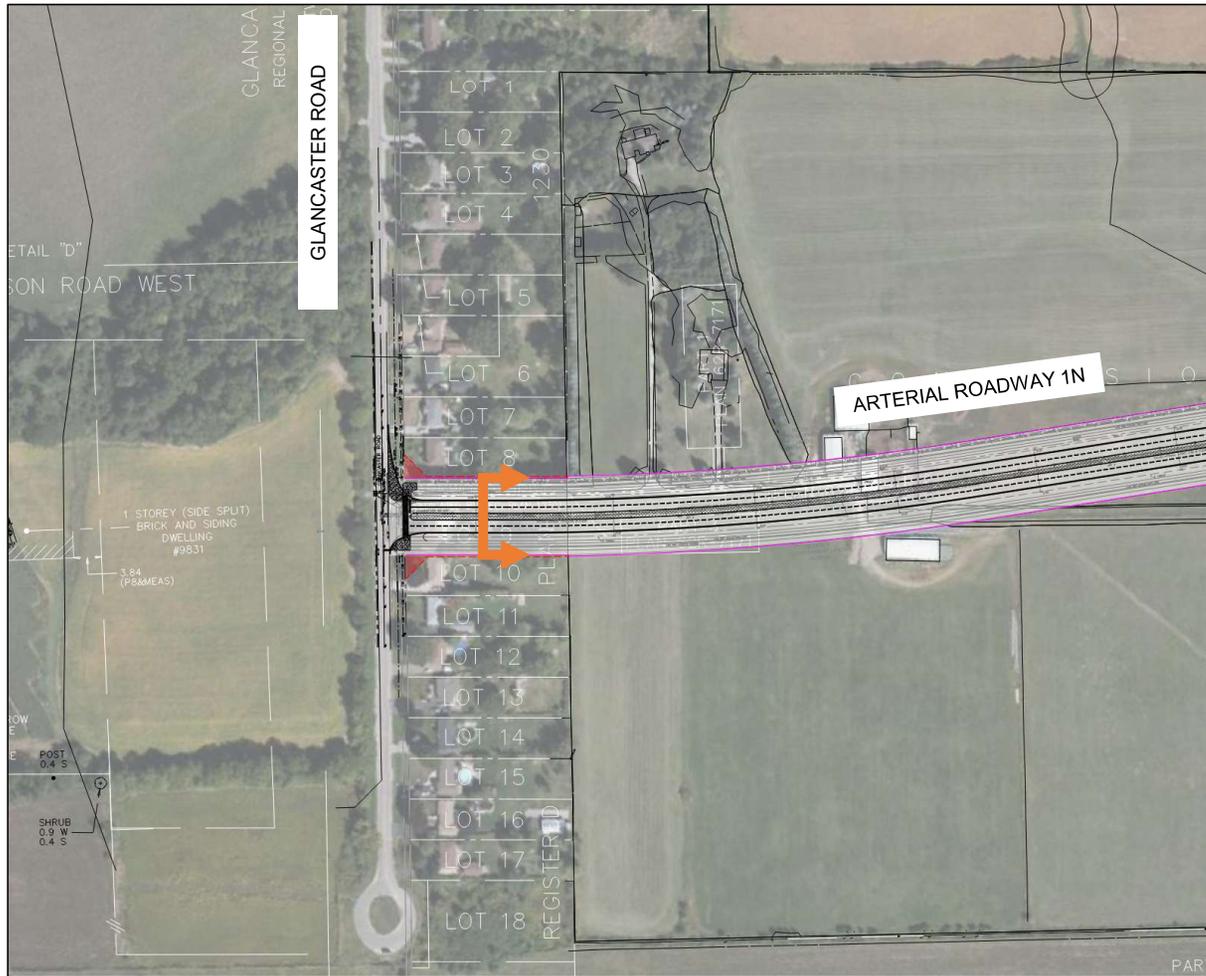
Criteria Category	Criteria	Indicator	Alternative Design 1	Alternative Design 2	Alternative Design 3
Cost	Capital Cost	Estimate construction costs (including excavation/filling, lighting, signals, landscaping, associated infrastructure, construction complexity)	<ul style="list-style-type: none"> - Moderate fill requirement - Moderate right-of-way sanitary sewer cost - Moderate right-of-way watermain sewer cost - Cost of expropriation of three (3) lots 	<ul style="list-style-type: none"> - Moderate fill requirement - Moderate right-of-way sanitary sewer cost - Moderate right-of-way watermain sewer cost - Cost of expropriation of two (2) lots 	<ul style="list-style-type: none"> - Moderate fill requirement - Moderate right-of-way sanitary sewer cost - Moderate right-of-way watermain sewer cost - Cost of expropriation of one (1) lot
Cost Ranking					

Ranking Summary

Criteria Category	Alternative Design 1	Alternative Design 2	Alternative Design 3
Transportation Design			
Social Environment			
Natural Environment			
Technical Considerations			
Cultural Environment			
Cost			
Overall Ranking			

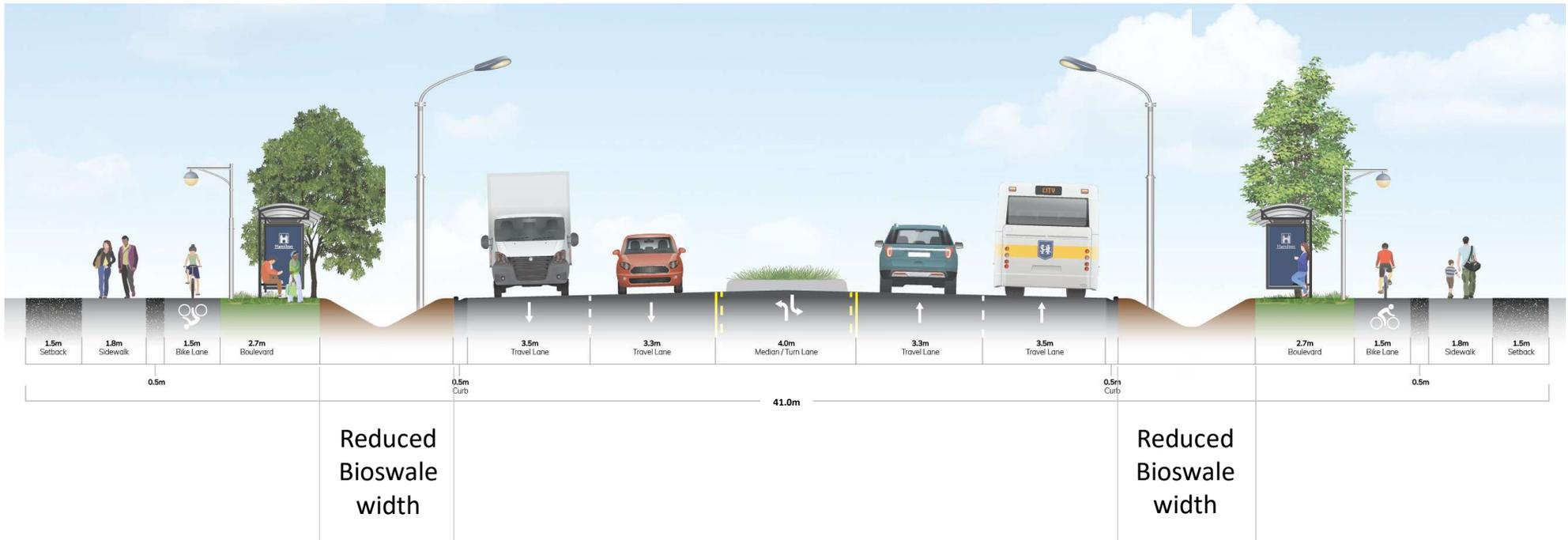
-  Lowest negative impacts or greatest benefits
-  Moderate negative impacts and benefits
-  Highest negative impacts or lowest benefits

Technically Preferred Design – Alternative Design 3



- Requires one (1) additional property (which is Lot 9)
- Narrows Arterial Roadway 1N cross-section while maintaining the four-lane configuration within the required property
- Protects for the potential Arterial Roadway 1N extension at a future date

Technically Preferred Design – Alternative Design 3 Cross Section



Future Build-Out of Arterial 1N (West Extension)

1. While Alternative Design #3 is the preliminary preferred alternative and satisfies the needs of the Dickenson Draft Plan, it is understood that Arterial Roadway 1N is part of the City of Hamilton's overall AEGD TMP.

The City is undertaking the Airport Employment Growth District East-West Arterial Road Network Study to determine the road alignment for any continuation of Arterial Roadway 1N west of Glancaster Road. The Class EA process currently being completed for Arterial Roadway 1N within the Dickenson Draft Plan is separate from the outcome of the City's Class EA study.

2. Glancaster Road north of Arterial Roadway 1N will be studied through a future Class EA process
3. Glancaster Road south of Arterial Roadway 1N was approved through the AEGD TMP (2024) with a future 30 m right-of-way



Note: Blue colouring is not to scale and is only intended to highlight the area associated with each number

We want to hear from you!

Your input is important to us and your comments are welcome at any time during the study, but for comments to be considered in the Environmental Study Report we kindly ask that you forward any comments by:

Wednesday, January 28th, 2026

Following this open house, please provide your comments to us at the website below:

Project website: cghtransportation.com/planning/Arterial1NEA



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