

Welcome to

Public Information Centre #1

Airport Employment Growth District East-West Arterial Road Network
Municipal Class Environmental Assessment (EA) Phases 2 to 4



Welcome to Public Information Centre #1

This Public Information Centre (PIC) aims to present and obtain feedback on:

- The Study and its objectives based on the AEGD TMP Update for the planned road network;
- The shortlisted alternative road alignments; and
- The evaluation criteria used to evaluate the alternatives.

This PIC is an opportunity for you to review the Study's progress, provide your feedback, concerns, and suggestions to the project team.

WE WANT TO HEAR FROM YOU

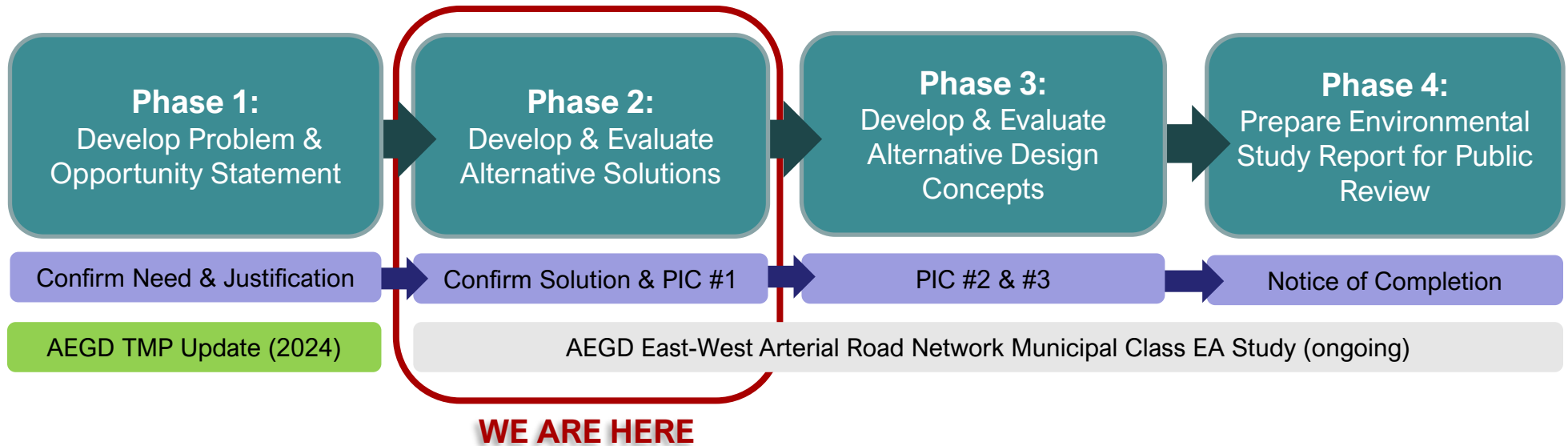


Please submit comments using the comment sheets or go online to the project webpage to leave your feedback:

<https://engage.hamilton.ca/aegd-tmp>

Municipal Class EA Process

The **Municipal Class Environmental Assessment (MCEA)** process provides a framework for infrastructure decision-making that considers social, cultural, and environmental impacts.



This Study is completing a **Schedule 'C' MCEA** to evaluate potential transportation improvements. The 2024 Airport Employment Growth District Transportation Master Plan (AEGD TMP) completed Phase 1 of the MCEA process. **This Class EA Study will complete Phases 2 to 4, confirm previously recommended solutions, fine tune road alignments, and choose a preferred design.**

Previous Studies

This Class EA Study is the next step in planned road network improvements in the **2024 Airport Employment Growth District Transportation Master Plan (AEGD TMP) Update**.

The AEGD TMP Update included a transportation strategy to:

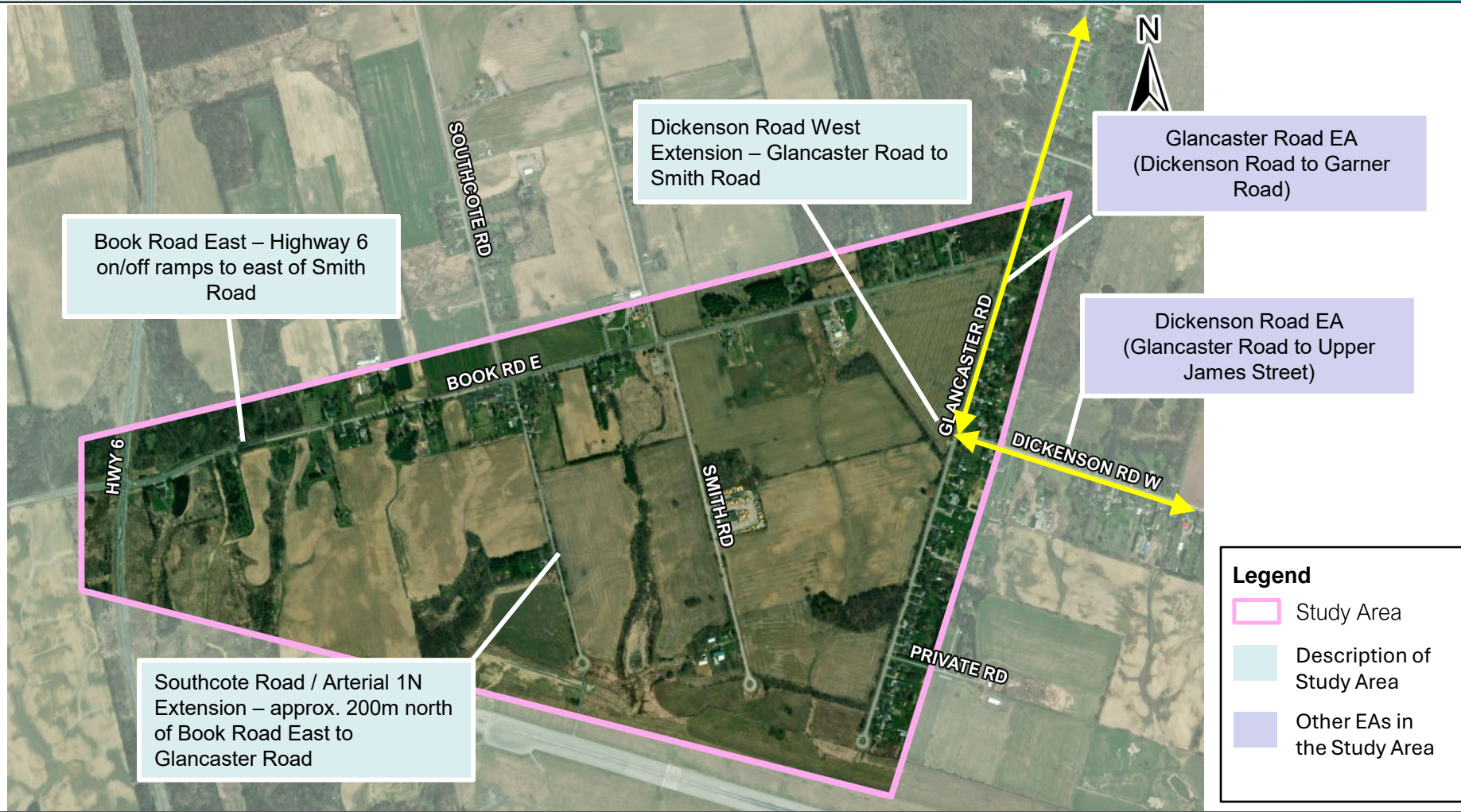
- Support planned employment growth in the AEGD area;
- Align with the City's long-term growth and planning policies; and
- Outline the policies, programs and infrastructure improvements needed to manage current transportation needs and future demands.

AEGD Secondary Plan
(2015, currently being updated)



AEGD TMP Update (2024)

Study Area



Problem and Opportunity

The update to the AEGD TMP was initiated to address the following problems and seize opportunities as follows:



Market demand for lot size and changes in form of development has changed since the roadway network was last approved **trending to larger parcels** with a warehousing focus.



Road functional classification definitions in the AEGD TMP related to arterial and collector roads are inconsistent with those in the Urban Hamilton Official Plan.



The need to **mitigate known and anticipated impacts of the future road network** on natural and cultural heritage resources, existing land uses including utilities (e.g. the airport, Hydro One corridors, and HSR) at network level.



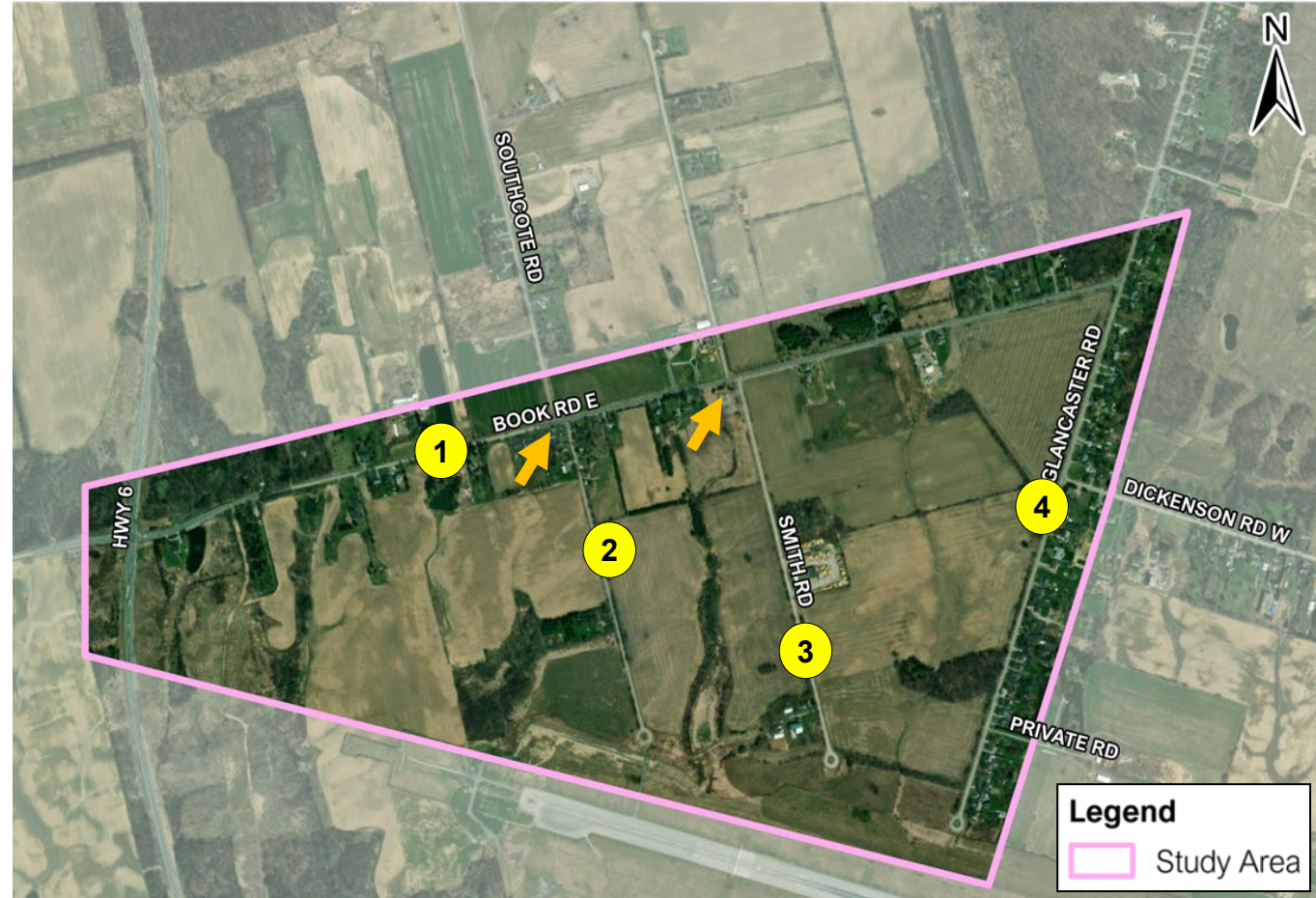
Update the transportation blueprint for the study area to: improve opportunities for all transportation modes, emphasize the importance of natural heritage systems and existing residential communities through its implementation, and build in resiliency to address a changing climate.



Existing Transportation Conditions

- 1 **Book Road East** has one vehicle travel lane in each direction, a speed limit of 60km/hr, and 1,000 trips in the morning and afternoon peak hours.
 - 2 **Southcote Road** has one vehicle travel lane in each direction, a speed limit of 60km/hr, and 500 trips in the morning and afternoon peak hours.
 - 3 **Smith Road** has one vehicle travel lane in each direction, a speed limit of 50km/hr, and approximately <10 trips per day.
 - 4 **Dickenson Road West** has one vehicle travel lane in each direction, a speed limit of 60km/hr, and approximately 275 trips per day.
- ➔ Both marked intersections are currently all-way stops with staggered road alignments.

There are **no sidewalks and no separate cycling facilities** provided within the Study Area. This requires pedestrians and cyclists to share the right-of-way (ROW) with motor vehicles, which does not meet the **'Complete Street Guidelines'**.



Existing Natural Environment Conditions

- The Study Area overlaps Caledonia Dam-Grand River, Welland River, and Jordan Harbour-Twenty Mile Creek Watersheds, contains wetlands, and is regulated by **Niagara Peninsula Conservation Authority**.
- Primarily agricultural landscape with wetlands, woodlands and meadows along tributaries and surrounding fields.
- Tributaries of the Welland River provide **direct fish habitat** within the Study Area.



Source: Urban Hamilton Official Plan, AEGD Secondary Plan (2015), Natural Heritage System

Existing Natural Environment Conditions Continued

- **Mammals** observed include Eastern Cottontail, Eastern Gray Squirrel, Eastern Chipmunk, Meadow Vole, and White-tailed Deer.
- Butternut, a **Species at Risk (SAR) tree**, occurs within the Study Area.
- Several Rare/Uncommon **plant species** were observed including Pringle’s Hawthorn, Frosted Hawthorn and Necklace Sedge.
- **Four SAR birds** were observed including Barn Swallow, Bobolink, Eastern Meadowlark, and Eastern Wood-Pewee.
- **Additional studies which will be completed this spring** include:
 - Additional fish and fish habitat assessment
 - Headwater drainage feature assessment
 - Ecological Land Classification and Floral Update
 - Amphibian Call Survey
 - Tree Inventory



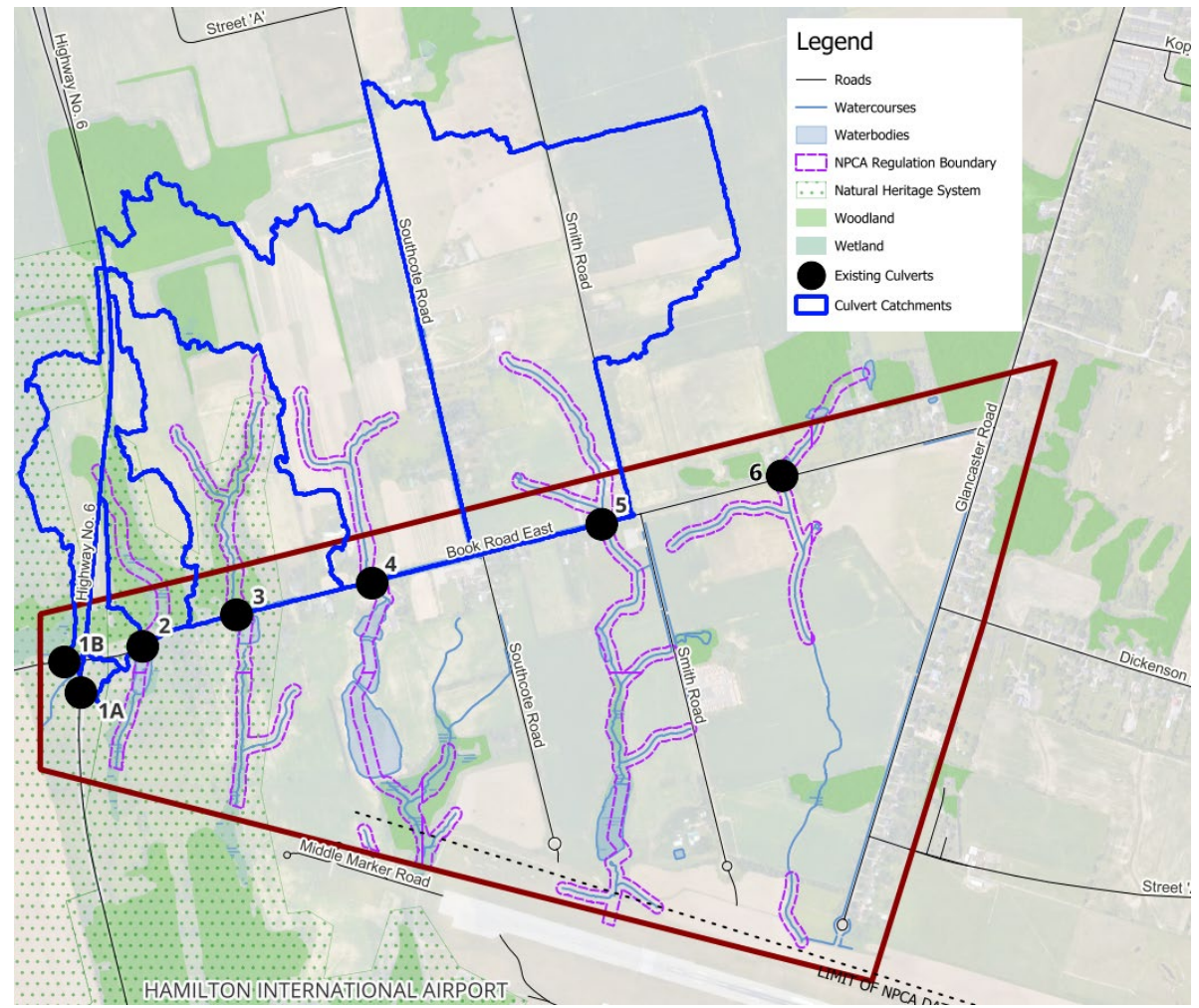
Pond southeast of Book Road and Highway 6 intersection



Existing Drainage Conditions

There are **roadside ditches** along Book Road East, Southcote Road, and Smith Road that drain to a network of streams and creeks through culverts.

The Study Area has **seven culvert crossings**.



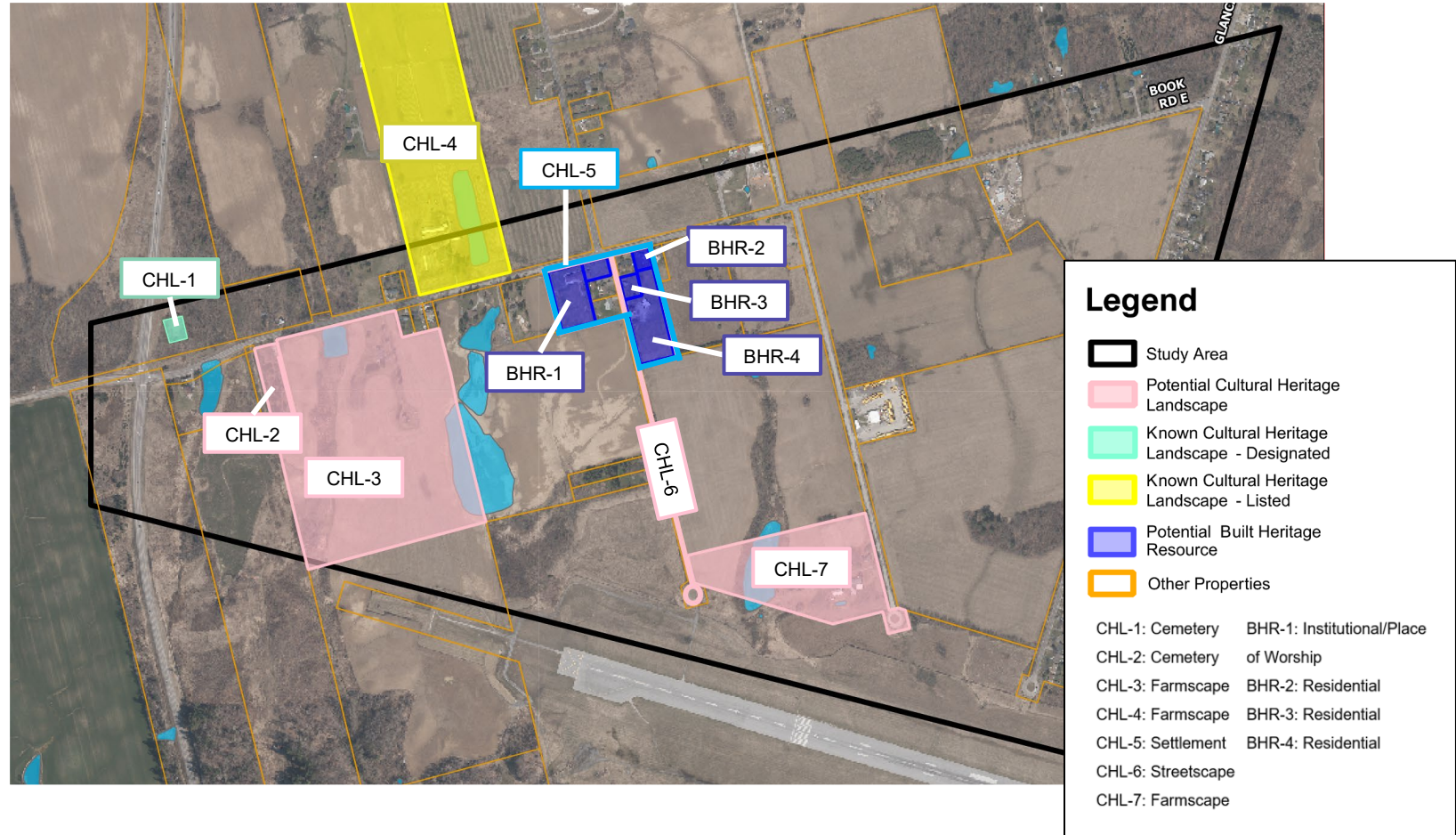
Existing Cultural Heritage Features

Built Heritage Resources (BHRs) are buildings, structures, monuments, or other human-made features that have cultural heritage value or interest.

There are 4 BHRs identified in the Study Area.

A Cultural Heritage Landscape (CHL) is a defined geographical area shaped by human activity and valued by the community for its heritage features, such as buildings, structures, views, archaeological sites or natural elements.

There are 7 CHLs identified in the Study Area.



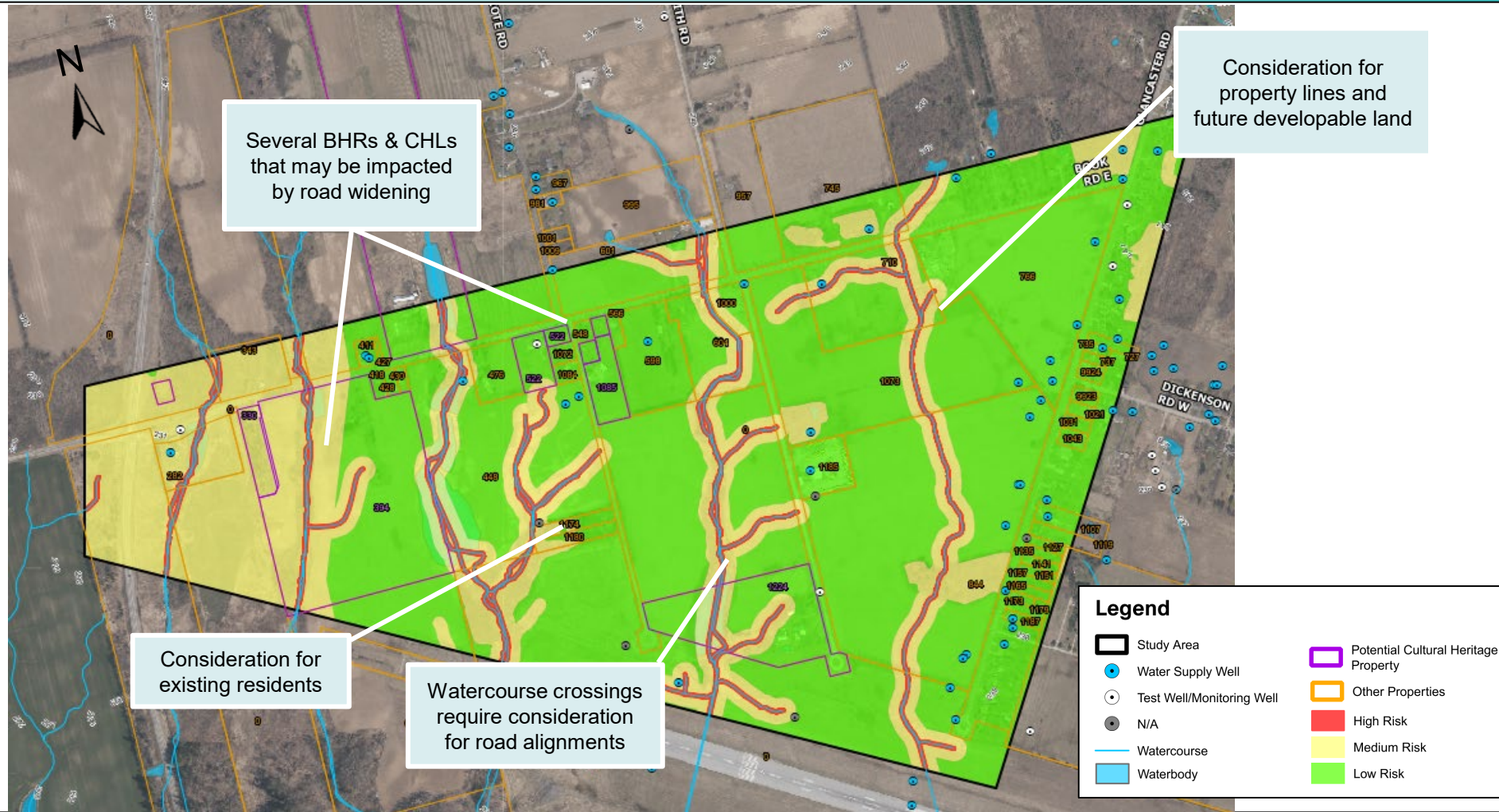
Existing Archaeological Potential

The Study Area is noted to have archaeological potential as per the AEGD TMP Update (2024).

A **Stage 2 Archaeological Assessment** will be required to confirm areas of archaeological significance following identification of the recommended alignments.



Summary of Key Constraints



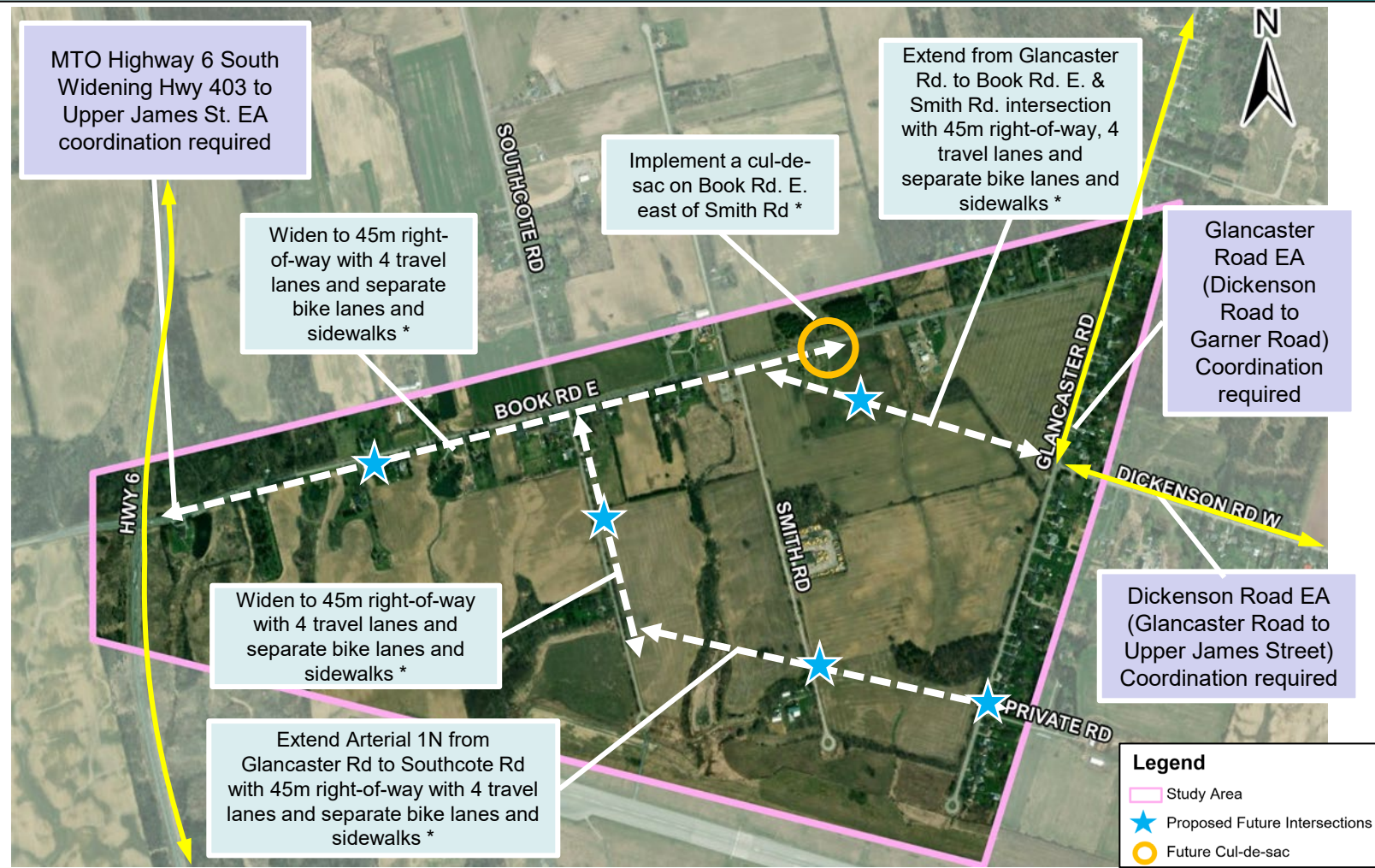
AEGD Transportation Master Plan Recommendations

Future Traffic Conditions:

The transportation assessment completed in 2025 for this Class EA Study shows that by 2051, planned growth in the AEGD is anticipated to result in significant traffic volume increases. Development of adjacent lands is expected to bring in approximately 4,500 additional commuter trips.

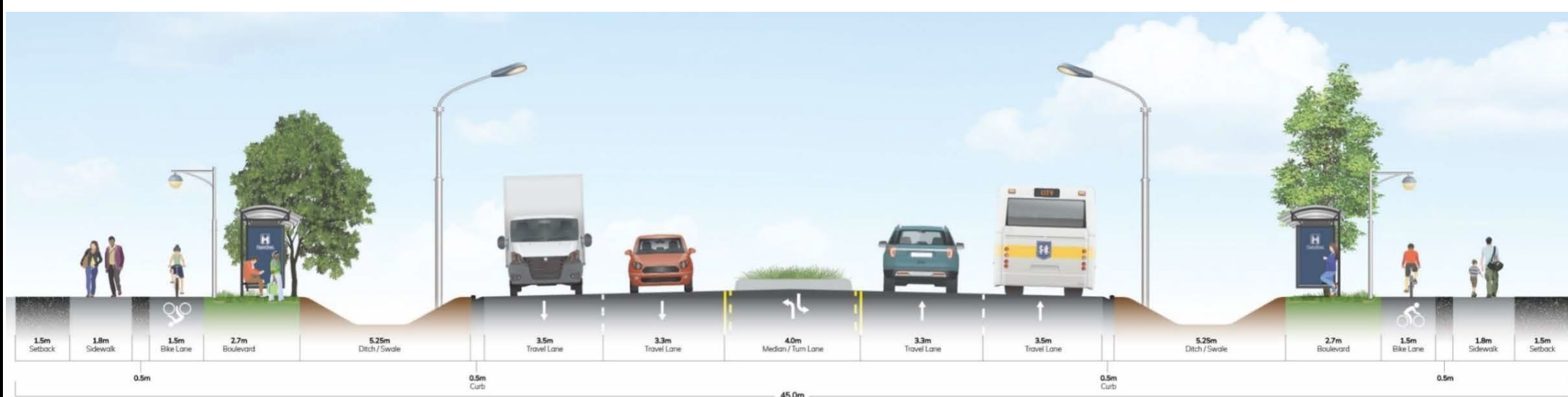
The **current 2-lane Study Area corridors are insufficient for future anticipated volumes.***

*AEGD TMP Update (2024) Recommendations Confirmed



Typical Cross-Section

The diagram below shows a typical 4-lane cross-section for arterial roads in the AEGD TMP Update. It was designed as part of the AEGD TMP Update (2024) using the City's Complete Streets approach. This cross-section serves as a starting point for alternative designs for arterial roads in the Study Area.



Alternative Alignments

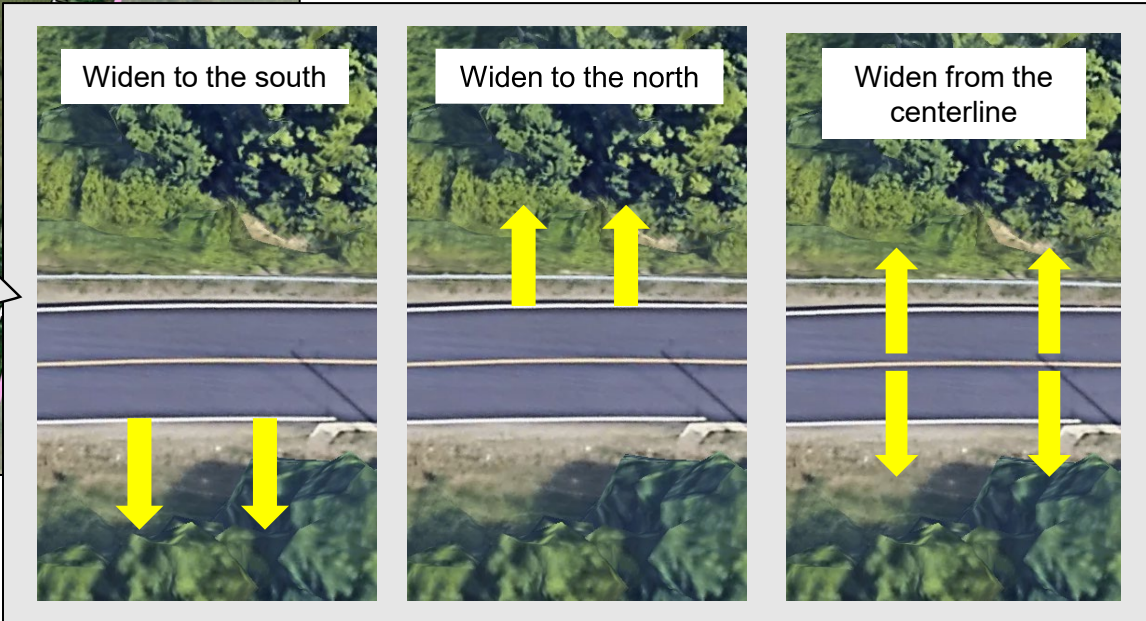
Book Road East Alternative Alignments

Alternative designs for Book Road East include “Do Nothing”, “widen to the north”, “widen to the south”, and “widen from the centerline”. Options being considered for future intersection control at Book Road East and Smith Road include traffic signals and roundabout.”



Legend

- STUDY AREA
- POTENTIAL TRAFFIC SIGNAL LOCATION
- POTENTIAL ROUNDABOUT LOCATION



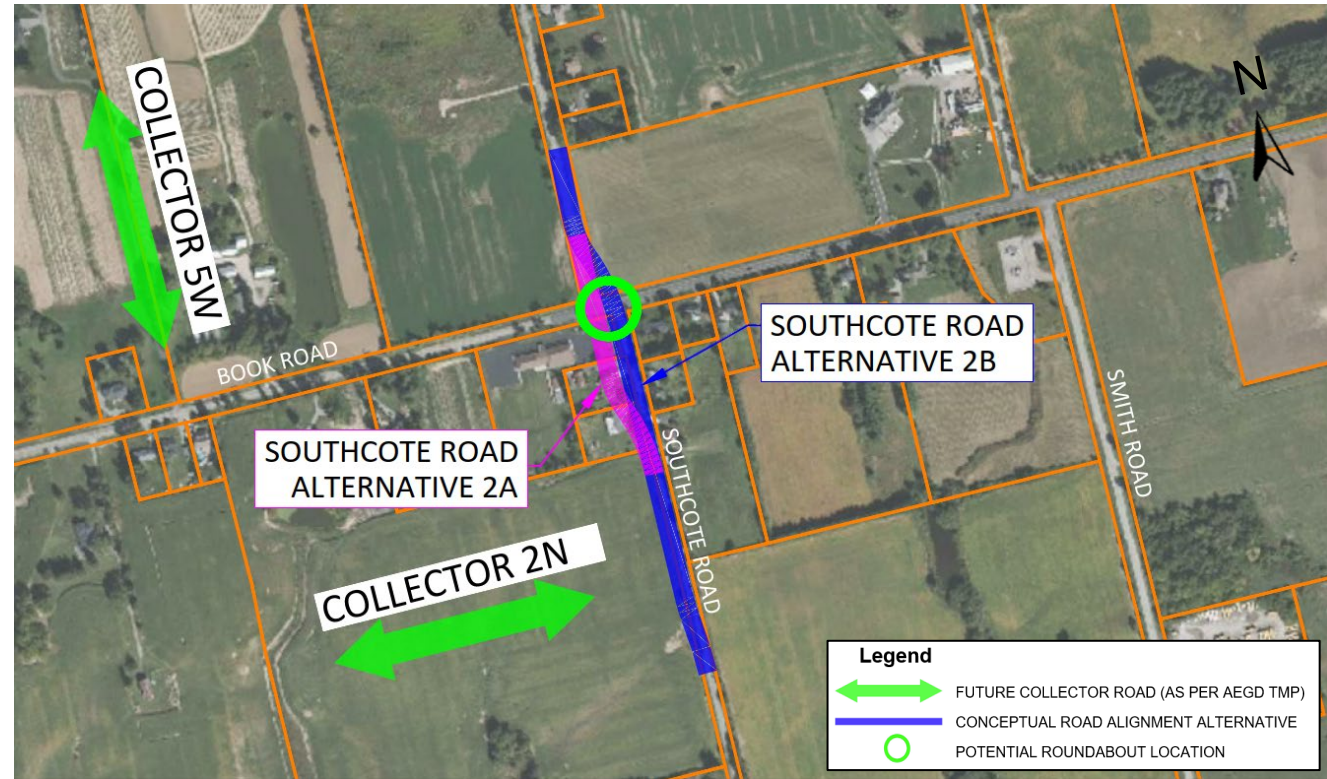
Dickenson Road Extension Alternative Alignments

- The **Dickenson Road extension** is proposed to tie-in to the Book Road and Smith Road intersection. Traffic signals or roundabouts will be considered for the future intersection.
- A **cul-de-sac is proposed on Book Road east of Smith Road**. The **exact location/need will be confirmed** in later phases of this Class EA Study.
- Two of the alternatives would provide north-south continuity to Garner Road while one would provide east-west continuity to Highway 6.



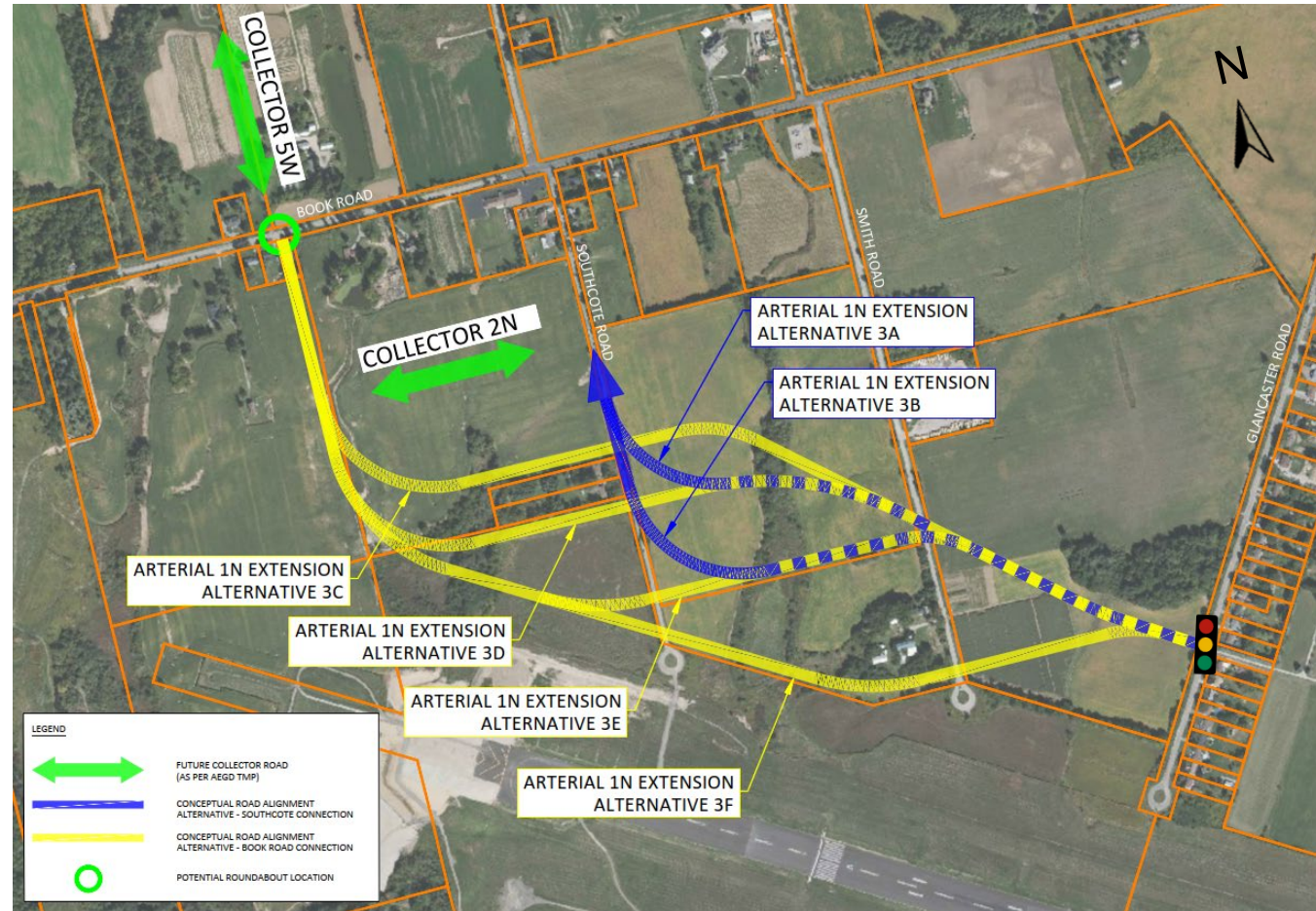
Southcote Road Alternative Alignments

- Book Road East and Southcote Road intersection is currently an all-way stop with a **staggered alignment**.
- Alternatives being considered will **improve north-south continuity and realign the staggered intersection**. Alternatives include:
 - 1) Alternative 2A – Realign to the west
 - 2) Alternative 2B – Realign to the east
- Options being considered for future intersection control include traffic signals and roundabout.



Arterial 1N Extension Alternative Alignments

- The **alternative road alignments for Arterial 1N** would all provide east-west continuity to Book Road East / Highway 6.
- These alternative alignment designs are based on **current information**. Should unknown constraints arise from **ongoing** technical study results, additional alternative alignment designs will be explored and presented at PIC #2.
- Traffic signals/roundabouts would be considered at Southcote Road.



Evaluation Criteria

The following criteria will be used to evaluate the alternative road alignments:

Transportation



How does the alternative support future traffic volumes, road network improvements, multi-modal transportation, and improve safety? How does it accommodate truck route connections? Does the alternative support future development and align with previous planning recommendations?

Socio-Economic



How does the alternative align with future planned land uses within and adjacent to the Study Area? What are the impacts to adjacent properties, including residential and mixed-uses and their access? Does the alternative result in an equitable distribution of impacts and cost among affected landowners?

Natural Environment



How does the alternative impact existing vegetation, terrestrial and aquatic habitats, wildlife linkages, water crossings, groundwater, and surface water? Does the alternative address climate change impacts, build resiliency, air quality and noise?

Archaeological & Cultural Heritage



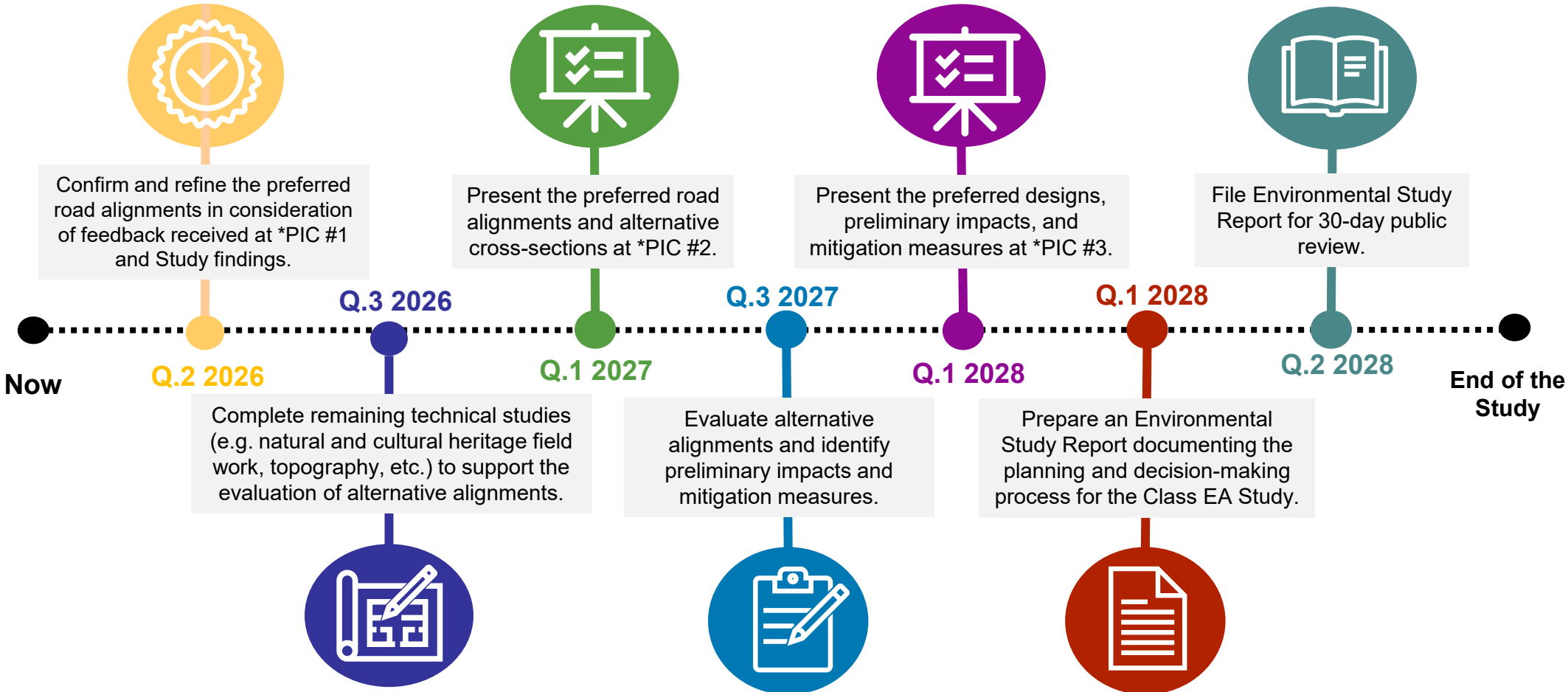
What are the impacts to archaeological and cultural heritage resources? Can the alternative avoid impacts, and if not, how will impacts be mitigated?

Cost



What is the capital cost of the alternative (construction and procurement cost)? What are the operation and maintenance cost impacts? Are there potential savings because of this alternative's implementation?

Next Steps



*Public Information Centre (PIC)

How to Participate in the Study

- 1) Review presentation slides, **fill out the comment forms** and submit questions on the project webpage listed below, **email directly or call us**.
- 2) Request to be added to the **Study Contact List** to receive future notices by contacting one of the Project Managers listed below.
- 3) Visit the project webpage for Study updates at: <https://engage.hamilton.ca/aegdancaster>
- 4) **Attend future Public Information Centres** and talk to attending staff.

Contact Us:



Patrick Yip, P. Eng
Project Manager
City of Hamilton
905-546-2424 extension 6412
iplanning@hamilton.ca

Andrew McGregor, MCIP, RPP
Consultant Project Manager
R.V. Anderson Associates Ltd.
905-685-5049 extension 4211
amcgregor@rvanderson.com