



Welcome

Twenty Road East and Upper Red Hill Valley Parkway Extension Municipal Class Environmental Assessment Phases 3 & 4

Virtual Public Information Centre #2



Land Acknowledgement

Twenty Road East and Upper Red Hill Valley Parkway Extension
Public Information Centre No.2
June 26, 2025

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.

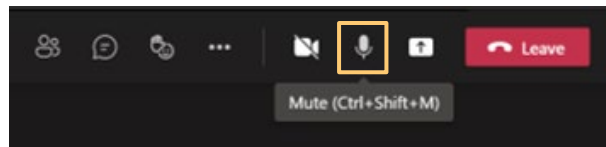
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

**This meeting is being recorded for the purposes of
documenting a meeting summary that will be shared
with all meeting participants**

Technical Housekeeping

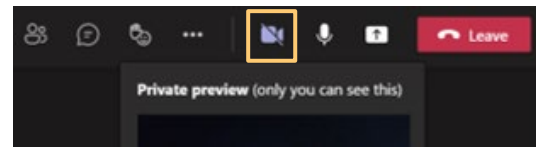
1. Please mute your microphone if you are not speaking.

Click on the microphone icon or type Ctrl+Shift+M.



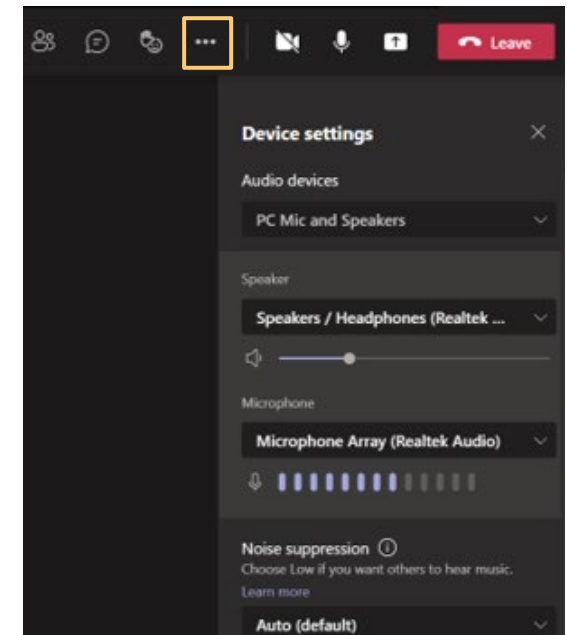
2. Using your camera is optional.

Click on the camera icon or type Ctrl+Shift+O.



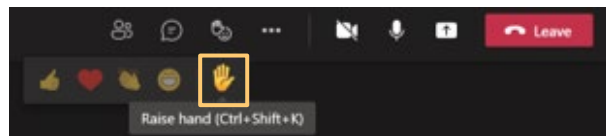
3. Technical Issues?

Check your settings by clicking the ellipses.



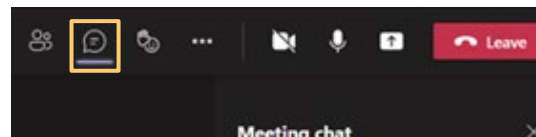
4. Have a question?

Click on the hand icon to raise your hand. Click it again to put your hand down.



5. You can submit a question, comment or link anytime by using the chat function.

Click on the conversation bubble and type in your text. Please send when complete.



Project Team Introductions



Patrick Yip
Project Manager, City
of Hamilton



Andrew Barr
Project Manager,
AECOM



Karl Grueneis
Senior Environmental Planner
AECOM



Paul Cech
Environmental Planner
AECOM

Why Are We Here?

The Purpose of this Public Information Centre (PIC) is to:

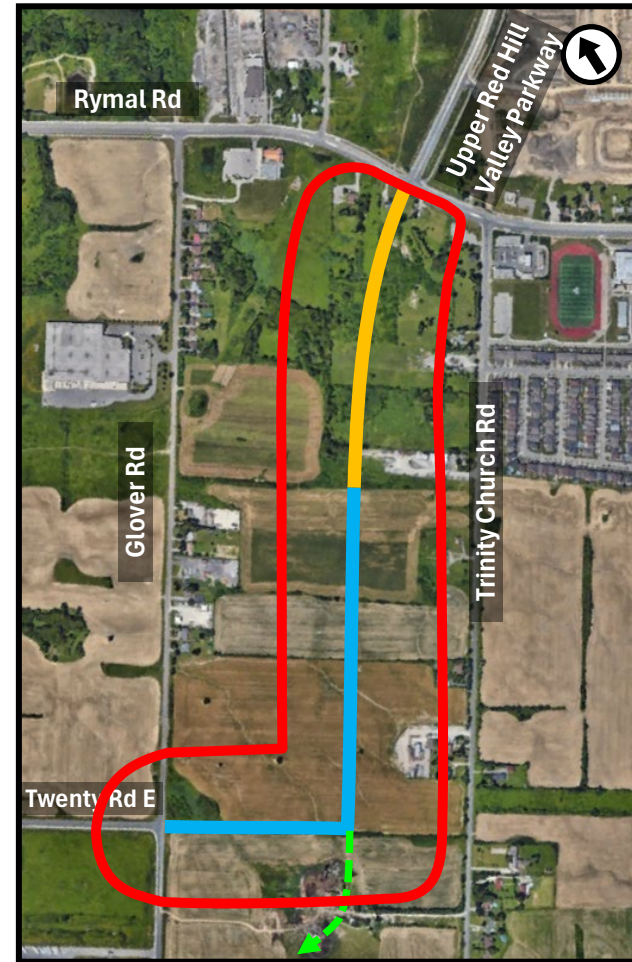
- Provide an update of the Study's planning process and how the community can participate
- Provide a summary of content and feedback from PIC #1
- Introduce the Design Alternatives being considered and the criteria in which they are being evaluated
- Present the preferred Design Alternatives and selection rationale
- Gather input on work completed to date and review the next steps in the Study
- Engage the community in the planning process







Project Study Area Overview

The City of Hamilton is conducting a Schedule 'C' Municipal Class Environmental Assessment (EA) for the **Twenty Road East and Upper Red Hill Valley Parkway (URHVP) Extension**

- The study area is located within the Red Hill Business Park South and is bounded by Rymal Road to the north, Trinity Church Road to the east, and Glover Road to the west
- The area builds on recommendations from the Trinity Church Road Environmental Assessment completed in 2007 and the Red Hill Business Park South Transportation Master Plan Addendum completed in 2013



Legend

-  Study Area
-  Approved Alignment (From Previous Studies)
-  Alignment Extensions (Current Study)
-  Potential Airport Conceptual Link Alignment (Separate Study)

Key Technical Studies



Stage 1
Archaeological Assessment



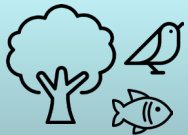
Transportation
Assessment



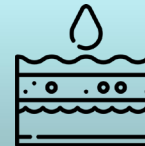
Cultural Heritage
Assessment



Geotechnical
Assessment



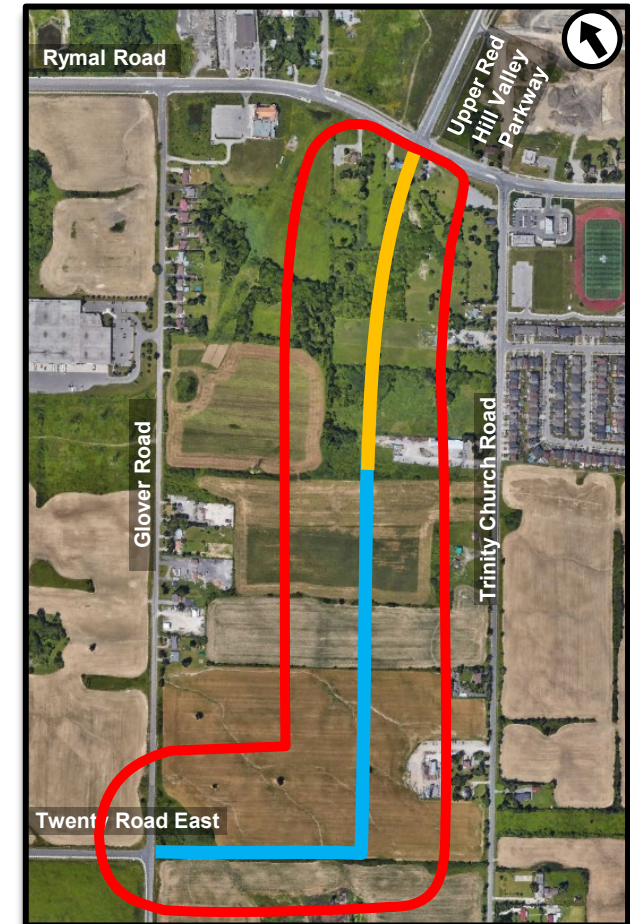
Natural Heritage
Assessment



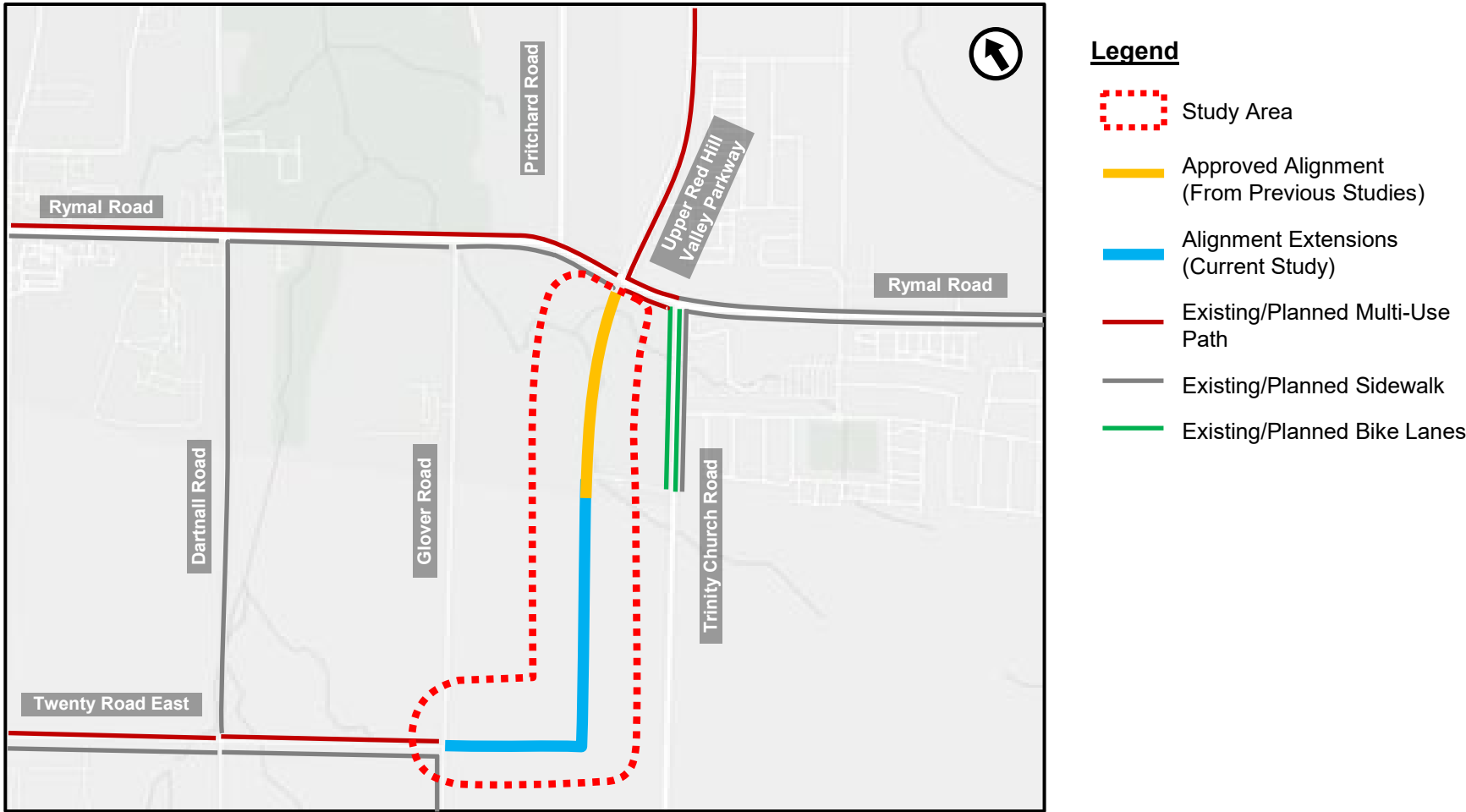
Hydrogeological
Assessment

Existing Conditions

- The Twenty Road East (east of Glover Road) and the Upper Red Hill Valley Parkway Extension (south of Rymal Road) does not currently exist.
- The previous studies recommended to extend and connect the Upper Red Hill Valley Parkway southerly to an easterly extension of Twenty Road East.



Existing/Planned Cycling and Walking Network



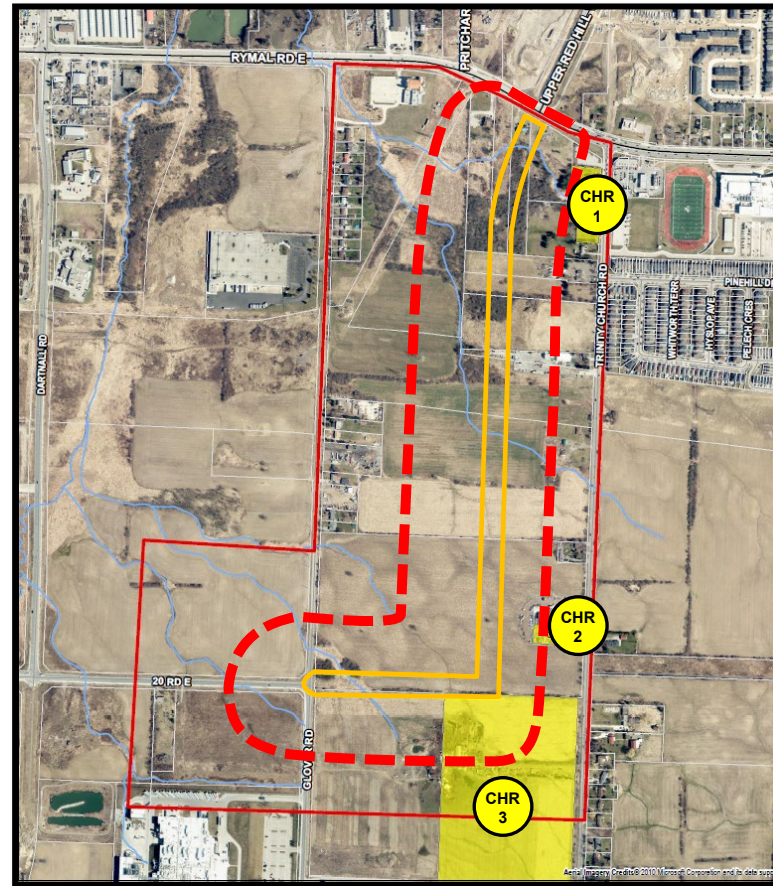
- ### Legend

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Cultural Heritage Summary

Cultural Heritage

- Study area contains some properties with confirmed or potential features of Built Heritage value
- No direct impacts are anticipated to any listed or potential Built Heritage features; some minor impacts may need minor mitigation
- CHR1 is an existing church and cemetery. CHR2 and CHR3 are both residential properties within the Business Park.



Legend

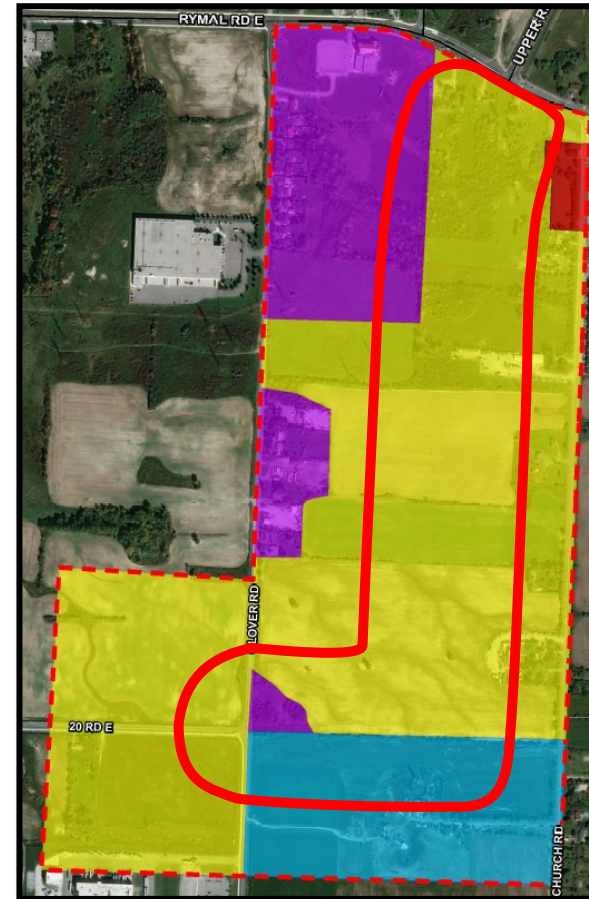
- Technical Assessment area
- Study area
- Previously Approved Alignment
- Cultural Heritage Resource
- Trinity Church Cemetery
- Residential
- Residential (City owned)

Properties with Built Heritage value

Stage 1 Archaeology Summary

Archaeology

- Potential for archaeological finds exists throughout study area
- Further archaeological assessment (AA) is required during detailed design



Archaeological Potential Mapping

Legend

- Technical Assessment area
- Study area
- Stage 2 AA Required
- No Further Assessment Required
- Stage 3 AA Required
- Trinity Church Cemetery

Problem/Opportunity Statement

Problems



Previous studies had identified capacity issues on existing road network in anticipation of increased traffic from planned development in the Red Hill Valley Business Park.



Twenty Road East and Upper Red Hill Valley Parkway extensions are needed to service planned growth areas and developments within the Red Hill Business Park area.

Opportunities



Follow City Council's direction to grow the City's industrial parks and employment base.



Develop the Red Hill Business Park by providing better connections to and from the Business Park and major arterial roads including Rymal Road and Upper Red Hill Valley Parkway.



Implement a road network that provides flexibility to current and future trends in industrial land use and provides infrastructure for pedestrian and cyclist mobility.

Public Information Centre 1 – Feedback Received

Feedback from Public Information Centre (PIC) #1 on February 25, 2021.



Natural Heritage

Concerned with natural environment impacts caused by road construction.



Active Transportation

Requested both cycling and walking infrastructure for the future Twenty Road and Upper Red Hill Valley Parkway Extensions.



Implementation Impacts

Concerned with implementation and traffic impacts during construction.



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Design Alternatives

Evaluation Criteria for Design Alternatives

Design Alternatives were developed and comparatively evaluated based on criteria that represent the broad definition of the environment.

FACTOR	DESCRIPTION
Transportation	Does the alternative adequately address the transportation requirements of the project (e.g. vehicular, pedestrian and cycling traffic needs)?
Socio-Economic	What impacts will the alternative have on the local community (e.g., compatibility with existing and approved land uses, impacts on local businesses, property requirements, access restrictions, etc.)?
Cultural Environment	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Natural Heritage	How does the alternative affect vegetation, water quality, fisheries/wildlife and habitat? How does the alternative address climate change?
Engineering	Does the alternative accommodate for design features such as grading, drainage, and utilities while meeting the City’s design standards and guidelines?
Cost	What is the capital cost of the alternative? What is the cost for utility relocations and property acquisitions? What are the operation and maintenance cost?

Design Alternatives Considered

Twenty Road and Upper Red Hill Valley Parkway Extension Design Alternatives



Road Alignments



**Road
Cross Sections**

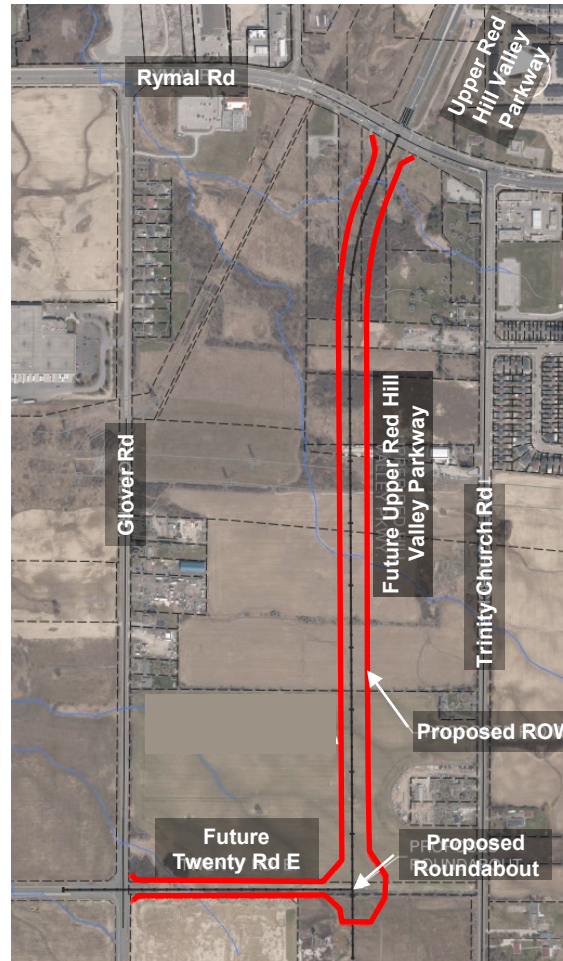
Design Alternatives Considered

Road Alignments

Design Alternatives Considered – Road Alignments

Road Alignment Alternative #1 – Previous EA Alignment

- The original URHVP alignment approved as part of the Red Hill Transportation Master Plan (2013)
- Parallel to Glover Road and Trinity Church Road.



Road Alignment Alternative #2 – Optimized Land Use Alignment

- Curvilinear section introduced to shift the URHVP alignment to the west.
- Proposed roundabout is equidistant between Glover Road and Trinity Church Road.



Design Alternatives Considered - Alignments

Evaluation Criteria		Alternative Alignment #1 Previous EA Alignment		Alternative Alignment #2 Optimized Land Use Alignment
Transportation		No tangible differences		
Socio-Economics		Impacts to lands south of the Hydro corridor resulting in smaller land parcels on the east side of the alternative alignment compared to the west side with larger land parcels.		Impacts to lands south of the Hydro corridor resulting in nearly even land parcels on both sides of the alternative alignment.
Cultural Environment		No tangible differences.		
Natural Heritage		No tangible differences.		
Engineering		No tangible differences.		
Cost		No tangible differences.		
Overall				Preferred Alternative

Ranking Legend

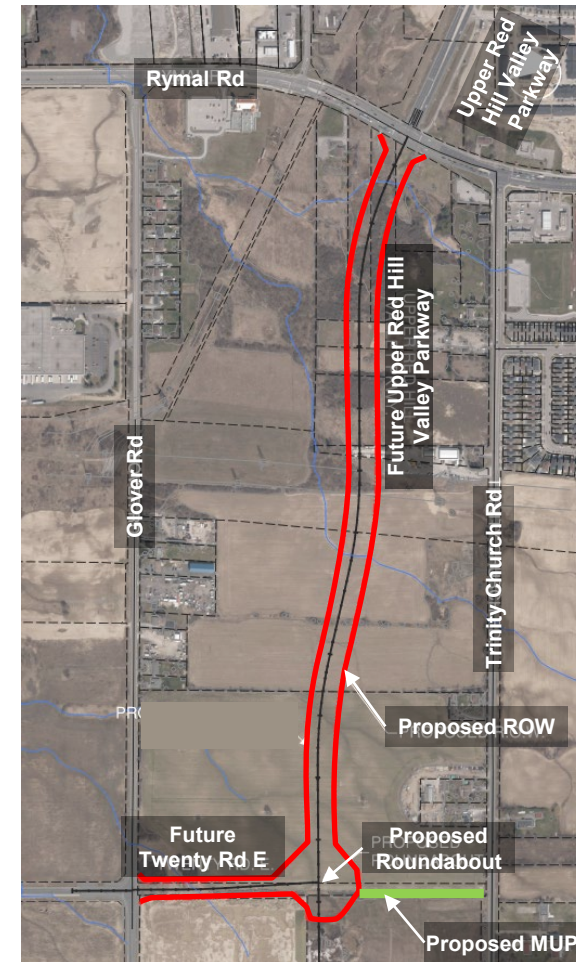
- Best
- Good
- Intermediate
- Poor
- Worst

Preferred Design Alternative Rationale

Preferred Alternative	Rationale
<div>Road Alignment Alternative #2</div> <div>Optimized Land Use Alignment</div>	<div>Transportation<ul style="list-style-type: none">Both alternatives provide a new road connection from the URHVP and Rymal Road intersection to the Twenty Road East and Glover Road intersection.</div> <div>Social-Economics<ul style="list-style-type: none">✓ The three land parcels south of the hydro corridor are nearly split evenly land parcels rather than having unevenly spit land parcels.Accommodates all cross-section alternatives</div> <div>Cultural Environment<ul style="list-style-type: none">Both alternatives will impact the City-owned Cultural Heritage Resource located at 420 Trinity Church Road. However, the Red Hill Business Park currently zoned this land parcel as a future Retail/Industrial Use.</div> <div>Natural Heritage<ul style="list-style-type: none">Both alternatives will have similar natural heritage impacts from the proposed alignment which may not be comparably different.</div> <div>Engineering<ul style="list-style-type: none">Both alternatives achieve Transportation Association of Canada (TAC) and City of Hamilton design standards.</div> <div>Cost<ul style="list-style-type: none">Both alternative have no tangible differences. Capital cost is approximately \$13M</div>

Preferred Alignment

- The preferred alignment will also include a future multi-use path (MUP) connection from the future Twenty Road East and future Upper Red Hill Valley Parkway intersection to Trinity Church Road.
- The future MUP will be construction above the existing City easement.



Alternative Design Concepts

Twenty Road East and Upper Red Hill Valley Parkway Extension
Public Information Centre No.2
June 26, 2025

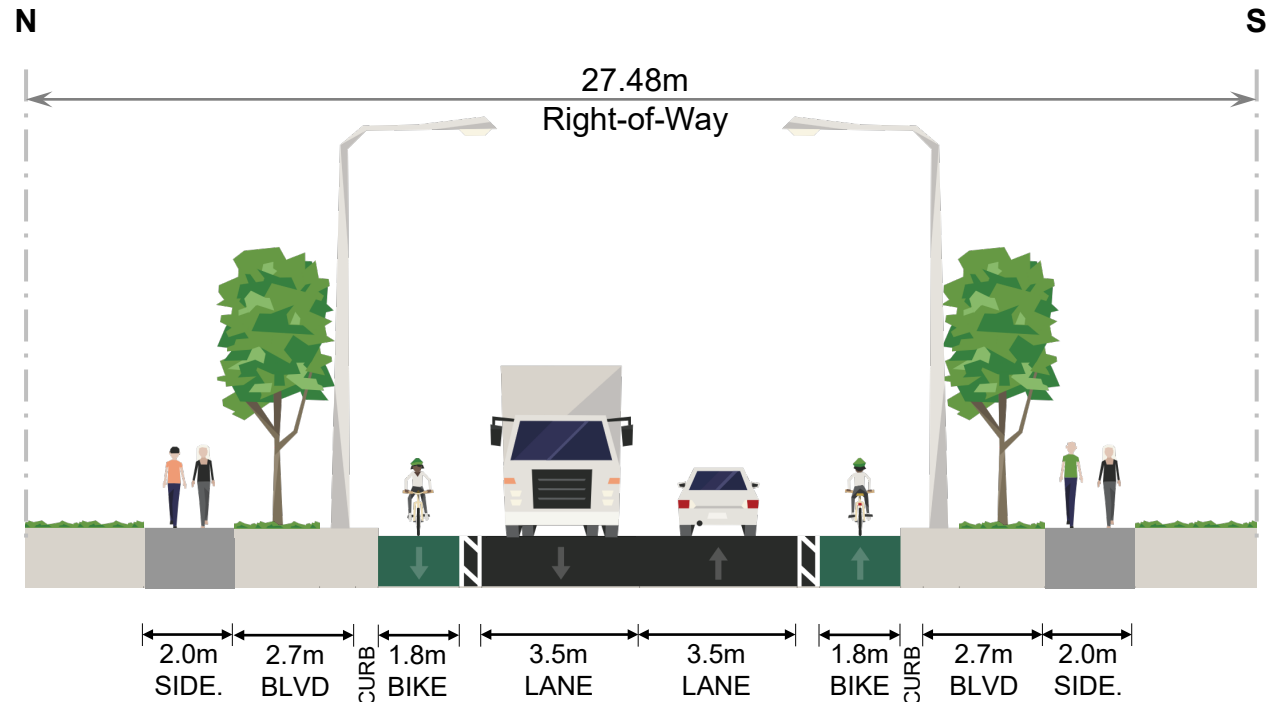
Twenty Road East Cross Sections

Design Alternatives – Twenty Road Cross Sections

Alternative #1

Urban 2-Lane Road with
Sidewalk and On-Road Bike
Lanes

- 2-lane urban roadway
- Separated on-street bike lanes
- Sidewalks on both sides



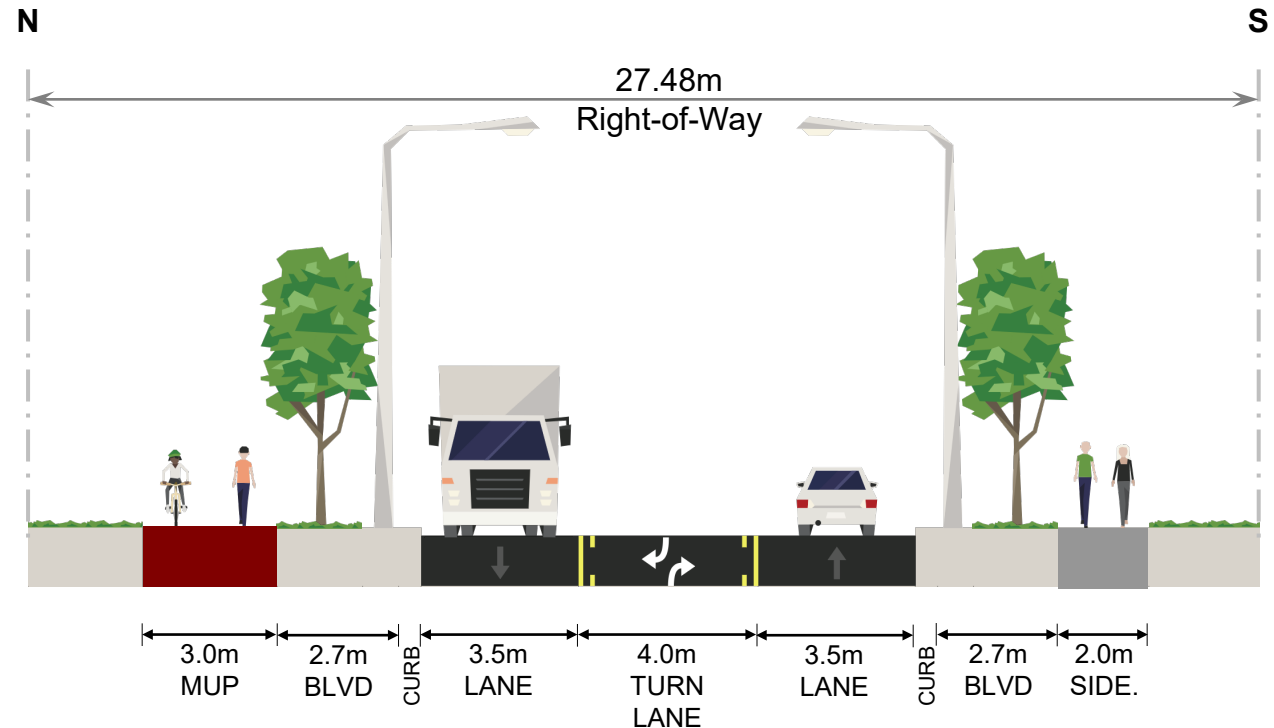
The Twenty Road Extension is identified as a future collector roadway as per the [Urban Hamilton Official Plan](#) with a future 30.48 m (100 ft) Right-of-Way. However, due to the approved development application for 399 Glover Road, the City was only able to widen the Twenty Road Extension to 27.48 m.

Design Alternatives – Twenty Road Cross Sections

Alternative #2

Urban 2-Lane Road with
Sidewalk and Multi-Use Path
(MUP)

- 2-lane urban roadway
- Multi-use path (MUP) on one side
- Sidewalks on one side

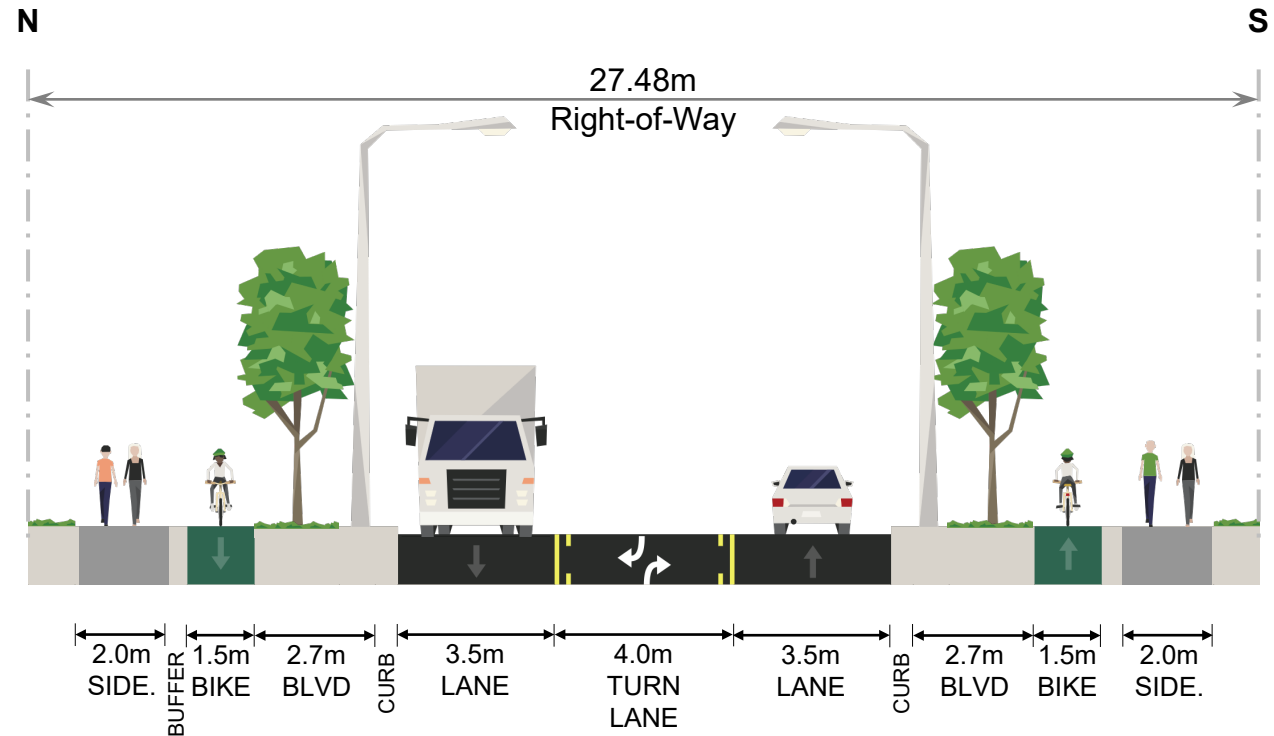


Design Alternatives – Twenty Road Cross Sections













Alternative #3

Urban 2-Lane Road with
Sidewalk and Cycle Tracks

- 2-lane urban roadway
- Cycle track on both sides
- Sidewalks on both sides



Twenty Road Cross Section Evaluation

Evaluation Criteria		Alternative Cross-Section #1 Urban 2-Lane Road with Sidewalk and On-Road Bike Lanes		Alternative Cross-Section #2 Urban 2-Lane Road with Sidewalk and Multi-Use Path (MUP)		Alternative Cross-Section #3 Urban 2-Lane Road with Sidewalk and Cycle Tracks
Transportation		Cyclists are on the road next to vehicular traffic. This alternative is not supported by the City's Complete Street Guidelines		Cyclists are off the road but utilizes the same facilities as pedestrians. This alternative is supported by the City's Complete Street Guidelines		Cyclists are off the road and separated from pedestrians. This alternative is supported by the City's Complete Street Guidelines
Socio-Economics		Does not provide a center left-turn lane for future access to planned developments.		Provides a center left-turn lane for future access to planned developments.		Provides a center left-turn lane for future access to planned developments.
Cultural Environment		No tangible differences.				
Natural Heritage		No tangible differences.				
Engineering		No tangible differences.				
Cost		Capital Cost of \$4.6M.		Capital Cost of \$5.0M.		Capital Cost of \$5.3M.
Overall				Preferred Alternative		

Preferred Twenty Road Cross Section Rationale

Preferred Alternative	Rationale
Alternative #2 Urban 2-Lane Road with Sidewalk and Multi-Use Path (MUP)	<p>Transportation</p> <ul style="list-style-type: none">✓ All alternatives provide safe infrastructure for all modes of transportation including good movement, transit, general purpose vehicles, cyclists and pedestrians, and is consistent with the City’s Complete Streets Guidelines, however, Alternative #2 place MUP and sidewalk further from the road which increases safety for pedestrians and cyclists as compared to Alternative #1. <p>Social-Economics</p> <ul style="list-style-type: none">▪ Alternative #2 and #3 provides access to future developments by accommodating for a center turning lane, where Alternative #1 does not. <p>Cultural Environment</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives. <p>Natural Heritage</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives <p>Engineering</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives. All alternatives achieve Transportation Association of Canada (TAC) and City of Hamilton design standards. <p>Cost</p> <ul style="list-style-type: none">✓ The capital cost for Alternative #2 is approximately \$5M, whereas Alternative #1’s is \$4.6M and Alternative #3’s is \$5.3M.✓ Alternative #2’s maintenance cost is comparatively lower than the other alternatives due to having only one sidewalk and one MUP to maintain.

Alternative Design Concepts

Twenty Road East and Upper Red Hill Valley Parkway Extension
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Upper Red Hill Valley Parkway Cross Sections

Design Alternatives – Upper Red Hill Valley Parkway Cross Sections

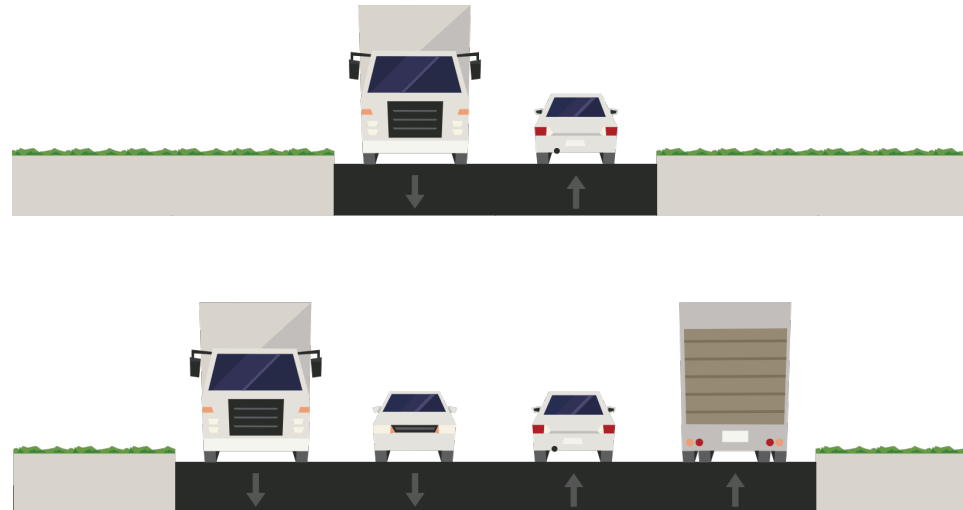
The Upper Red Hill Valley Parkway cross sections have been developed on the basis of implementing 2-lanes of traffic, 1-lane of traffic in each direction, in the first stage of implementation.

The City expects the proposed 2-lanes of traffic to be built and in-place up to 20 years or longer before requiring widening to 4-lanes of traffic .

2-Lanes



4-Lanes

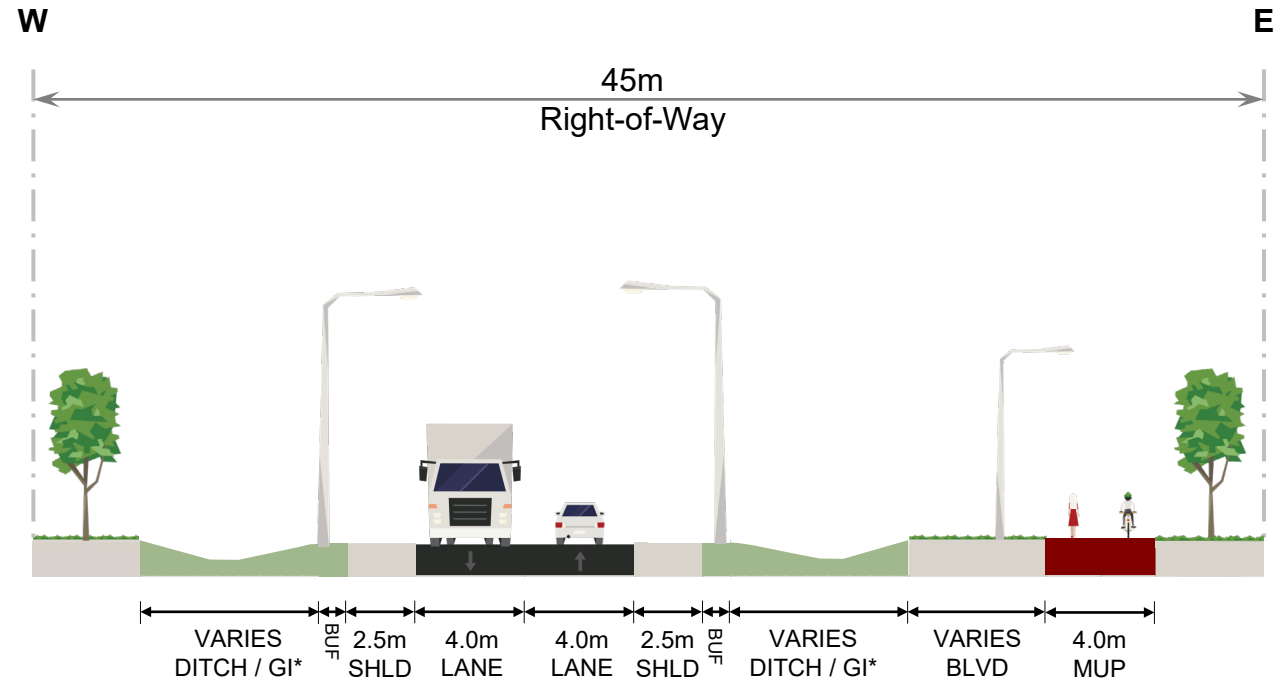


Design Alternatives – Upper Red Hill Valley Parkway Cross Sections

Alternative #1

Rural 2-Lane Road with Multi-Use Path (MUP)

- 2-lane rural roadway
- Multi-use path on east side
- Protection for widening to 4 lanes



The Upper Red Hill Valley Parkway was identified as a future arterial roadway as per the [Urban Hamilton Official Plan](#) with a future 45 m Right-of-Way.

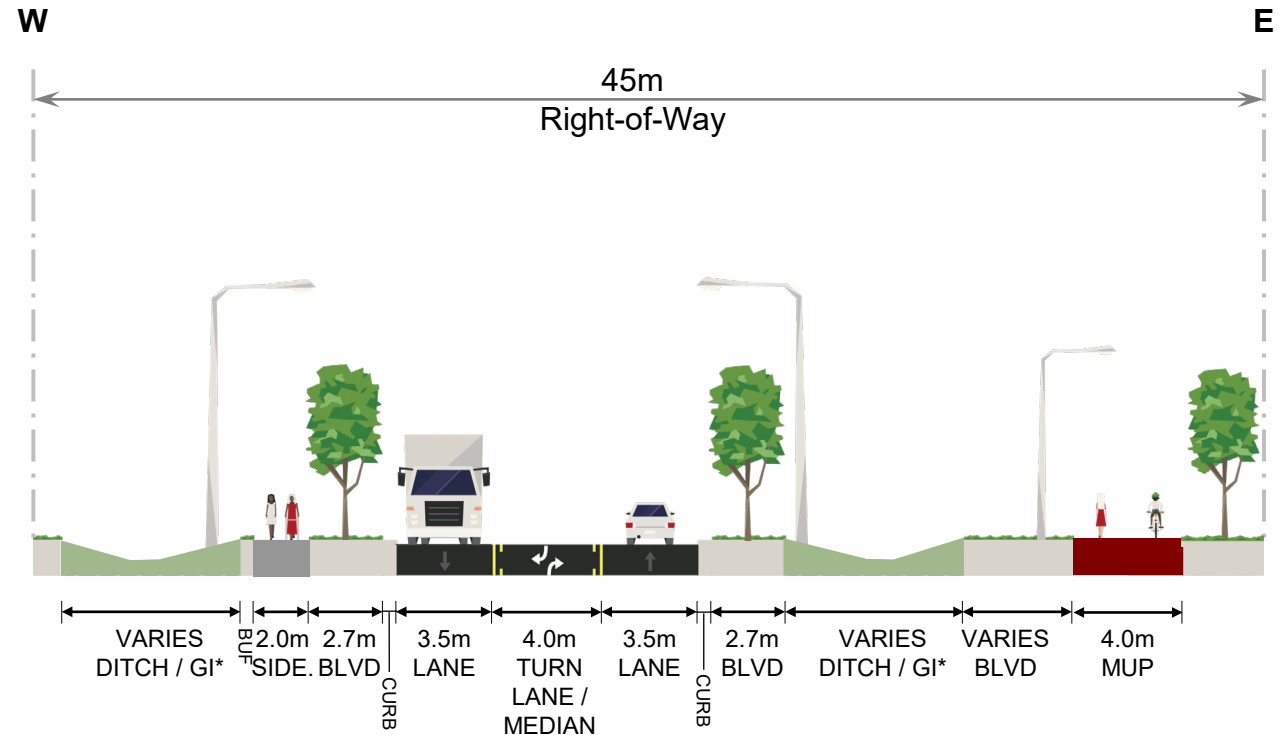
GI: Green Infrastructure. BUF: Buffer. SHLD: Shoulder

Design Alternatives – Upper Red Hill Valley Parkway Cross Sections

Alternative #2

Semi-Urban 2-Lane Road with Sidewalk close to Road

- 2-lane semi-urban roadway
- Multi-use path on east side
- Sidewalk on west side
- Centre turn lane / median
- Protection for widening to 4 lanes



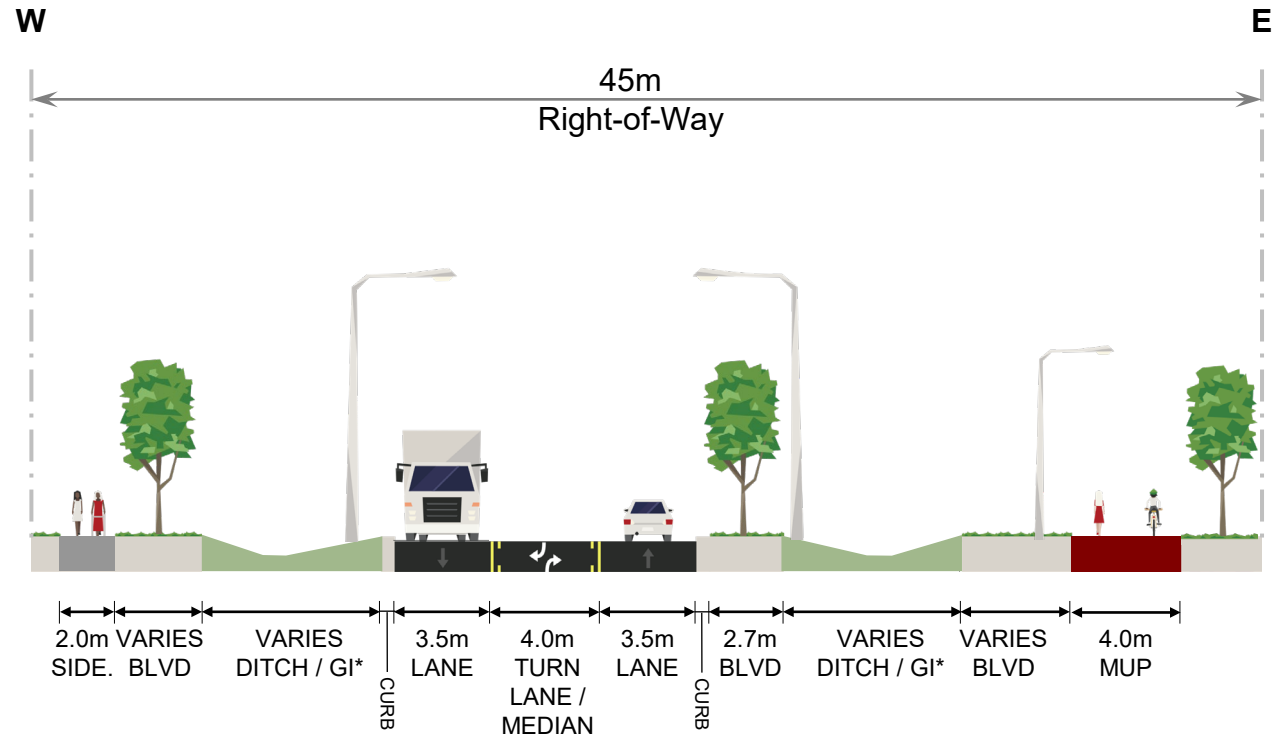
GI: Green Infrastructure. BUF: Buffer. SHLD: Shoulder

Design Alternatives – Upper Red Hill Valley Parkway Cross Sections

Alternative #3

Semi-Urban 2-Lane Road with Sidewalk further from Road

- 2-lane semi-urban roadway with centralized left turn lane
- Multi-use path on east side
- Sidewalk on west side
- Centre turn lane / median
- Protection for widening to 4 lanes



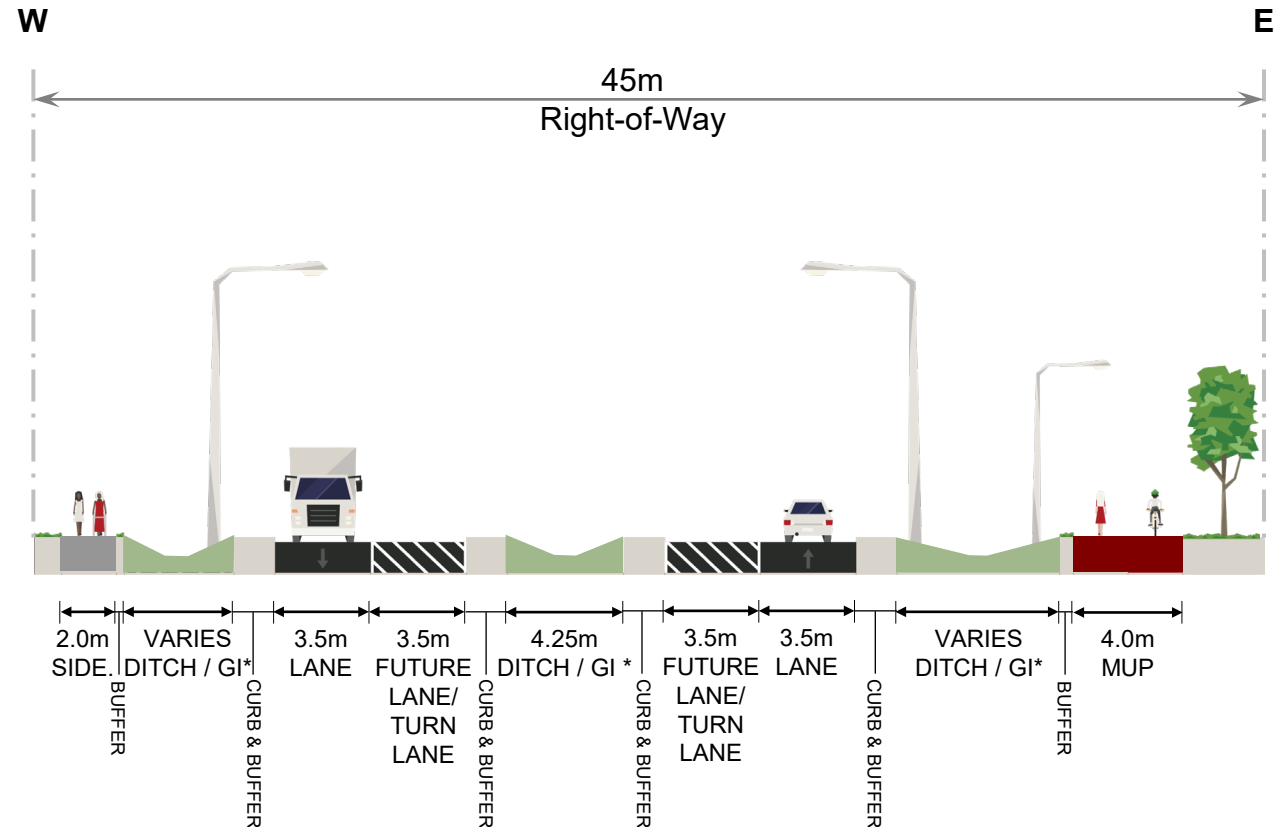
GI: Green Infrastructure. BUF: Buffer. SHLD: Shoulder

Design Alternatives – Upper Red Hill Valley Parkway Cross Sections

Alternative #4

















Semi-Urban 4-Lane Road with Median Ditch

- 4-lane semi-urban roadway
- Multi-use path on east side
- Sidewalk on west side
- Median ditch



GI: Green Infrastructure. BUF: Buffer. SHLD: Shoulder

Upper Red Hill Valley Parkway Cross Section Evaluation

Evaluation Criteria		Alternative Cross-Section #1 Rural 2-Lane Road with Multi-Use Path (MUP)		Alternative Cross-Section #2 Semi-Urban 2-Lane Road with MUP/Sidewalk close to Road		Alternative Cross-Section #3 Semi-Urban 2-Lane Road with MUP/ Sidewalk away from Road		Alternative Cross-Section #4 Semi-Urban 4-Lane Road with MUP/Sidewalk and Median Ditch
Transportation		Maintains continuous MUP network but does not provide a continuous sidewalk network from the Twenty Road East extension		Maintains continuous MUP network and provides a continuous sidewalk network from the Twenty Road East extension		Maintains continuous MUP network and provides a continuous sidewalk network from the Twenty Road East extension		Maintains continuous MUP network and provides a continuous sidewalk network from the Twenty Road East extension
Socio-Economics		Does not provide immediate driveway access to potential development parcels without a dedicated center turning lane.		Provides immediate driveway access to potential development parcels with dedicated center turning lane.		Provides immediate driveway access to potential development parcels with dedicated center turning lane.		Center turning lane would require reconstruction for driveway access to potential development parcels.
Cultural Environment		No tangible differences.						
Natural Heritage		No tangible differences.						
Engineering		No tangible differences.						
Cost		Capital Cost of \$20.7M.		Capital Cost of \$16.5M.		Capital Cost of \$17.7M.		Capital Cost of \$26.0M.
Overall				Preferred Alternative				

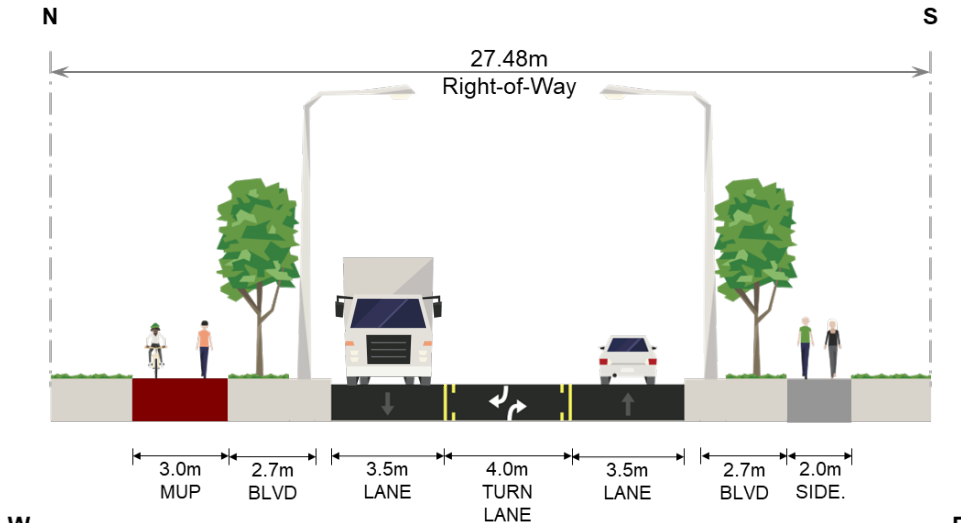
Preferred Design Alternative Rationale

Preferred Alternative	Rationale
Alternative #2 Semi-Urban 2-Lane Road with Sidewalk close to Road	<p>Transportation</p> <ul style="list-style-type: none">✓ Maintains continuous MUP network and provides a continuous sidewalk network from the Twenty Road East extension, whereas Alternative #1 only provides a continuous MUP. <p>Social-Economics</p> <ul style="list-style-type: none">✓ Provides immediate driveway access to potential development parcels with dedicated center turning lane. <p>Cultural Environment</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives <p>Natural Heritage</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives <p>Engineering</p> <ul style="list-style-type: none">▪ No tangible differences when compared against other alternatives. All alternatives achieve Transportation Association of Canada (TAC) and City of Hamilton design standards. <p>Cost</p> <ul style="list-style-type: none">✓ The capital cost for Alternative #2 is approximately \$16.5M (lowest), whereas Alternative #1's is \$20.7M, Alternative #3's is \$17.7M and Alternative #4's is \$26M.

Design Alternatives – Preferred Cross Sections

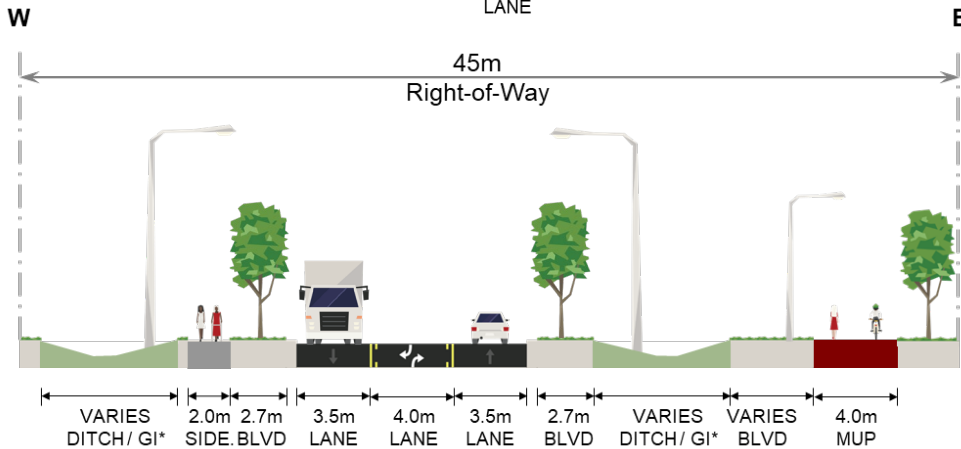
Twenty Road East

Urban 2-Lane Road with Sidewalk and Multi-Use Path (MUP)



Upper Red Hill Valley Parkway

Semi-Urban 2-Lane Road with Sidewalk close to Road



Intersection Design Alternatives Considered

Intersection of Twenty Road East and Upper Red Hill Valley Parkway



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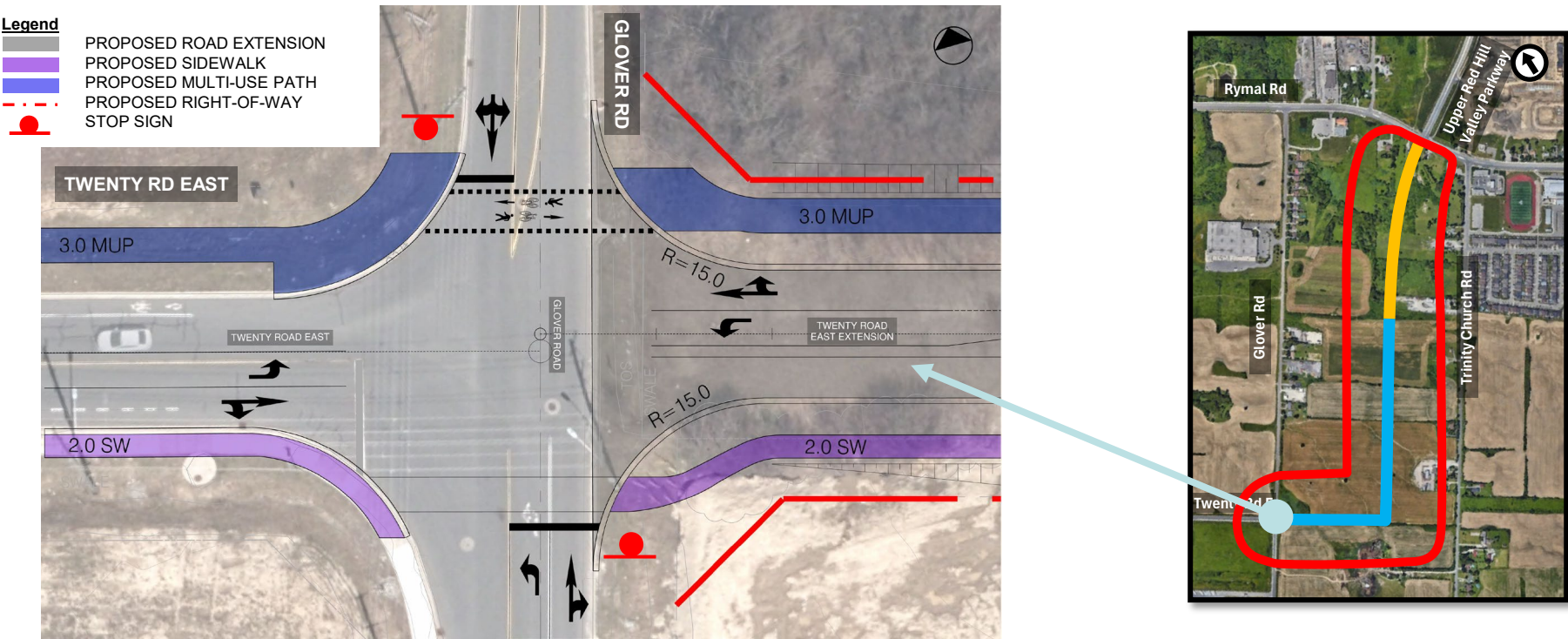
Intersection Design Alternatives Considered

A signalized intersection and a roundabout were considered intersection alternatives for connecting Twenty Road East and the Upper Red Hill Valley Parkway Extension. Considering the planned implementation phases, future connection to the Airport Employment Growth District, traffic flow, pedestrian, cycling and vehicle safety, as well as available land, a roundabout is the prescreened preferred alternative for this location.

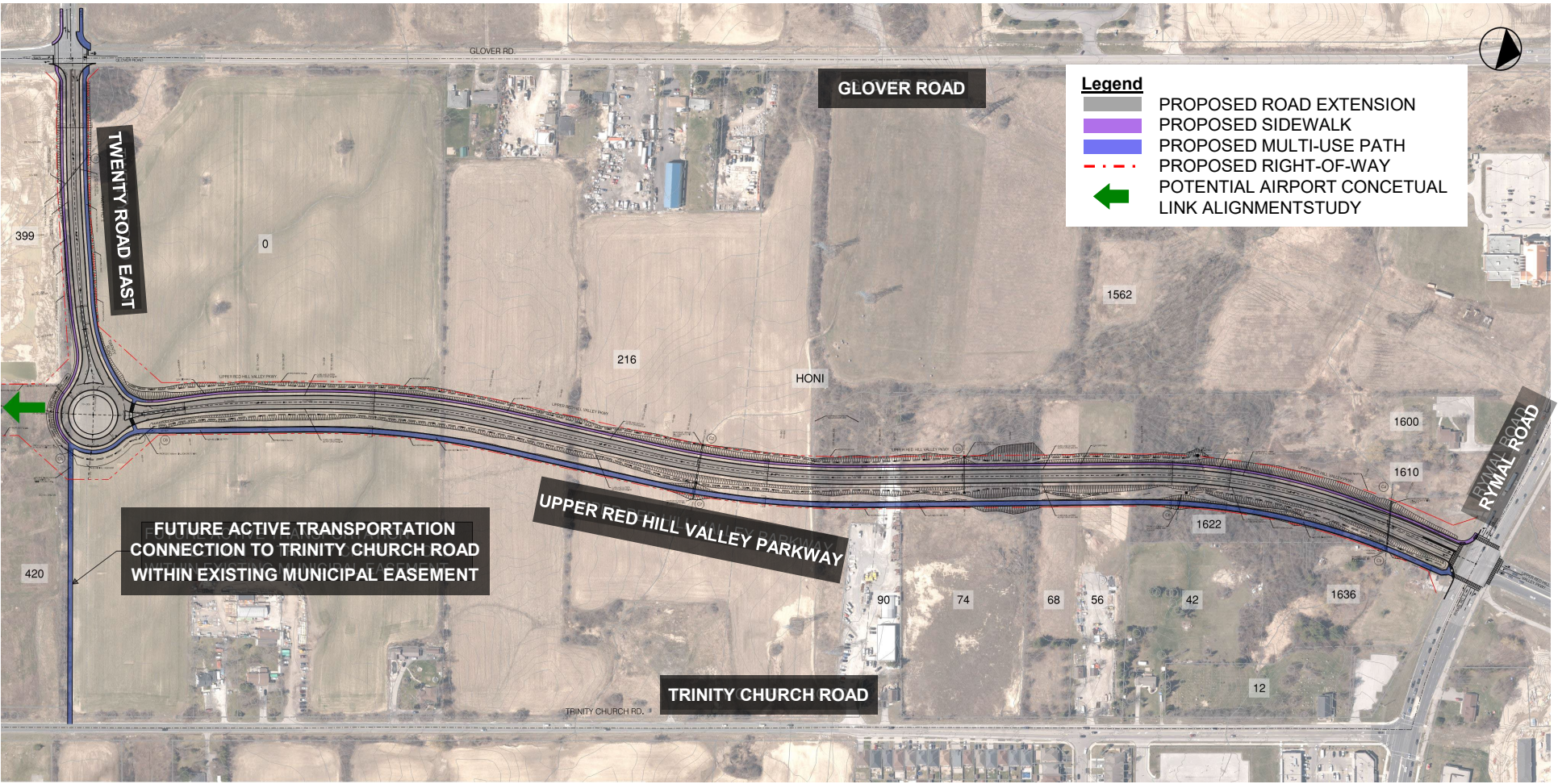


Intersection Design Alternatives Considered

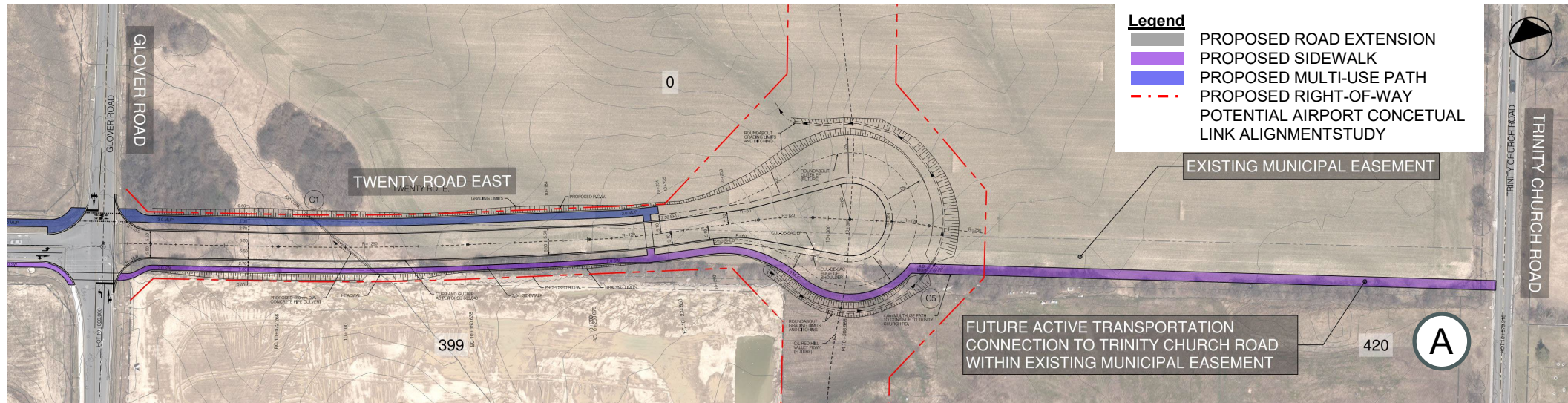
The future intersection at Twenty Road East and Glover Road will be a unsignalized intersection with two-way stop control on Glover Road. Multi-Use Path on the north side with a mixed-use crossing at unsignalized intersection.



Preferred Alternative Corridor Design



Phased Approach to Implementation

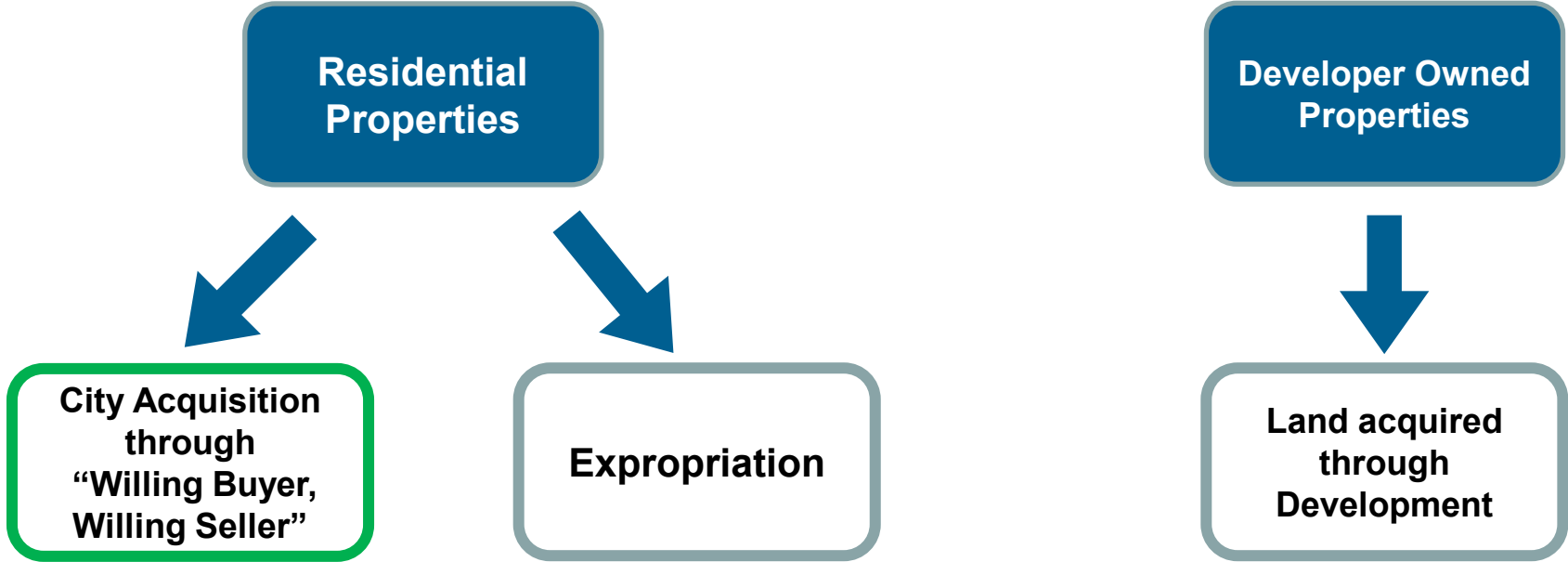


Interim Build – Cul-de-Sac

- Project to be implemented in a phased approach
- Interim build is to construct Twenty Rd. E. extension with a temporary cul-de-sac which will provide access to 420 Trinity Church (Property A)
- Full build is to construct the URHVP extension and replace cul-de-sac with roundabout
- Proposed Multi-Use Path east of the cul-de-sac is to be located on top of City's below-ground infrastructure easement.

Property Acquisition

Depending on the ownership of the impacted properties along Twenty Road and Upper Red Hill Valley Parkway extensions (i.e. residential or developer), the City of Hamilton has the following options to obtain property:



City’s Preferred Method

- **Expropriation** is a process where the City will purchase the property at fair-market-value, determined through property valuation, at the time when the property is needed for public use.

What Happens Next

Summer 2025

- Consider all questions and comments received from this PIC and begin work on the Environmental Study Report

Fall 2025

- Finalize Environmental Study Report

Fall 2025

- Prepare Environmental Study Report
- Present ESR findings to Planning Committee of Council
- Minimum 30-Day Public & Agency review period

Ongoing
Engagement
and
Consultation

What Happens Next

Thank You for Participating!

➤ We appreciate the time you have taken to learn more about the Twenty Road and Upper Red Hill Valley Parkway Extension Class EA. To stay involved and receive further updates as the Project progresses:

➤ Visit our project websites:

Main website: www.hamilton.ca/TwentyandURHVPextensions

Virtual Consultation: www.engage.hamilton.ca/TwentyandURHVPextensions

➤ Join our mailing list – leave us an email or mailing address

➤ Please contact the City and Consultant Project Managers with any additional comments or questions:

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Project Manager, City of Hamilton

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Manager, AECOM Canada ULC

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