



BURNSIDE

Airport Road Conceptual Link Municipal Class Environmental Assessment Schedule C

Public Information Centre #1
Glanbrook Municipal Services Center
June 10, 2026



Hamilton



RESPECT FOR YOURSELF ✓
RESPECT FOR OTHERS ✓
RESPONSIBILITY FOR YOUR ACTIONS ✓

The RZone policy applies to anyone using City of Hamilton buildings, facilities, services, programs, parks and trails. Examples of conduct that is contrary to the RZone policy are:

- ⊗ Verbal assault
- ⊗ Inciting violence
- ⊗ Threats
- ⊗ Intimidation
- ⊗ Physical violence or assault
- ⊗ Theft
- ⊗ Weapons possession
- ⊗ Property damage
- ⊗ Vandalism
- ⊗ Alcohol use in non-licensed facilities
- ⊗ Illegal drug use
- ⊗ Racism and/or use of racial, ethnic, or other slurs
- ⊗ Harrassment
- ⊗ Contravention of City by-laws or policies

Learn more at:
hamilton.ca/rzone



**NO PHOTOS
NO VIDEOS**



Please Be Mindful

NO RECORDING IN THIS AREA.

Protect Everyone's Privacy

THANK YOU FOR SUPPORTING A SAFE SPACE FOR ALL.

**HAVE A QUESTION?
ASK STAFF - WE'RE HERE TO HELP!**



Welcome

Public Information Centre #1



Please sign-in at the front, or by QR code to be sent future project notices



Review display materials

Display materials will be posted to the project webpage



Meet with Study Team members

Ask questions and discuss any concerns



Please fill out a comment sheet and place into the comment box. You can also share your comments on the project webpage or email your comments by June 30, 2026

Land Acknowledgement

The city of Hamilton is situated upon the traditional territories of the Erie, Neutral, Wendat Nation, 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.

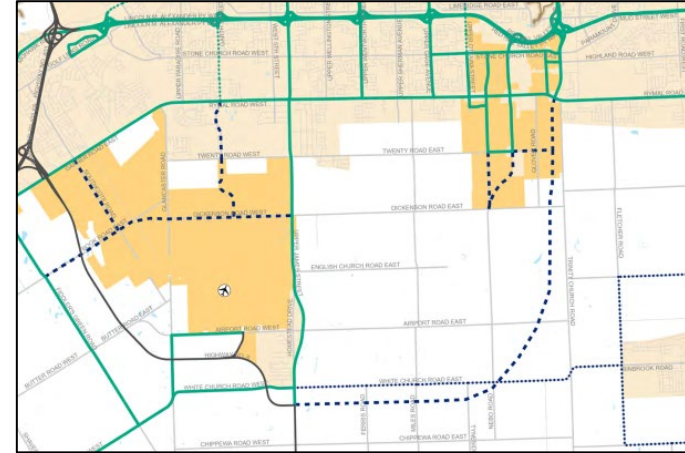
Today, the city of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners, and caretakers.



Background

The Airport Conceptual Link was identified in the 2005 Goods Movement Strategy, 2018 Hamilton Transportation Master Plan and 2022 Hamilton Truck Route Master Plan as a new link between Highway 6 South and the Red Hill Business Park (RHBP) to improve goods movement in South Hamilton.

The Airport Employment Growth District Secondary Plan and Transportation Master Plan (2011, 2016 and 2023) also support the development of the Airport Conceptual Link.



Hamilton Truck Route Master Plan, 2022

Background Studies

- Goods Movement Strategy (2005)
- Dartnall Road Extension Environmental Assessment Phases 3 and 4 (2007)
- Transportation Master Plan (2018)
- Highway 6 South Widening – Highway 403 to Upper James Street (ongoing MTO project, initiated in 2021)
- Truck Route Master Plan (2022)
- Airport Employment Growth District Secondary Plan and Transportation Master Plan (2011, 2016 and 2023)
- Strategic Transportation Network Review (2024)
- Hamilton Goods Movement Strategy: 2024 to 2029

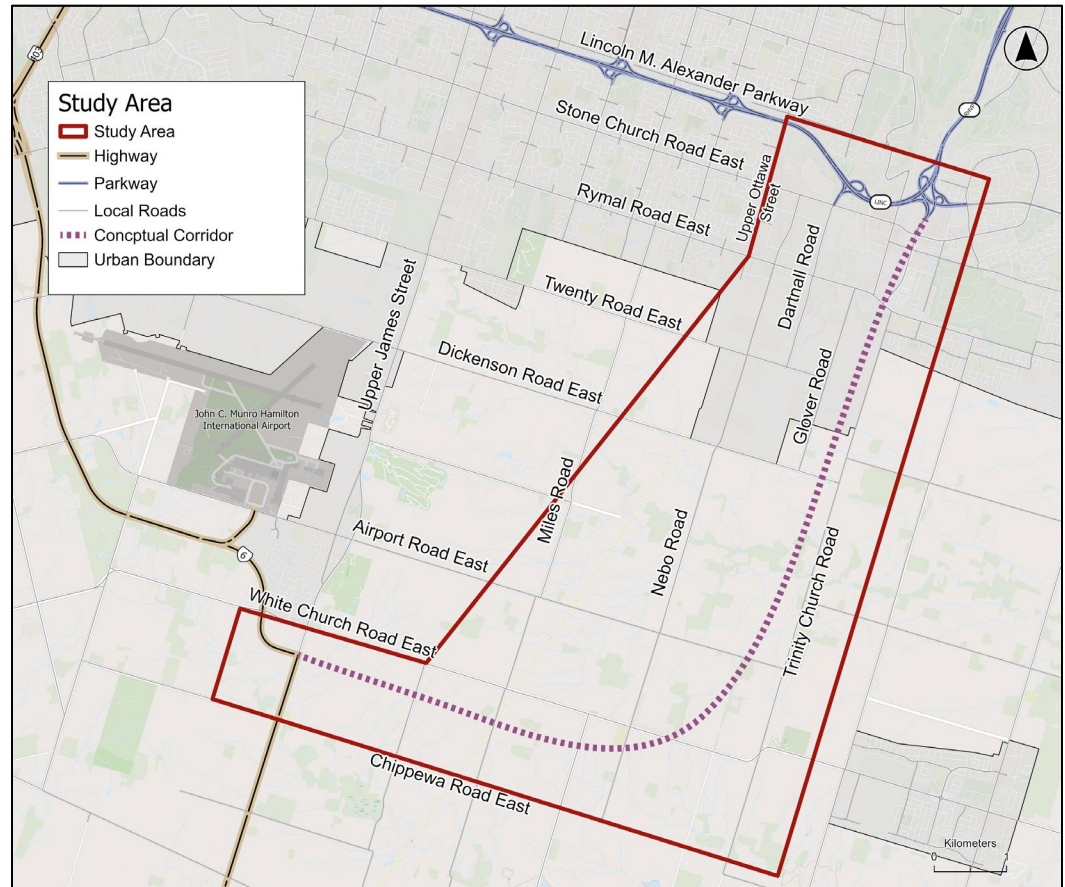


Study Purpose

Building on the previous studies, the Municipal Class Environmental Assessment (MCEA) process is being completed to confirm the feasibility and alternatives for the proposed Airport Conceptual Link in accordance with the MCEA process for a Schedule C process.

Goals of the Study

- Evaluate feasibility and determine a preferred alignment,
- Consider community connectivity, environmental and cultural impacts
- Improve conditions for traffic and goods movement
- Balance long-term transportation needs and quality of life



R.J. Burnside & Associates Limited, 2026


Municipal Class Environmental Assessment Process

A Schedule C Project must proceed through Phases 1 to 4, as defined in the Municipal Engineers Association Class Environmental Assessment (2024) document.

Phase 1

- Identify Problem / Opportunity Statement

Phase 2

- Identify Alternative Options
 - Inventory natural and socio-economic environment
 - Consult review agencies, Indigenous Nations and Public
 - Evaluate Alternative Options and select Preferred Alternative
-  **We are here**

Phase 3

- Identify Alternative Design Concepts
- Detailed inventory of natural and socio-economic environment
- Consult review agencies, Indigenous Nations and Public
- Evaluate Alternative Design Solutions and select Preferred Design Concept

Phase 4

- Notice of Study Completion
- Environmental Study Report completed, 30-day public review period

Draft Problem / Opportunity Statement

Phase 1 of the Municipal Class Environmental Assessment process

“The City of Hamilton has identified a need to consider options for creating a new transportation link connecting Highway 6 South and the Red Hill Business Park (RHBP), connecting to the John C. Munro Hamilton International Airport and its surrounding employment lands. The proposed improvements aim to enhance connectivity, support economic activity, and contribute to the quality of life for residents, while minimizing impacts to the surrounding environment.”

Supporting Studies

The following studies are planned to characterize the environment of the study area, contribute to the development of criteria for the evaluation of the options for the new conceptual link alignment and identify possible impacts and mitigation measures.

**Winter –
Summer 2026**

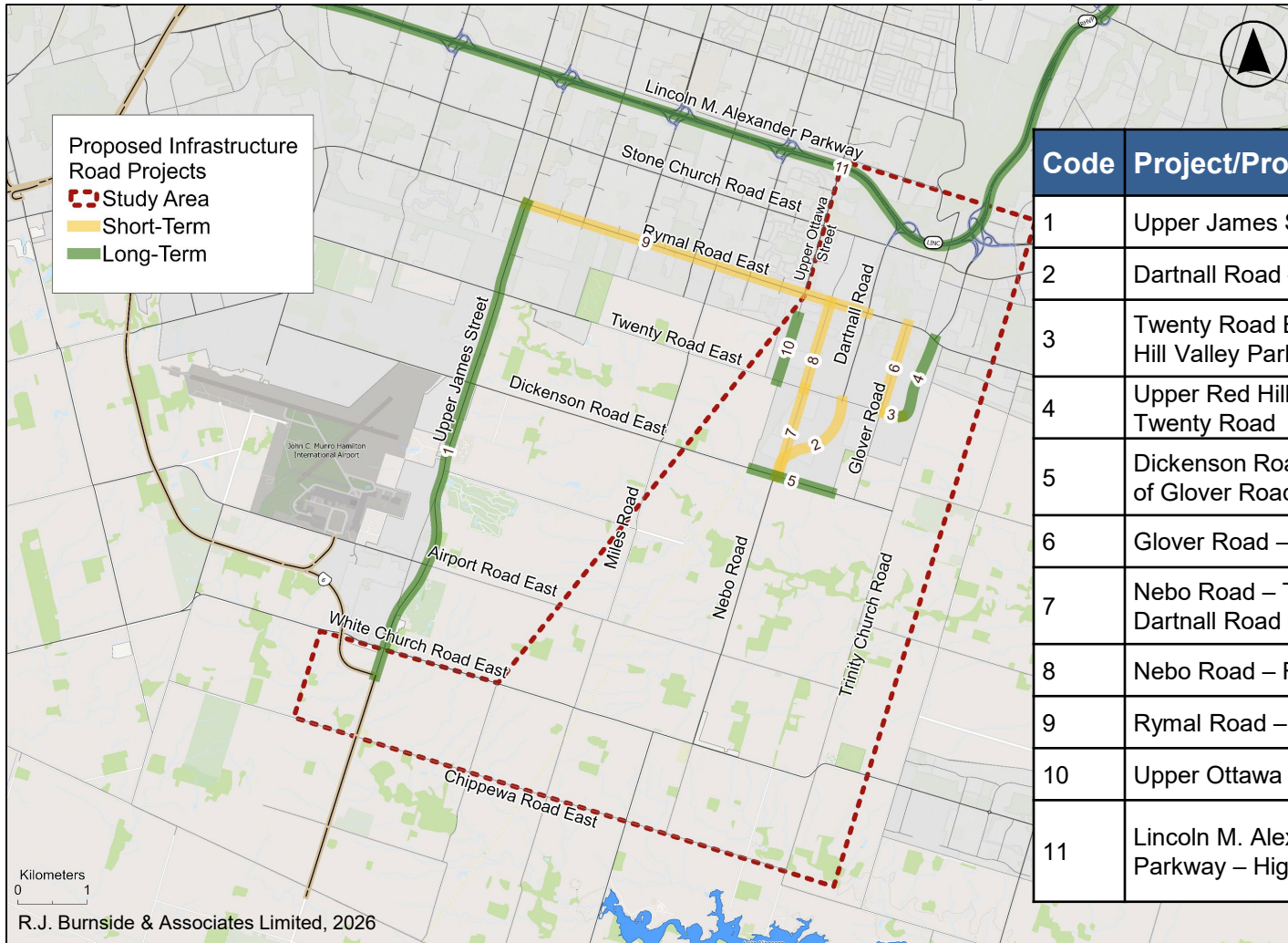
- Natural Heritage Assessment - Background Review
- Cultural Heritage Assessment / Heritage Impact Assessment
- Stage 1 Archaeological Assessment
- Multi-Modal Transportation Assessment
- Air Quality Impact Assessment – Preliminary Assessment

**Spring –
Summer 2027**

- Arborist Report – Scope of Work
- Climate Change Consideration
- Source Water Protection Review
- Socio-Economic Assessment
- Preliminary Plan and Preliminary Profile Drawings
- Cost Estimate – Preliminary

Fall 2027

Planned Road Improvements in the Study Area



Code	Project/Program/Infrastructure
1	Upper James Street – Rymal Road to Highway 6 South
2	Darnall Road – Twenty Road to Dickenson Road
3	Twenty Road Extension – Glover Road to Upper Red Hill Valley Parkway
4	Upper Red Hill Valley Parkway – Rymal Road to Twenty Road
5	Dickenson Road – 350m West of Nebo to 330m West of Glover Road
6	Glover Road – Twenty Road to Rymal Road
7	Nebo Road – Twenty Road to Dickenson Road / Darnall Road
8	Nebo Road – Rymal Road to Twenty Road East
9	Rymal Road – Darnall Road to Upper James Street
10	Upper Ottawa Street – End to Twenty Road
11	Lincoln M. Alexander Parkway – Red Hill Valley Parkway – Highway 403 to Queen Elizabeth Way

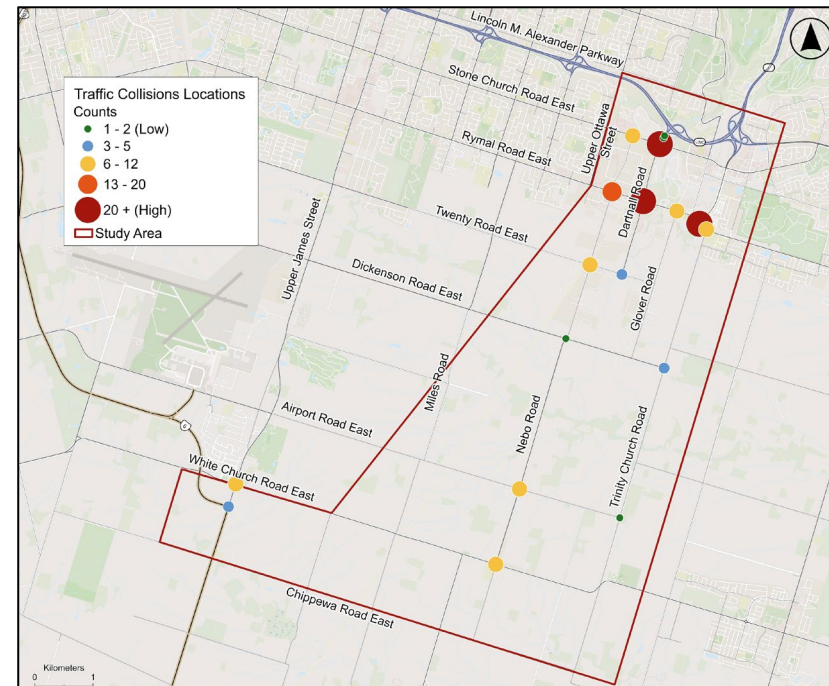
Existing Conditions – Technical Environment

Transportation Assessment

- Transportation analysis is underway building on work done in the background studies
- A Study Area-specific Travel Demand Model is being developed
- Traffic volumes and intersection operations are being assessed at high levels

Collision Analysis

- Collision analysis was conducted for available collisions within the last 5 years:
- A total of 249 collisions occurred in the study area
- Majority of collisions are rear ends, followed by turning movement, followed by angle
- 1 collision involving a pedestrian identified in the last 3 years
- 2 collisions involving a cyclist in the last 3 years
- Early indications of this assessment are supportive of the need for the Airport Conceptual Link

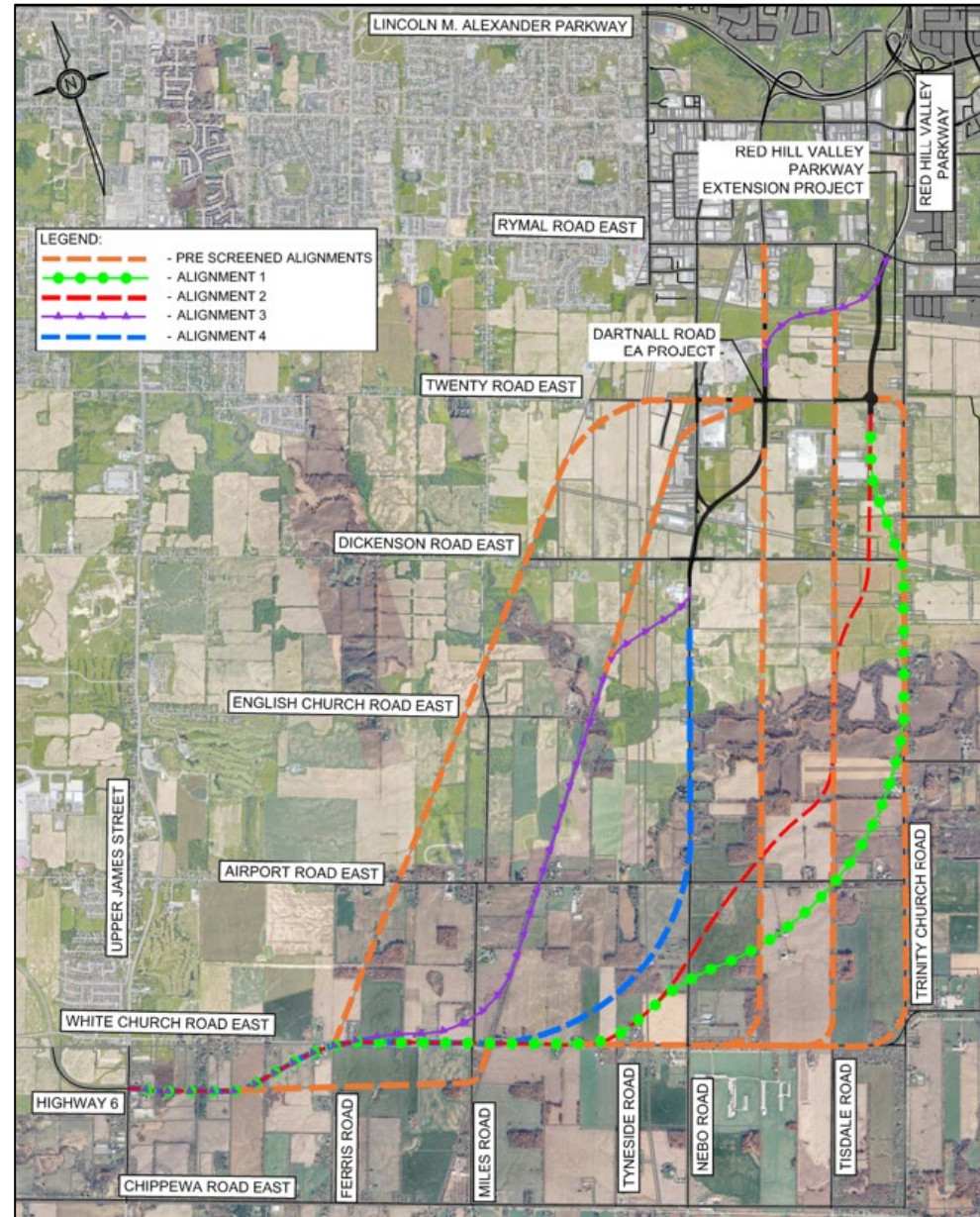


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Alternative Options

Pre-screening

- A number of alternative alignment options were considered within the study area
- The long list of alternative options was pre-screened considering environmental and technical factors
- The following boards present the short-list of 4 alternative alignments to be evaluated

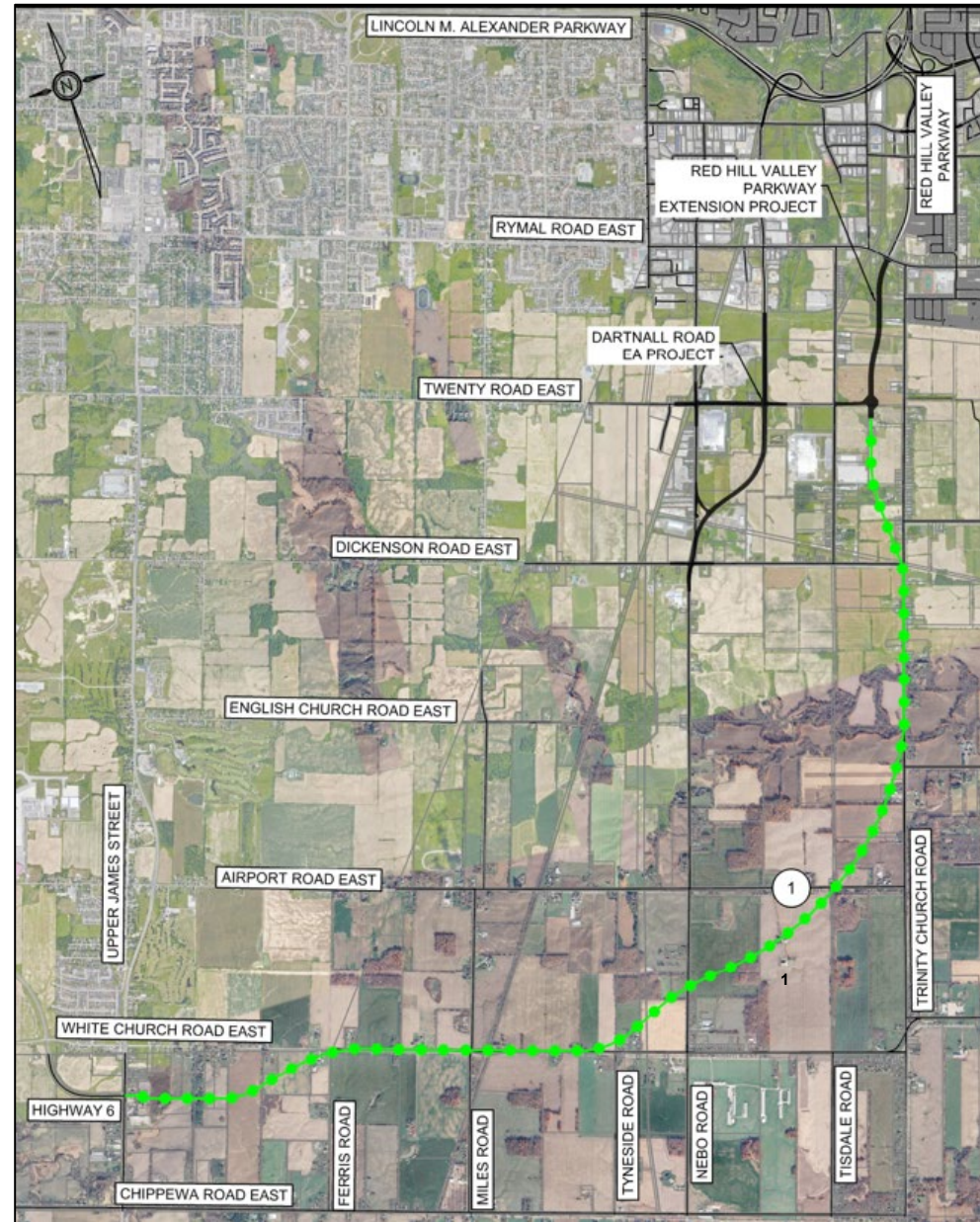


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Alternative Option 1

Alternative 1: White Church Road and Trinity Church Road

- Alignment connecting through White Church Road and Trinity Church Road in eastern-most limits of study area

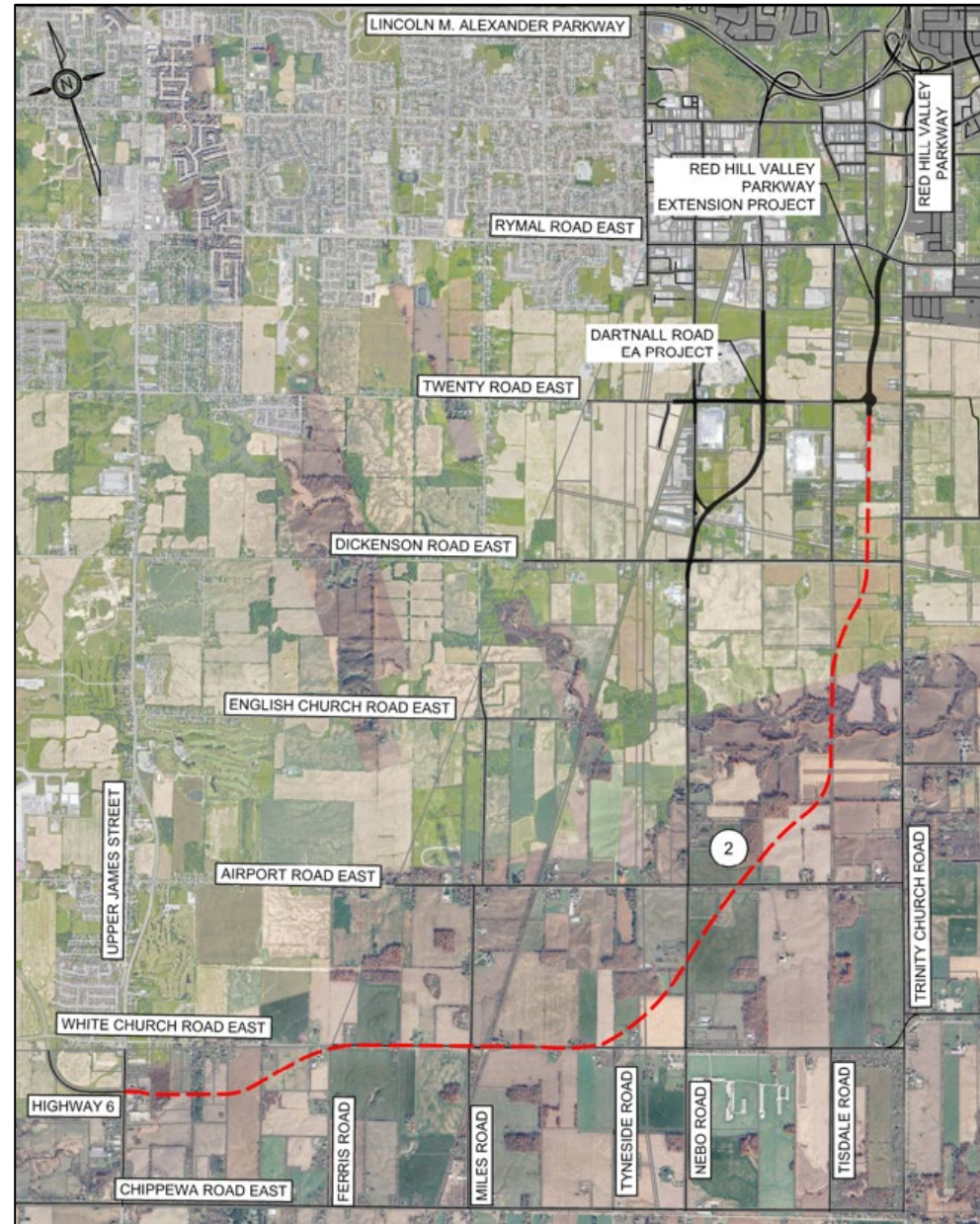


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Alternative Option 2

Alternative 2: White Church Road and Greenfield Connector

- Alignment via White Church Road and Tisdale Road and connecting with the Red Hill Valley Parkway

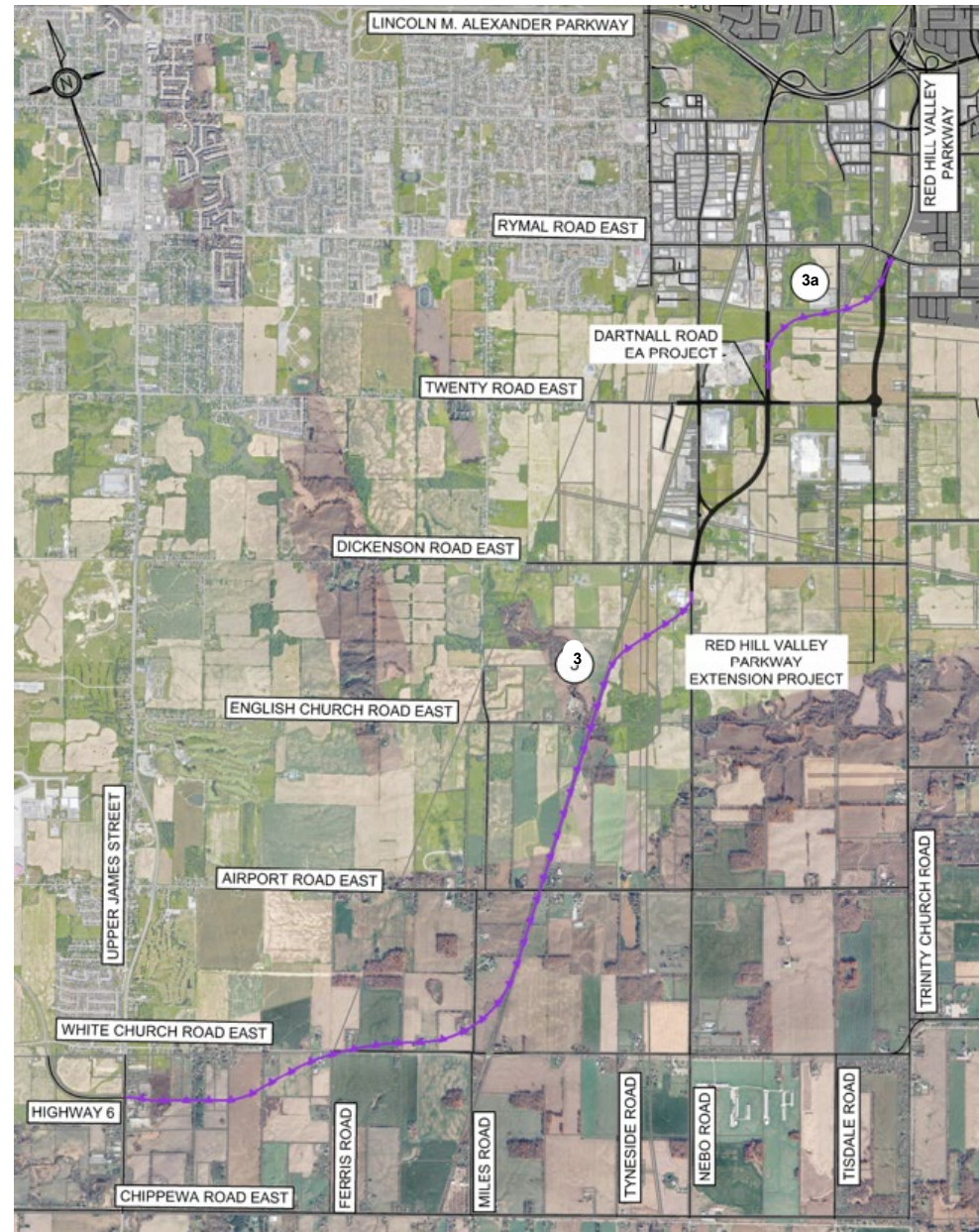


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Alternative Option 3

Alternative 3: White Church Road to the Rail Trail

- Alignment via White Church Road to the Rail Trail (Parallel to Rail Trail) to Dartnall Road Project (3)
- A connection may also be made from the Dartnall Road Project to the Red Hill Valley Parkway (3a)

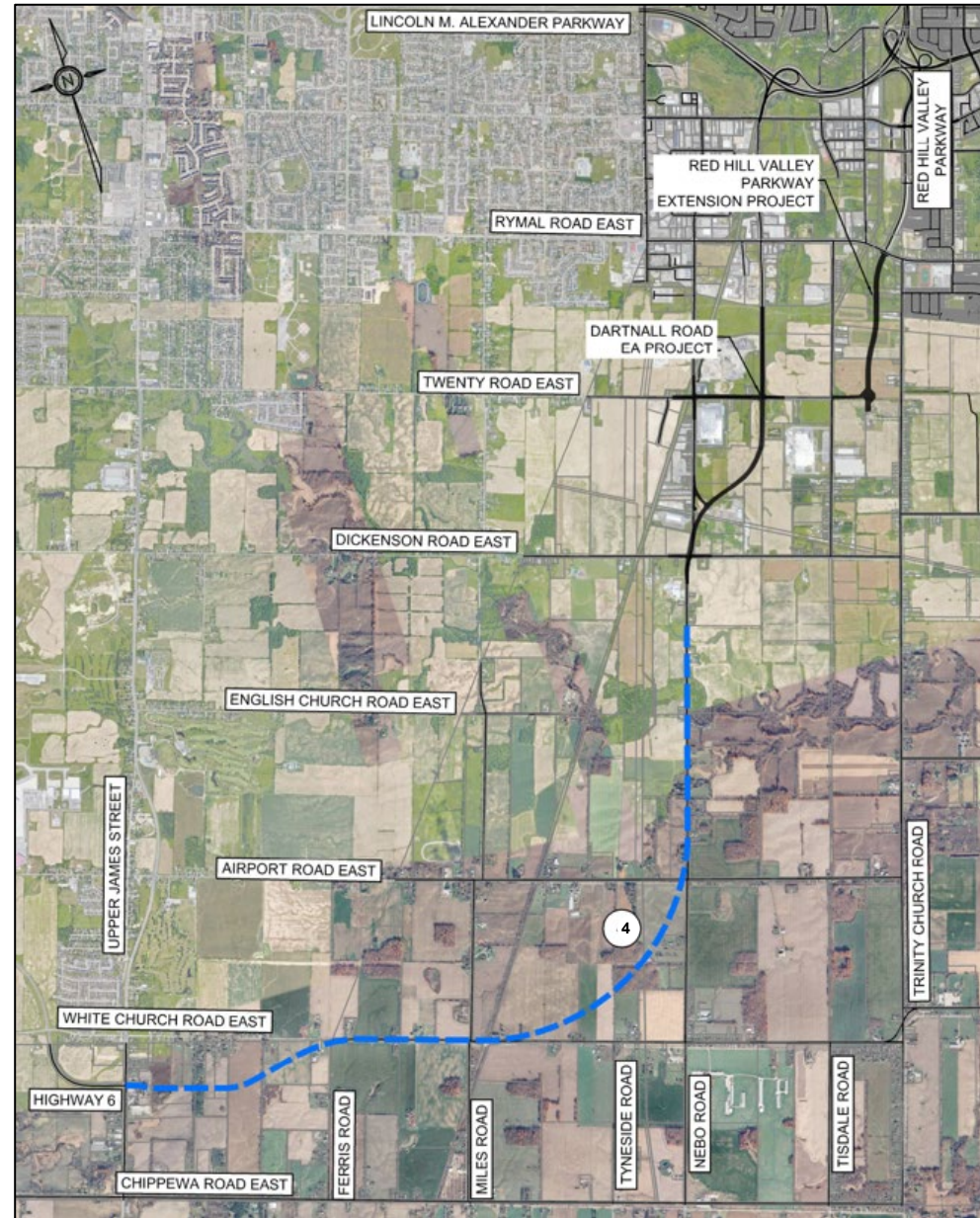


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Alternative Option 4

Alternative 4: White Church Road, Nebo Road, Dartnall Road

- Alignment through White Church Road, Nebo Road and to Dartnall Road Project



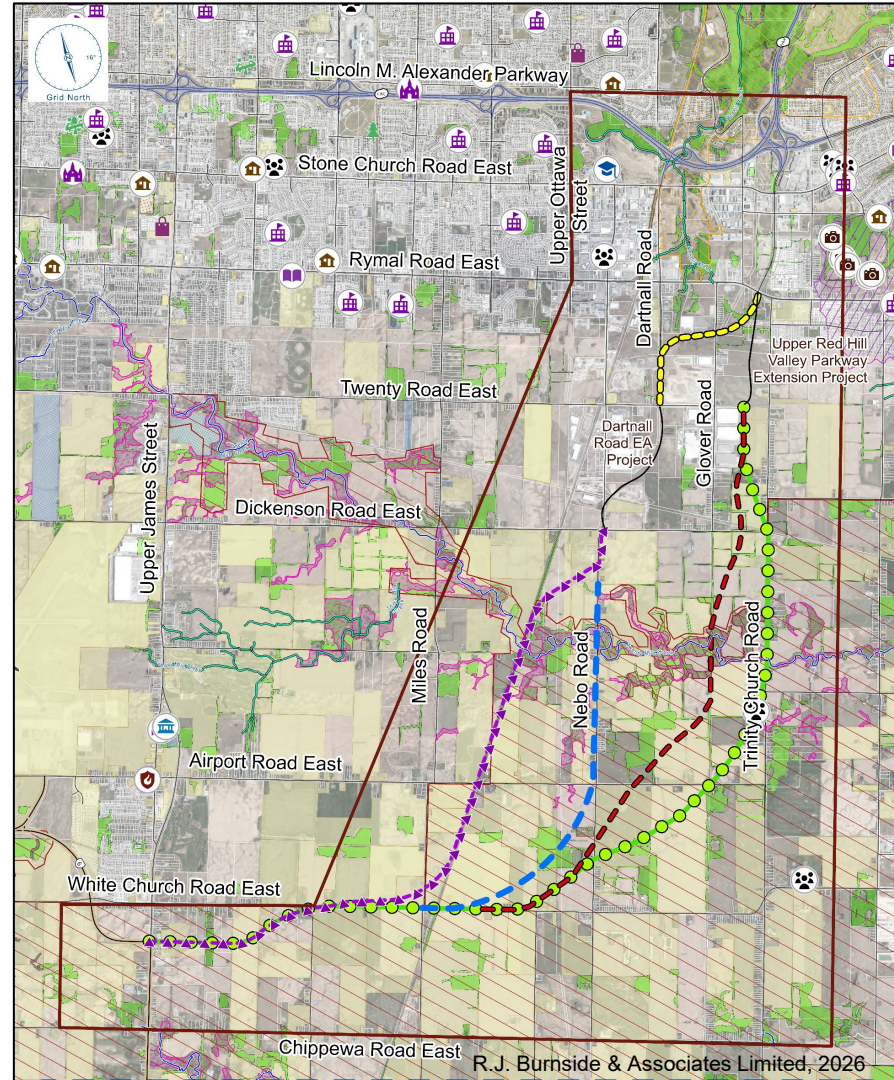
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Constraint Areas of the 4 Alternative Options

- Natural Heritage Areas (wetlands, watercourses, woodlands, Areas of Natural and Scientific Interest)
- Cultural Heritage Properties (Built Heritage Resources and Cultural Heritage Landscapes)
- Policy Areas (Niagara Escarpment, Greenbelt)
- Public points of interest (places of worship, schools, malls, parks, community and health centres)

Legend

 Study Area	 ANSI, Earth Science (MNR)	 Mall
Alignment Options:	 ANSI, Life Science (MNR)	 Community Center
 1	 Evaluated-Other	 Park
 2	 Provincially Significant Wetland (MNR)	 Playground
 3	 Wooded Area (MNR)	 Fire Station
 3a	Heritage Properties	 Art Center
 4	 Designated	 Attraction
Watercourse Thermal Regime (MNR)	 Inventoried	 Hospitals and Clinics
 Unknown	 Registered Non-Designated	 Community Health Centers
 Warm	Quarry Operations	 Long-Term Care/Retirement Home
Greenbelt Designation:	 Both (Pit and Quarry)	 Church
 Niagara Escarpment Plan	 Quarry	 Insitution
 Protected Countryside		 Library
		 School



What are your suggestions to improve the alternative alignment options presented for the new Airport Conceptual Link?

Evaluation Criteria

The following criteria will be used to evaluate each of the alternative options.



Natural Environment

- Potential impact to vegetation
- Potential impact to wildlife habitat and habitat of Species at Risk
- Potential impact to water resources and drainage
- Potential Climate Change impact and resilience



Socio-cultural Environment

- Potential to impact to Cultural Heritage Resources and Archaeological Resources
- Nuisance impacts such as noise, air quality, visual impact, construction impacts
- Land acquisition needs, impacts to private property and access
- Conformity to policy
- Level of service for local residents and businesses, impacts to municipal/City services
- Multi-modal transportation connectivity and safety
- Ability to improve movement of goods and people



Technical Environment

- Level of service / traffic congestion
- Operational and roadside safety
- Design constraints, utility impacts, goods movement requirements



Financial Environment

- Estimated capital costs
- Estimated operation and maintenance costs
- Property acquisition costs

Next Steps in the Study Process

MCEA
Phase 2

Summer –
Fall 2026

- Consult review agencies, Indigenous Nations and Public (Public Information Centre #1)
- Review and consider feedback following the Public Information Centre #1 comment period
- Public Information Summary

Winter 2026
– Fall 2027

- Evaluate Alternative Options and select the Preferred Alternative
- Consult review agencies, Indigenous Nations and Public (Public Information Centre #2)
- Review and consider feedback following Public Information Centre #2 comment period
- Public Information Summary
- Phase 2 documentation and Draft Study Report

Future Phases of the Project

Phase 3

- Identify and Evaluate Alternative Design Concepts
- Consult review agencies Indigenous Nations and Public
- Select Preferred Design

Phase 4

- Notice of Study Completion
- Environmental Study Report completed, 30-day public review period

We Want to Hear from You!

You are Invited to Participate

Provide your comments by:

- Completing a comment form and submitting it to the comment box
- Completing a digital comment using the QR code
- Marking up a map in-person or on the project webpage



Display materials will be available on the project webpage for review and comment. A link to the digital comment form is also available on the project webpage.

<https://engage.hamilton.ca/airportconceptuallinkstudy>

Please ensure your comments and feedback are submitted by **June 30, 2026**.

For more information, to submit comments by email, or to request to receive future notices about this MCEA project, please contact the project team at:

Transportation@hamilton.ca

Thank you for attending!

Titi Onabanjo
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City of Hamilton

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Consultant Project Manager
R.J. Burnside & Associates Limited