



## Frequently Asked Questions

Public Information Centre (PIC) #1

June 27, 2024

**PROJECT: City of Hamilton – Airport Employment Growth District (AEGD)  
Municipal Class Environmental Assessment – Phase 2-4  
Arterial Roadway 1N – Glancaster Road to Dickenson Road West**

<b>Question</b>	<b>Answer</b>
<b>Background, Timing and Process</b>	
Why are you using combined processes? Why would these usually not be combined? What is lost in this combination?	The Municipal Class Environmental Assessment (MCEA) process has stipulations in place to integrate with The Planning Act process for new developments. For Schedule C projects under the MCEA, the environmental assessment must be completed before final site plan approval can be granted by the municipal authority. The streamlined process allows for consultation activities to overlap, thus satisfying the requirements of both the MCEA and Planning Act to ensure the community is informed and engaged.
What is the timing for implementation?	The construction of Arterial Roadway 1N is anticipated to occur in conjunction with the development of the subject site and is expected to be completed by the AEGD TMP horizon year of 2031.
How many homes on Dickenson will be demolished and can you clarify “moderate timeline” for construction?	The property required for the Dickenson Road West and Arterial Roadway 1N intersection has been acquired and will follow the planned future Garth Street extension south of Twenty Road West. The AEGD TMP forecasts the redevelopment of the subject lands within the one (1) to five (5) year range.
Who are the potential clients that will occupy the newly developed land?	At this time, the anticipated tenants are not known. The lands will develop as per the AEGD Secondary Plan, and include Airside Industrial and Airport Prestige Business zoning classifications.

<b>Question</b>	<b>Answer</b>
What noise impacts (if any) will occur during construction and upon build-out?	As part of the Draft Plan of Subdivision submission, a detailed Noise Study will be completed and submitted once detailed building designs and tenant operations are known to accurately quantify noise emissions and develop mitigation measures.
How will the construction and operations of the newly developed lands impact Glancaster Road and Dickenson Road West?	Impacts from construction on the roadway network (including intersections) will be reviewed and further information provided at the next phase of the Environmental Assessment process (Phase 3). The operation of these roadways will follow the recommendations outlined in the City's AEGD TMP.
Are the scores mathematical? You are only giving three possible scores. How are these comparable/	The analysis and evaluation process is of a qualitative nature which is appropriate given that the impacts of each of the alignments are relatively similar.
Why is the timeline for comments so very short? Normal consultation processes offer much longer timelines. Also, it is very unusual to required public comments at the height of the summer holiday period.	Comments will be received throughout the process. Comments received up to July 18 <sup>th</sup> will be used to move the EA process forward and assist with the development of the analysis criteria for Phase 3 of the process, where the evaluation of alternative designs and recommended solutions are identified.
You are identifying ONLY the impacts of the actual road, but it is clear the evaluation is heavily influenced by the expected uses of the adjacent lands. Why are you not showing those latter impacts or even considering them?	The MCEA process specifically considers just the impacts of the right-of-way of Arterial Roadway 1N on the environment. The Draft Plan of Subdivision process for the development of the subject lands will include the impacts the potential development may have on the overall subject lands.
How many jobs may result from these new warehouses that will be built?	The exact number of jobs are not yet known.
The number of jobs are not known, and potential tenants are not yet known, but homes will be demolished and wetlands and natural features destroyed without knowing the benefit of the development, roadway and costs for this work. Why?	Impacts to the study area are either being avoided or will be mitigated. The financial model is part of the big picture of the overall development. Certain elements could be funded through development charges. The intent is for the development to carry out the requirements established in the TMP and Secondary Plan to service these lands.

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**Question**

What are the climate change impacts? Some degree of thinking to follow an old plan (AEGD TMP 2011) without knowing benefits and costing seems like poor planning.

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**Answer**

More information will be collected throughout the process such as: market for goods movement, airport synergies, airport industrial uses, etc. The land use is evolving and mitigation measures will be introduced as a means of addressing the impacts to the natural environment, such as the use of bioswales to facilitate storm water runoff.

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**Existing Conditions**

It would be helpful (and is normally required) to include info on slides identifying all features noted.

More detailed information from the existing conditions inventories are available as part of the draft plan approvals process happening alongside the EA process. Contact the City of Hamilton's Planning Department to view the more detailed information.

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How many wetlands are in the study area.

There are a total of five (5) wetland communities identified within the subject lands, of which none have been classified as Provincially Significant.

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Question about unevaluated wetlands on the property please. Have they been mapped and will any protections be afforded to them? This area is the highest point between Lake Ontario and Lake Erie so this area is the headwater. Same question with significant habitat for the threatened species found on the property. Any protections?

The property has been walked with staff from the NPCA and City and all wetland communities have been staked by the NPCA. The new road is proposed to bisect a wetland near Dickenson Road West. The intersection at Dickenson Road West is fixed to match the City's Official Plan alignment. As such, the impact to the wetland south of Dickenson Road West is unavoidable. To compensate for the impact to this wetland area, additional wetland area is proposed as part of the separate subdivision application to be created immediately downstream, in an area where the watercourse is currently piped between two wetland features. The result is a more contiguous wetland downstream of the new road right-of-way.

Detailed ecological investigations were completed and some calls by two Species at Risk (SAR) Bats (Eastern Small-footed and Little Brown Myotis) were recorded. These call abundances were relatively low and do not

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Question	Answer
How are wildlife crossing of the arterial road being facilitated?	suggest roosting activity within the woodlands. No other SAR or SAR habitat was identified within the Subject Lands.
How will wildlife be protected (aquatic, terrestrial, buffers, publicly accessible trails, etc) as directed by the AEGD TMP and Secondary Plan policies/Urban Hamilton Official Plan?	Aquatic and terrestrial surveys have been completed to establish baseline impacts that will be considered in the Analysis and Evaluation of alternative designs (Phase 3). Where needed, mitigation measures will be implemented to reduce the impact on the natural environment.
<b>Design and Cross-Section</b>	
What is the design speed limit on the arterial?	The design speed for the roadway will be 70 km/h.
How much will this project cost?	Costing will be determined as we move through later phases of the EA process.
This development seems to promote sprawl. Does it alleviate the homeless crisis in any way?	The City of Hamilton approved the AEGD TMP Update in 2023 which identifies the intended zoning classifications (airside industrial and airport prestige business) for lands surrounding the John C. Munro Hamilton International Airport with the AEGD Secondary Plan lands.
How will active transportation be addressed?	The roadway design will follow the City's AEGD TMP (2024). The cross-section for Arterial Roadway 1N includes sidewalks and cycling infrastructure, in addition to transit, in accordance with the AEGD TMP.