

# Dickenson Road (Upper James Street to Glancaster Road)

Municipal Class Environmental Assessment, Phases 3 & 4

**WELCOME**

**PUBLIC INFORMATION CENTRE (PIC) #1**

**March 03, 2020**

**5:00pm to 7:00pm**

[PLEASE SIGN IN](#)

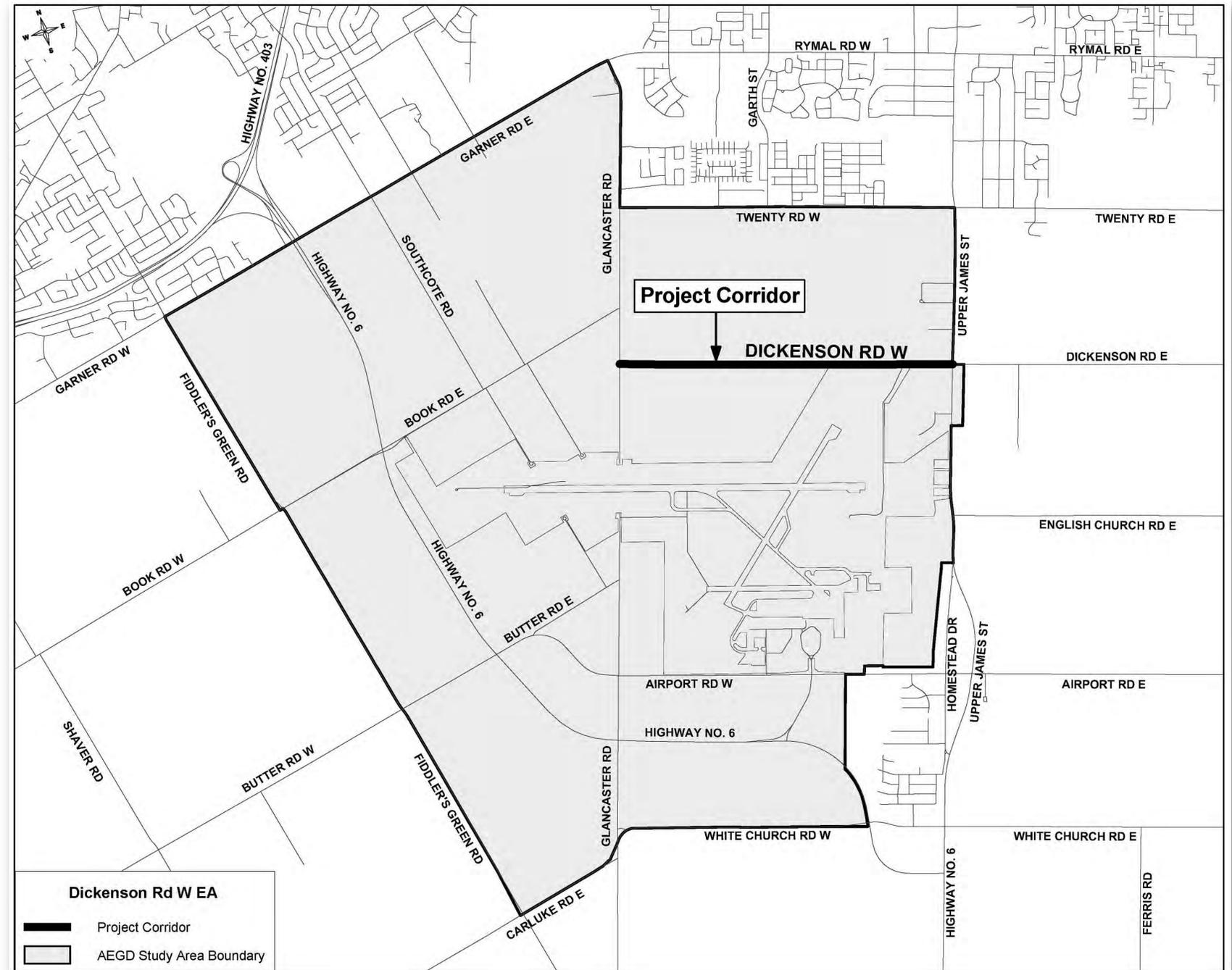
**Please review the materials and provide your comments on the sheets available.  
Your feedback is important to us. (Please provide comments by March 25, 2020)**

**Staff are available to answer your questions.**

# Study Area

The study area includes  
**Dickenson Road from Upper  
James Street to Glancaster  
Road.**

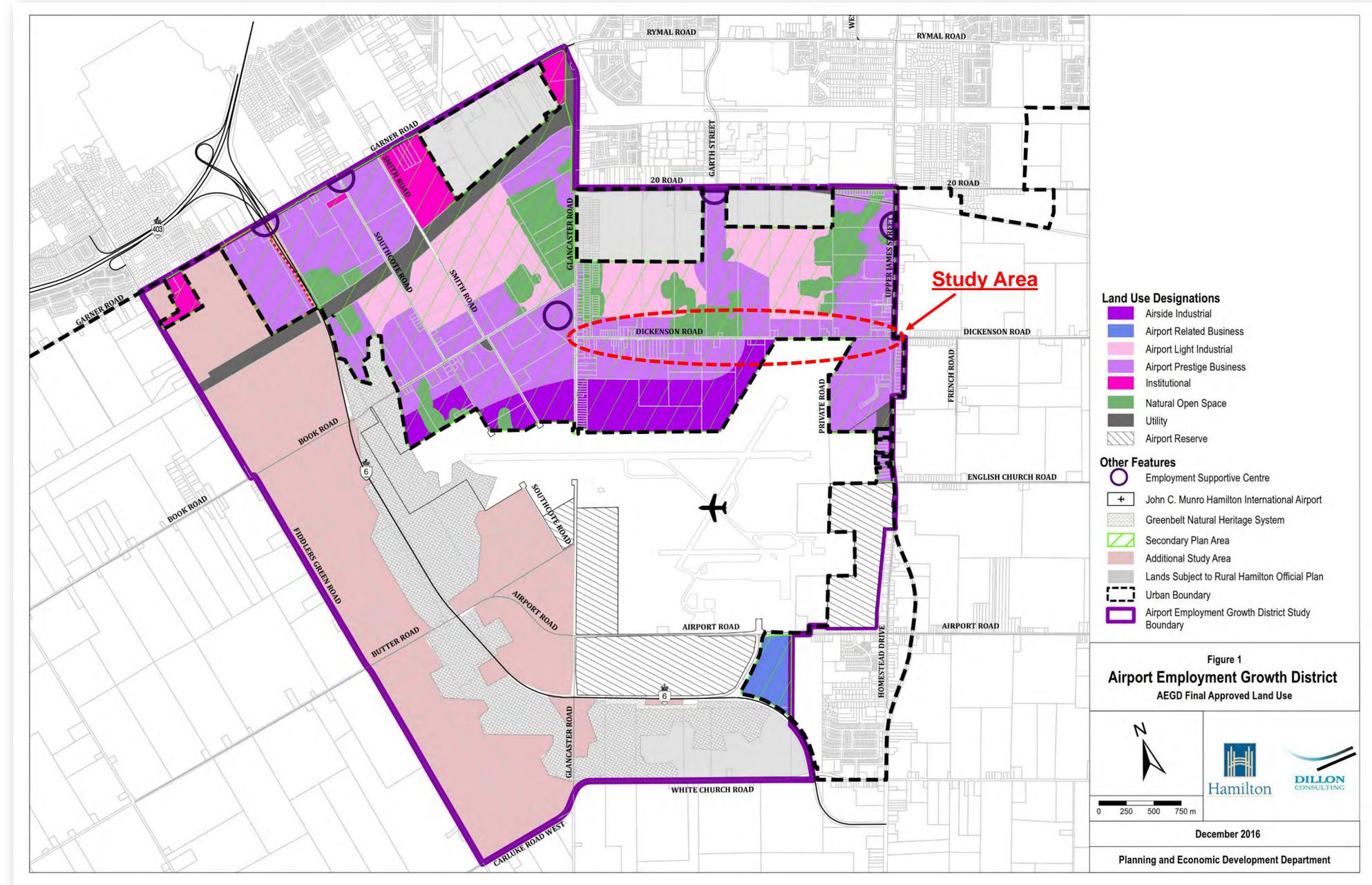
This section of Dickenson  
Road is located within the  
**Hamilton Airport  
Employment Growth District  
(AEGD).**



# Airport Employment Growth District: The Vision

The Ontario Municipal Board (OMB) approved the **Airport Employment Growth District (AEGD) Secondary Plan** on February 17, 2015.

This Plan establishes the phasing, specific land uses, transportation network, infrastructure requirements, design principles and development standards to guide the development and/or redevelopment of lands in the AEGD Secondary Plan Area.



# Need and Justification

The need & justification for this project was developed out of the policies and programs developed in previously developed planning documents.

*The Urban Hamilton Official Plan (2013)*

- Overall framework for the City of Hamilton that guides growth and development in the urban area.

*Airport Employment Growth District (AEGD) Secondary Plan (2015)*

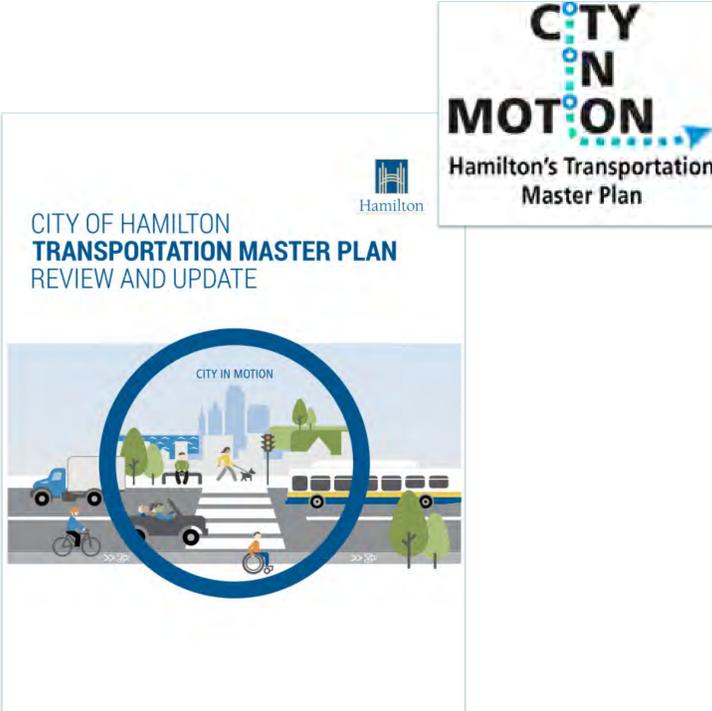
- Area specific planning study that establishes the phasing, land uses, transportation network, infrastructure requirements, design principles and development standards to guide the redevelopment of lands along the Dickenson Road corridor and throughout the AEGD Secondary Plan Area.

*City-wide Transportation Master Plan (2007) and Update (2018)*

- A strategic planning framework that provides direction for future transportation-related studies, projects, initiatives and decisions.

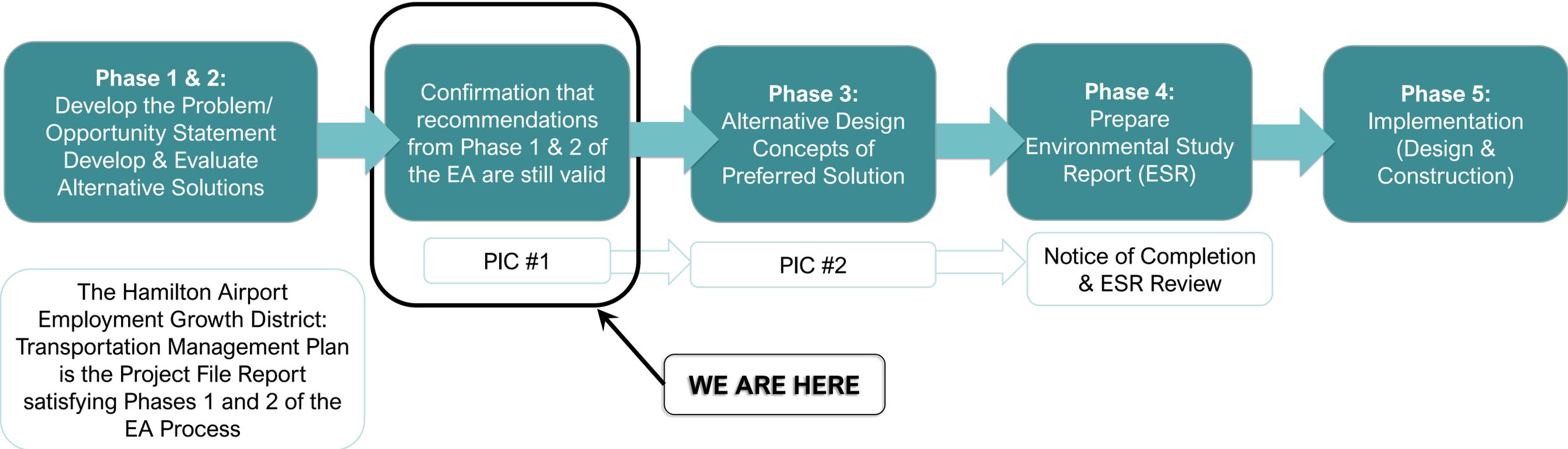
*AEGD Transportation Master Plan (2011, 2016) and Review (Ongoing)*

- A transportation strategy document that supports development of the AEGD.
- Recommends a 37m ROW along Dickenson Road from Upper James Street to Glancaster Road be protected to allow widening from two (2) to four (4) lanes.
- Recommends Dickenson Road be designated as a future transit route, with multi-use recreational trail, reserved bike lanes and sidewalks (i.e. complete street).



# Study Overview and Purpose

The study is fulfilling the requirements of the Municipal Engineers Association’s Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, and 2015) for a Schedule ‘C’ project, Phases 3 & 4.



**The purpose of this PIC is to present and obtain comments on the background information for the Dickenson Road corridor widening and reconstruction, key constraints within the study area, and recommendations from previous studies.**

# Problem / Opportunity Statement

The **Hamilton Airport Employment Growth District (AEGD) Transportation Master Plan (TMP)** identified Dickenson Road between Upper James Street and Glancaster Road as requiring:

- 1. Additional capacity to address future growth
- 2. A variety of modes of travel including automobiles, transit, and active transportation (e.g. cycling and walking) for people to access the employment area
- 3. Safe and efficient movement of goods
- 4. Low impact development form of stormwater conveyance, as well as other key municipal infrastructure

*In addressing the study requirements, all reasonable alternatives will be considered to minimize impacts to adjacent residents and the surrounding environment.*

# Current and Future Conditions ~ Traffic

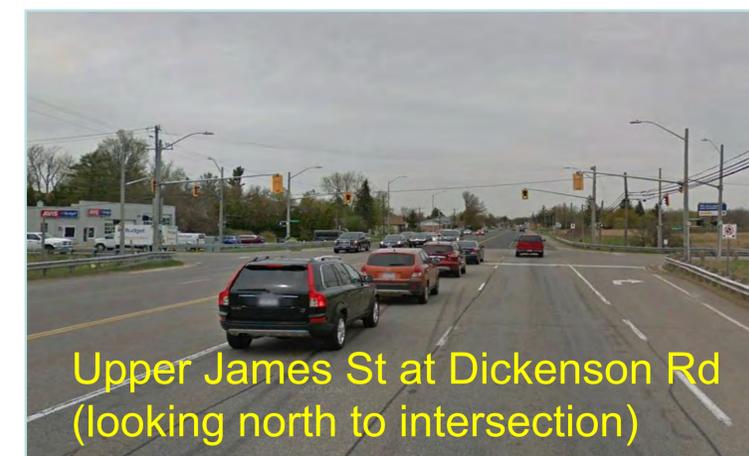
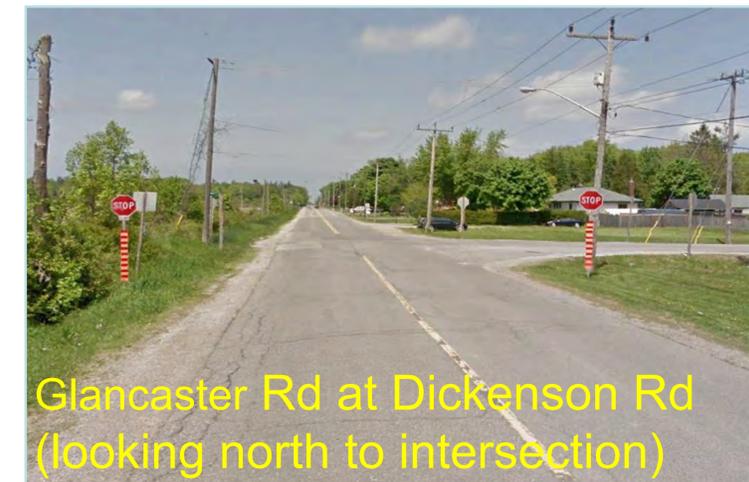
## Current Traffic Conditions

- Two-lane 60 km/h arterial corridor; no pedestrian or cyclist amenities; no transit; streetlighting at intersections only. **Lack of active transportation facilities (e.g. pedestrians, cyclists) considered deficient given large scale of future planned employment uses**
- Approximately **200 vehicles** during the weekday a.m. peak hour (7:45 a.m. – 8:45 a.m.) and **300 vehicles** during the weekday p.m. peak hour (4:45 p.m. – 5:45 p.m.), with an estimated Average Daily Traffic (ADT) of approximately **2,000 vehicles per day**.
- Minimal commercial truck volumes

## Future Traffic Conditions

- **By 2031, planned growth in the AEGD is anticipated to result in significant traffic volume and commercial truck traffic growth along Dickenson Rd.** Future business and industrial land uses will have direct access off Dickenson Rd, resulting in truck ingress/egress movements at future commercial/industrial driveways
- Future north-south collector road intersections planned for Dickenson Rd, including **Garth St extension (4 lanes)** and **widening of Glancaster Rd (4 lanes)**. Dickenson Rd planned for extension (4 lanes) west of Glancaster Rd to Book Rd (4 lanes)
- Traffic forecasted to increase to approximately **1,900 vehicles** during the weekday a.m. and p.m. peak hours, with an estimated Average Daily Traffic (ADT) of approximately **19,000 vehicles per day**.
- **Current 2 lane cross-section is insufficient for future anticipated volumes**

*Any modifications to the approved road network in the AEGD may impact Dickenson Road.*



# Existing Conditions ~ Cultural Heritage

Majority of the Dickenson Road corridor has **archaeological potential** due to:

- 1. Presence of **13 archaeological sites** within 1 km;
- 2. Presence of **water sources** (Three Mile and Twenty Mile Creeks);
- 3. Proximity of **historical roadways**, including **Dickenson Road**, based on early mapping.

Impacted areas will be **subject to further archaeological assessments** prior to construction.

**11 cultural heritage resources** were identified within and adjacent to the study area, which includes a number of farmscapes, residences, the airport and cemetery. **Specific mitigative measures** for the 11 cultural heritage resources will be identified if impacted by the proposed works.

The **North Glanford Cemetery** should be avoided, if possible. Additional archaeological assessment is required if the proposed design encroaches within 10 meters of the cemetery.



Figure 2: Study Area (Approximate Location) Overlaid on the 1859 Map of the County of Wentworth

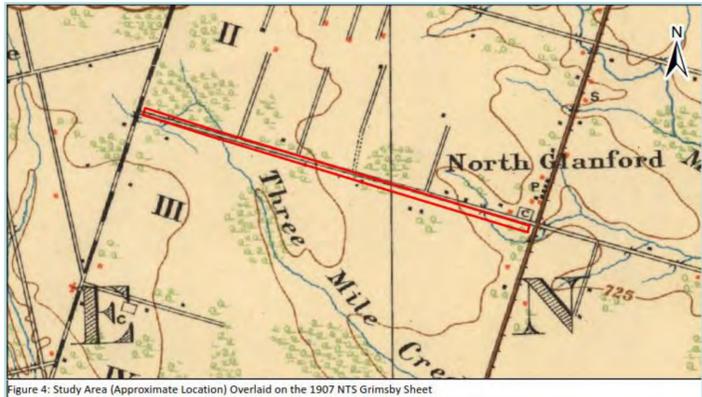


Figure 4: Study Area (Approximate Location) Overlaid on the 1907 NTS Grimsby Sheet



# Existing Conditions ~ Natural Environment



LEGEND	
	Study Area Limits/Centreline
	Intermittent Watercourse
	Permanent Watercourse
	Natural Heritage Investigation Area
	John C. Munro Hamilton International Airport
	Greenbelt Area - Greenbelt Plan (2017)
	Growth Plan for the Greater Golden Horseshoe (2017)
	Evaluated Wetland Provincial
	Evaluated Wetland Other
	Wetland Not Evaluated per OWES
	Waterbody
	Approximated Regulation Lands (NPCA)
	Regulated Wetlands (NPCA)
	Wetland Allowance (NPCA)
	Wooded Area

# Existing Conditions ~ Natural Environment

- Six intermittent watercourses bisect the roadway. These are **indirect fish habitat** contributing to downstream fish habitat
- Two **Significant Woodlands & Wetland complexes** within or adjacent to study area that provide **linkages for wildlife** within the greater landscape
- **41 Species** of wildlife were identified within or adjacent to the study area:
  - 3 amphibian species (**Spring Peeper, Green Frog, American Toad**)
  - 35 bird species (incl. **Wild Turkey, Killdeer, Red-bellied Woodpecker, Cedar Waxwing, Savannah Sparrow, Baltimore Oriole**)
  - 3 mammal species (**Cottontail, Gray Squirrel, Coyote**)
  - Two species at risk, **Barn Swallow** (listed as “Threatened” Provincially and Federally) and **Eastern Wood-pewee** (listed as “Special Concern”).



Spring Peeper



Green Frog



American Toad



Cedar Waxwing



Red-bellied Woodpecker



Baltimore Oriole



Cottontail



Gray Squirrel



Coyote



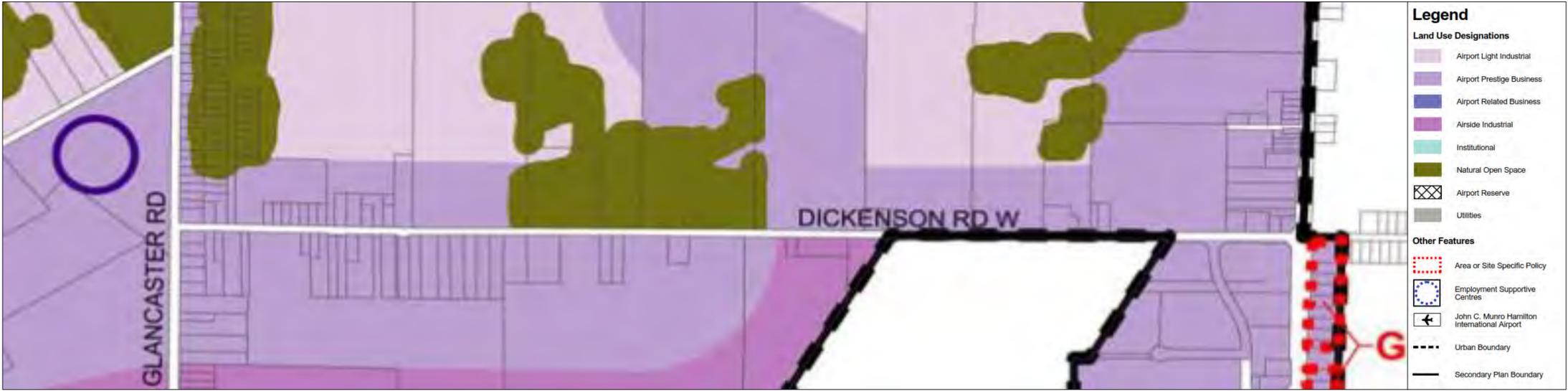
Barn Swallow  
(*Hirundo rustica*)



Eastern Wood Pewee  
(*Contopus virens*)

# Existing Conditions ~ Socio-Economic

- The corridor consists of **residential and commercial properties**, active agricultural lands, forested land, and the **John C. Munro Hamilton International Airport**.
- The **Approved AEGD Secondary Plan** identifies the future land use along the corridor as *Airport Prestige Business, Natural Open Space and Airside Industrial*, to be phased in subject to the securement of additional property.



# AEGD Policy Direction - Multi-Modal Corridor

To support planned development along the corridor, **additional capacity will be required to accommodate a variety of travel modes**, including automobiles, transit, cyclists, pedestrians and goods movement.

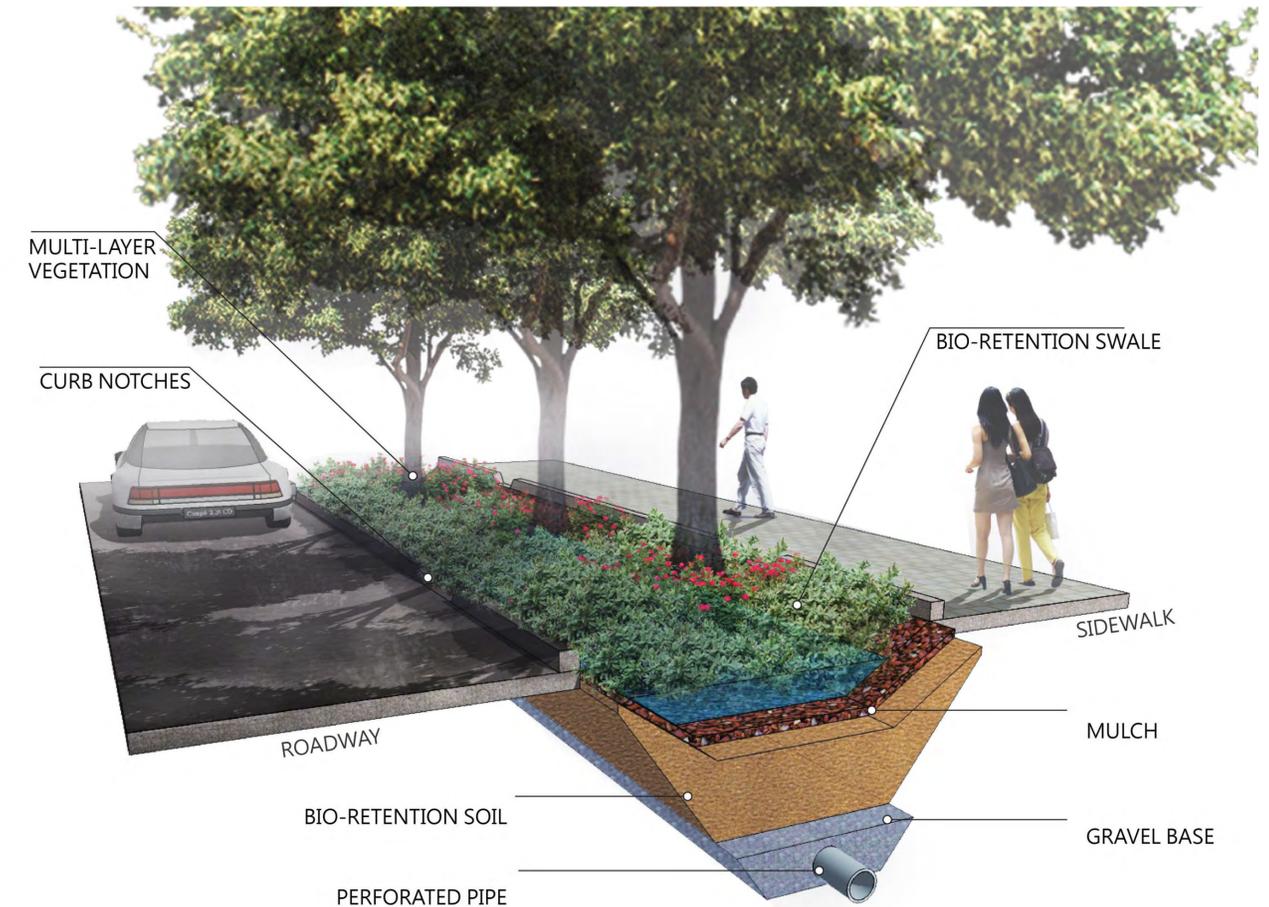
The planning, design and construction of the corridor will be completed in phases, in accordance with **Eco-Industrial** and **AEGD Design Guidelines**.

Design options for the corridor will be developed to minimize property impacts.



# Drainage, Stormwater Management & Municipal Services

- Future widening of the road surface will result in an **increase in impermeable surface and runoff.**
- Stormwater Management & **Low Impact Development (LID)** techniques, water balance and runoff quantity/quality impacts will be incorporated into the road design.
- Stormwater management infrastructure will be developed in consultation with Niagara Peninsula Conservation Authority (NPCA) and in accordance with the **AEGD Subwatershed Study, Stormwater Master Plan** and other relevant guidelines.
- Design will accommodate **watermain and sanitary trunk installation**, as proposed in the *AEGD Water & Wastewater Servicing Master Plan*.



*Conceptual illustration only, subject to change.*

# Next Steps

EA Phase 2

- **Confirm previous recommendations** for the corridor, in consideration of the comments received today

**WE ARE HERE**

- **Develop design concepts** to implement the preferred solution:
  1. Road alignment & cross section
  2. Drainage & Stormwater Management /LID technologies
  3. Active transportation amenities

EA Phase 3

- Develop criteria to evaluate designs of the preferred solution
- Meet with the **public & technical agencies** as required
- Complete evaluation and present alternative and recommended design concepts at a **2nd PIC** (planned for Fall 2020)
- Modify/Confirm **recommended design** in consideration of comments received

EA Phase 4

- **Prepare ESR** and present to Council for approval
- **30-day ESR review period** (opportunity for public comment/appeal)

EA Phase 5

- **Implementation (Design & Construction)**



# We want to hear from you!

Thank you for attending! Please place comments in the comment box or send comment sheet via mail or email by **March 25, 2020** to:

## City of Hamilton

### Melanie Anderton

Project Manager, Growth Management

Tel: 905-546-2424 Ext. 6412

E-mail: [iplanning@hamilton.ca](mailto:iplanning@hamilton.ca)

Mail: 71 Mail Street West

Hamilton, ON L8P 4Y5



## R.V. Anderson Associates Limited

### Nick Palomba, P.Eng.

Project Manager

Tel: 905-685-5049 ext. 4204

E-mail: [npalomba@rvanderson.com](mailto:npalomba@rvanderson.com)

Mail: 43 Church Street, Suite 104

St. Catharines, ON L2R 7E1

Learn more about the project online at [www.hamilton.ca/dickenson](http://www.hamilton.ca/dickenson)



## Next Consultation (Fall 2020)

Public Information Centre No. 2: Design Concepts and Recommendations