

Municipal Class Environmental Assessment

Binbrook Road - Trinity Church Road - White Church Road

Intersection Improvements

Public Information Centre #1

Glanbrook Arena

November 18, 2025

Welcome to Public Information Centre #1

Binbrook Road - Trinity Church Road - White Church Road Intersection Improvements



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December 9, 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.



A Municipal Class Environmental Assessment (MCEA) is being completed to evaluate a recommended solution for intersection improvements.

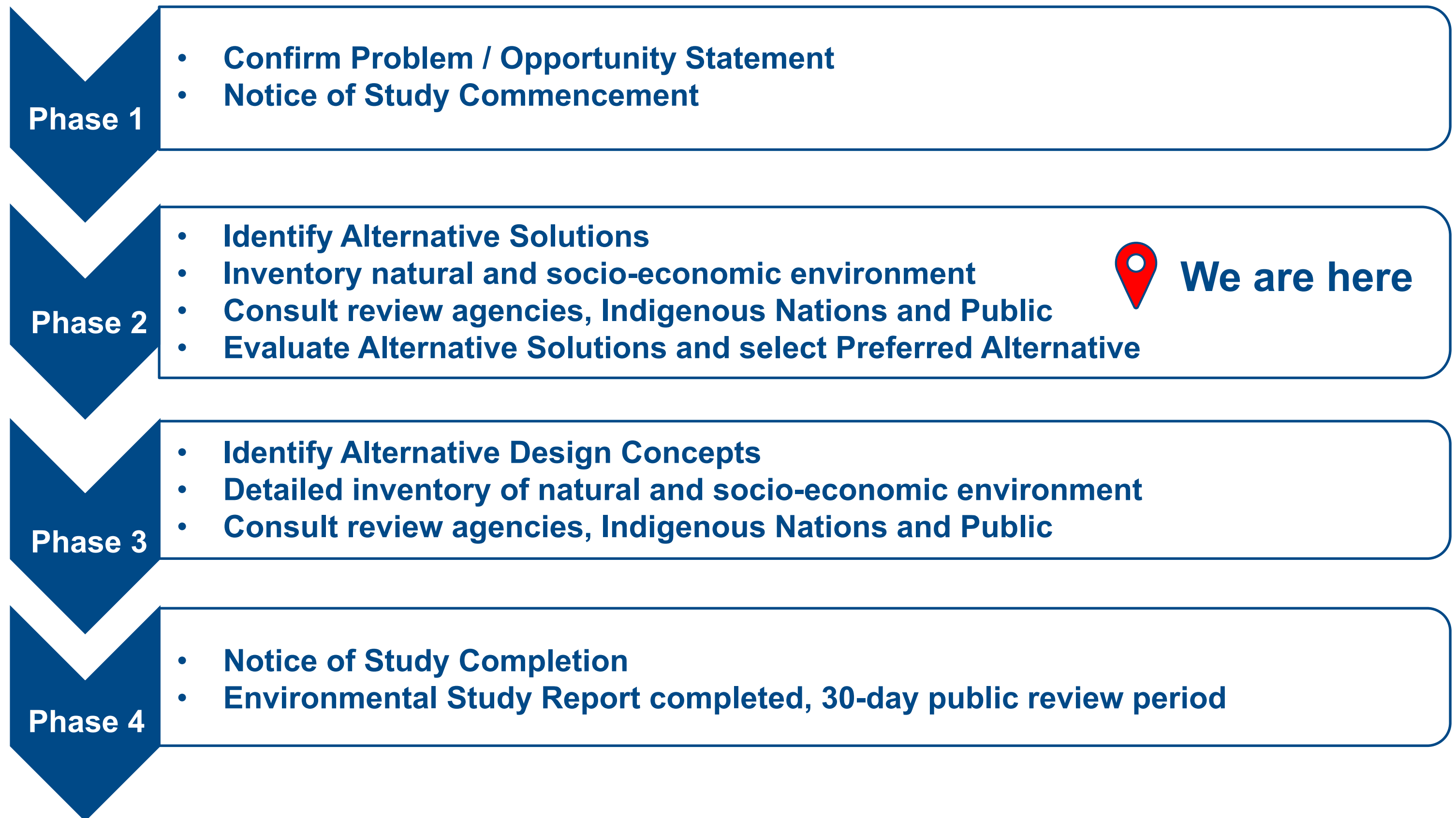
The primary objective of the study is to **improve public safety for all road users including pedestrians and cyclists.**

The goals of this study are to:

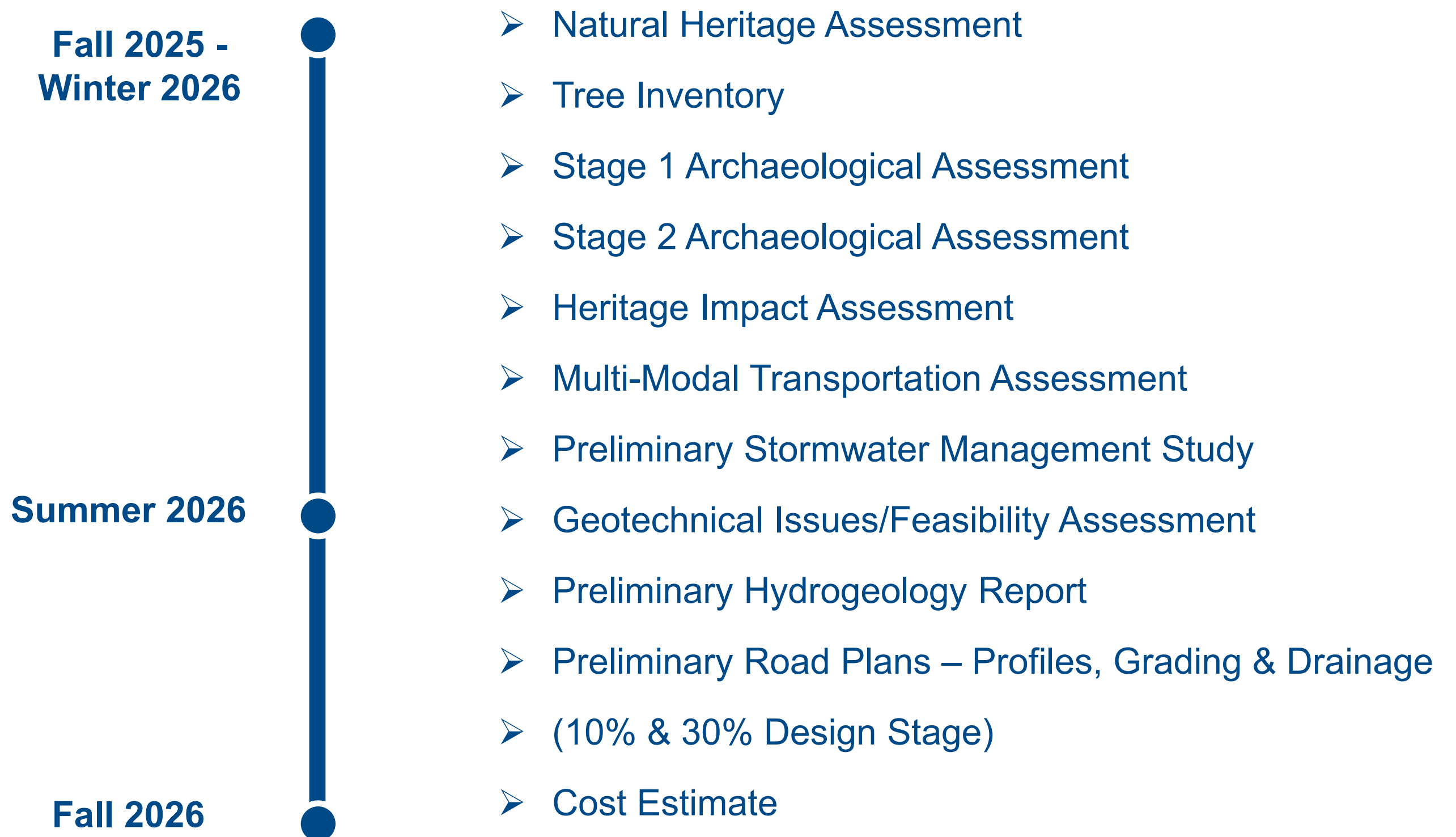
- Improve operational issues at the intersection
- Maintain or improve community connectivity, including active transportation
- Improve conditions for traffic and truck circulation and goods movement
- Address long-term transportation needs



This project is being completed as a Schedule C Project (Phases 1 to 4), as defined in the Municipal Engineers Association Class Environmental Assessment (2024) document.



The following studies are planned to characterize the environment of the study area, develop criteria for the evaluation of the options for the intersection improvements and identify possible impacts and mitigation measures.



Five (5) Ecological Land Classification communities were observed including both constructed and agricultural ecosites and are shown in the map, along with Breeding Bird Survey locations.

Existing conditions include

- Provincial Greenbelt Plan – Protected Countryside Designation
- Species at Risk – Potential habitat is present, no Endangered or Threatened species were observed during field studies
- Three species of Special Concern were observed within the general area: Barn Swallow, Eastern Wood-pewee and Monarch



Field observations found that the study area does not contain high-quality natural heritage features. Overall, the existing habitat features are considered unlikely to support a significant number of rare or at-risk species.

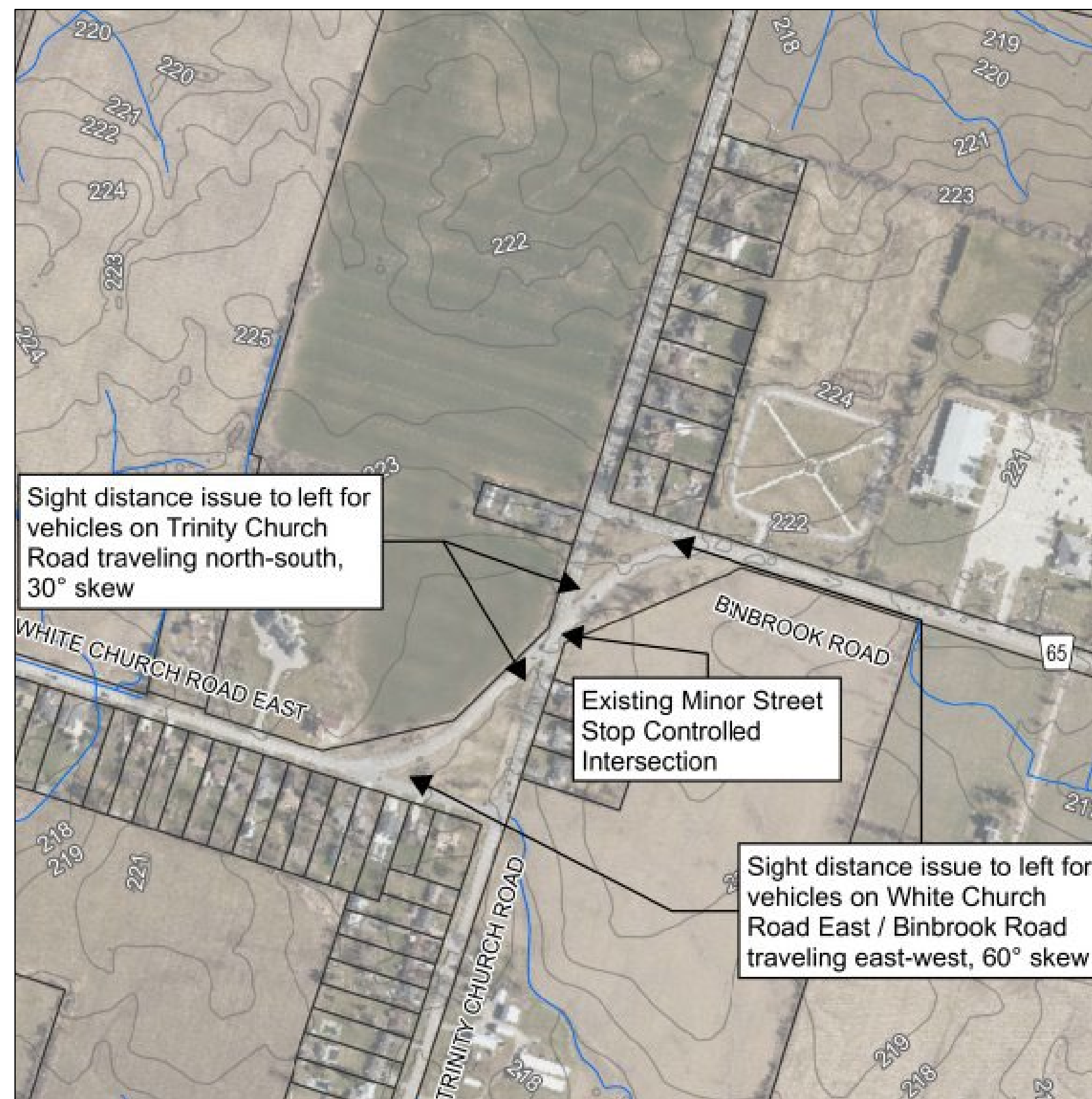


- A review of federal, provincial, and municipal registers, inventories, and databases revealed one potential built heritage resource (BHR) in the study area – shown in blue in the above mapping
 - BHR 1: Barn
- Two potential cultural heritage landscapes (CHLs) were identified during background research and field review – these two are shown in yellow on the above mapping
 - CHL 1: Glanbrook Cemetery
 - CHL 2: Residential/agricultural building







- Burnside's traffic analysis of collisions between 2019-2023 (25 collisions) found:
 - No pedestrian or cyclist collisions
 - Single motor vehicle collisions were the most common, with 7 occurrences (28%), followed by rear end and angle collisions, with 6 occurrences each (24%)
 - Approaching, sideswept, and turning movement had two (8%), one (4%), and three (12%) occurrences, respectively
- White Church Road and Binbrook Road are identified as future truck routes according to the Truck Route Master Plan
- The Cycling Master Plan recommended future reconstructions of Binbrook Road / White Church Road corridor to include on-road cycling facilities



Mode of Travel	Level of Service
Bicycles 	Poor No dedicated cycling infrastructure
Pedestrians 	Poor No dedicated pedestrian facilities
Automobiles 	Good All movements are operating with excess capacity
Trucks 	Fair / Good Not currently a designated truck route





-  Archaeological Potential
-  Potential
-  Low Potential (Disturbed)
-  Cemetery
-  Heritage property
-  Parcel boundary

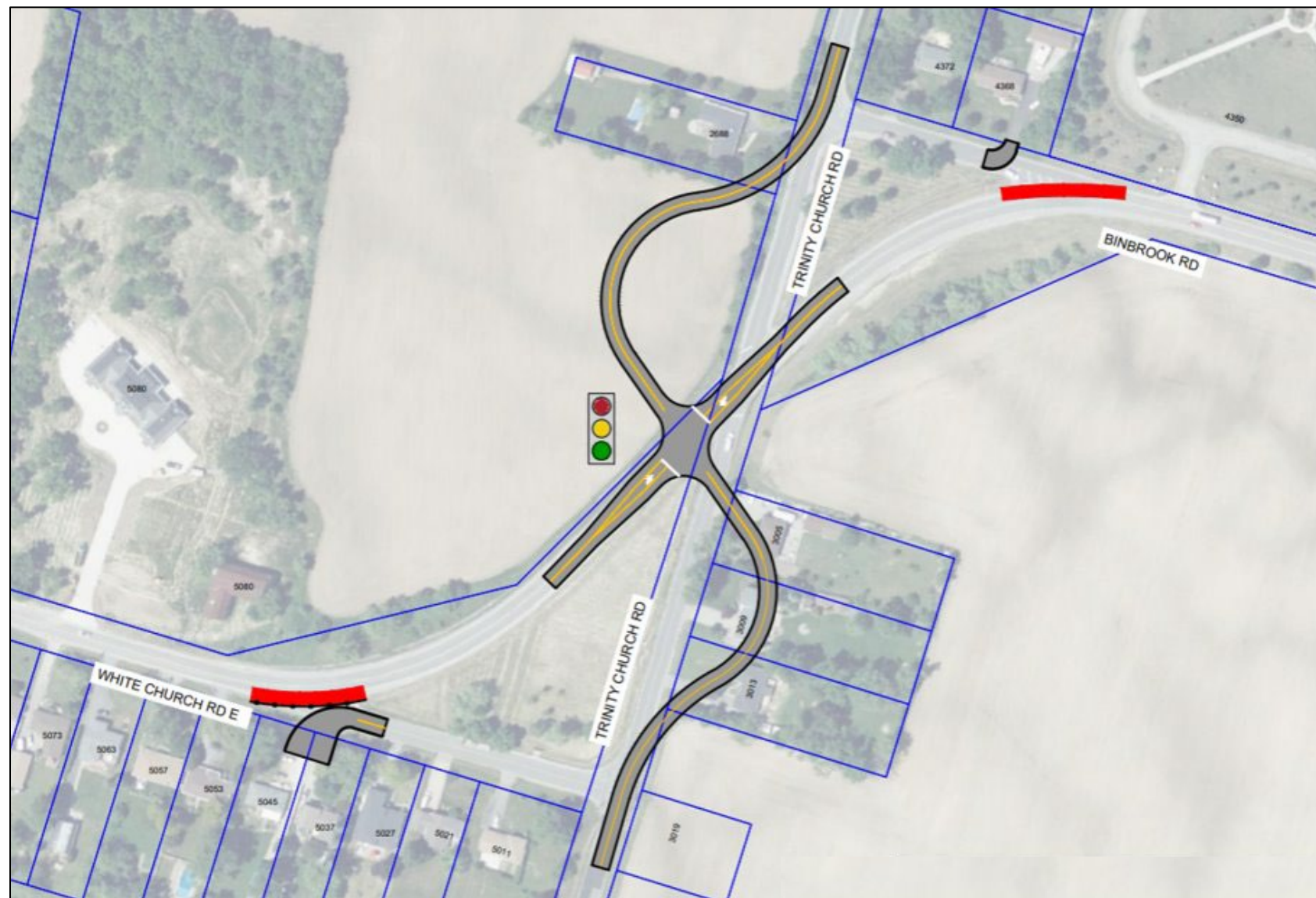
- The draft Stage 1 Archaeological Assessment shows areas of archaeological potential in orange and green - additional archaeology work will be completed for these areas if these areas are expected to be disturbed as a result of the preferred alternative
- The map shows areas with low archaeological potential in yellow - these are areas which have been disturbed in the past and would not require additional study

Alternative 1: Do Nothing



- No improvements to the intersection - the road corridor and intersections would remain the same
- Regular maintenance would continue to be performed as needed
- This alternative does not address the problem/opportunity statement and is not carried forward.

Alternative 2: Single Intersection



- Consolidate the existing road alignments and intersections into a single intersection, requiring a major road realignment
- Design options could include:
 - Roundabout
 - Traffic signals
 - Stop control (stop signs)
- Add left/right turn lanes as necessary
- Accommodates pedestrians and cyclists
- Accommodates commercial and agricultural vehicles
- Significant property acquisition needs
- Potential to impact Species at Risk habitat
- May require residential wells to be decommissioned

Alternative 3: Two Intersections



- Consolidate the existing road alignments and intersections into two intersections
- Design options could include:
 - Roundabouts
 - Traffic signals
 - Stop control (stop signs)
- Add left/right turn lanes as necessary
- Accommodates pedestrians and cyclists
- Accommodates commercial and agricultural vehicles
- Minor property acquisition needs as improvements are largely within the existing road footprint
- No anticipated impact to Species at Risk habitat



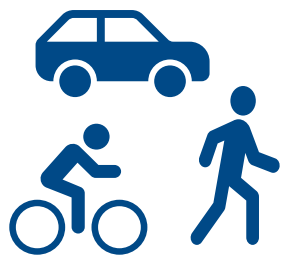
The Natural Environment category considers potential impacts of each solution to:

- Vegetation and wildlife habitat
- Aquatic habitat
- Species at risk and habitat of species at risk
- Groundwater resources and drainage
- Climate change impact and resilience



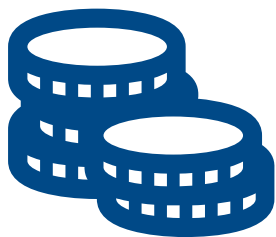
The Socio-Cultural Environment category considers potential impacts of each solution to:

- Heritage and landscape cultural heritage features
- Archaeological resources
- Nuisance impacts during construction
- Land acquisition, impacts to driveway access
- Conformity to municipal and agency policy















The Technical Environment category considers how each solution may impact:

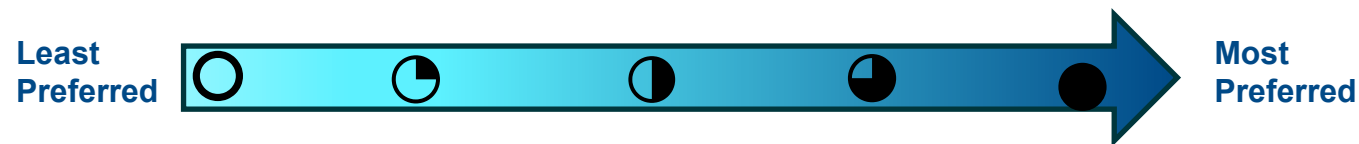
- Level of service/traffic congestion, goods movement, community connectivity
- Multi-Modal Transportation connectivity and safety including pedestrian and cyclist needs
- Operational safety, roadside safety, speed management
- Accommodation of snow storage
- Utilities in the study area



The Financial Environment category considers estimated costs for each solution for:

- Capital costs
- Operation and maintenance costs
- Property acquisition costs

Category	Alternative 1: Do Nothing	Alternative 2: Single Intersection	Alternative 3: Two Intersections
Natural Environment			
Socio-Cultural Environment			
Financial Factors			
Technical Factors			
Problem/Opportunity Statement	Not addressed	Addressed	Addressed



Preliminary Preferred

Alternative 3: Two Intersections



Key Summary:

Natural Environment

- Less impact to the potential species at risk habitat than Alternative 2 - Single Intersection
- Minimal impact to drainage - maintains area for drainage/infiltration

Socio-Cultural Environment

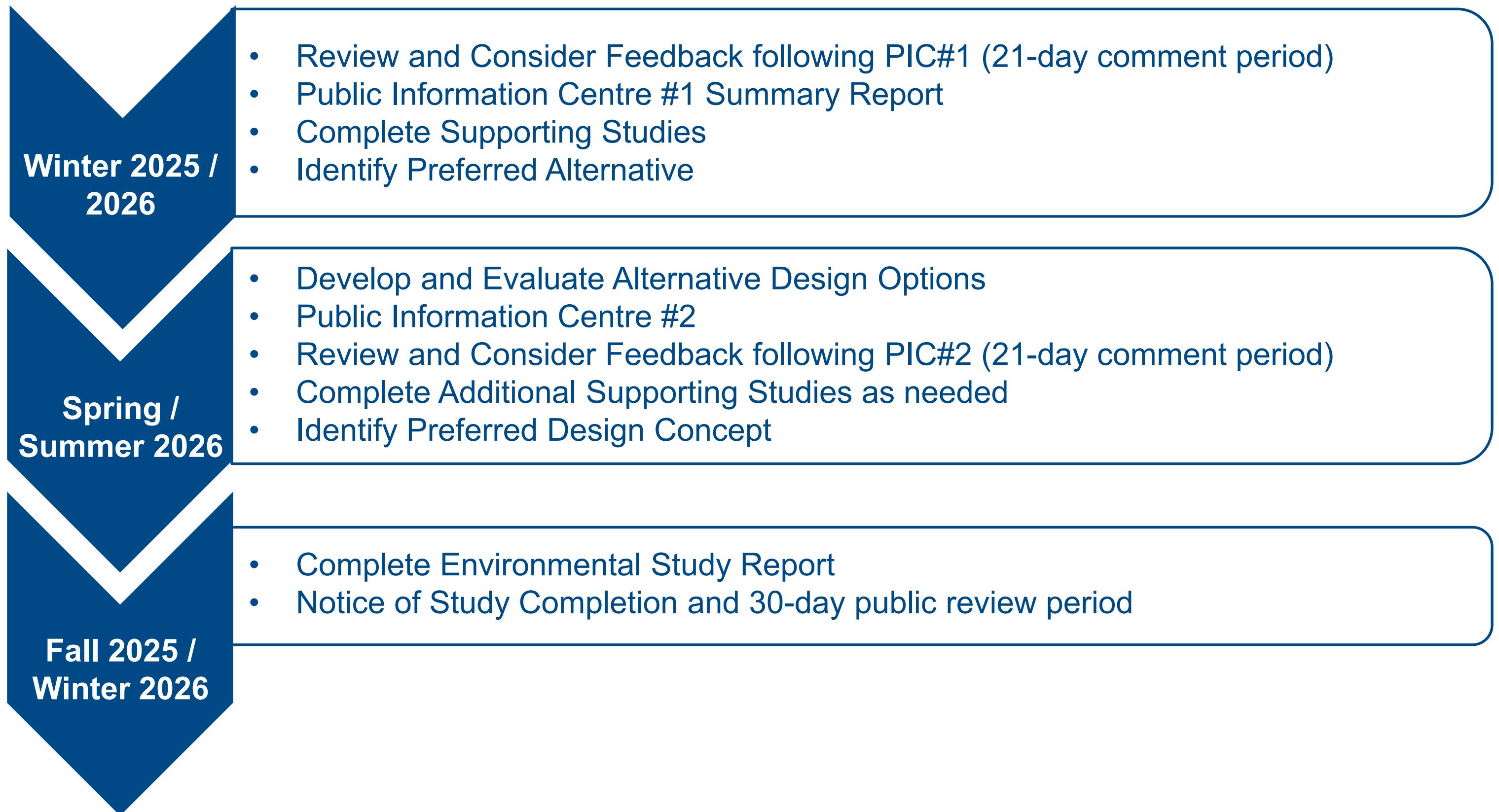
- Not anticipated to impact cultural heritage resources

Technical Environment

- Requires less design effort and has less design impacts than Alternative 2 - Single Intersection

Financial Environment

- Less property acquisition costs than Alternative 2 - Single Intersection
- Property acquisition costs would only be associated with design options considering a roundabout



You are invited to provide comments by completing a comment sheet and submitting it to the comment box today, using the comment section on the project webpage, or emailing one of the Project Team members below by **December 9, 2025.**

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Visit the project webpage for more details: Hamilton.ca/BinbrookRdEA

Please note that display boards are available on the project webpage.

