



Hamilton

AECOM

Glancaster Road Improvements

Municipal Class Environmental Assessment Phases 2 – 4

Public Information Centre #2

June 23, 2026



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.”



Want to know more?
Visit the project website!

Project Team Introductions



Margaret Fazio

Project Manager, City
of Hamilton



Andrew Barr

Project Manager,
AECOM



Karl Grueneis

Senior Environmental
Planner, AECOM



Paul Cech

Environmental
Planner, AECOM



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The purpose of this PIC is to:

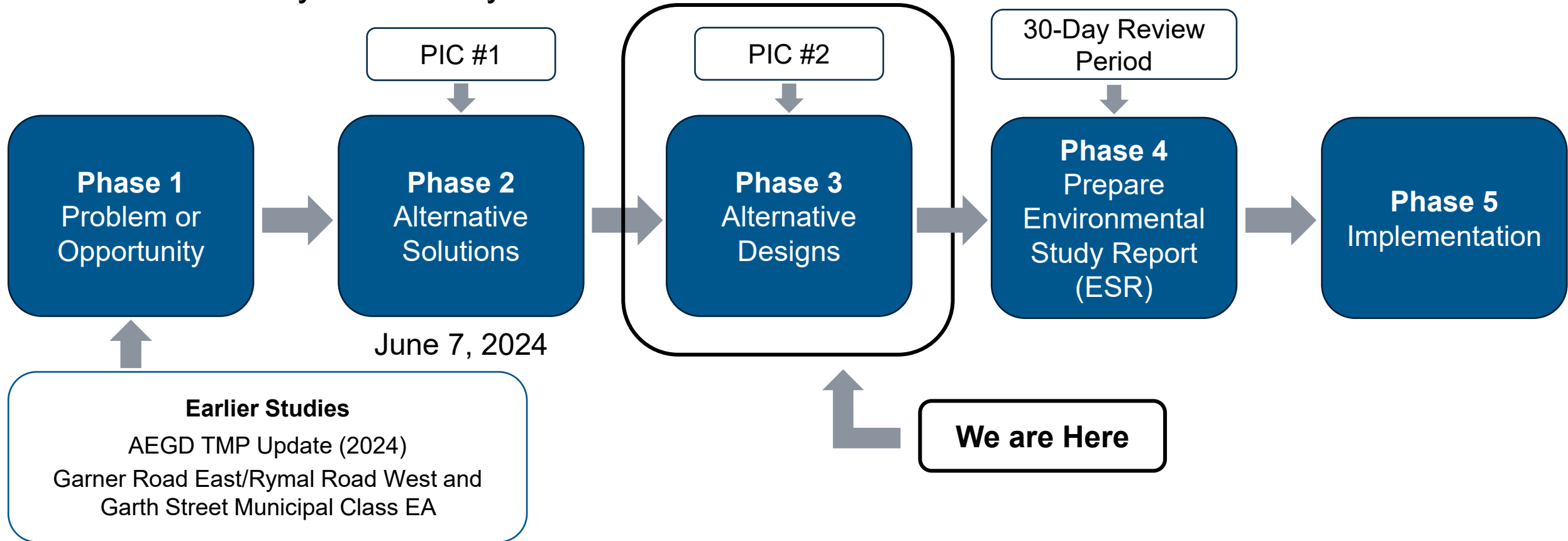
- Provide a summary of PIC #1 and work completed to date
- Present and evaluate alternative designs
- Present the recommended design and cross-sections
- Solicit community, stakeholder and Indigenous Nations feedback.
- Provide an overview of timelines and next steps



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Municipal Class Environmental Assessment Process

This study is being carried out in accordance with the Municipal Class Environmental Assessment (MCEA) Schedule 'C' process, and includes the completion of Phase 2, 3 and 4. The study is currently in Phase 3.



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PIC #1 Recap

Glancaster Road Planning

- AEGD TMP identifies future traffic capacity constraints
- Surrounding lands designated as employment lands
- Anticipated traffic growth from development

Issues

- Future capacity limitations
- Adjacent hydro corridor, woodlot, and residences
- Lack of active transportation infrastructure

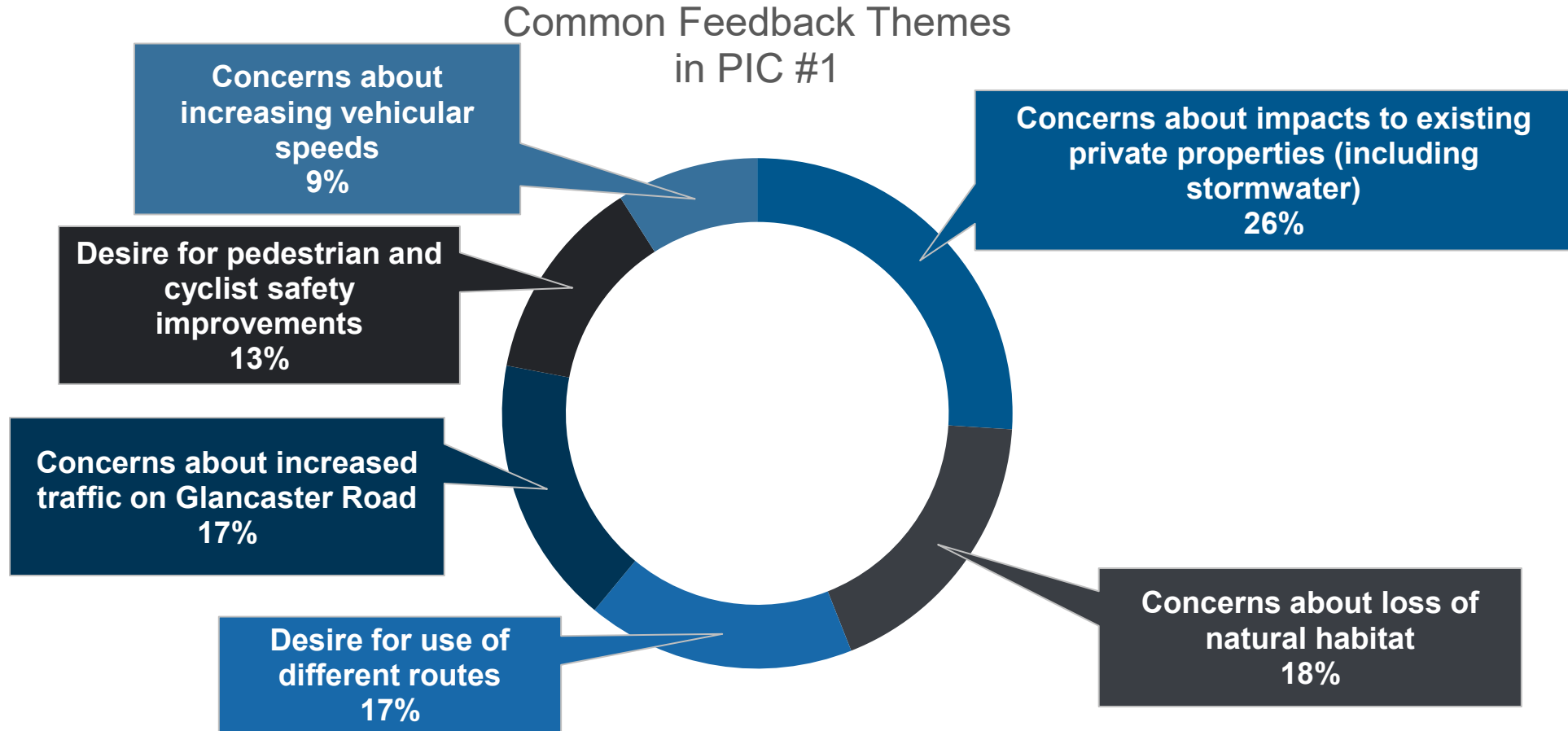
Opportunities

- Pedestrian & cycling facilities
- Municipal servicing (water, wastewater, stormwater)
- Improve roadway safety & operations



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Feedback Received

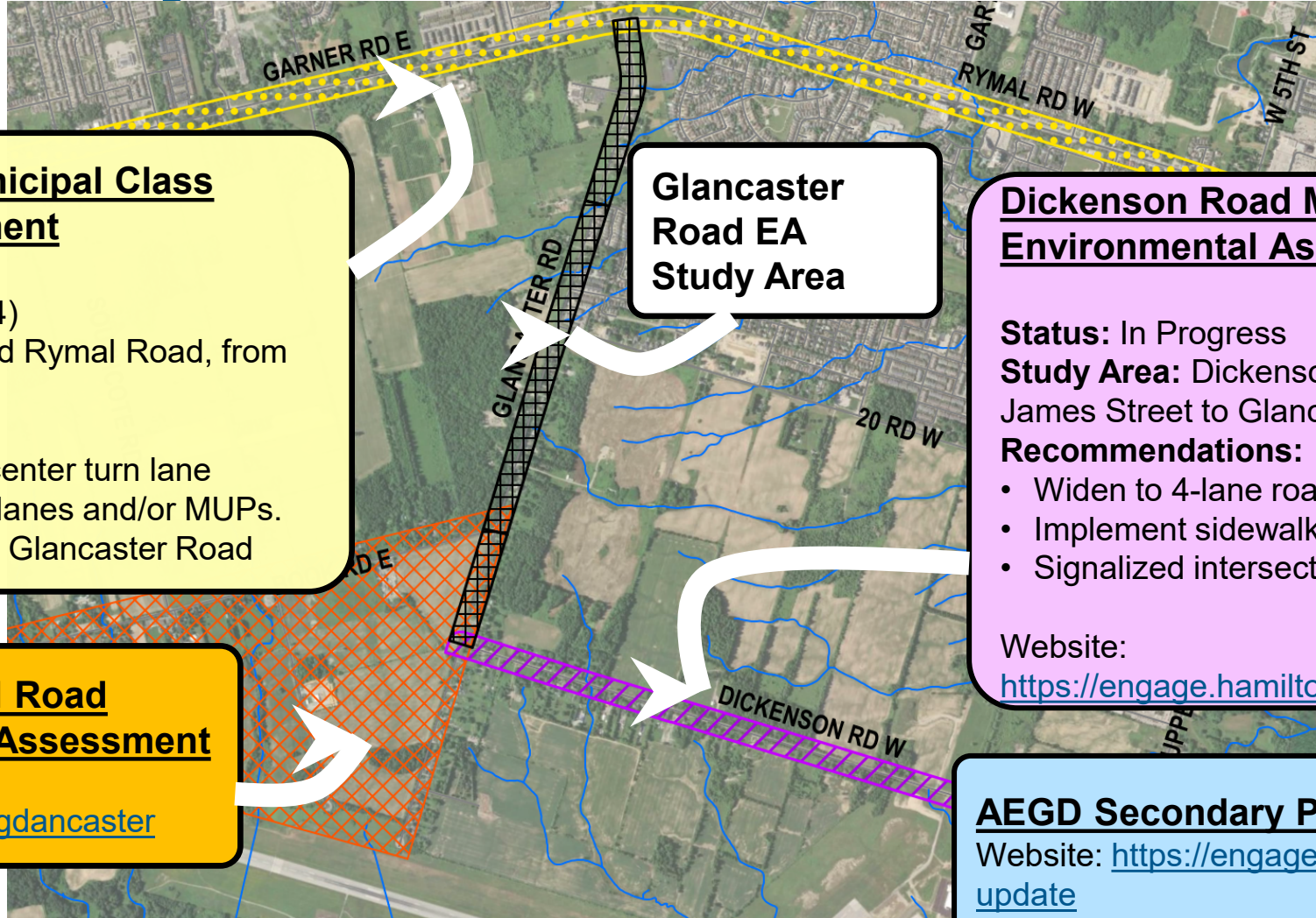


Key Takeaway: Prioritize near-term pedestrian and cyclist safety improvement while minimizing impacts to nearby properties and natural areas.



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Adjacent Study Coordination



Garner/Rymal Road Municipal Class Environmental Assessment

Status: Completed (Feb 2014)

Study Area: Garner Road and Rymal Road, from West 5th Street to Highway 6

Recommendations:

- Widen to 4-lane road with center turn lane
- Implement sidewalks, bike lanes and/or MUPs.
- Signalized intersection with Glancaster Road

Glancaster Road EA Study Area

Dickenson Road Municipal Class Environmental Assessment

Status: In Progress

Study Area: Dickenson Road, from Upper James Street to Glancaster Road

Recommendations:

- Widen to 4-lane road with center turn lane
- Implement sidewalks, bike lanes and/or MUPs.
- Signalized intersection with Glancaster Road

Website:

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

AEGD East-West Arterial Road Network Environmental Assessment

Website:

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

AEGD Secondary Plan Update (Ongoing)

Website: <https://engage.hamilton.ca/aegd-secplan-update>



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Constraints to Widening the Corridor



Natural Environment	Socio-Economic	Cultural Environment	Transportation & Engineering
<p>Area 1 Widening of Right Of Way (ROW) westward into the woodlot will result in need for extensive tree removals and potential impacts to Species at Risk.</p> <p>Area 4 Hamilton Conservation Authority (HCA) Regulated Area constraints, e.g., drainage storage</p>	<p>Area 2 Widening of ROW eastward affects portions of residential properties, e.g., frontage and driveways</p>	<p>High archaeological potential throughout Study Area; multiple locations of historic structures that need to be considered before construction throughout.</p>	<p>Area 3 Hydro One corridor limits ROW widening potential due to safety considerations</p>



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Alternative Design Development Highlights

The evaluation of alternative designs included consideration of constraints on panel no. 9 and the evaluation criteria to:

1. Provide **infrastructure for safe travel** by all modes of transportation, i.e. cycling, walking and driving (transit, trucks, personal vehicles) throughout the corridor
2. **Minimize property impacts**, e.g. protected woodlot, residential properties
3. Incorporate **external drainage areas**, water crossings and roadway drainage requirements



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Evaluation of Alternative Design Concepts

Alternative design concepts were comparatively evaluated based on criteria that represent the broad definition of the environment, as described in the *Environmental Assessment (EA) Act*.

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 area land use, impacts on local businesses, property requirements, access restrictions, etc.)?
Cultural Environment	Will the alternative effect archaeological, cultural heritage resources or Indigenous communities?
Natural Heritage	How does the alternative effect existing vegetation, water quality, fisheries/wildlife and habitat? Are Species at Risk (SAR) impacted? Does the alternative address climate change?
Engineering	Does the alternative accommodate for design features such as grading, drainage, water, wastewater and utilities while meeting 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 impacts?



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Corridor Segments

Given that corridor has varying road Right of Way* widths and unique constraints, the corridor was divided into three segments as shown below to identify and evaluate realistic alternative design concepts.



* *Right-Of-Way (ROW): the strip of land reserved or dedicated for transportation and related public infrastructure, encompassing the full width of a public street between property lines and including the roadway and associated elements (such as sidewalks, boulevards, utilities, and slopes) under municipal or other road authority control. – City of Hamilton’s Urban Hamilton Official Plan (2026)*



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Alternative Design Concept Evaluation Per Segment

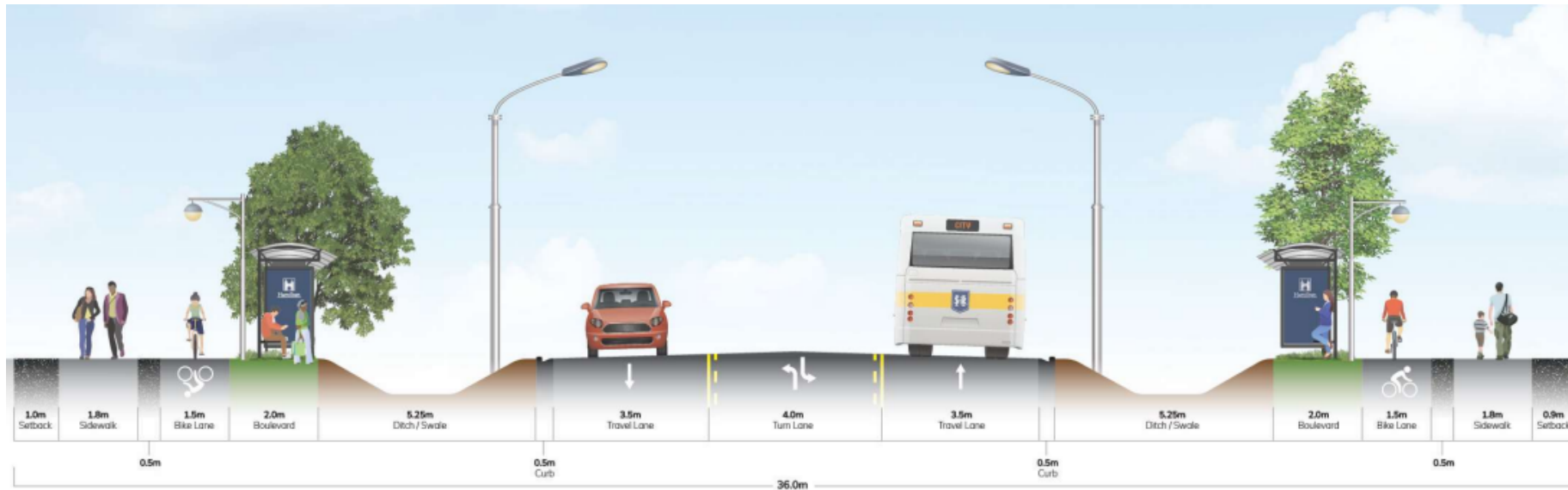


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Alternative Design Concepts

Alternative #1– Sidewalks and Cycle Tracks on both sides Not Preferred

Segments Numbers 1, 2 and 3



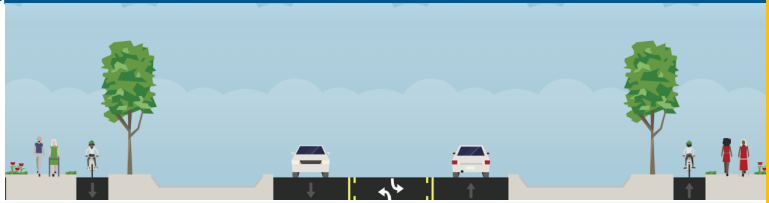
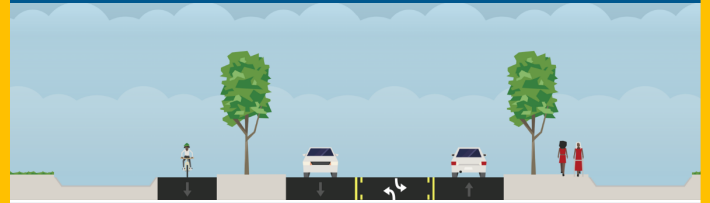














Drawing from Airport Employment Growth District Transportation Master Plan Update (2024)



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Alternative Design Concept Evaluation

Segment #1: Dickenson Road to Book Road

Factor	Alternative #1 36 metre ROW Urban 3 Lane Roadway with Sidewalks and Cycle Tracks on both sides	Alternative #2 36 metre ROW Urban 3 Lane Roadway with MUP on West and Sidewalk on East
		
Transportation		
Socio-Economic		
Cultural Environment		
Natural Heritage (incl. Species At Risk)		
Engineering		
Cost (incl. Property Impacts)		
Summary		

Ranking Legend

-  Best
-  Good
-  Intermediate
-  Poor
-  Worst

Recommended
Alternative
Design Concept

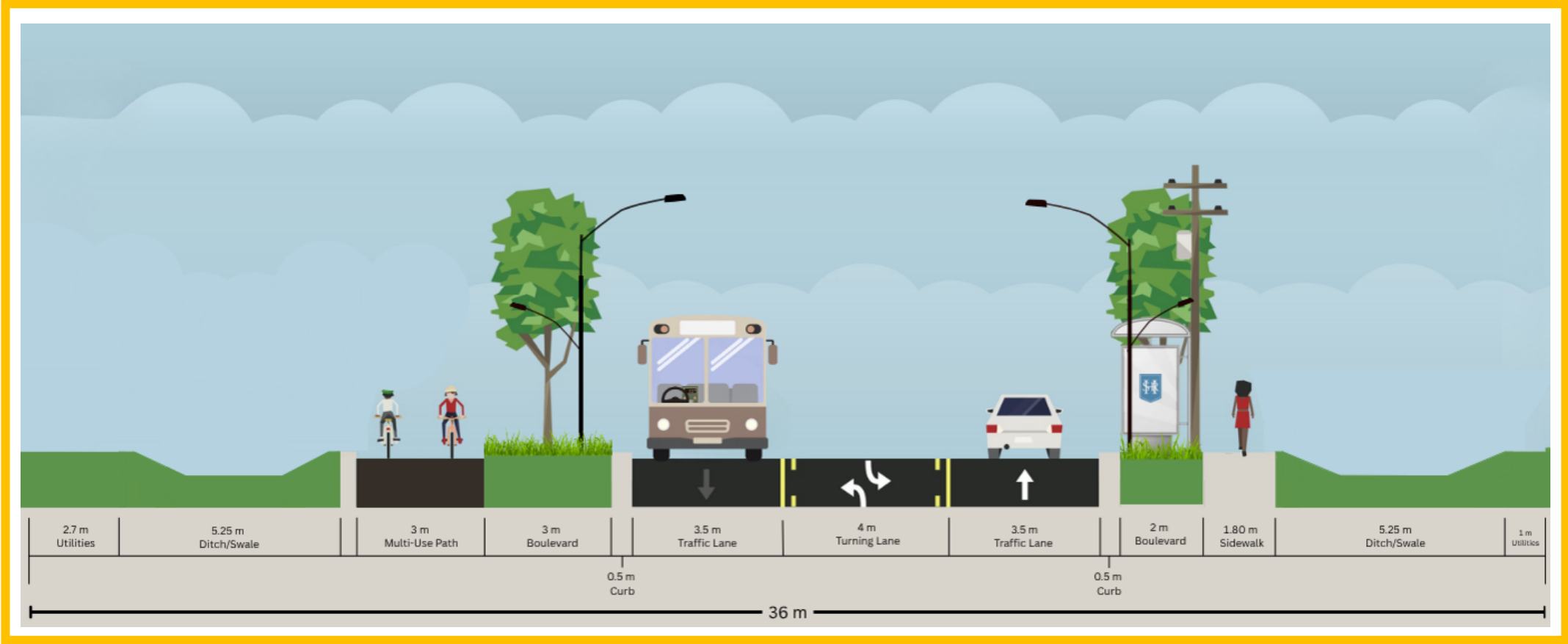


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Alternative Design Concept

Segment #1: Dickenson Road to Book Road

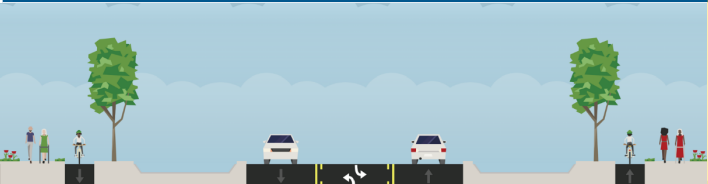






Alternative #2 – Recommended – Multi-Use Path on West Side and Sidewalk on East Side



Want to know more?
Visit the project website!

Alternative Design Concept Evaluation

Segment #2: Book Road to Hamilton District Christian High School Entrance

Factor	Alternative #1 36 metre ROW Urban 3 Lane Roadway with Sidewalks and Cycle Tracks on both sides	Alternative #2 26 metre ROW Urban 3 Lane Roadway with MUP on West and Sidewalk on East
		<p>Ranking Legend</p> <ul style="list-style-type: none">  Best  Good  Intermediate  Poor  Worst
Transportation	●	◐
Socio-Economic	◑	◐
Cultural Environment	◑	◐
Natural Heritage (incl. Species At Risk)	◑	◐
Engineering	●	◑
Cost (incl. Property Impacts)	◑	●
Summary	✘	✔

Recommended
Alternative
Design Concept



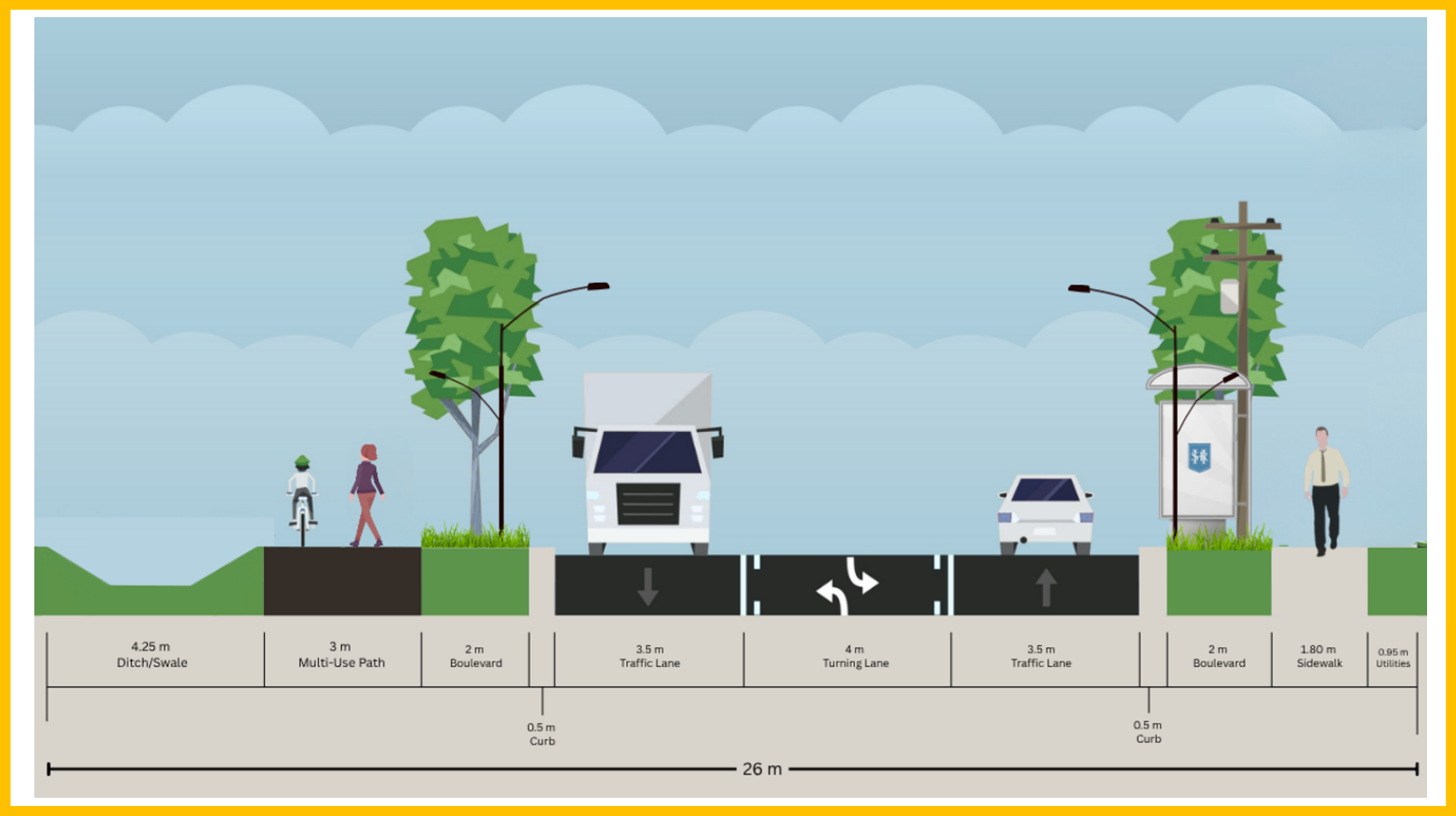
Want to know more?
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Alternative Design Concept

Segment #2: Book Road to Hamilton District Christian Highschool Entrance

Alternative #2 – Recommended Design Concept

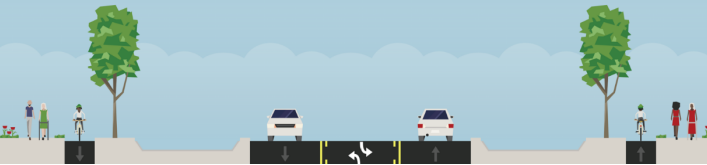
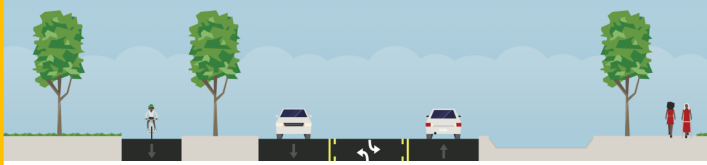
(Multi-Use Path on West Side and Sidewalk on East Side)



Want to know more?
Visit the project website!

Alternative Design Concept Evaluation

Segment #3: Hamilton District Christian High School Entrance to Garner Road / Rymal Road

Factor	Alternative #1 36 metre ROW Urban 3 Lane Roadway with Sidewalks and Cycle Tracks on both sides	Alternative #2 36 metre ROW Urban 3 Lane Roadway with MUP on West and Sidewalk on East
		
Transportation	●	●
Socio-Economic	●	●
Cultural Environment	●	●
Natural Heritage (incl. Species At Risk)	●	●
Engineering	●	●
Cost (incl. Property Impacts)	●	●
Summary	✘	✓

Ranking Legend

- Best
- ◐ Good
- ◑ Intermediate
- ◒ Poor
- Worst

Recommended
Alternative
Design Concept



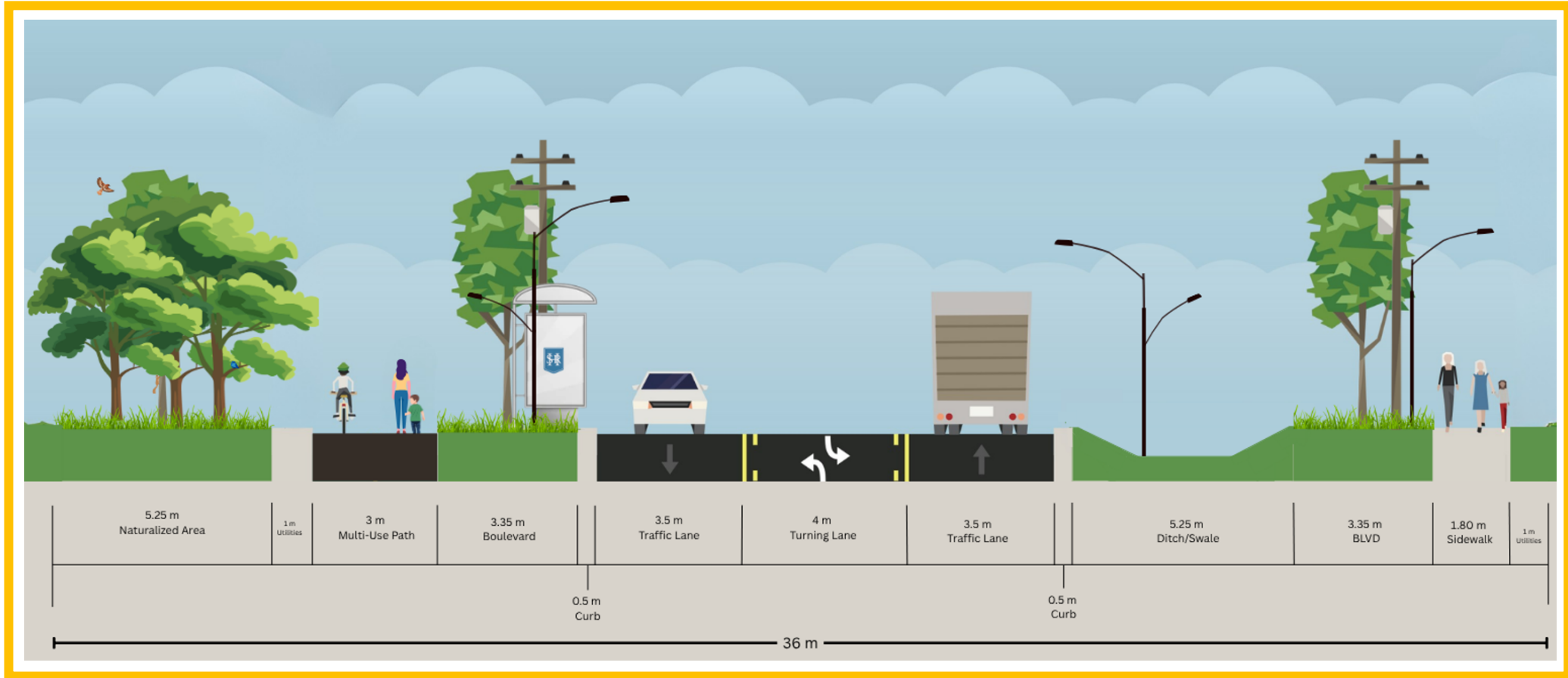
Want to know more?
Visit the project website!

Alternative Design Concept

Segment #3: Hamilton District Christian High School Entrance to Garner Road / Rymal Road

Alternative #2 – Recommended Design Concept

(Multi-Use Path on West Side and Sidewalk on East Side)



Want to know more?
Visit the project website!

Recommended Alternative Design Concept

Summary of recommended alternative design concept elements

Roadway

- One 3.5 metre lane in each direction, plus one 4.0 metre centralized continuous two way left turn lane with strategically located raised centre medians to discourage speeding and passing
- Intersection controls via signalization at select road crossings

Active Transportation

- 1.8 metre Sidewalk on east side and 3.0 metre Multi-Use Path on west side
- Pedestrian and cyclist crosswalks and crossings at strategic locations

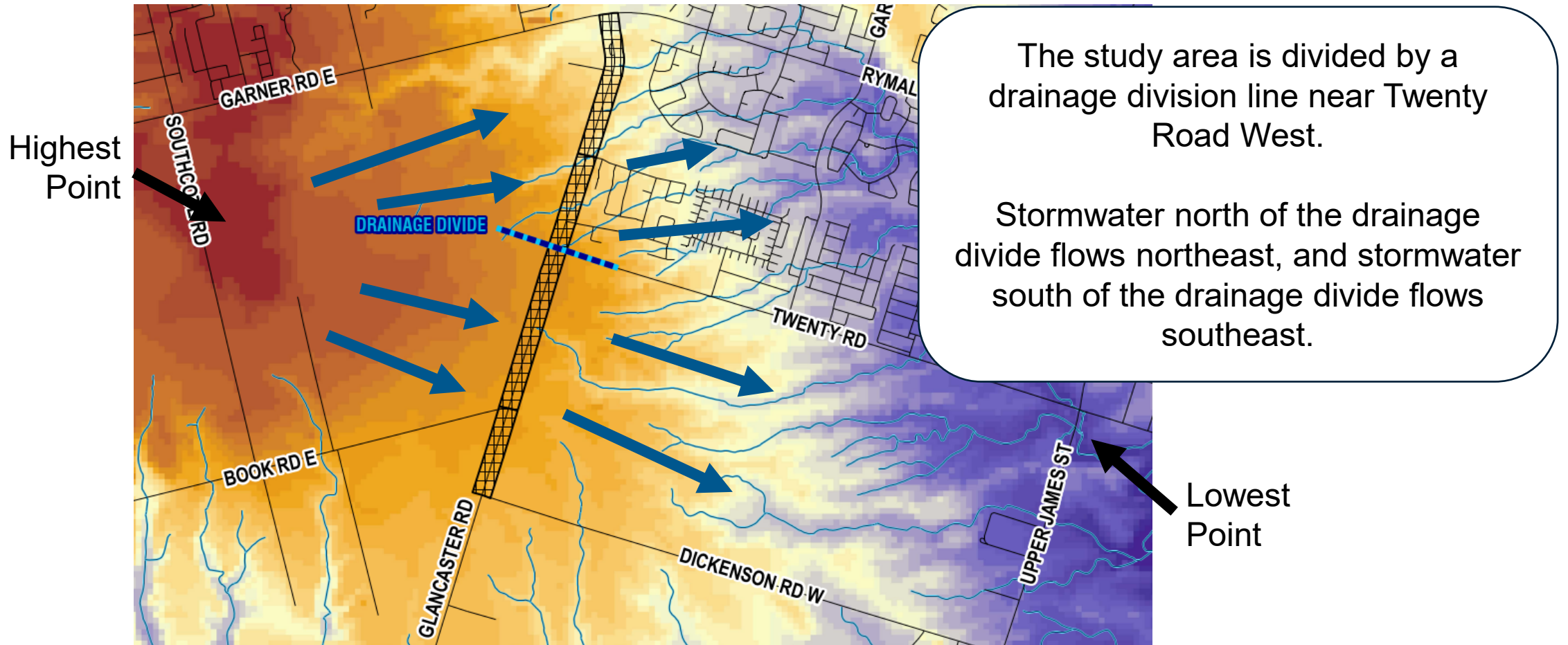
Stormwater Management

- Combination of enhanced swales and storm sewers to convey road drainage and external flows that will also address stormwater quality and quantity requirements



Want to know more?
Visit the project website!

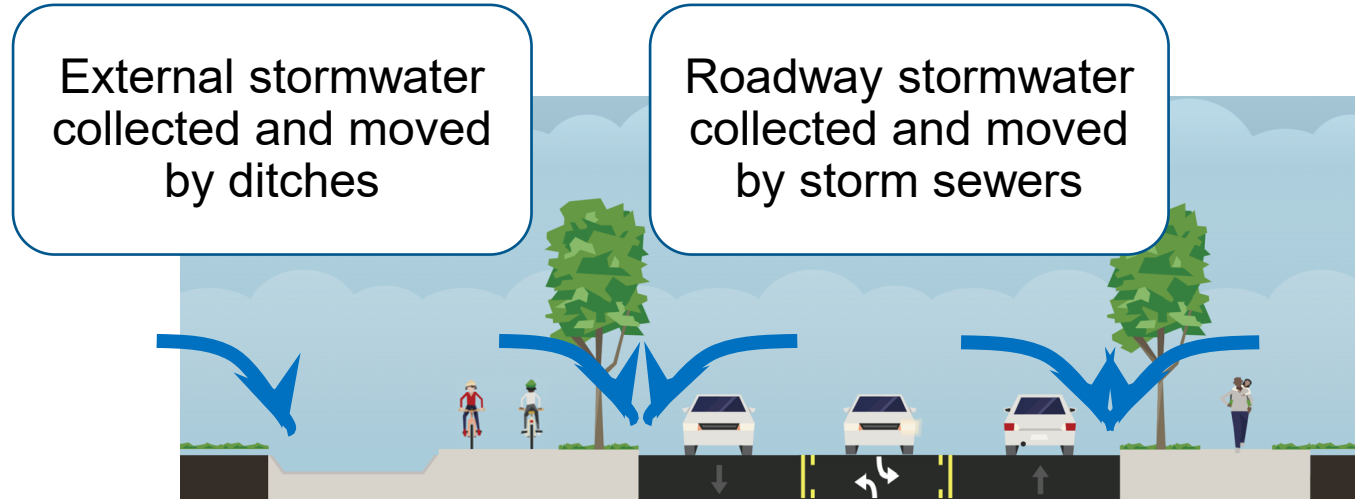
Stormwater Management Background



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Stormwater Management Approach

Drainage Strategy



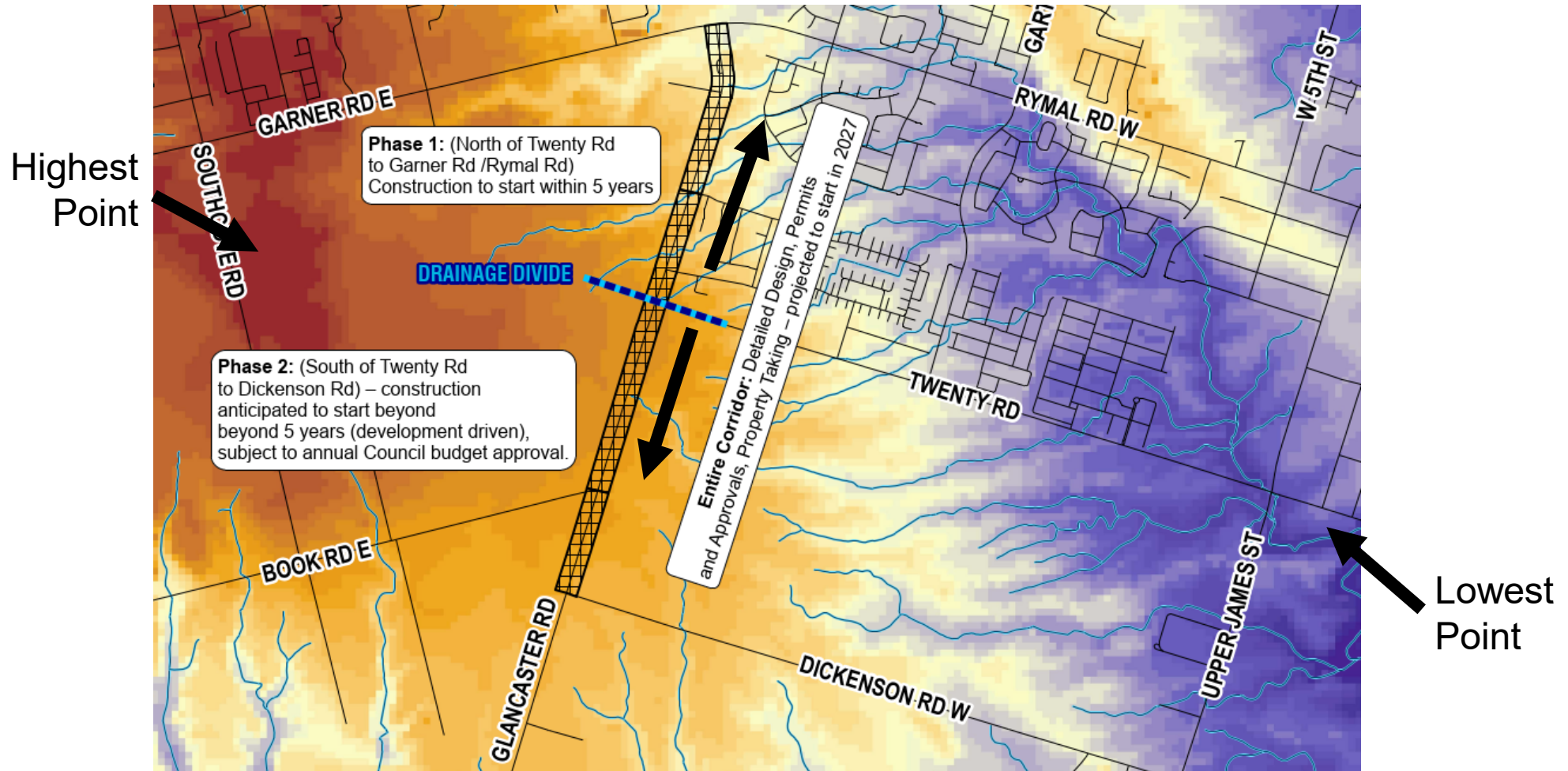
Preferred drainage strategy includes:

- dedicated storm sewers that will discharge flows from the widened roadway to existing watercourses along the corridor
- short-term below-ground storage of stormwater using large diameter sewer pipes and retention pond at Dickenson Road to maintain present-day flow rates into watercourses
- replacing and upsizing (where required) culverts for 100-year storm events



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Implementation and Servicing

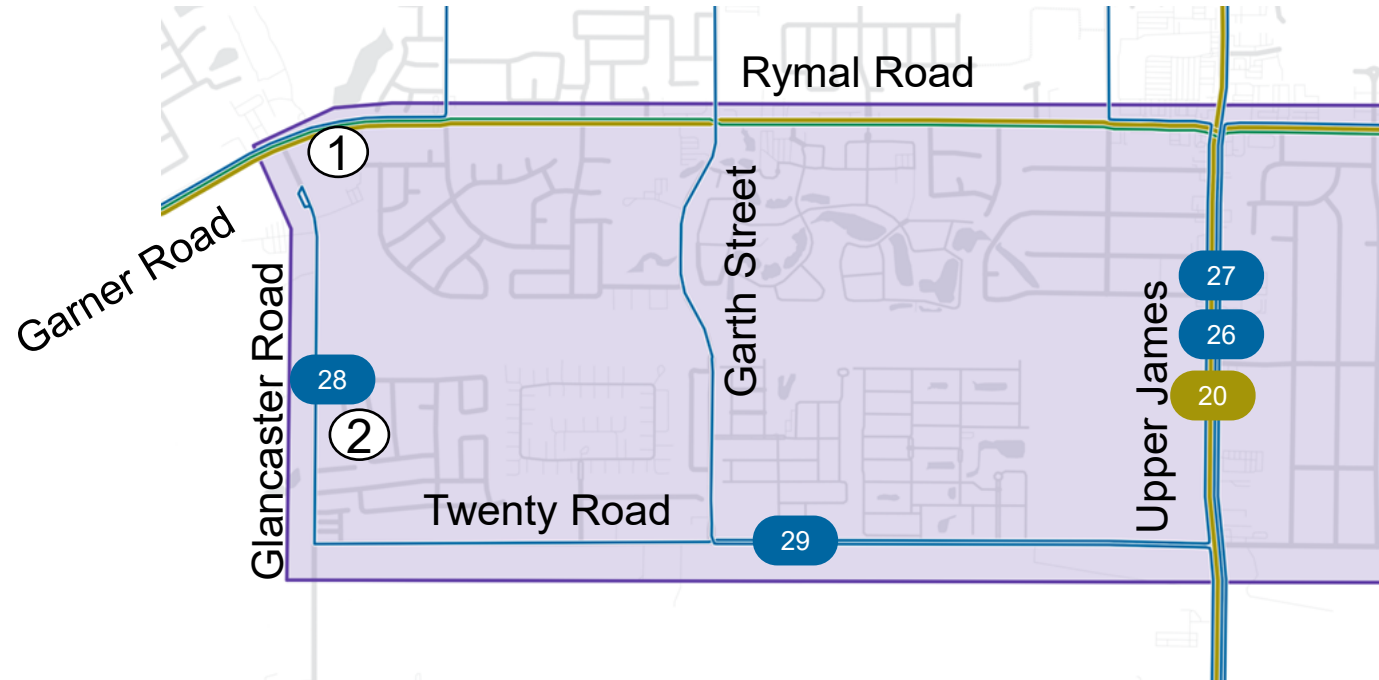


Implementation of servicing includes new water and wastewater servicing.



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HSR Network Improvements



Transit Lines

Routes shown by frequency at 08:00 Weekdays

- 10 min or less
- 10 min – 19 min
- 19 min – 30 min
- Mount Hope My Ride

Public transit improvements:

1. New pad at northeast corner of Glancaster Road and Garner Road/Rymal Road
2. Future (Long Term) bus stops at Grassypain Drive and Kopperfield Lane



Want to know more?
Visit the project website!

Tree Inventory

- Inventory completed in 2025. Trees documented are of various species (including native and invasive), ages, health status, sizes
- 844 trees inventoried in corridor with 288 trees inventoried along the woodlot within proposed Right of Way
- Future work to be completed in Detailed Design Stage:
 - Review and Refinement of Tree Impacts
 - Tree Protection/Replanting Plan and Compensation Plan using native species in consultation with City partners



Want to know more?
Visit the project website!

Mitigation Measures and Commitments for Detailed Design Process

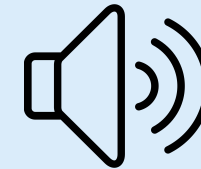
Trees & Vegetation

- Minimize removals
- Tree Protection & Replanting Plan with City Partners
- Compensation for removed trees in accordance with Tree Bylaw (under review & update)



Noise, Vibration & Dust

- Daytime work
- Monitoring program
- Pre-construction condition surveys



Traffic Management & Access

- Traffic Management Plan
- Staging drawings & detour routes
- Advanced notice to property owners



Want to know more?
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Mitigation Measures and Commitments for Detailed Design Process

Flood Management and Natural Heritage



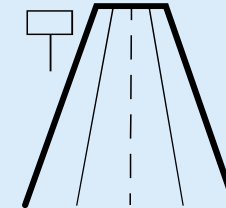
- Conservation Authority Permits
- Erosion & sediment control strategy
- Enhancement of natural heritage linkages including wildlife passages
- Minimize impacts to Species at Risk, with permitting if required

Archaeology, Public & Indigenous Engagement



- Stage 2 Archaeological assessment
- Further archaeological studies, if required
- Further public & indigenous engagement

Interim Safety Measures



- Paved shoulder with markings & bollards
- Signage
- Crosswalk improvements



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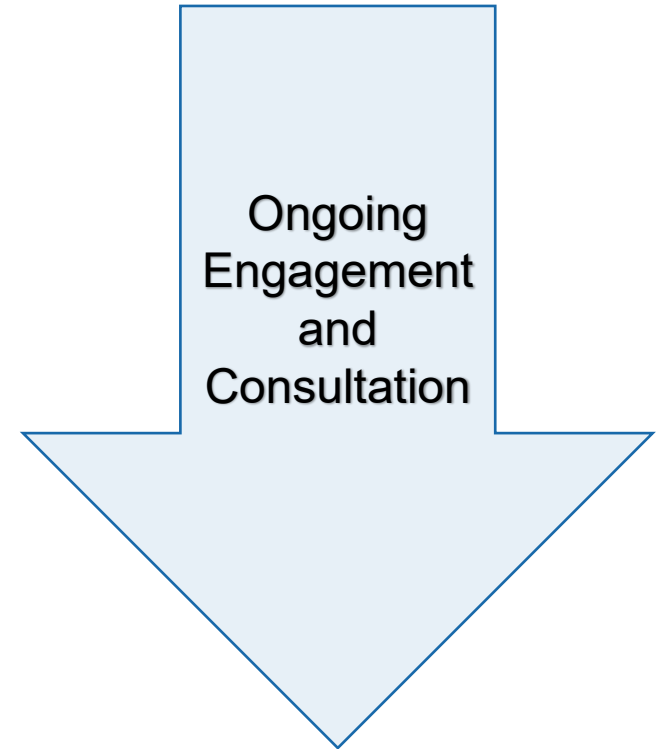
What Happens Next

Summer/Fall 2026 and Winter 2027

- Review PIC #2 Comments and adjust recommendations as required.
- Prepare Environmental Study Report (ESR)
- Present ESR findings to Planning Committee of Council
- Issue Notice of Completion
- Initiate Minimum 30-Day Public & Agency review period and opportunity for Appeal (“Section 16 Order”) based on Indigenous Nations’ Rights and Treaties

Beyond 2027

- **Detailed Design** Phase, including property acquisition & permitting
- **Construction** Phases (subject to annual Council budget approval)
 - **Phase 1** (North of Twenty Road) <5 years
 - **Phase 2** (south of Twenty Road) >5 years



Want to know more?
Visit the project website!

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 & questions or if you wish to be added to the project mailing list.

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