Welcome

Glancaster Road Improvements

Municipal Class Environmental Assessment Phases 2 - 4

Public Information Centre #1

Growth Management Division
Infrastructure Planning Section
www.hamilton.ca

Comments? Questions?
Want to know more?
Visit the project website!

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."

The purpose of this PIC is to:

- Introduce you to the Study and provide historical background
- Provide an overview of the planning process
- Present the Study Problems and Opportunities
- Provide an overview of existing conditions and constraints to improvements within the corridor
- Present preliminary Right of Way width recommendation
- Solicit community, stakeholder and Indigenous Nations feedback.

Municipal Class EA Process

This study is following the process of Schedule 'C' requirements of the Municipal Class EA (October 2000, as amended 2023), which will complete Phases 2, 3 and 4. At present, the study is in Phase 2.

Notice of Study Commencement and PIC #1
May 24, 2024

Public Information Centre #1
June 7, 2024

Public Information Centre #2
Fall 2024

30-Day Review Period

PHASE 1
Problem or Opportunity

PHASE 2
Alternative Solutions

PHASE 3
Alternative Designs

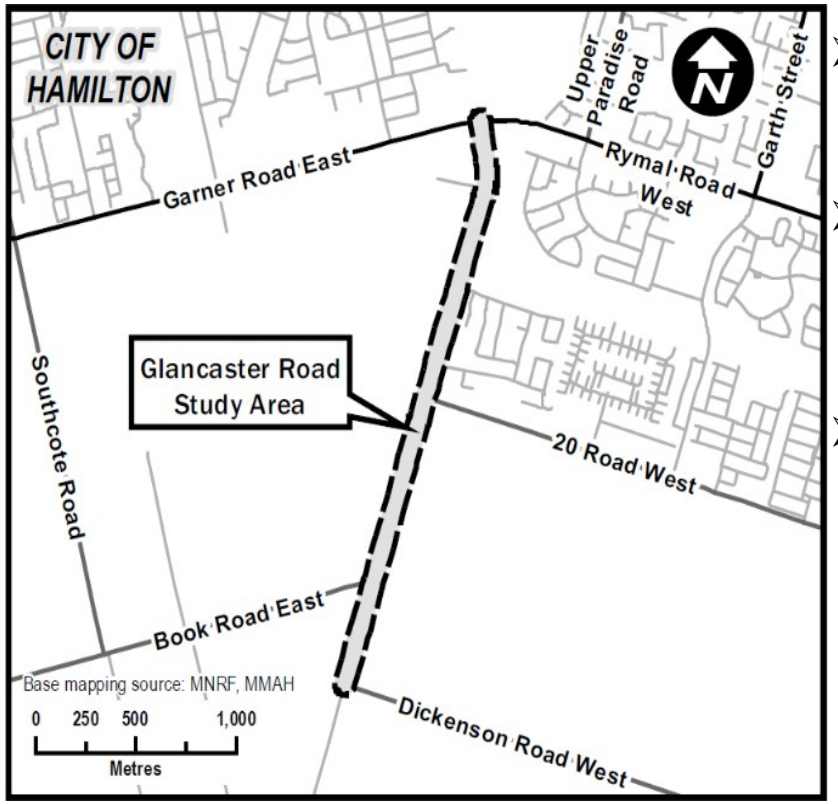
PHASE 4
Environmental Study Report (ESR)

PHASE 5
Implementation

EARLIER STUDIES
AEGD TMP (2011, 2016, 2024)
Garner Road East/Rymal Road West and Garth Street Municipal Class EA

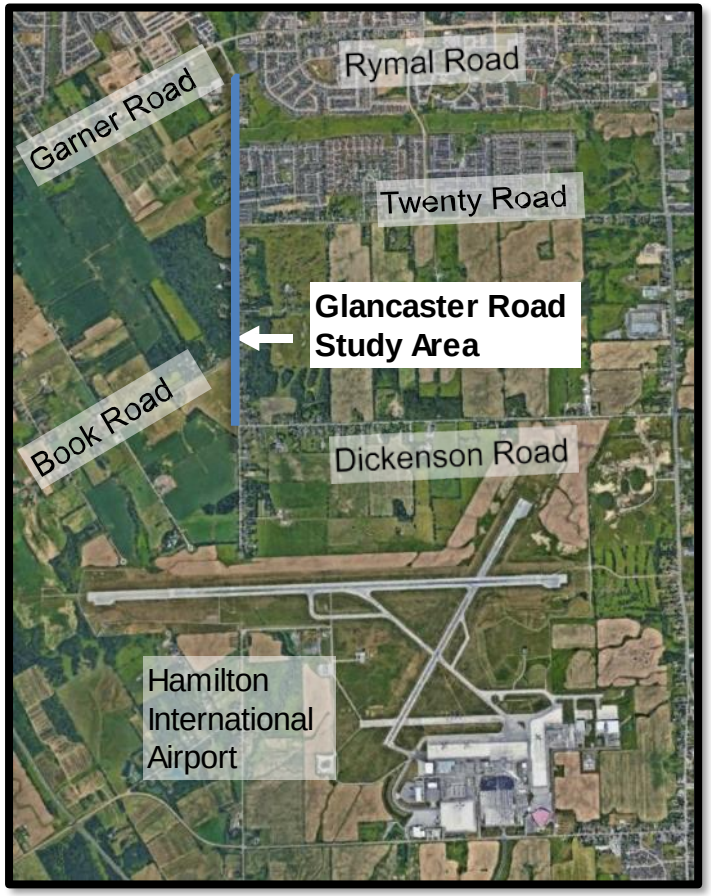
We are Here

Study Area Overview



- The study area includes the proposed future road allowance and all abutting properties, including residential homes, the hydro corridor, etc. as shown in the map to the left.
- Currently, the road allowance includes a 2-lane road with a rural cross-section (ditches). The corridor is generally 20m - 23m wide but widens to 42 meters at the Garner Road East /Rymal Road West intersection.
- The corridor is deficient of sidewalks and cycling facilities.

Existing and Future Land Use



- Existing land use west of the study area is predominantly agricultural, with a woodlot, hydro corridor, private school also present on the west side of the road. Land use on the east of the corridor is a mix of residential and agricultural; a church and former golf course
- Interest in redevelopment has materialized into various proposals along Glancaster Road during recent years. "White Belt" areas are not in the study area however, developers have shown interest in developing them.
- Currently, the Official Plan designates much of the land use within the study area as employment lands (shaded in purple on the map inset).

Urban Hamilton Official Plan Schedule E-1

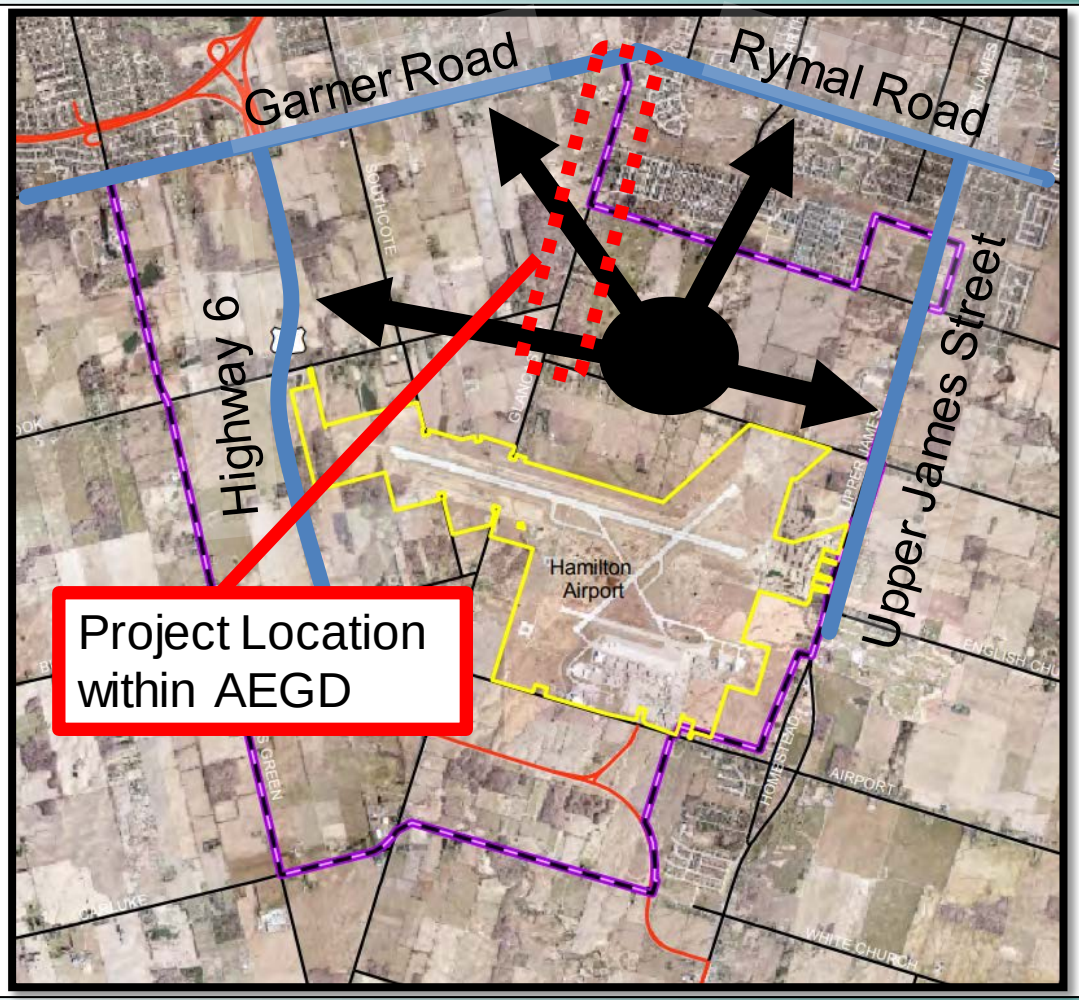
Why is this important?

- The transition from existing predominantly rural/agricultural and residential to commercial/industrial uses is anticipated to increase traffic volumes on area roads. Road improvements are required to support planned employment growth.

Historical Background

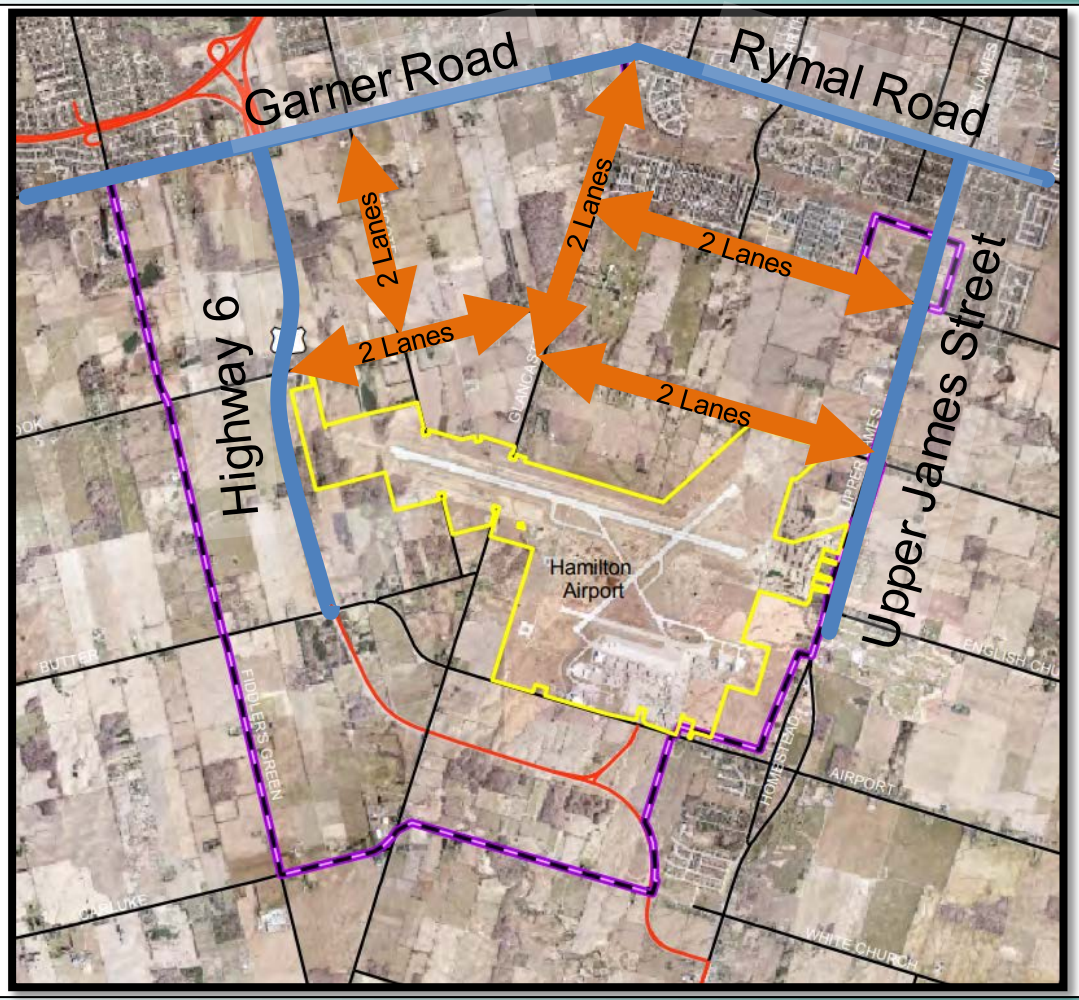
Study	Why Is this Important?
Airport Employment Growth District (AEGD) Secondary Plan (2015, updated 2021)	This Plan established the specific land uses, the transportation and infrastructure requirements, design principles, and development standards to guide the development of lands within the AEGD.
AEGD Transportation Master Plan (2011, updated 2016 and 2024)	the 2024 update recommends a 3-lane configuration for Glancaster Road (one lane in each direction and a centre turn lane).
AEGD Subwatershed Study & Stormwater Master Plan (2017)	This Plan was completed to establish a preliminary Natural Heritage System and a stormwater/groundwater management framework including Low Impact Development (LID) systems.
AEGD Water & Wastewater Servicing Master Plan (2017)	A preferred water and wastewater servicing strategy was developed in this plan to support the phased buildout of the AEGD.
Garner Road East/Rymal Road West and Garth Street Municipal Class EA (2014)	A preliminary design for the Garner Road/Rymal Road West and Glancaster intersection was developed and has been carried over into this current study.

Study Area



With buildout of AEGD, increasing volumes of traffic will need to access major road corridors.

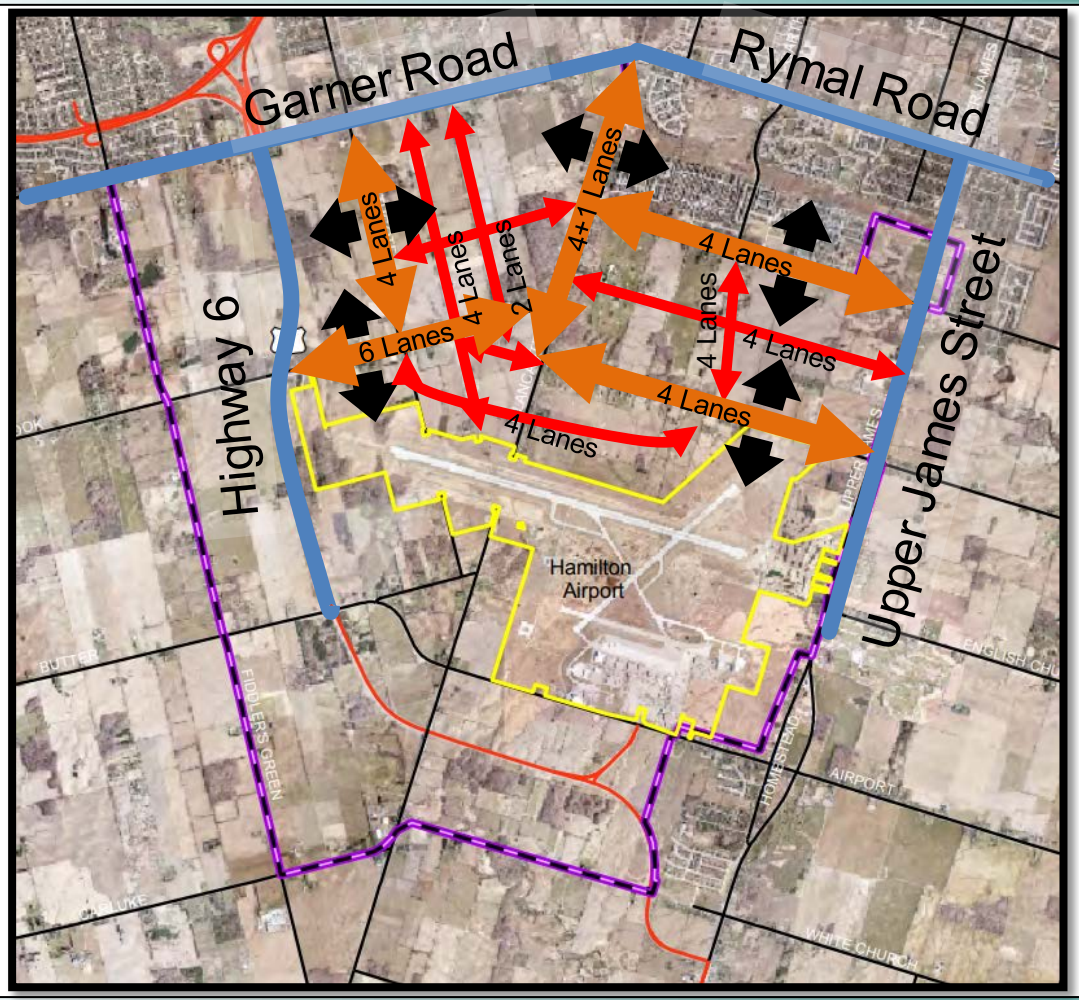
Study Area



With buildout of AEGD, increasing volumes of traffic will need to access major road corridors.

Through modeling work, the **2011 AEGD Transportation Master Plan** concluded that the existing road network (shown in orange) is **insufficient to support the additional projected volumes of traffic.**

Study Area



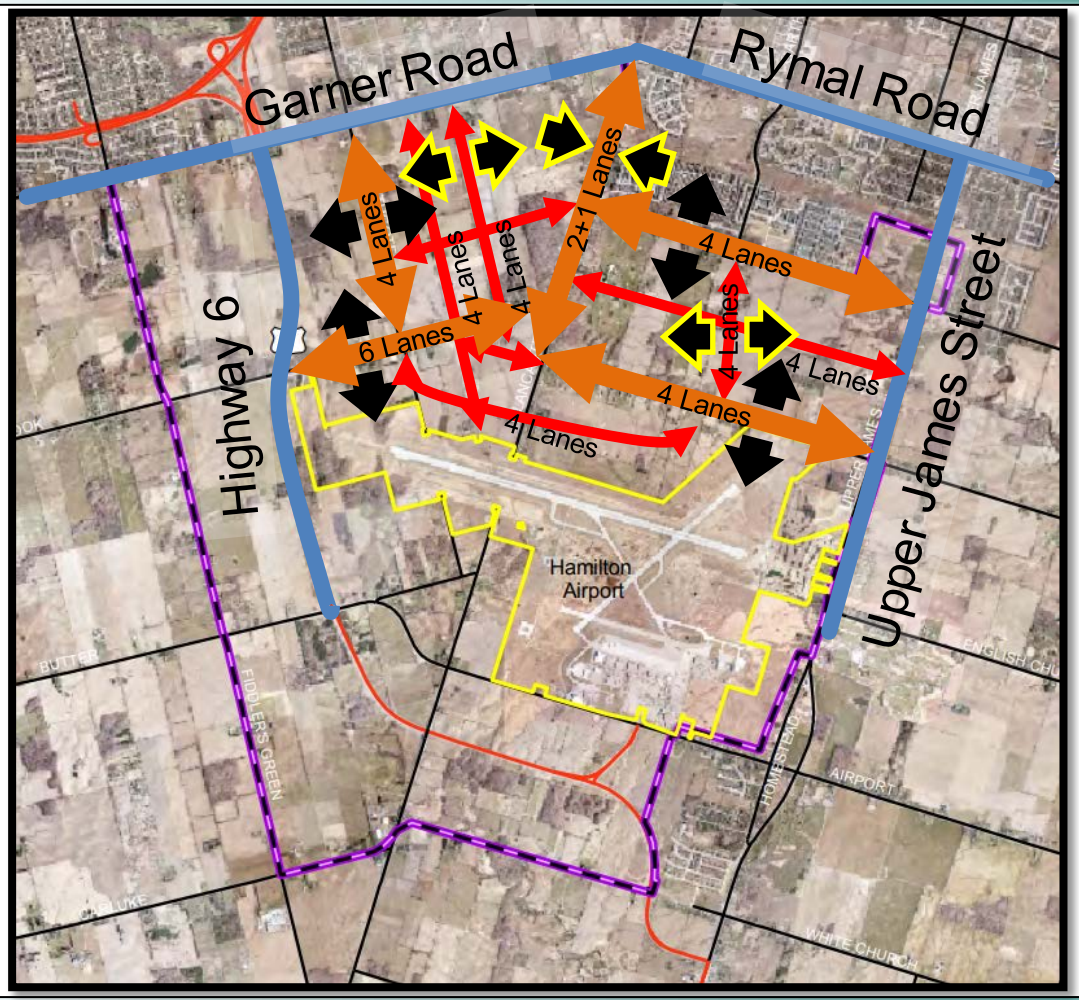
With buildout of AEGD, increasing volumes of traffic will need to access major road corridors.

Through modeling work, the **2011 AEGD Transportation Master Plan** concluded that the existing road network (shown in orange) is **insufficient to support the additional projected volumes of traffic**.

Using desktop analysis, a future road network was developed that would support the projected traffic. This included widening or extending existing roads, and adding new roads to the network (shown in red).

The conceptual cross section developed for Glancaster Road here was a **45 meter Right of Way** with **4 lanes of traffic plus center turn lane**.

Study Area



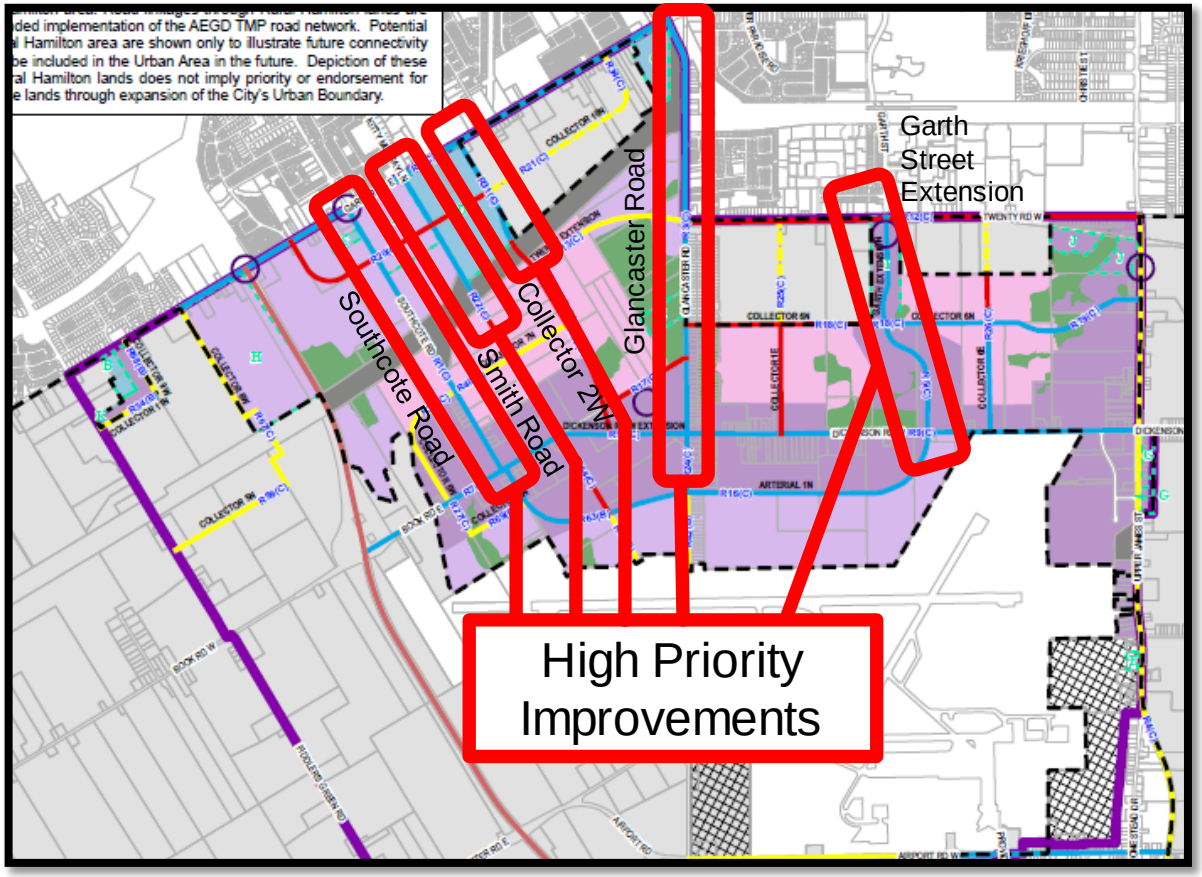
A 2016 review of the AEGD Transportation Master Plan made minor alterations to this network.

Additional study of the Glancaster Road corridor since then identified constraints in widening Glancaster Road, which made **widening to the originally proposed 45m unfeasible**.

As a result, the **2024 AEGD Transportation Master Plan reduced the recommended ROW widening from 45m to 36m**.

To compensate for lost traffic capacity on Glancaster Road, some future traffic will instead be shifted on to adjacent routes, which will be widened where needed.

Study Area



- The 2024 AEGD TMP road network now adds additional capacity to two new routes in place of Glancaster Road:
  - Garth Street Extension
  - "Collector 2W"
- These improvements are designated as Medium or High Priority in the AEGD TMP
  - High Priority: Implemented by 2031
  - Medium Priority: Implemented by 2041
- Improvements to two other existing adjacent roads, Southcote Road and Smith Road, are also designated as Medium or High Priority.

Phase 1: Problem/Opportunity

What are the problems to resolve?

The AEGD TMP Update identified future capacity constraints on Glancaster Road as a result of increasing traffic from planned development in the business park. It recommends that the road be urbanized and widened to 3-lanes (1 lane in each direction, and continuous left turning lane) with traffic control improvements at intersections.

Existing constraints within the Glancaster Road corridor include the Hydro One corridor and woodlots along the west side of the road and residential dwellings along the east side will likely limit the ability to widen the road right of way (ROW) to the full recommended 36m width and make improvements at intersections.

What are the opportunities?

Implement road improvements that comply with the City's Complete Streets Guidelines and AEGD TMP Update recommendations.

Improve safety for all roadway users

Provide municipal servicing, including municipal water, sanitary and stormwater management infrastructure.

Provide pedestrian and cycling facilities.

Existing Natural Environment – Aquatic &Terrestrial

Aquatic Conditions

- Most watercourses have physical barriers (ex. culverts) that limit their use as habitat, however, fish were observed in the northern most stream.

Terrestrial Conditions

- Pockets of naturalized areas exist in the study area that provide habitat for endangered or threatened species (examples shown to right) and deer overwinter areas. ROW widening may impact trees adjacent to existing ROW line.

Core Natural Areas and Linkages

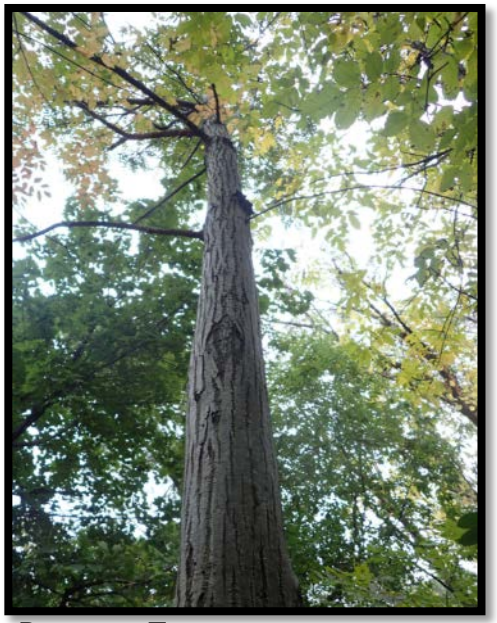
- The utility corridors within the study area provide steppingstone habitat linking the core forest area with other sensitive habitats outside of the Study Area, the closest being the Tiffany Creek Headwaters just north of the study limits.

Conservation Authorities

- Hamilton Conservation Authority and Niagara Peninsula Conservation Authority staff have been involved in field studies, and will continue to be involved throughout the study process.

How will this information be used?

- This data is considered in the development and evaluation of roadway design alternatives.



Butternut Tree

Eastern Wood Pewee

Wood Thrush

Monarch Butterfly

Smallfooted Myotis

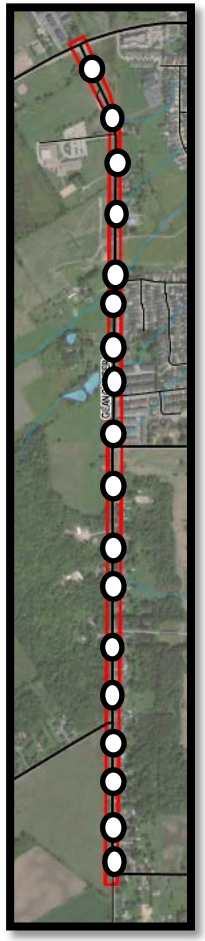
Existing Headwater Drainage Features

- The study area is located within the Tiffany Creek Subwatershed.
- Nine headwater tributaries are found in the study area.
- Three of these tributaries provide direct fish habitat, one tributary contributes to downstream fish habitat.
- Most tributaries discharge into artificial channels, but three discharge into natural watercourses or wetlands.

How will this information be used?

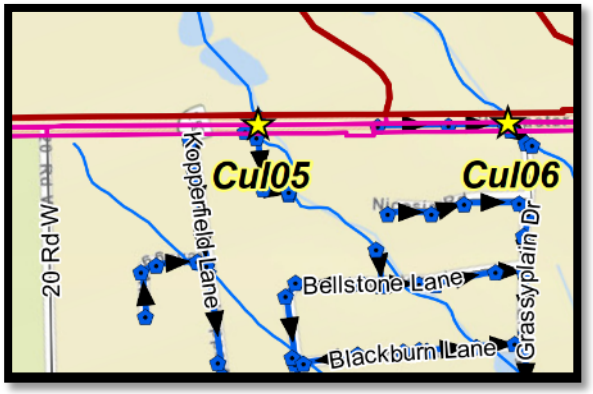
➢This data will be considered in the development and evaluation of alternative road design concepts.

Existing Geotechnical Data, Water, Stormwater and Wastewater Servicing



Geotechnical Investigations

- Soil types observed in boreholes drilled in the study area (locations shown to the left) included mixes of clay, silt and sand.
- A high water table (level of groundwater) was observed throughout the study area.



Municipal Servicing

- Servicing is currently limited to a section of Glancaster Road between Kopperfield Lane and Grassyplain Drive.
- The high water table and soil characteristics limit the ability of the ground to soak up stormwater. This may impact stormwater management options for Low Impact Development (LID) features) and constructability of municipal servicing.

How will this information be used?

This information will be used to design the stormwater management features and constructability of municipal services.

Existing Cultural Built Heritage and Heritage Landscapes

- A review of Federal, Provincial and City Inventories was undertaken as per below table.
- Several properties have been identified within the study area with potential features of built heritage value.
- **No direct impacts would be anticipated to any listed or potential built heritage features with upgrades to Glancaster Road.**

No.	Address	Property Type	Heritage Recognition
1	1157 Garner Road East	Residence	Inventory of Heritage Buildings
2	723 Rymal Road West	Residence/Tea House	Canadian Inventory of Historic Buildings
3	77 Glancaster Road	Place of Worship	City of Hamilton Inventory of Places of Worship
4	204 Glancaster Road	Farm	Inventory of Heritage Buildings
5	555 Glancaster Road	Former Golf Course	Inventory of Historic Buildings

How will this information be used?

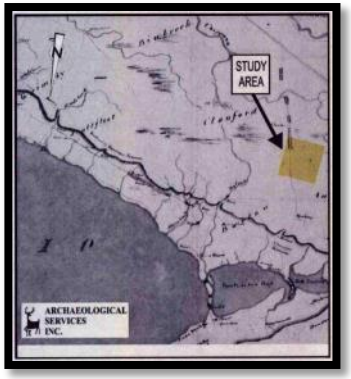
- This data will be considered in the development and evaluation of alternative right-of-way widths and cross-section design concepts.

Existing Archaeology Potential

Legend
- Historic Structure: Church
- Historic Structure: House
- Historic Potential
- Archaeological Potential

Source: HAEGD Stage 1 Archaeological Assessment, ASI (2008)

Stage 1 Archaeological Assessment was completed as part of AEGD planning process



- Archaeological potential exists throughout study area, a result of both pre-settlement Indigenous use of the land and historic Euro-Canadian settlement dating back to the early 1800s.
- Further archaeological assessments will be required for areas found to have archaeological potential prior to land disturbance.
- Any Hydro One disposition of land will require Stage 2 Archaeological Assessment within their lands.

How will this information be used?

- The Stage 1 of Archaeology Assessment Report recommends that Archaeology Stage 2 Assessment will be required along the entire corridor, prior to land disturbance.

Existing Traffic Conditions

- Glancaster Road (Garner Road East /Rymal Road West to Dickenson Road), is a 2-lane arterial road with a 50 km/h speed limit.

- 6 intersections are located in the study area:
  - 1 signalized intersection
  - 3 all-way stop-controlled intersections
  - 2 one-way stop-controlled intersections

Existing Transit and Active Transportation

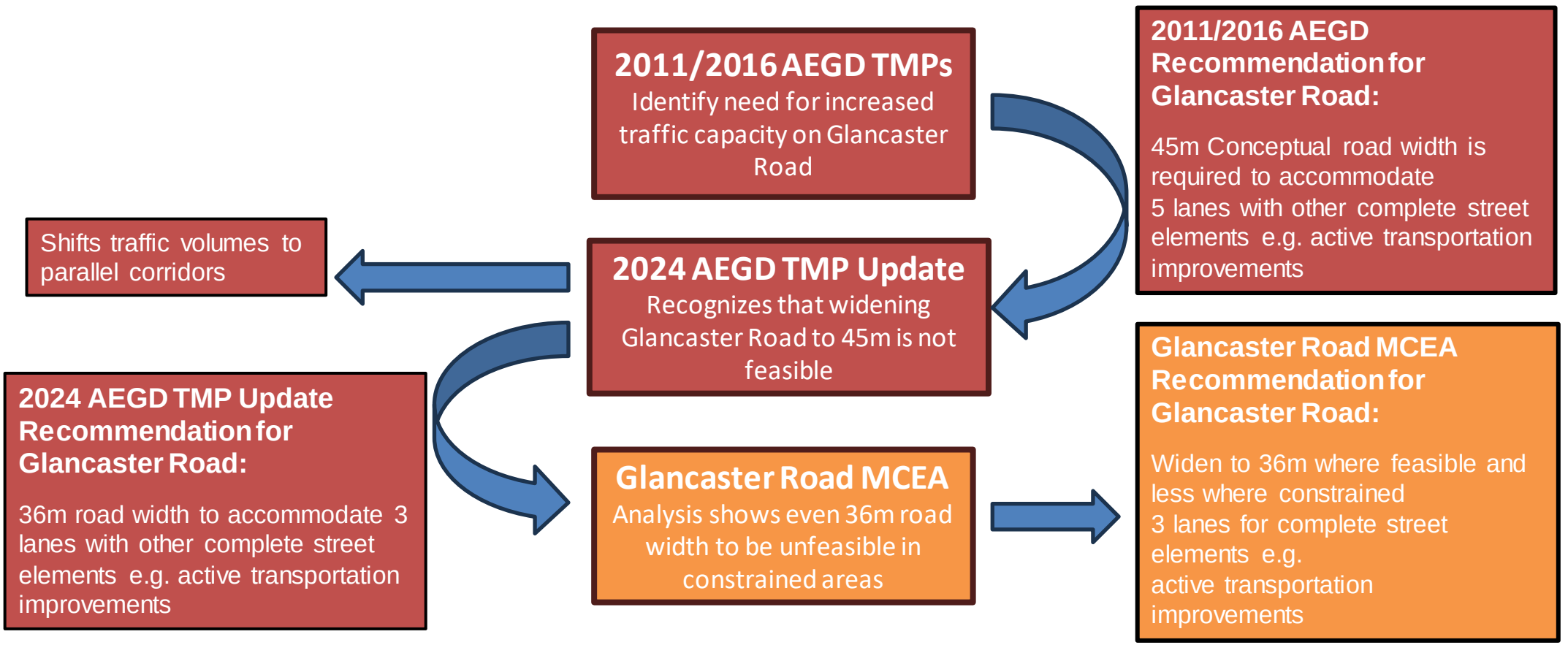
TRANSIT

- Two routes currently service the Glancaster Loop, while no transit service is provided south of the Loop.

ACTIVE TRANSPORTATION

- No active transportation facilities (bike lanes, sidewalks, multi-use paths, etc. are currently present in the study area except for a short section of sidewalk south of Grassyplain Drive.

Phase 2: Alternative Solutions – ROW widths



Preliminary Constraints and Considerations

Natural Environment	Socio-Economic	Cultural Environment	Transportation & Engineering
Widening of Right Of Way westward into woodlot (**Area 1**) may result in need for tree removals and potential impacts to species at risk. Widening of the Right of Way will include stormwater management, which must consider water quantity and quality impacts to receiving watercourses.	Widening of Right of Way eastward affects residential frontage and driveways **(Area 2).** Hydro One corridor limits Right of Way widening potential **(Area 3).** Active transportation facilities do not exist, and this poses public safety concerns.	High archaeological potential throughout study area; multiple locations of historic structures that need to be considered before construction.	Build out of Airport Employment Growth District will introduce additional traffic onto road network. Lack of existing pedestrian and cycling infrastructure. Road design must address the above, while meeting City design standards.

Corridor Constraints

Sample Location: Grassyplain Drive Intersection

Alternative Solution #1

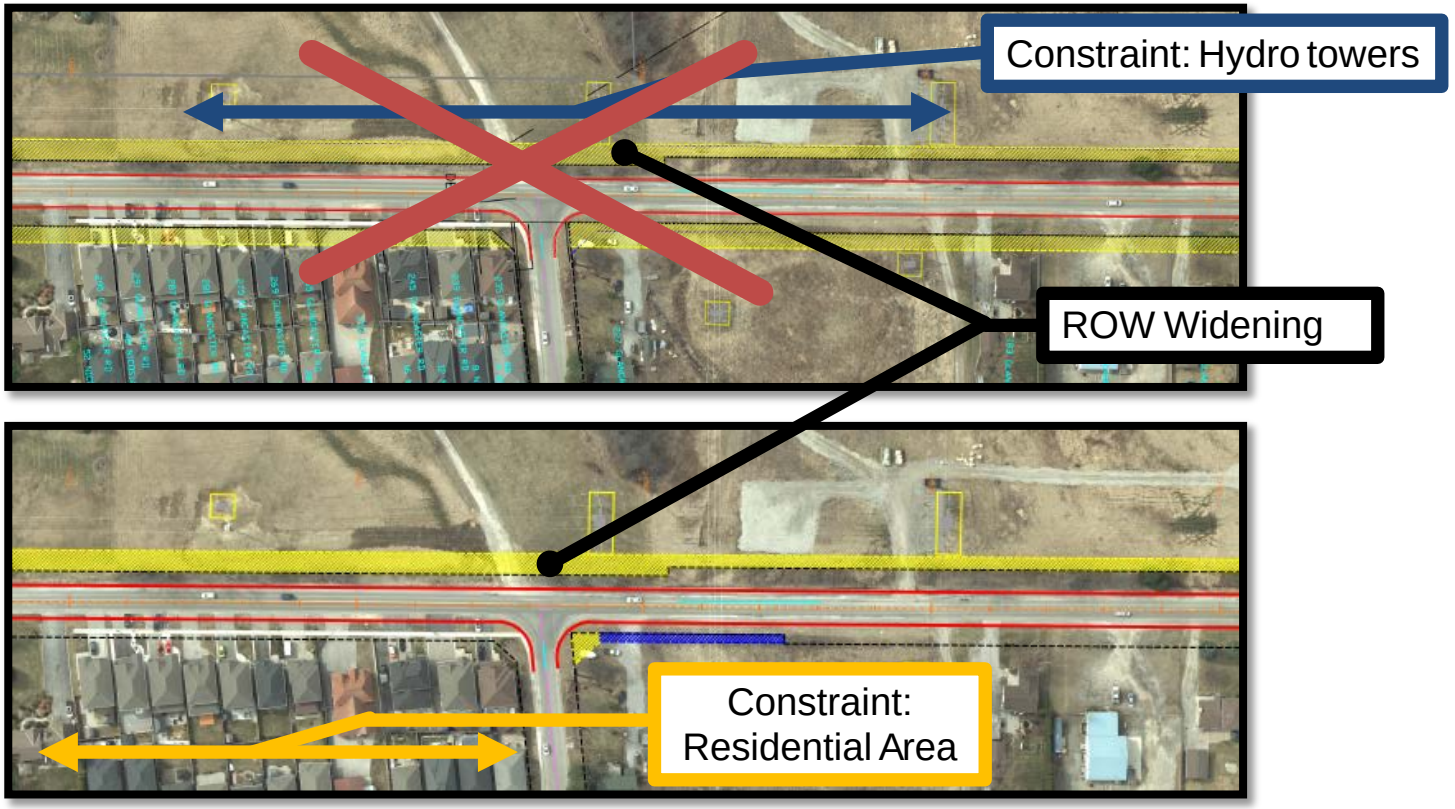
36m Right of Way (AEGD TMP Conceptual Cross-section

**Not under consideration due to excessive constraints related to Hydro One infrastructure. Current ~~ROW~~ road width does not meet ~~HONI~~ Hydro One safety standards related to minimum setbacks.*

Alternative Solution #2

"Hybrid Width" Right of Way

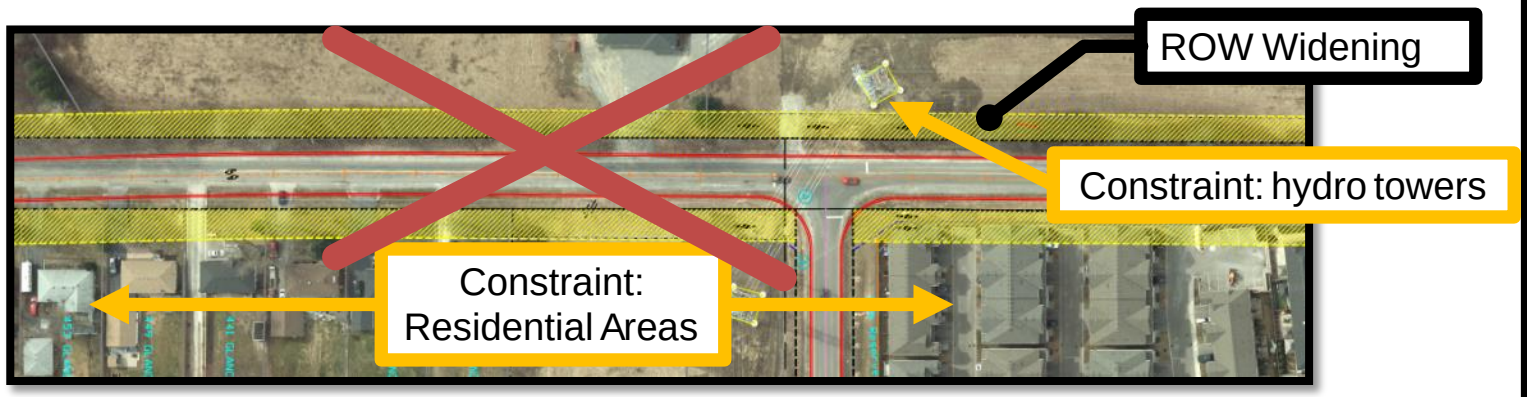
Please refer to roll plans for full area drawings.



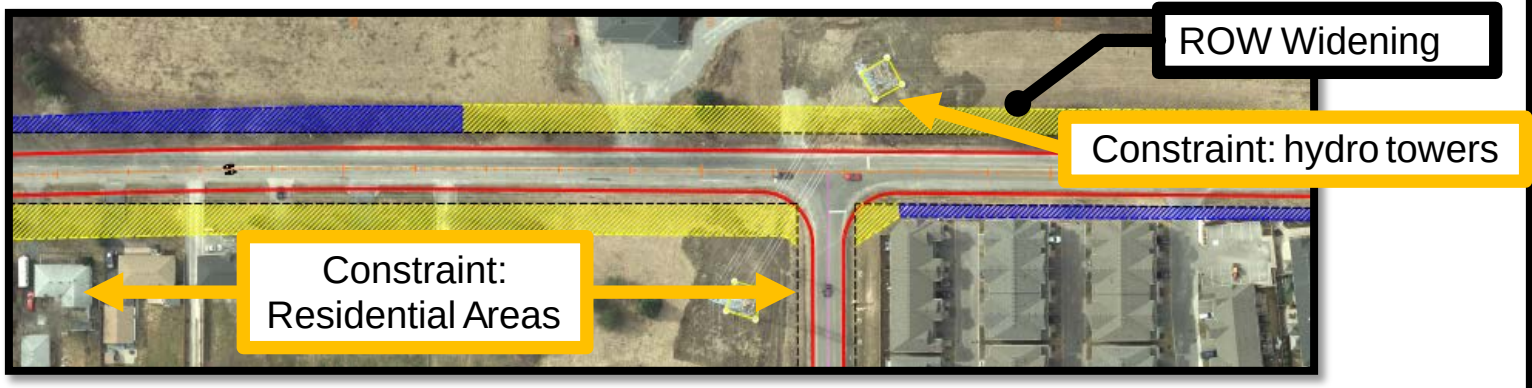
Corridor Constraints Cont'd

Sample Location: Twenty Road Intersection

Alternative Solution #1
36m Right of Way (AEGD TMP Conceptual Cross-section)
***Not under consideration** due to excessive constraints related to residential areas and resulting loss of frontage.*



Alternative Solution #2
"Hybrid Width" Right of Way
**Land Taking to be confirmed, to be presented at PIC #2*



Please refer to roll plans for full area drawings.

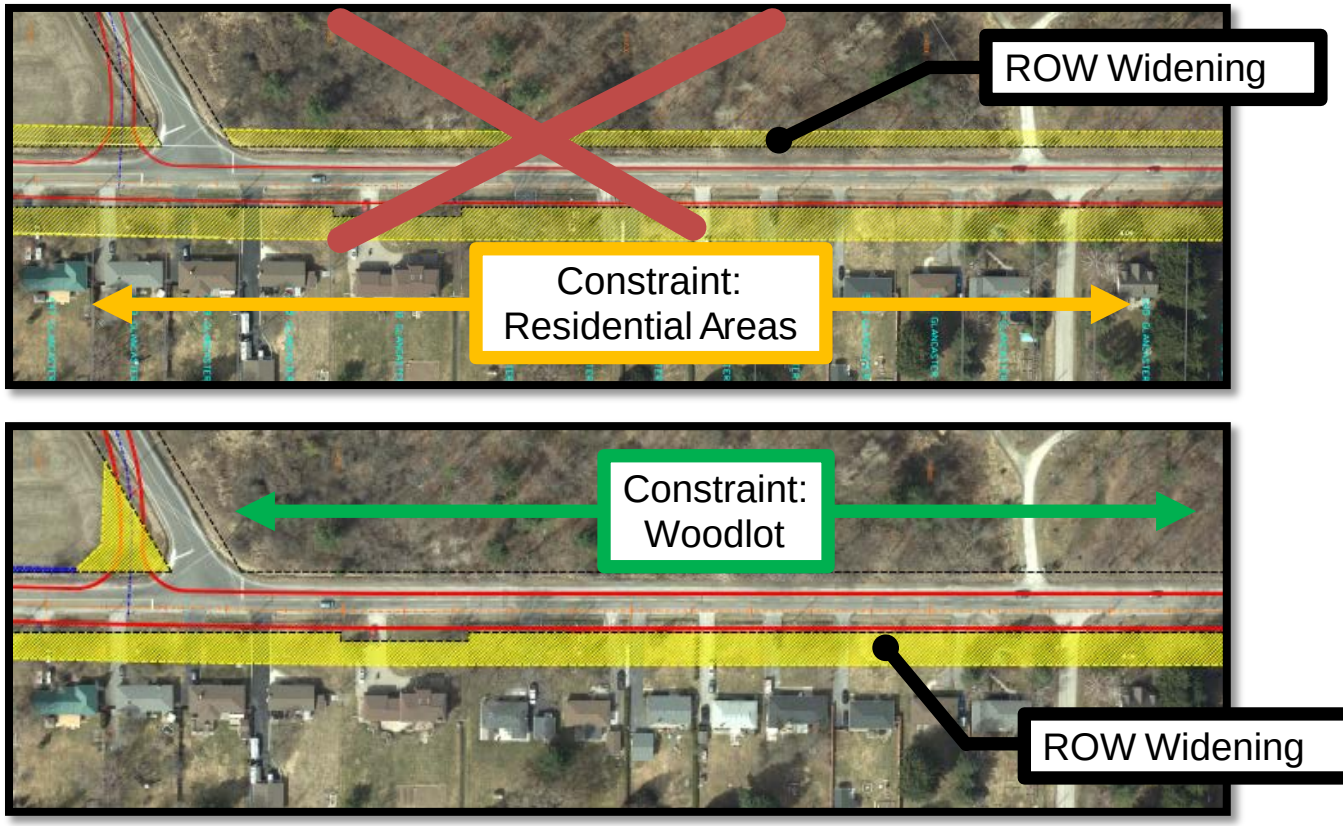
Corridor Constraints Cont'd

Sample Location: North of Book Road Intersection

Alternative Solution #1
36m Right of Way (AEGD TMP Conceptual Cross-section)
***Not under consideration** due to excessive constraints related to impacts to residential frontage and woodlot.*

Alternative Solution #2
"Hybrid Width" Right of Way
**Land taking to be confirmed, ~~to~~ will be presented at PIC #2*

Please refer to roll plans for full area drawings.



What Happens Next

Summer 2024

- Consider all questions and comments received from this PIC

Fall 2024

- Hold Public Information Centre #2
- Develop Design Alternatives of Cross - Section
- Assess & Evaluate Design Alternatives and Recommend Preferred Cross-Section

Fall 2024 - Winter 2025

- Prepare Environmental Study Report (ESR)
- Present ESR findings to Planning Committee of Council
- 30 - Day Public & Agency review period and opportunity for Appeal based on Indigenous Nations' Rights and Treaties.

Ongoing Engagement and Consultation

Summary

AEGD TMP has identified the need to add future traffic capacity to the Glancaster Road area to support development.

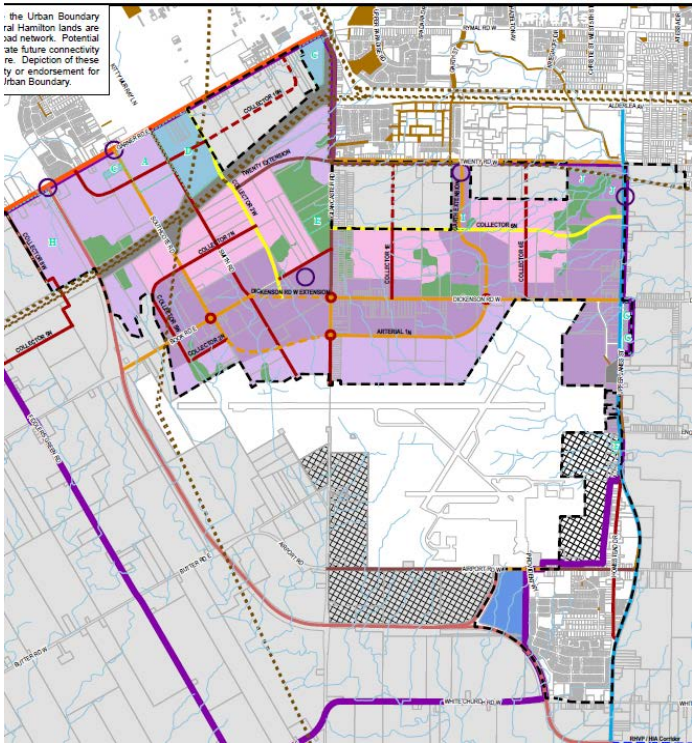
This EA study has assessed the feasibility of adding additional traffic capacity to Glancaster Road and determined that ROW widening is still severely limited due to constraints in the corridor, including existing residential areas, a Hydro One corridor, and a woodlot.

The corridor is habitat for a number of endangered or threatened species, as well as the location of important watershed features. Archaeological potential also exists in the corridor.

Municipal servicing and active transportation is limited or non-existent, and will be added as part of this project.

Soils in the corridor aren't supportive of LID implementation.

Continued engagement with partnering agencies in the corridor, including Hydro One, Hamilton Conservation Authority, and Niagara Peninsula Conservation Authority, will occur throughout the project.



What Happens Next

Thank You for Participating!

Your feedback is important to us - please fill out the comment form!

To stay involved and receive further updates on the Glancaster Road Improvements EA visit our project websites:

Main website! hamilton.ca/glancasterrdea
Virtual Consultation: engage.hamilton.ca/glancasterrdea

Contact the Project Team for additional comments and questions or if you wish to be added to the project mailing list.

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