

Arterial 1N (Glancaster Road to Dickenson Road West) Municipal Class Environmental Assessment, Phase 2

Public Consultation #1

Welcome

- This is Public Information Centre #1 for the Municipal Class Environmental Assessment (MCEA or EA) being conducted for Arterial Roadway 1N between Dickenson Road West and Glancaster Road
- This Municipal Class Environmental Assessment (EA) is being coordinated with the Draft Plan of Subdivision for a new industrial development adjacent to the John C. Munro International Airport

Project website: cghtransportation.com/planning/Arterial1NEA

Your input is important to us. Following this open house, please provide your comments to us:






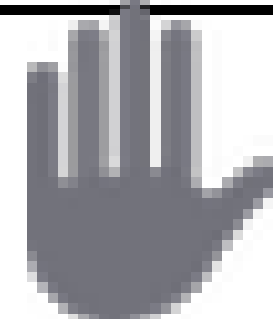
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E: Christopher.Gordon@CGHTransportation.com

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

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 Anishinaabek 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.

Presentation Outline

Welcome & Introduction

Housekeeping Items

Land Acknowledgement

Municipal Class Environmental Assessment Process

Consultation Process Timeline

Background and Study Area Overview

Technical Studies Completed

Existing Conditions and Constraints

Possible Cross-Section

Evaluation of Alternative Alignments

Preferred Alternative Alignment

Consultation Process Timeline

Why are we here?

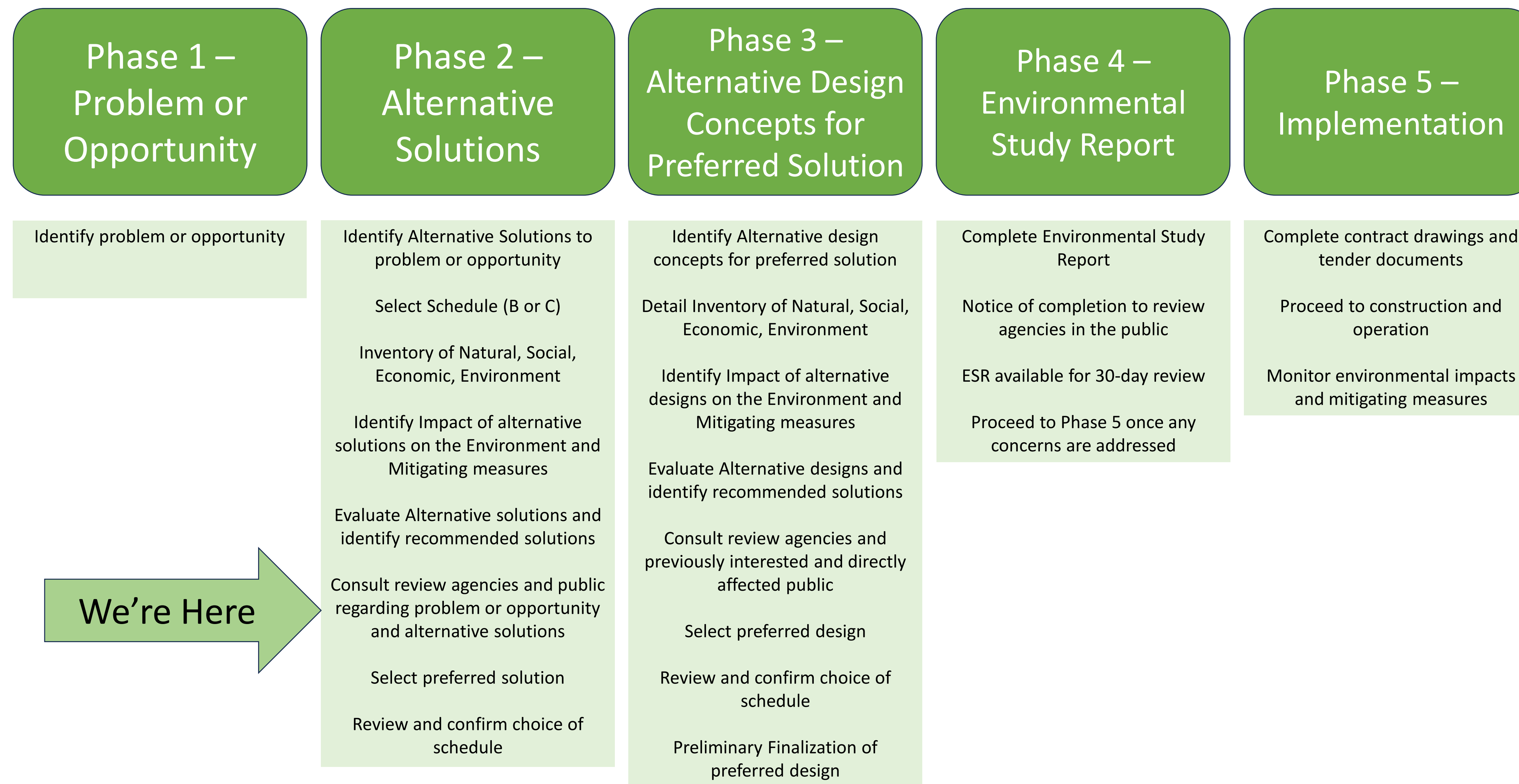
Dickenson Limited Partnership has initiated a Draft Plan of Subdivision process for a new industrial development adjacent to the John C. Munro Hamilton International Airport (JCMHIA) within the City of Hamilton's Airport Employment Growth District (AEGD) Secondary Plan lands.

In parallel with the Draft Plan of Subdivision process, the Municipal Class Environmental Assessment process will be completed for Arterial Roadway 1N, by CGH Transportation Inc. and Morrison Hershfield on behalf of Dickenson Limited Partnership.

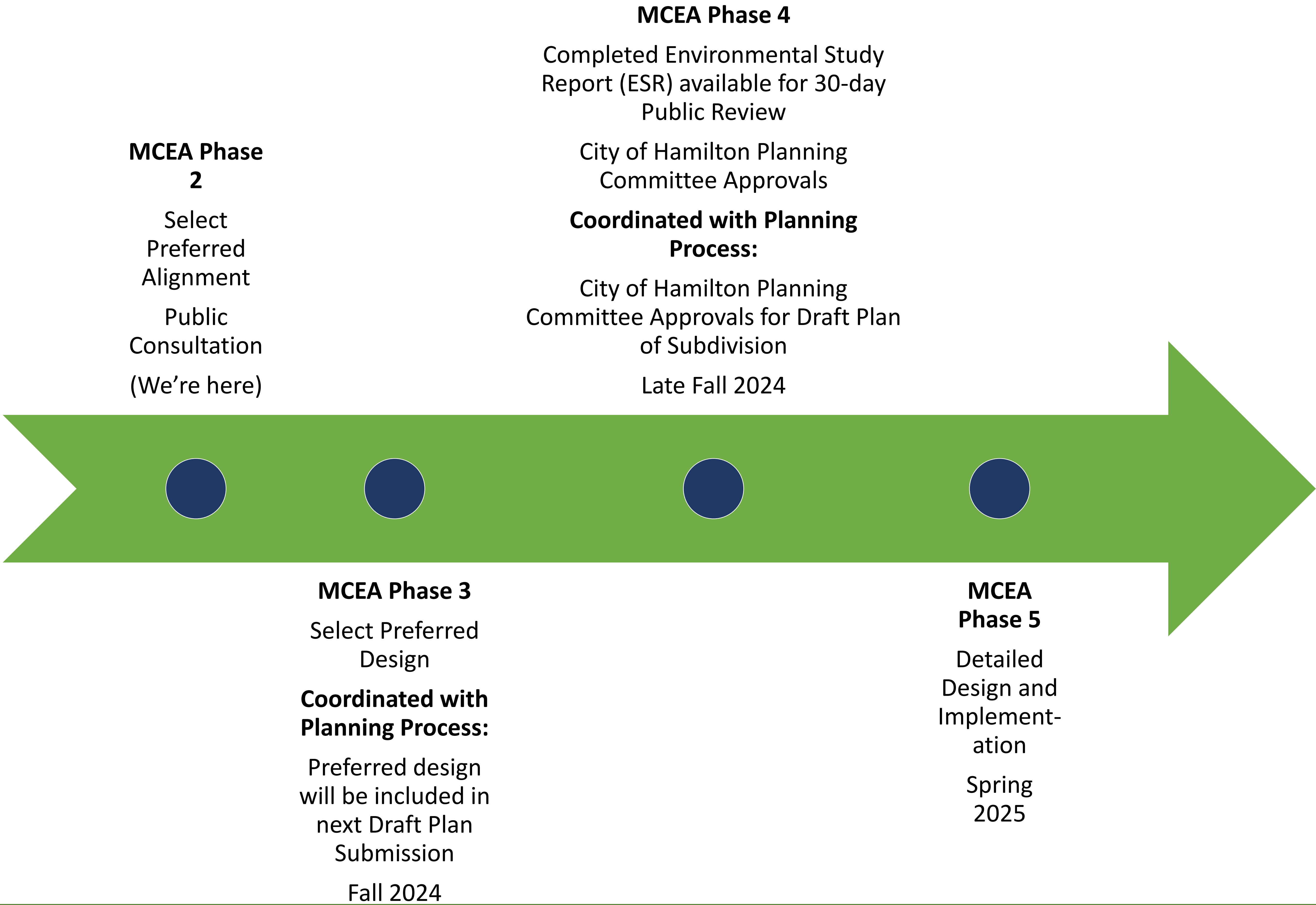
The AEGD TMP Update specified a roadway location for Arterial Roadway 1N closer to the north limit of the developable area than other options being considered. To increase the developable block sizes and align with market demands, the EA process will analyze and evaluate the potential alignment locations

Municipal Class Environmental Assessment (MCEA) Process

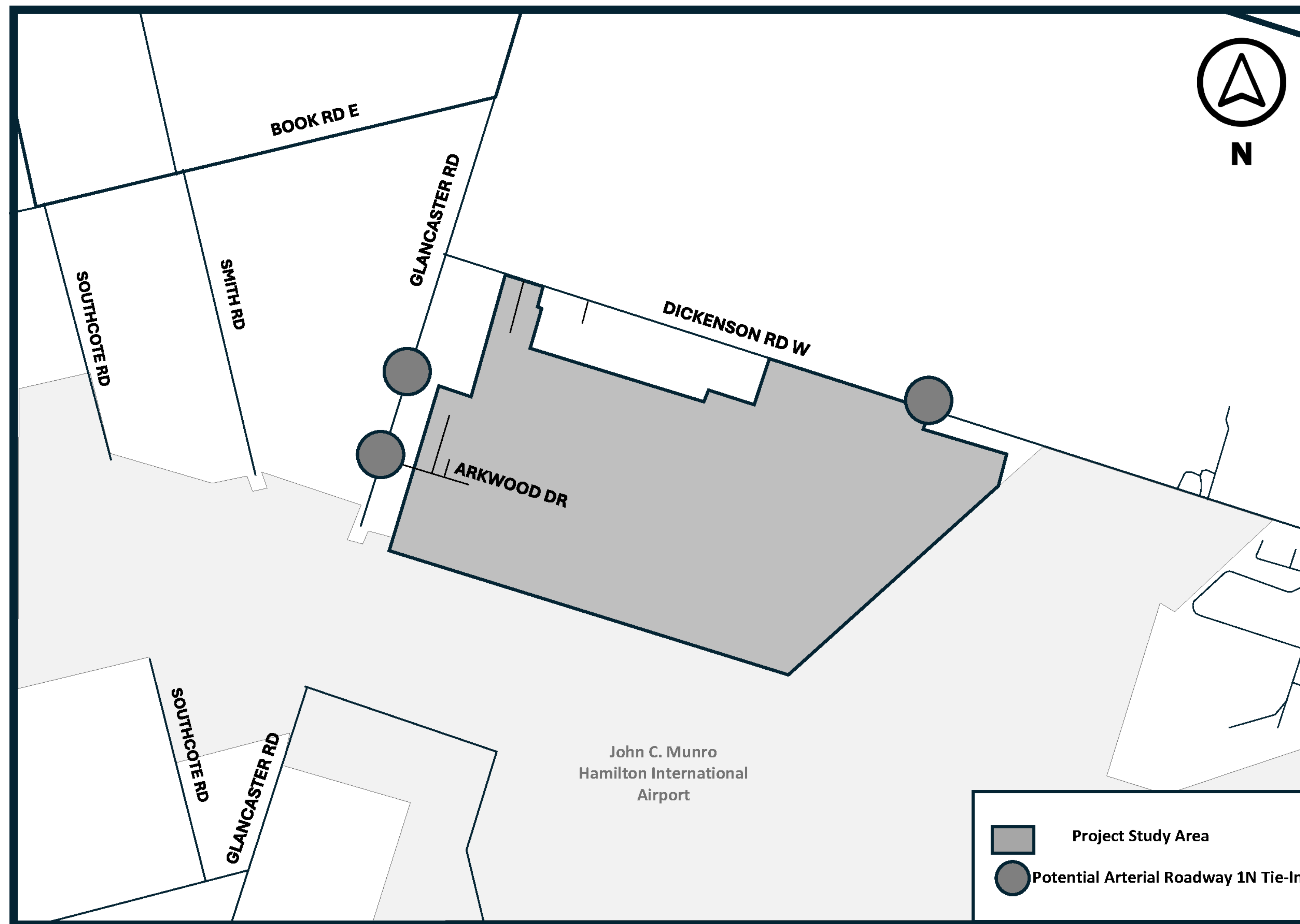
The proponent is undertaking Phases 2, 3, and 4 (Schedule 'C') of the MCEA process to refine alignment details and identify environmental impacts and mitigation. The current stage of the process is indicated below.



Consultation Process Timeline



Study Area Overview



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

The future Arterial Roadway 1N alignment will connect Dickenson Road West and Glancaster Road, and service the lands adjacent to the JCMHIA.

Study Area Overview

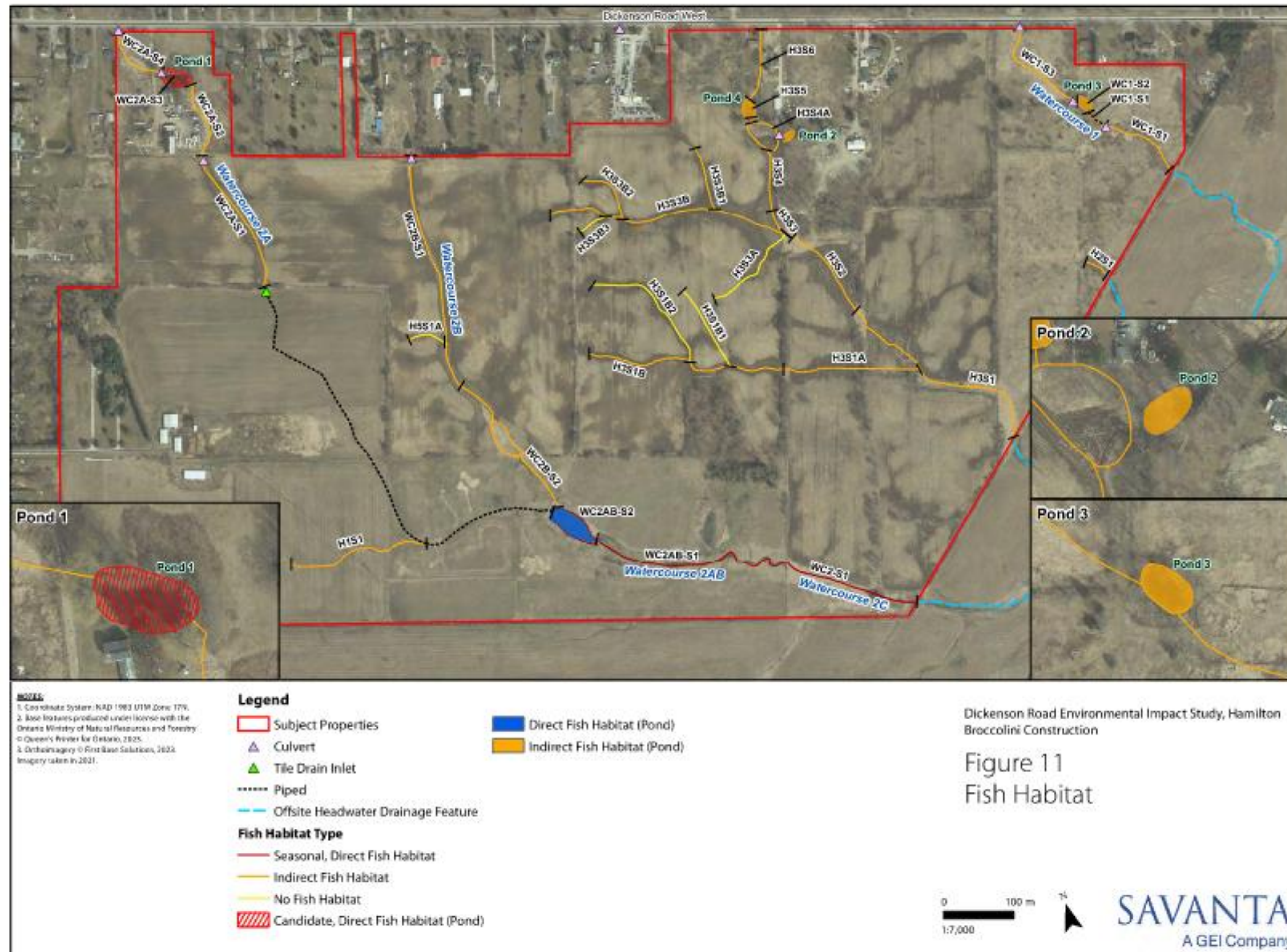


Study Area Existing Conditions Inventory

To understand any impacts to the study area features, the existing conditions have been researched and surveyed for:

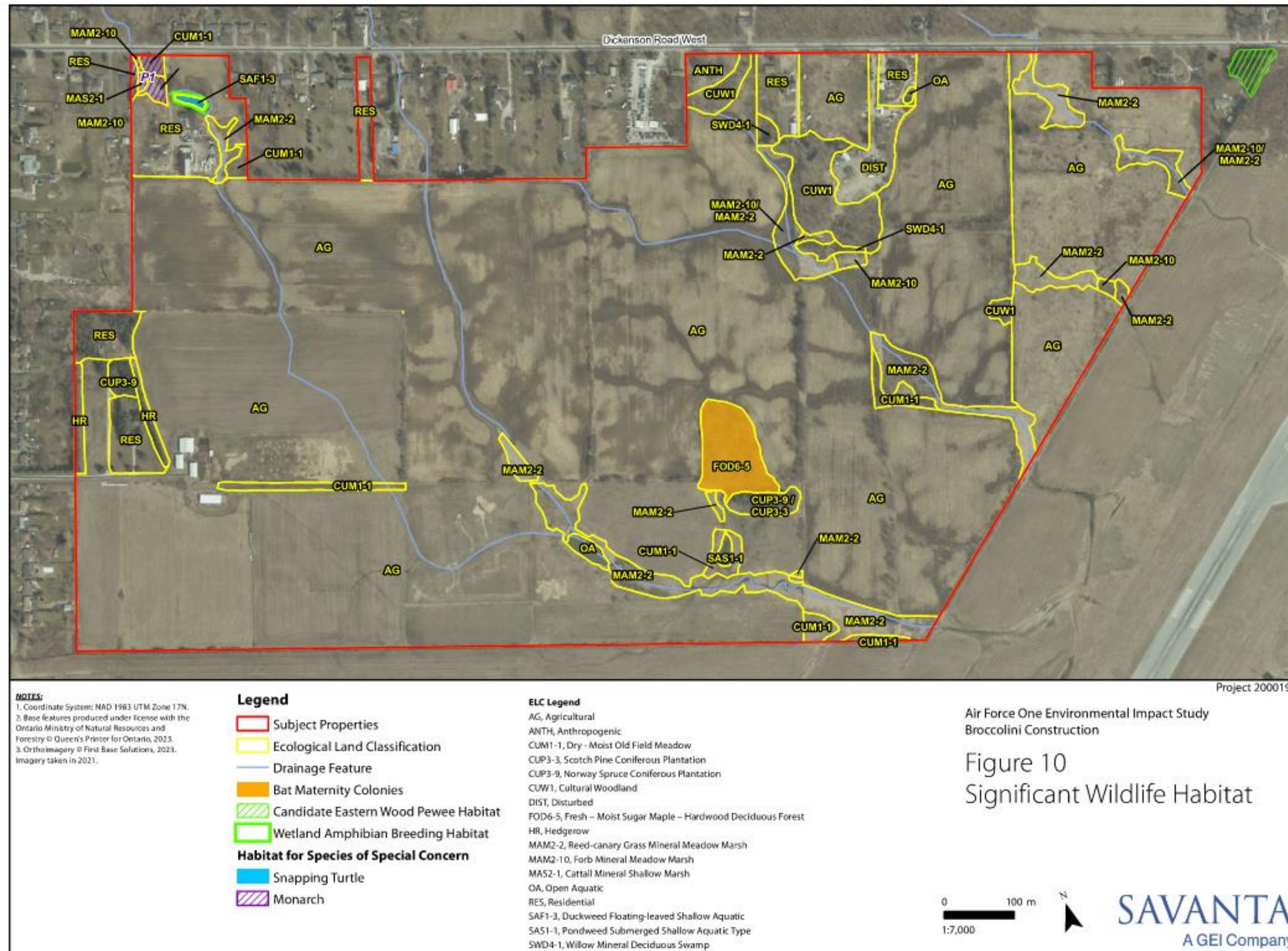
- Natural Environment
 - Biological
 - Hydrogeologic
- Social Environment
 - Cultural Heritage
 - Archeological
- Transportation/Physical Environment
- Economic Environment

Natural Environment - Biological



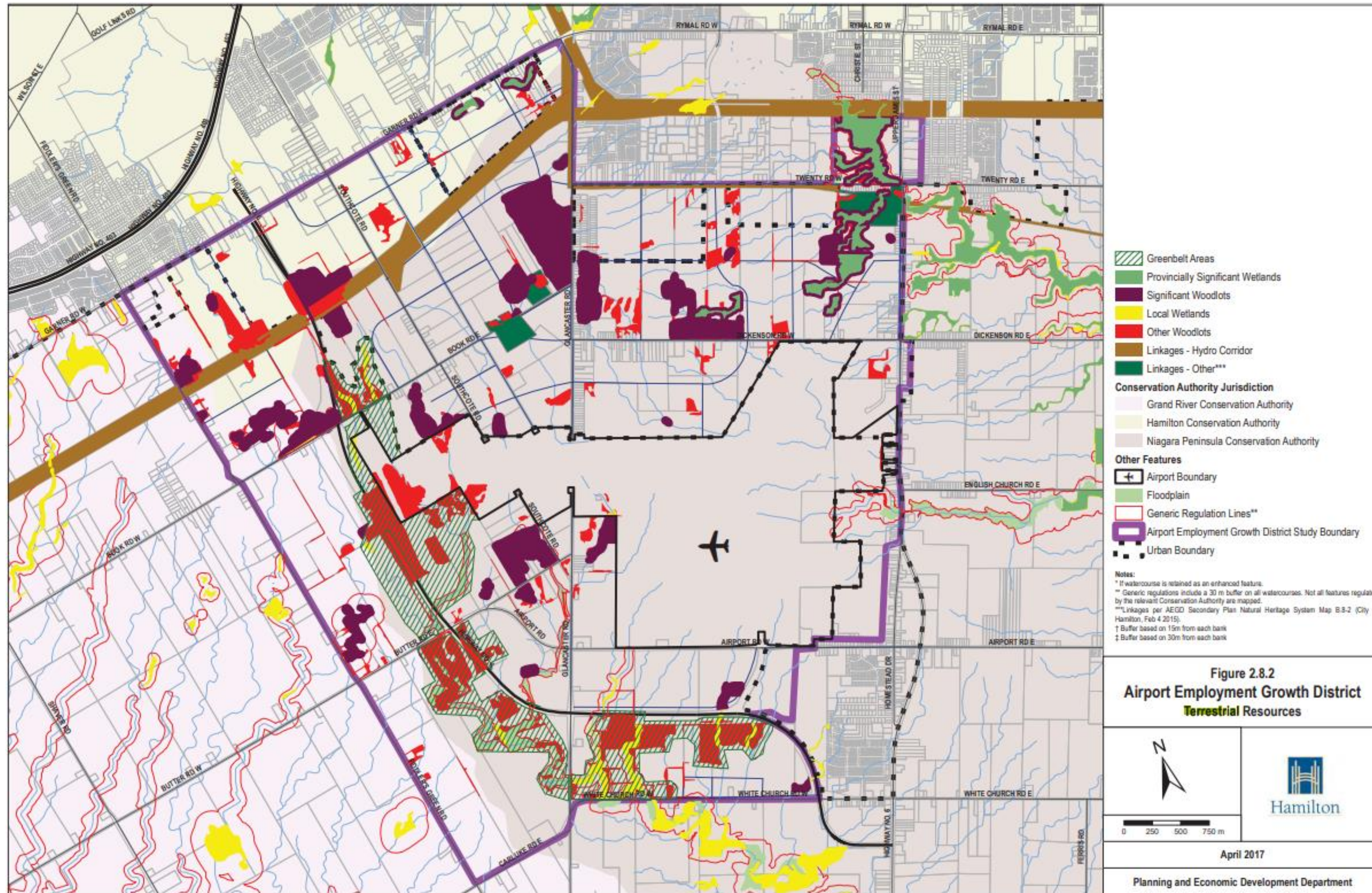
Fish and fish habitat

Natural Environment - Biological



Significant wildlife habitat

Natural Environment - Biological



Terrestrial Resources

Biological – Constraints and Considerations

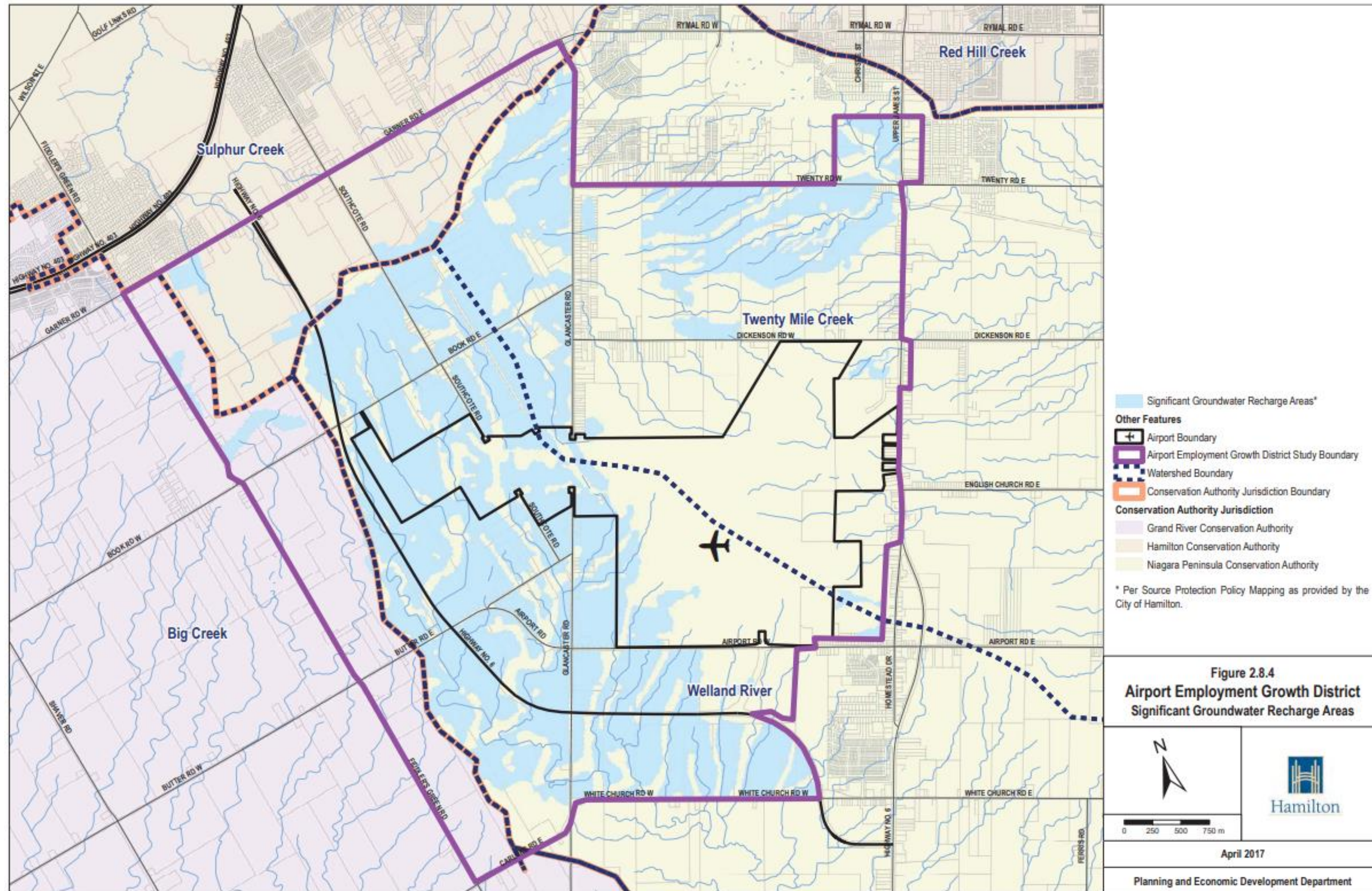
Species		Designations		Legislation*		Comments
Common Name	Scientific Name	Federal (SARA)	Provincial (SARO**)	Federal	Provincial	
Bobolink	<i>Dolichonyx oryzivorus</i>	Threatened	Threatened	SARA	ESA	Eleven territories were found in suitable breeding habitat within the Subject Lands. Mostly located on the east side of the study area.
Eastern Meadowlark	<i>Sturnella magna</i>	Threatened	Threatened	SARA	ESA	Has one territory within the south-east portion of the study area.
Eastern Wood Pewee	<i>Contopus virens</i>	Special Concern	Special Concern	SARA	-	One individual was heard in the north-east part of the study area during the first-round breeding bird surveys; however, it was not heard during subsequent visits.
Eastern Small-footed Myotis	<i>Myotis leibii</i>	-	Endangered	-	ESA	Bat Maternity colony located in the central west portion of the study area.
Little Brown Myotis	<i>Myotis lucifugus</i>	Endangered	Endangered	SARA	ESA	Bat Maternity colony located in the central west portion of the study area.

Terrestrial Species at Risk

* Legislation: **SARA**: Species at Risk Act; **ESA**: Endangered Species Act;

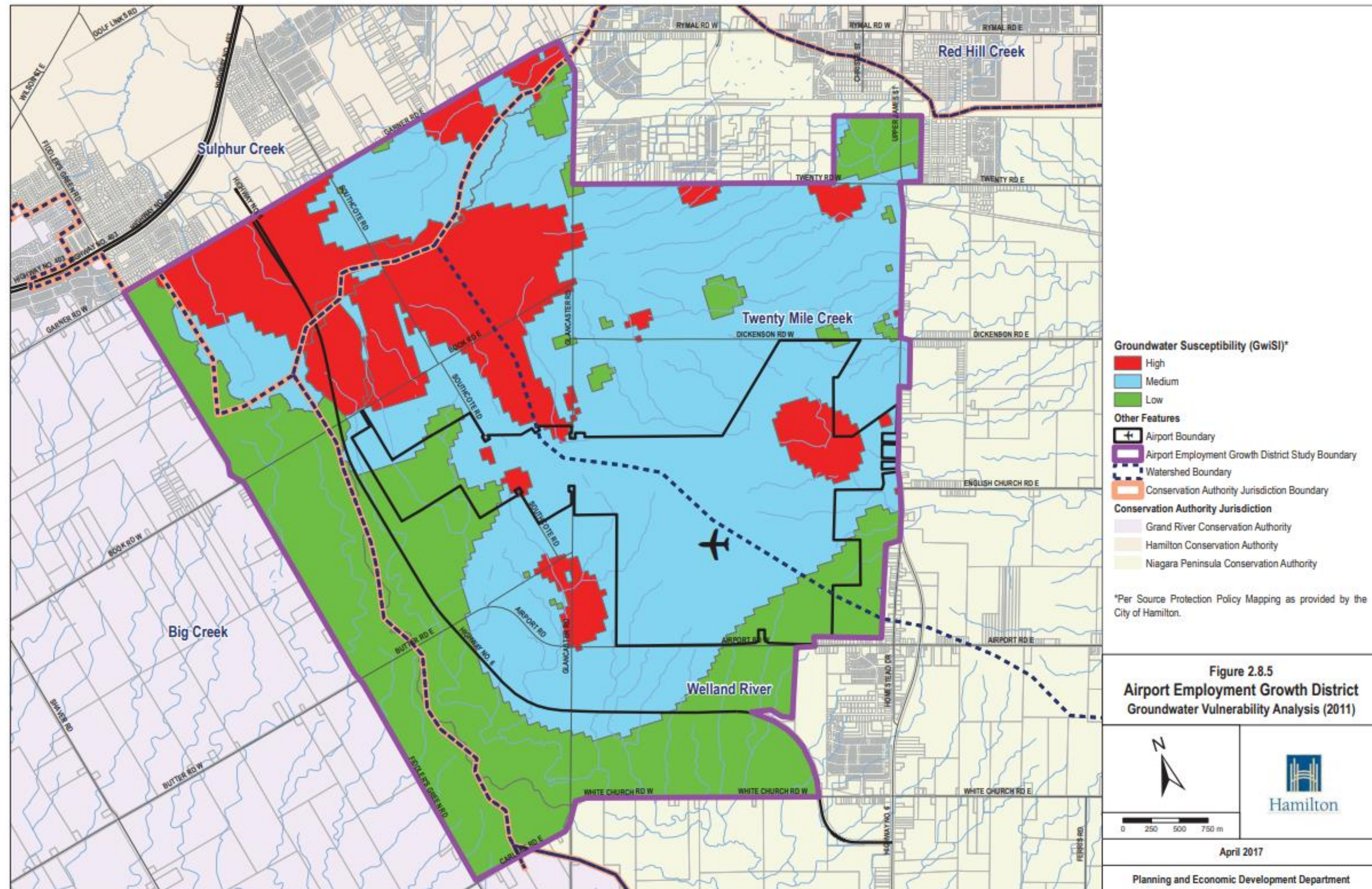
****SARO**: Species at Risk Ontario

Natural Environment - Hydrogeologic



Significant Groundwater Recharge Area

Natural Environment - Hydrogeologic



Groundwater Vulnerability Analysis

Natural Environment - Hydrogeologic

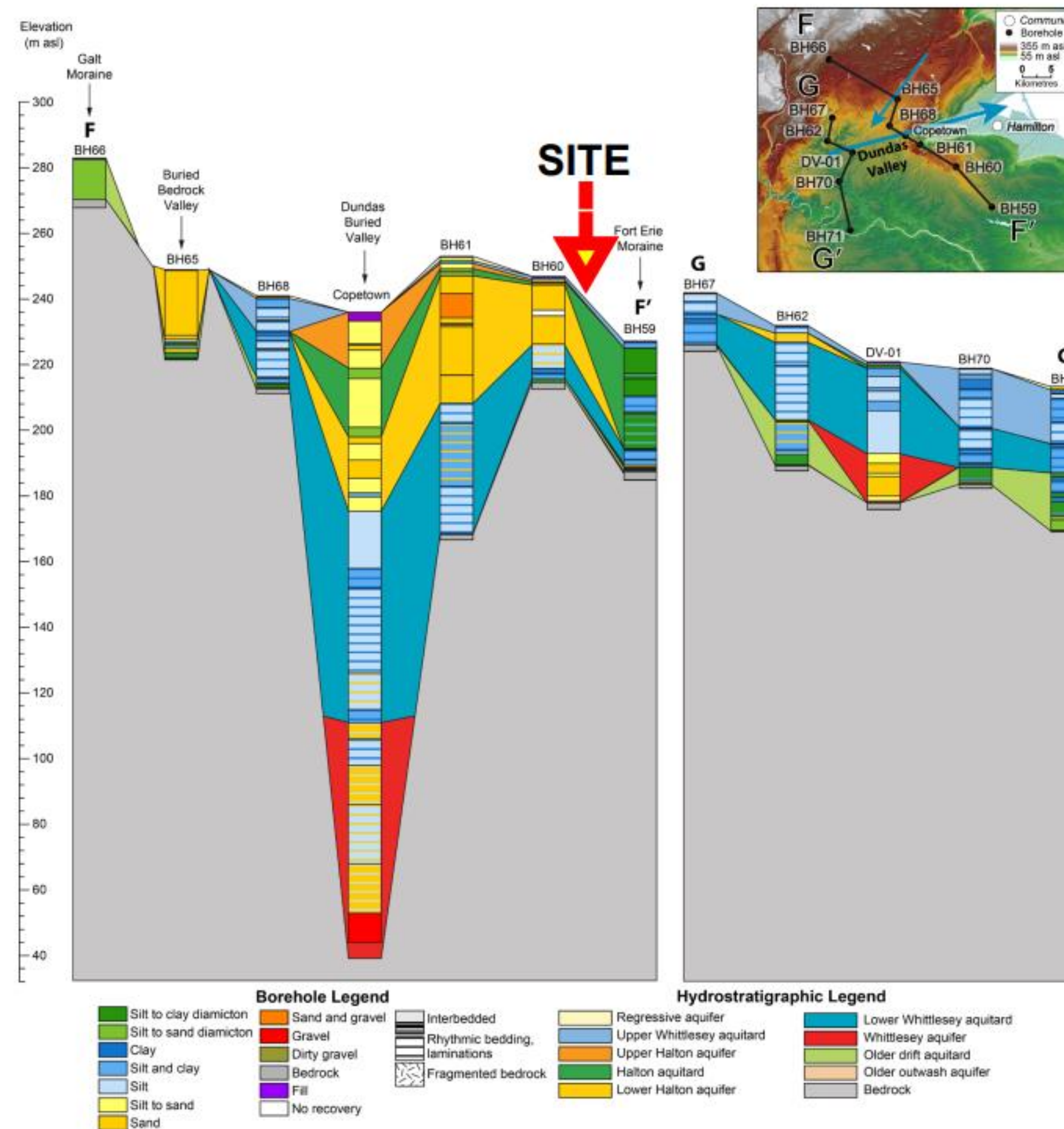


Figure 30.5. Summary logs and preliminary hydrostratigraphy of boreholes drilled in the Dundas Valley area of the Niagara Peninsula area; for information on borehole locations, see figure inset, Figure 30.1 and Table 30.1. Boreholes DV-01 and Copetown were drilled as part of the Dundas Valley project (Marich et al. 2011). Summarized versions of the boreholes are shown. Inset map shows the general area, the locations of cross sections F-F' and G-G' and the boreholes used for the cross sections, overlain on digital elevation model (DEM) image (hillshade) (from Ministry of Natural Resources 2010).

Natural Environment - Hydrogeologic/Soils Constraints and Considerations

- Private water wells are common in proximity to the Site
 - Private water well survey will be completed as part of site plan approval
- Groundwater levels are shallow and trend with the seasons
 - Levels are highest (0.4 m below ground) in the spring
- Soils have low permeability and ground water levels inhibit infiltration

Social Environment



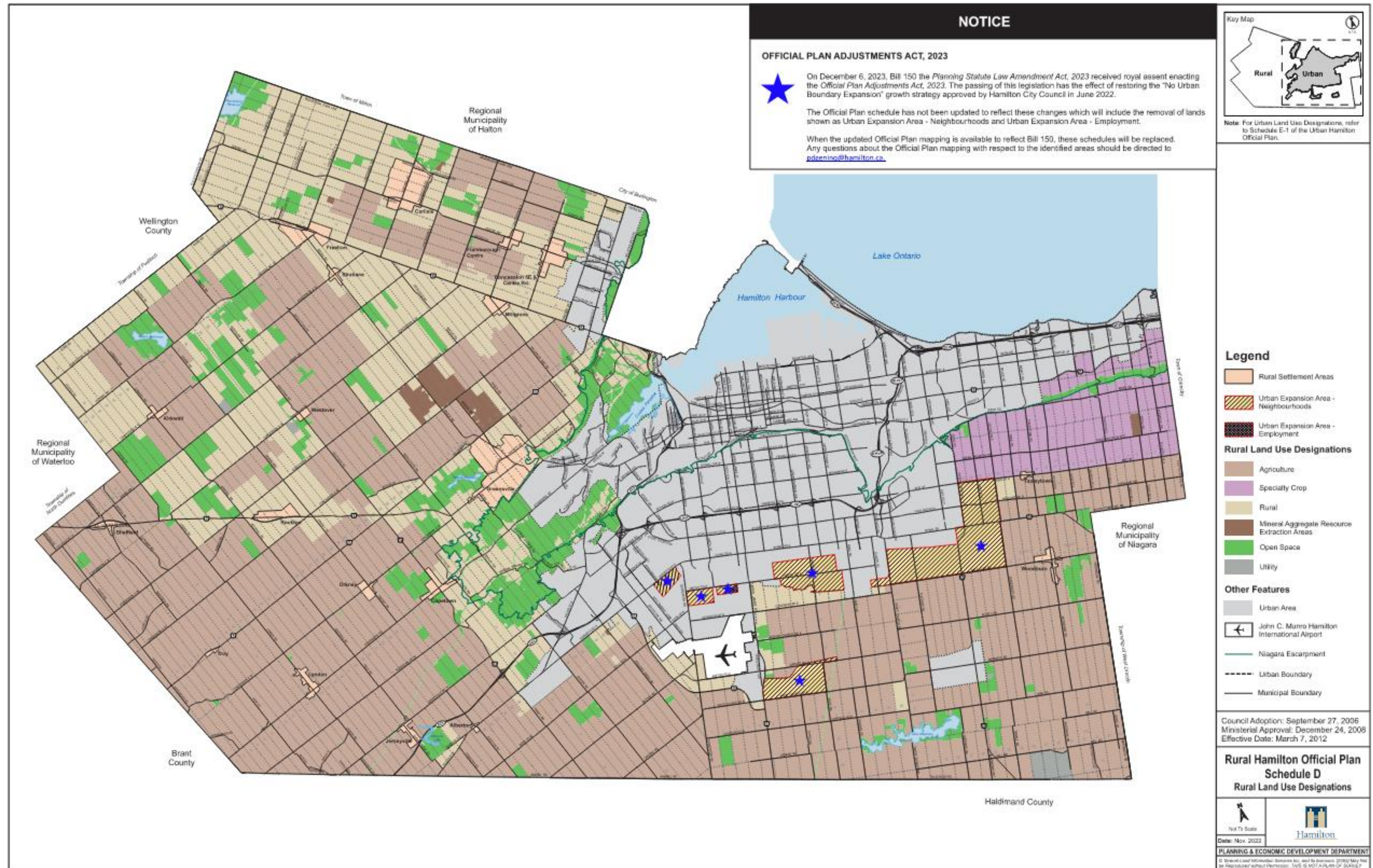
Urban Hamilton Official Plan
Schedule E
Urban Structure

LEGEND

-  Airside Industrial
 -  Airport Prestige Business
 -  Airport Light Industrial
 -  Natural Open Space
 -  John C. Munro Hamilton International Airport
-  **SUBJECT LANDS**
9451, 9517, 9569, 9579, 9593 & 9867
Dickenson Road and 1199 & 1205
Glancaster Road
Hamilton, ON

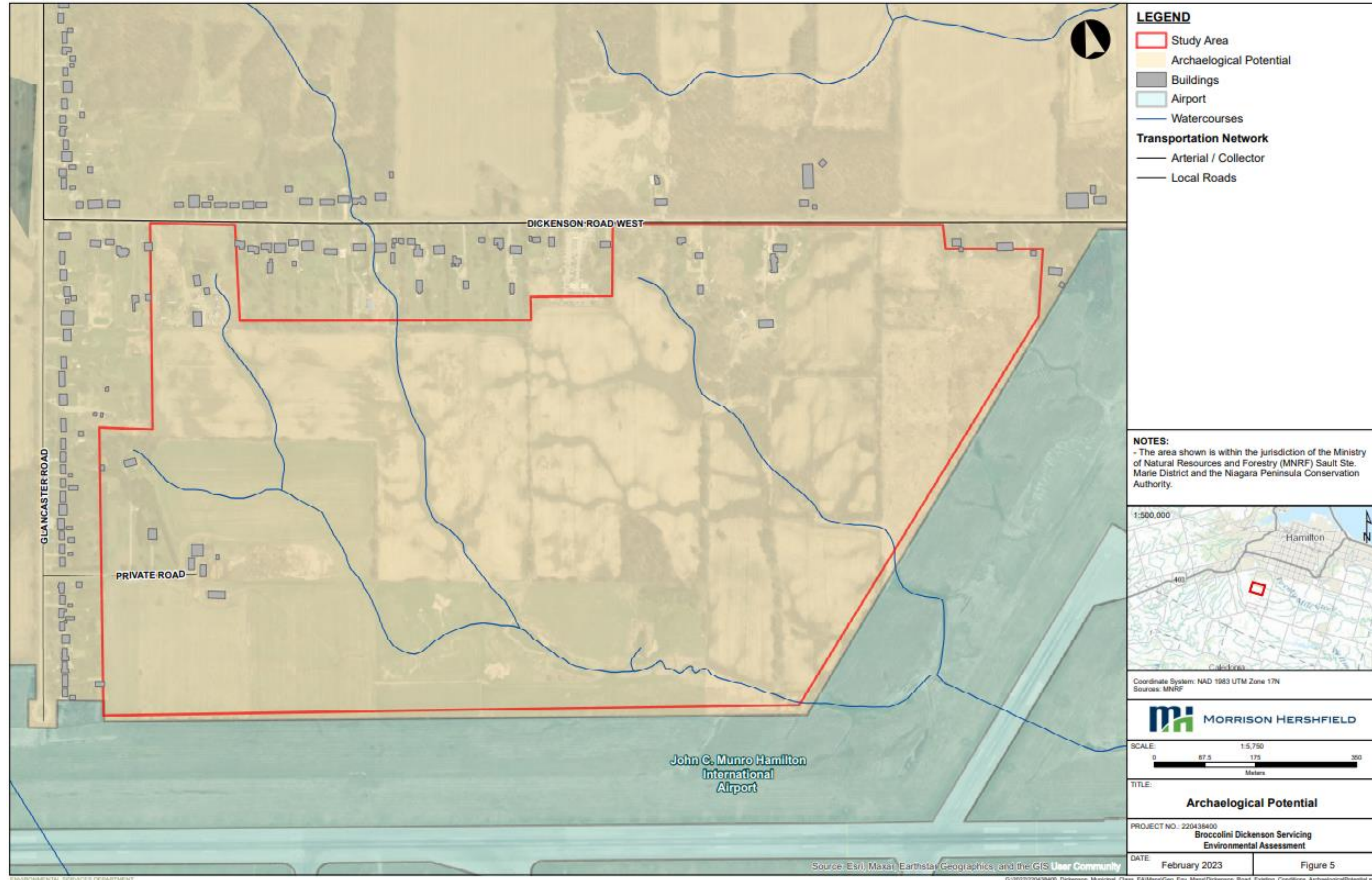
Land Use

Social Environment



Rural Land Use Designation

Social Environment

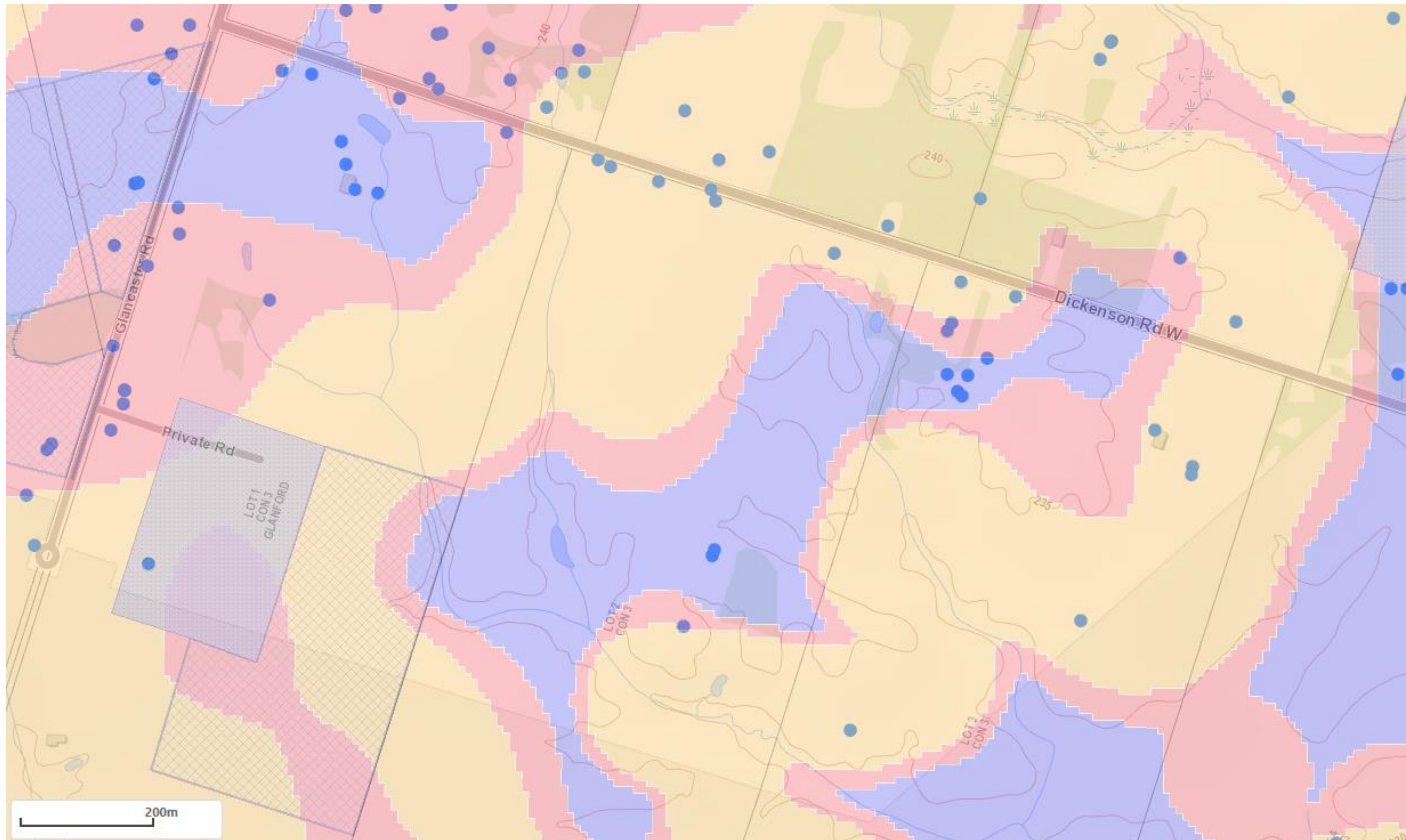


Archaeological Potential

Social Environmental Constraints and Considerations

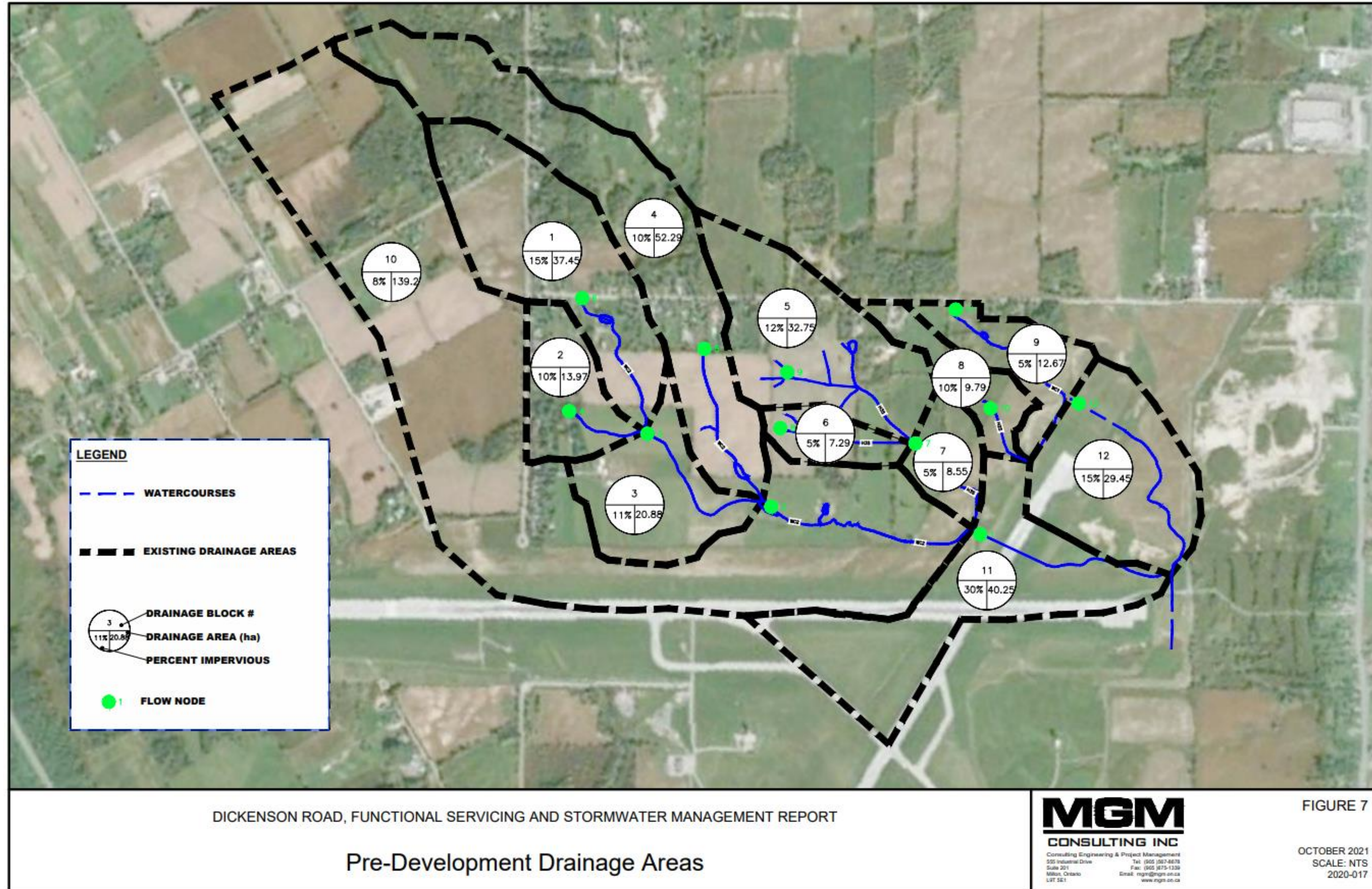
- Existing land use for the area involves natural open spaces, rural and agricultural land
- The lands are designated for employment uses in the Urban Hamilton Official Plan
- Their site is surrounded by:
 - Clusters of rural residential lots
 - Many of the homes, especially to the west of the airport, are situated on large estate lots
- Stage 1 and 2 Archaeological Assessments were prepared in September 2021, July 2023, with Stage 3 to follow
- Study area contains 13 archaeological sites that have cultural heritage value and interest

Physical Environment



Municipal Drains and Wells According to the Agricultural Information Atlas

Physical Environment



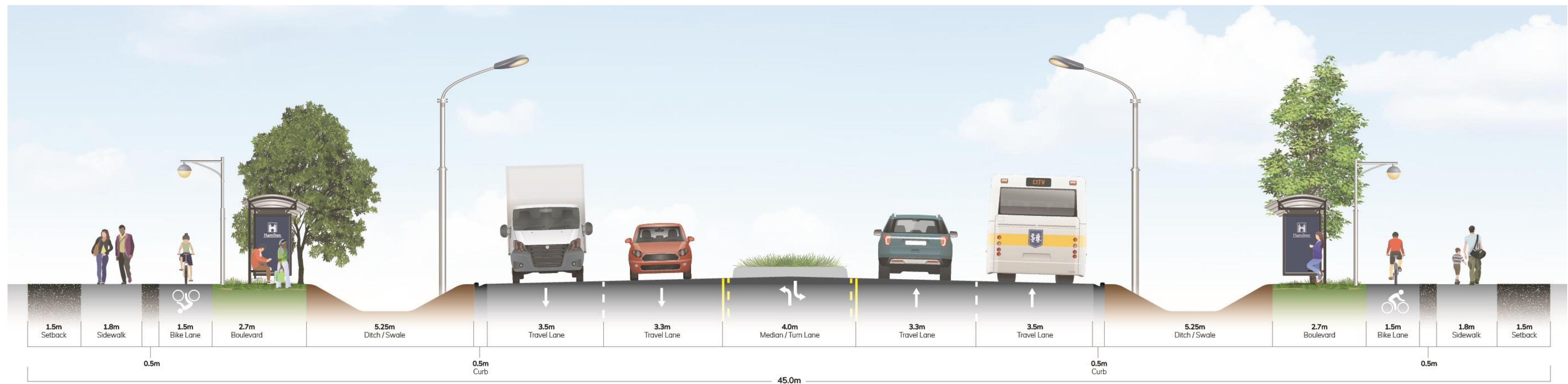
Predeveloped Drainage Areas

Physical Environment – Constraints and Considerations

- Surrounding stormwater is managed through storm sewers and municipal drains
 - Functional Service Report (FSR) dated September 2023 concluded that the municipal rights-of-way can be adequately serviced with storm, water and sanitary servicing
- The 2011 AEGD Transportation Master Plan and area development projects have resulted in additions and removals of stormwater projects driven by land use and road network changes

Cross Section

- The AEGD TMP Update (2024) identified the roadway as a minor arterial roadway with a 45-metre ROW to accommodate swales on both side of the roadway



NOTE: The cross section configuration is conceptual, context sensitive and, where applicable, subject to refinements at phases 3 & 4 of the Municipal Class Environmental Assessment or Planning Applications. All cross section elements shall conform to the City master plans, policies and standards, including street lighting, stormwater, landscaping, etc.

Alternative Alignments

- All three alignments are similar (i.e. alignment length, right-of-way width, cross-section, cost)
- All three alignments are similar from a social environment perspective (i.e. archaeology, noise, air quality, heritage buildings/landscapes, vibration)
- Lands need to develop as per the AEGD Secondary Plan
- Existing Conditions includes the realigned channel corridors
- Same number of watercourse crossings for each alignment

Alternative Alignments



Alternative Design Concepts for Preferred Solution

- Alternative A: This alignment was prescribed in the AEGD TMP Update (2024) for Arterial Roadway 1N
- Alternative B
- Alternative C

Alternative A – AEGD TMP Alignment



- One reverse curve, no superelevation*
- Maintaining both woodland communities
- Results in excess fill

*Superelevation is the banking of a roadway along a curve so motorists can safely and comfortably maneuver the curve at reasonable speeds. Superelevation increases as vehicular speeds increase, or as curves become tighter.

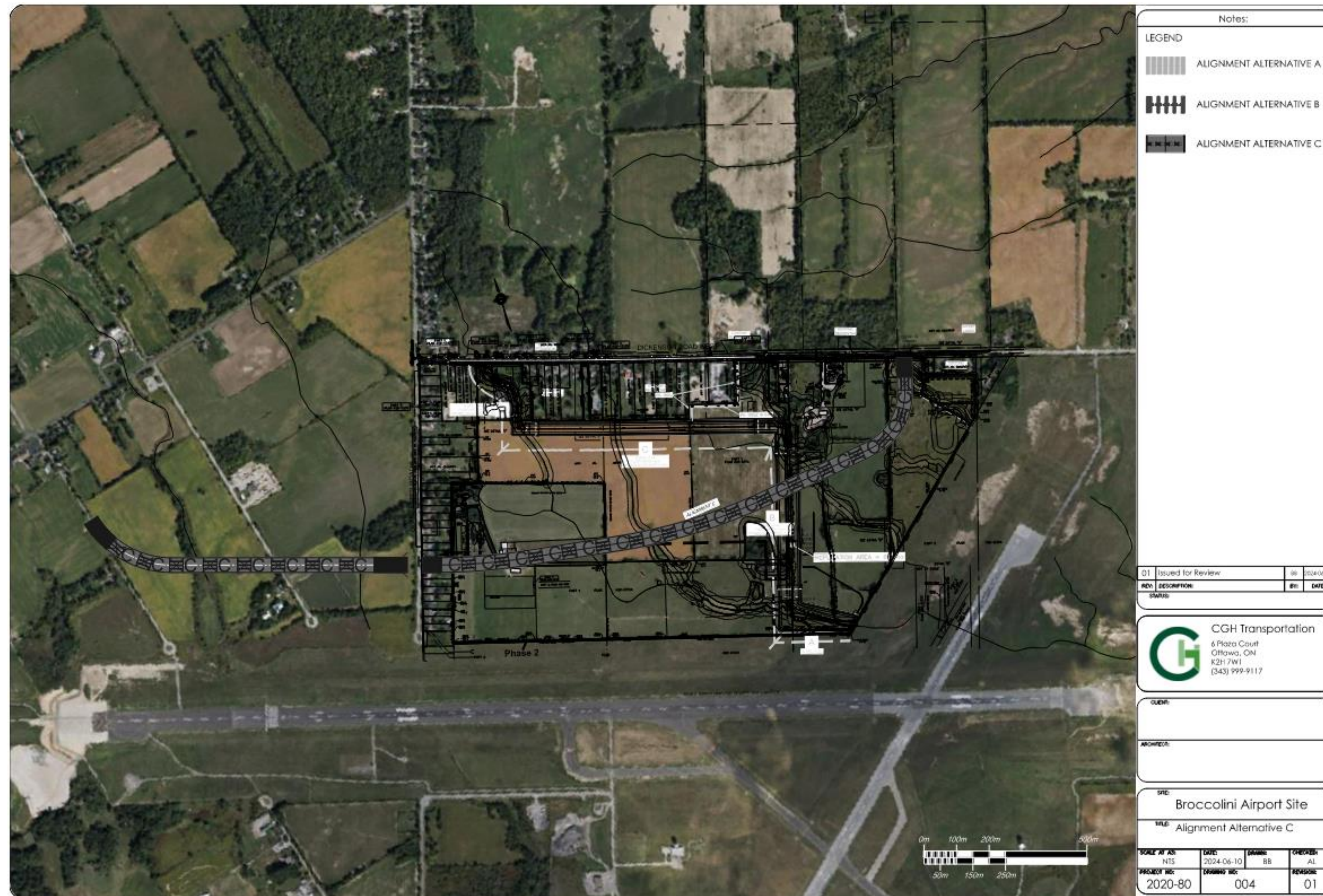
Alternative B



- Five horizontal curves, two with superelevation*
- Partial removal of the deciduous forest
- Minimizes grading impacts

*Superelevation is the banking of a roadway along a curve so motorists can safely and comfortably maneuver the curve at reasonable speeds. Superelevation increases as vehicular speeds increase, or as curves become tighter.

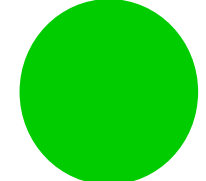
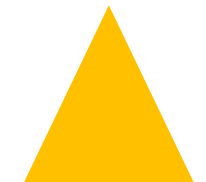

Alternative C





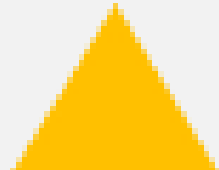
- Conventional roadway geometry
- Maintaining both woodland communities
- Grading challenges around woodlot

*Superelevation is the banking of a roadway along a curve so motorists can safely and comfortably maneuver the curve at reasonable speeds. Superelevation increases as vehicular speeds increase, or as curves become tighter.

Analysis and Evaluation – Scoring System


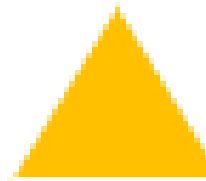
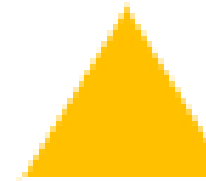
-  Lowest negative impacts or greatest benefits
-  Moderate negative impacts and benefits
-  Highest negative impacts or lowest benefits

Analysis and Evaluation – Transportation Design

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Transportation Design	Horizontal Geometry	Total number of horizontal curves and their complexity	One reverse crown curve, no superelevation* is required	Five horizontal curves, superelevation is required on two curves	Three horizontal curves, superelevation is required for one
	Total Criteria Category Score				

*Superelevation is the banking of a roadway along a curve so motorists can safely and comfortably maneuver the curve at reasonable speeds. Superelevation increases as vehicular speeds increase, or as curves become tighter.







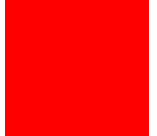


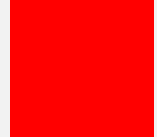


Analysis and Evaluation – Land Use – Pt 1

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Compatibility with Existing/Planned Communities and Land Uses	Compatibility with Existing/Planned Communities	Displacement of, or loss of access to, existing and planned land uses	Potential loss of up to three (3) existing residential lots fronting Glancaster Road, that are not owned by developer and/or City of Hamilton	Utilizes an existing City owned right-of-way, namely, Arkwood Drive to connect to Glancaster Road. Potential loss of up to three (3) existing residential lots fronting Glancaster Road which are not currently owned by developer and/or City of Hamilton	Utilizes an existing City owned right-of-way, namely, Arkwood Drive to connect to Glancaster Road. Potential loss of up to three (3) existing residential lots fronting Glancaster Road which are not currently owned by developer and/or City of Hamilton
			Aligns with overall Urban Hamilton Official Plan (UHOP) AEGD Transportation Master Plan (TMP), however, it does not align with intended development of adjacent landowner west of Glancaster Road	Requires modifications to planned Arterial Roadway 1N alignment west of Glancaster Road and overall AEGD TMP and UHOP however, it is aligned with the intended development of adjacent landowner west of Glancaster Road	Requires modifications to planned Arterial Roadway 1N alignment west of Glancaster Road and overall AEGD TMP and UHOP however, it is aligned with the intended development of adjacent landowner west of Glancaster Road
					









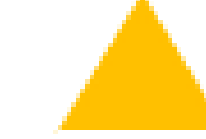
Analysis and Evaluation – Land Use – Pt 2

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Compatibility with Existing/Planned Communities and Land Uses	Compatibility with Existing/Planned Communities	Compatibility with existing use of land	<p>Impacts to existing residential fronting Glancaster Road in result of shallow development blocks on the north side of Arterial Roadway 1N, and inability to establish appropriate setbacks and buffers from employment uses</p>	<p>Creates opportunity for larger buffers between existing residential fronting Glancaster Road and employment uses, by way of setbacks.</p>	<p>Creates opportunity for larger buffers between existing residential fronting Glancaster Road and employment uses, by way of setbacks.</p>
			<p>Shallow block depths will not facilitate feasible "Prestige Industrial" development that can accommodate required gross floor area, parking areas, loading bays, landscaping, etc.</p>	<p>Is aligned with intended development of lands on the west side of Glancaster Road</p>	<p>Is aligned with intended development of lands on the west side of Glancaster Road</p>
			<p>Results in "Airside Industrial" development blocks that are too large/deep to meet current market demands, resulting in an inefficient use of urban lands</p>		




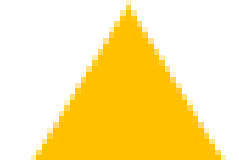
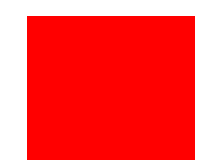
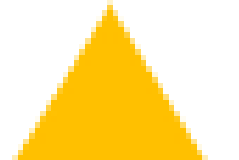
Analysis and Evaluation – Land Use – Pt 3

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Compatibility with Existing/Planned Communities and Land Uses	Urban Design Potential	Ability to incorporate streetscaping improvements, public art	Shallow development blocks would constrain the ability to provide streetscaping improvements, including planting strips, and screened parking and loading	Larger development blocks allow for more flexible end user design and streetscaping improvements, including planting strips, and screened parking and loading	Larger development blocks allow for more flexible end user design and streetscaping improvements, including planting strips, and screened parking and loading
					
		Ability to link private and public spaces and communities	Provides a fully urbanized cross-section, including sidewalks, and bike lanes	Provides a fully urbanized cross-section, including sidewalks, and bike lanes	Provides a fully urbanized cross-section, including sidewalks, and bike lanes
					
		Development efficiency for land use	Shallow block depths will not facilitate feasible "Prestige Industrial" development that can accommodate required gross floor area, parking areas, loading bays, landscaping, etc.	Allows for opportunity for larger building footprints within the "Prestige Industrial" to meet current market demands	Allows for opportunity for larger building footprints within the "Prestige Industrial" to meet current market demands
	Results in "Airside Industrial" development blocks that are too large/deep to meet current market demands, resulting in an inefficient use of urban lands	Results in more logical block size for "Airside Industrial" lands	Results in more logical block size for "Airside Industrial" lands		
					
	Total Criteria Category Score				







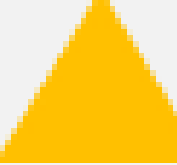
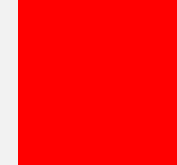
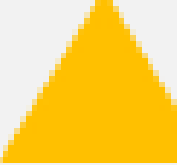
Analysis and Evaluation – Natural Environment – Pt 1

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Natural Environment	Effects on aquatic habitat	Permanent effects on aquatic habitat and species (e.g. habitat removal, increased shading, etc.)	Potential effects include two watercourse crossings and local decrease in habitat quality 	Potential effects include two watercourse crossings and local decrease in habitat quality 	Potential effects include two watercourse crossings and local decrease in habitat quality 
		Temporary effects on aquatic habitat and species (e.g. temporary disturbance during construction, sedimentation, etc.)	A temporary decrease in habitat quality and effects to fish passage due to temporary flow diversion, localized loss of natural heritage features such as riparian vegetations (e.g. wetlands)	A temporary decrease in habitat quality and effects to fish passage due to temporary flow diversion, localized loss of natural heritage features such as riparian vegetations (e.g. wetlands)	A temporary decrease in habitat quality and effects to fish passage due to temporary flow diversion, localized loss of natural heritage features such as riparian vegetations (e.g. wetlands)
			Increase in impervious surfaces affecting runoff patterns, and increased erosion, scouring and deposition during the installation of the culverts	Increase in impervious surfaces affecting runoff patterns, and increased erosion, scouring and deposition during the installation of the culverts	Increase in impervious surfaces affecting runoff patterns, and increased erosion, scouring and deposition during the installation of the culverts
					
	Effects on terrestrial habitat	Effects to vegetation (e.g. woodlands, wetlands, meadows/thickets, etc.), wildlife and migratory birds	Moderate loss of meadow/thicket habitat resulting in the potential displacement of wildlife and migratory birds	Highest loss of meadow/thicket and woodland habitat resulting in the potential displacement of wildlife and migratory birds	Moderate loss of meadow/thicket habitat resulting in the potential displacement of wildlife and migratory birds
			No loss of woodland habitat 	No loss of woodland habitat 	No loss of woodland habitat 



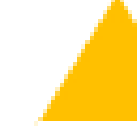

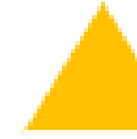


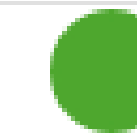
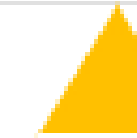
Analysis and Evaluation – Natural Environment – Pt 2

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Natural Environment	Effects on natural heritage features and functions	Loss/impact on significant species (flora/fauna)	No impacts to threatened and endangered species (and their associated habitats) are expected	No impacts to threatened and endangered species (and their associated habitats) are expected	No impacts to threatened and endangered species (and their associated habitats) are expected
			No impact to locally rare and uncommon species or vegetation communities are expected	No impact to locally rare and uncommon species or vegetation communities are expected	No impact to locally rare and uncommon species or vegetation communities are expected
		Potential impact on significant natural features (e.g. Provincially Significant Wetland, Significant Wildlife Habitat, Areas of Natural and Scientific Interest, Urban Natural Features, Core Areas and Linkages)	Moderate loss of the following significant natural heritage features: Habitat for Species of Conservation Concern (Monarch) within Cultural Meadows	Highest loss of the following significant natural heritage features: including Bat Maternity Colonies and Habitat for Species of Conservation Concern (Monarch) within Cultural Meadows	Moderate loss of the following significant natural heritage features: Habitat for Species of Conservation Concern (Monarch) within Cultural Meadows
			Moderate loss of short length of watercourse (Core Area) as a result of the watercourse crossing	Moderate loss of short length of watercourse (Core Area) as a result of the watercourse crossing	Moderate loss of short length of watercourse (Core Area) as a result of the watercourse crossing
					
					

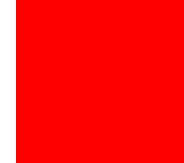

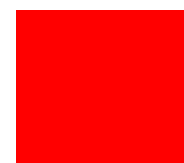


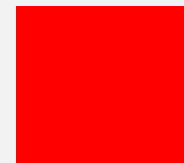

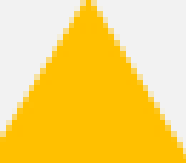
Analysis and Evaluation – Natural Environment – Pt 3

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Natural Environment	Effects on natural heritage features and functions	Potential impacts to terrestrial linkages	No impacts to known terrestrial linkages 	No impacts to known terrestrial linkages 	No impacts to known terrestrial linkages 
		Potential impacts to natural heritage buffers	No impacts to existing or proposed buffers: 15 metre buffer provided to southern woodland	Road traverses the northern half of the southern woodland: proposed alternative does not provide for a buffer along the northern limit of the southern woodland	No impacts to existing or proposed buffers: 15 metre buffer provided to southern woodland
			Road traverses wetland near Dickenson Road West 	Road traverses wetland near Dickenson Road West 	Road traverses wetland near Dickenson Road West 
		Total Criteria Category Score			



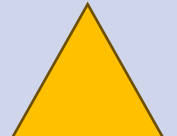



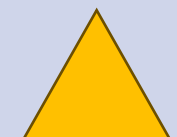




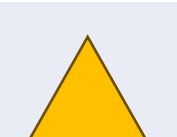



Analysis and Evaluation – Utility Impact – Pt1

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C		
Utility Impact	Effects on Municipal Services and Utilities	Effects on infrastructure and utilities including new water crossings	Requires the most stormwater management infrastructure	Requires the least stormwater management infrastructure	Requires intermediate stormwater management infrastructure		
			Shortest servicing/utility crossing at proposed watercourse crossing	Longest servicing/utility crossing at proposed watercourse crossing	Intermediate servicing/utility crossing at proposed watercourse crossing		
					Increased grading constraints to incorporate existing woodlot		
							
		Effects on existing and new crossings	Existing crossings remain unchanged	Existing crossings remain unchanged	Existing crossings remain unchanged		
			Shortest proposed crossing length	Moderate proposed crossing length	Moderate proposed crossing length		
							
		Effects on stormwater quality and quantity	Longest and most costly overland flow path for all development blocks and right-of-way drainage	Shortest and least expensive overland flow path for all development blocks and right-of-way drainage	Intermediate length and mid-level costs for the overland flow path for all development blocks and right-of-way drainage		
			Requires the highest easement land dedications needed to convey major flows	Requires the least easement land dedications needed to convey major flows	Requires an intermediate level of easement land dedications for major flow conveyance		
			Provides the least quality control for the development blocks due to the shortest flow paths in stormwater management facilities	Provides the most quality control for the development blocks due to the longest flow paths (in stormwater management facilities and drainage swale easements)	Provides moderate quality control for the development blocks		
							

Analysis and Evaluation – Utility Impact – Pt 2

Criteria Category	Criteria	Indicators	Alternative A	Alternative B	Alternative C
Cost	Capital Cost	Estimated construction costs (including excavation/filling, lighting, signals, landscaping, associated infrastructure, construction complexity)	Largest Fill requirement	Moderate fill requirement	Moderate fill requirement
			Largest storm sewer capital cost resulting from the long minor system flow path of drainage block 2	Moderate storm sewer capital cost resulting from the long minor system flow path of drainage block 2	Moderate storm sewer capital cost resulting from the long minor system flow path of drainage block 2
			Moderate right-of-way sanitary sewer cost	Moderate right-of-way sanitary sewer cost	Moderate right-of-way sanitary sewer cost
			Moderate right-of-way watermain sewer cost	Moderate right-of-way watermain sewer cost	Moderate right-of-way watermain sewer cost
					
	Potential throw away costs	Potential watermain flushing stations at dead end	None	None	
					
Total Criteria Category Score					

Analysis and Evaluation - Combined

Criteria Category	Alternative A	Alternative B	Alternative C
Transportation Design			
Compatibility with Existing/Planned Communities and Land Uses			
Natural Environment			
Utility Impact			
SUMMARY SCORE			

Preferred Alignment – Alternative C



- Conventional roadway geometry
- Maintaining both woodland communities
- Grading challenges around woodlot
- Preferred market demand due to larger buildable blocks

We want to hear from you!

Your input is important to us and your comments are welcome at any time during the study, but we kindly ask that you forward any comments by:

July 18, 2024

This is so we can incorporate critical information into the next phase of the study. Following this open house, please provide your comments to us:

Project website: cghtransportation.com/planning/Arterial1NEA



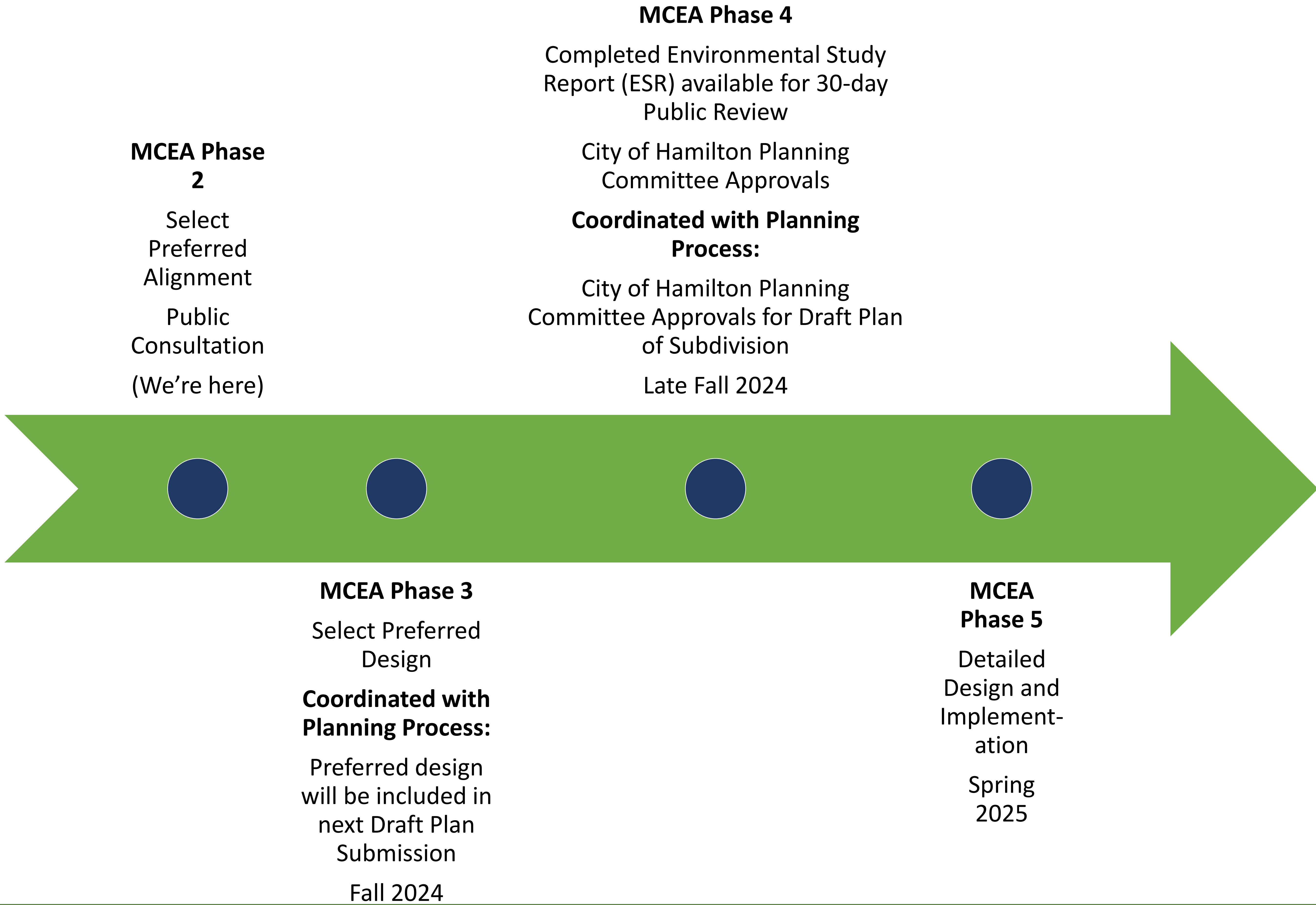
Christopher Gordon, P.Eng.

CGH Transportation Inc.




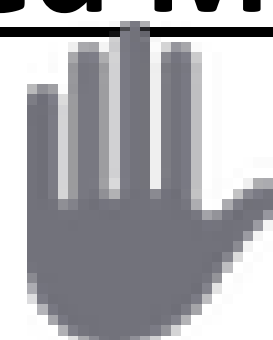
P: 343-999-9117

E: Christopher.Gordon@CGHTransportation.com

Consultation Process Timeline/Next Steps ⁴⁷



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

Thank you!

Q & A