

Dickenson Road (Upper James Street to Glancaster Road)

Municipal Class Environmental Assessment, Phases 3 & 4

WELCOME

PUBLIC INFORMATION CENTRE #2

December 4, 2024
6:00 pm to 8:00 pm

PLEASE SIGN IN

**Please review the materials and provide your comments using the sheets provided.
Your feedback is important to us.**

Staff are available to answer your questions.



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.

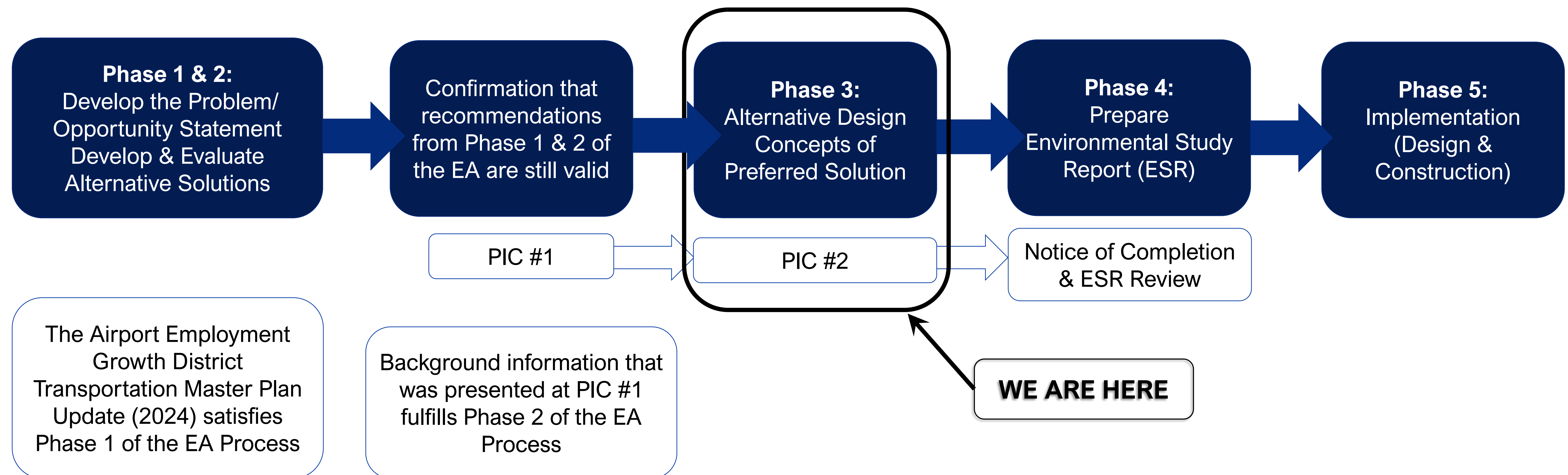
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.



Municipal Class EA Process

The Dickenson Road Municipal Class Environmental Assessment (EA) study is fulfilling the requirements of the Municipal Engineers Association’s Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011, and 2015) for a Schedule ‘C’ project, Phases 3 & 4.

The purpose of this Public Information Centre (PIC) is to present and obtain comments on the preliminary preferred design concepts developed for the widening and reconstruction of Dickenson Road from Upper James Street to Glancaster Road.



AEGD TMP Update (2024) Link: <https://www.hamilton.ca/city-council/plans-strategies/master-plans-studies/transportation-master-plan/airport-employment>



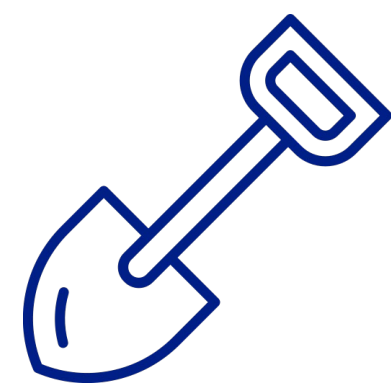
What We Heard From Public Information Centre #1

Key topics heard from Public Information Centre (PIC) #1 on March 3, 2020.



Natural Heritage

Concerned with natural environment and wildlife impacts.



Timing of Improvements

Uncertain of when construction of this roadway will take place.



Property Impacts

Concerned with potential loss of residential property and impacts to property value.



Water and Wastewater Servicing

Requested consideration for installing water and wastewater servicing prior to roadway construction.



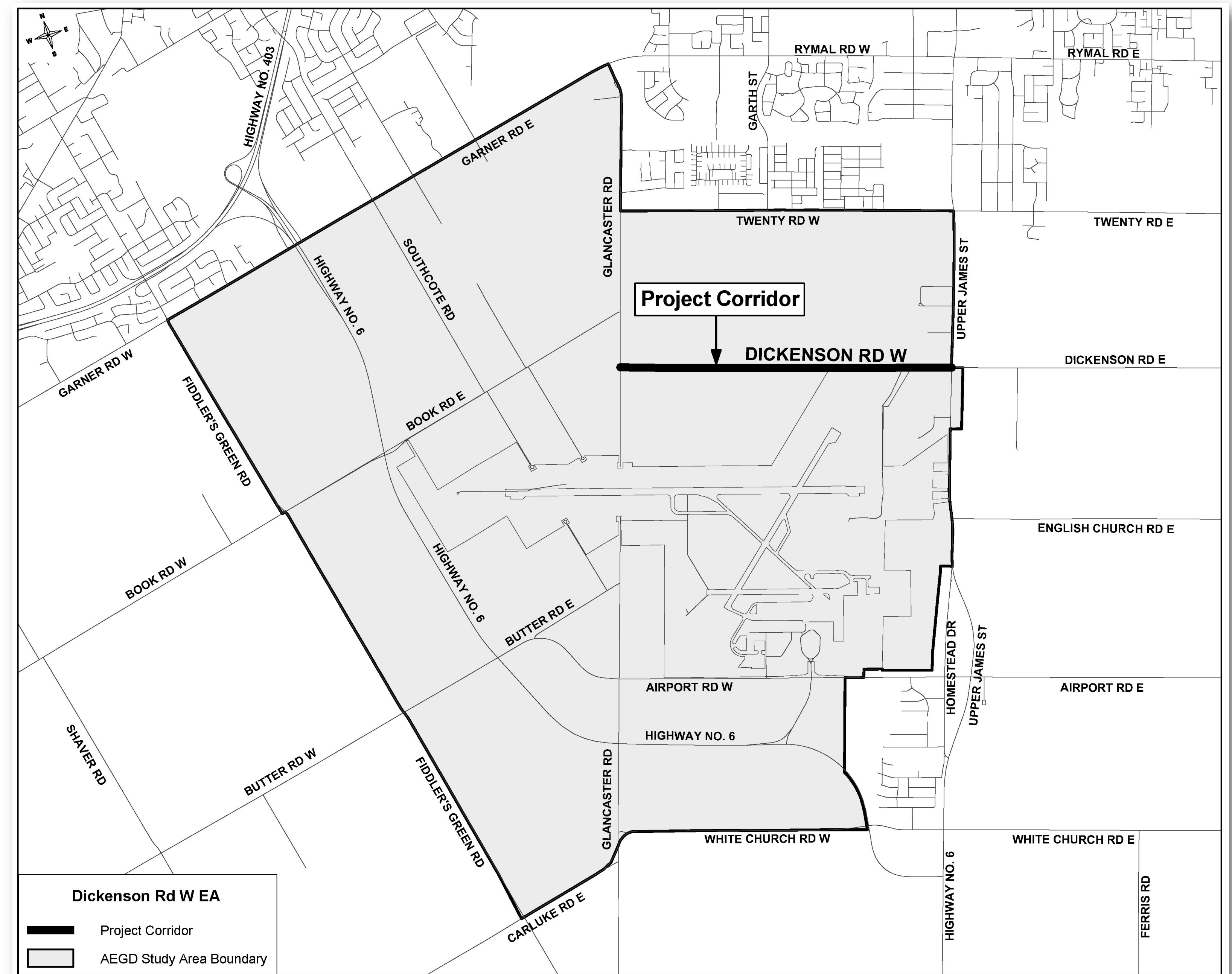
Study Area & Background

The study area includes Dickenson Road from Upper James Street to Glancaster Road within the Hamilton Airport Employment Growth District (AEGD).

The **Airport Employment Growth District Transportation Master Plan Update 2024 (AEGD TMP Update)** identifies policies, programs and infrastructure improvements needed to manage both existing and future transportation demand for the business park.

The **AEGD TMP Update** identified Dickenson Road between Upper James Street and Glancaster Road as requiring:

1. Additional lane capacity to address future traffic growth
2. More options for travel including automobiles, transit, and active transportation (e.g. cycling and walking) for people to access the employment area
3. Safe and efficient movement of goods
4. Low impact development form of stormwater conveyance.



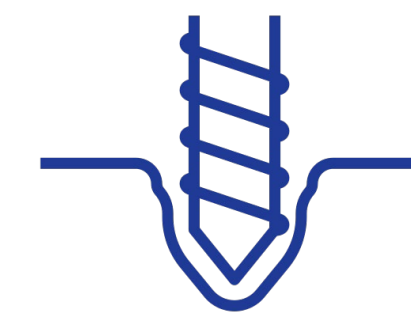


Key Technical Studies

The following technical studies have been conducted to inform the evaluation of alternatives thus far:



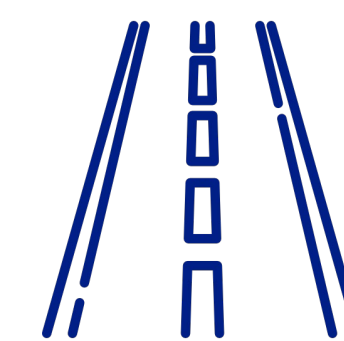
Natural Heritage Assessment



Geotechnical Assessment



Cultural Heritage Assessment



Transportation Assessment



Archaeological Assessment
(Stage 1)



Existing & Future Transportation Conditions

Existing Transportation Conditions:

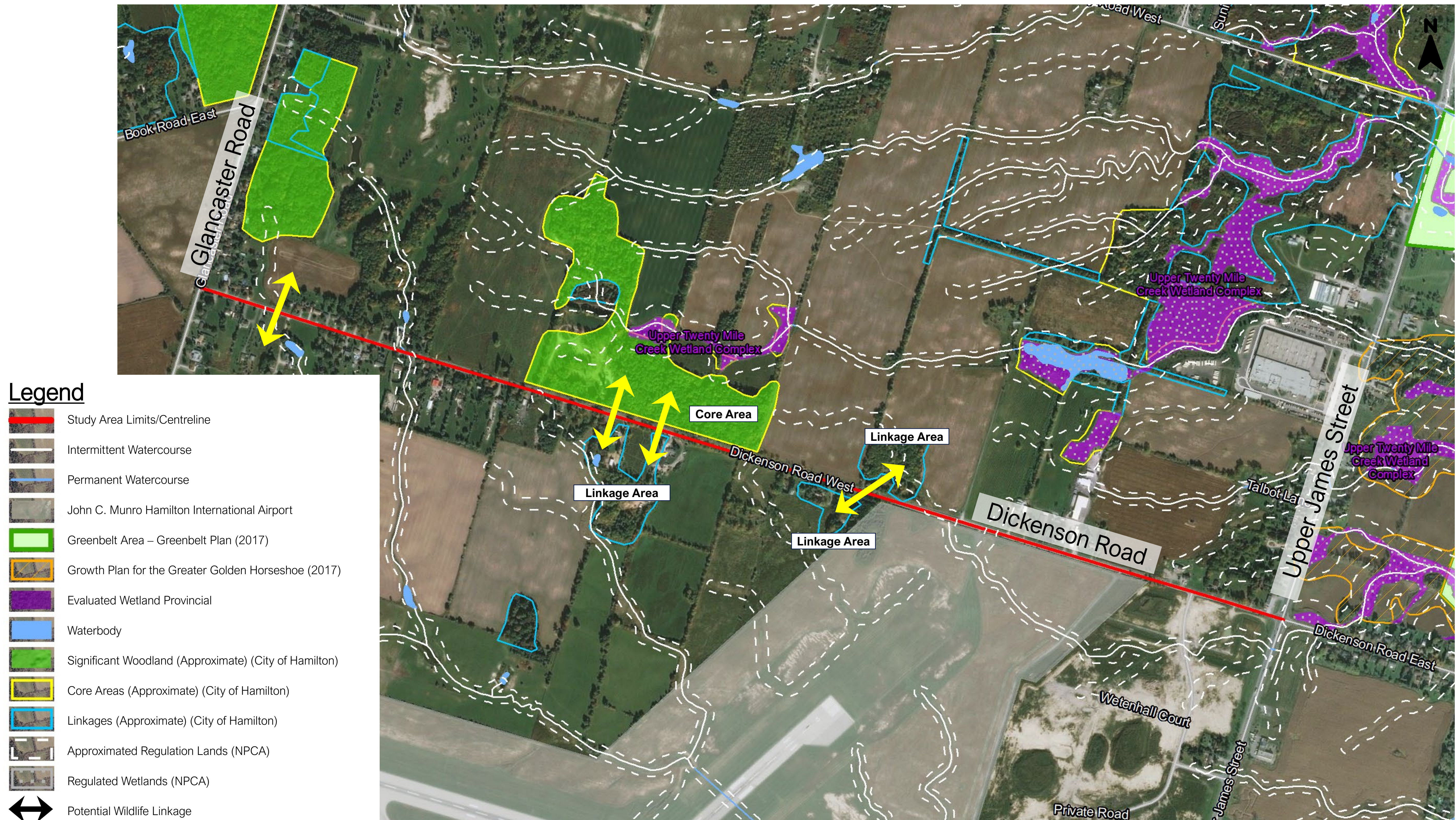
- **Dickenson Road** is a designated two-lane rural roadway (i.e., one travel lane per direction with no curb and gutter) with a posted speed limit of 60 km/h.
- There are no designated pedestrian or cyclist facilities along the corridor.
- There is a lack of transit facilities (i.e. bus shelters) along the corridor.

Future Transportation Conditions:














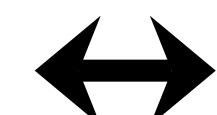
- The AEGD TMP Update identified improvements to **Dickenson Road** that includes:
 - Widening to a four-lane urban roadway (i.e. two travel lane per direction with curb and gutter) and a continuous center left turn lane.
 - Adding pedestrian and cyclist facilities along the corridor.
 - Accommodating future transit shelter spaces within the boulevard.
 - New intersections along the corridor for future roadways needed to be constructed to support future employment growth.
- Dickenson Road West is a designated truck route as per the Truck Route Master Plan Update (2022)



Existing Natural Heritage Inventory



Legend

-  Study Area Limits/Centreline
-  Intermittent Watercourse
-  Permanent Watercourse
-  John C. Munro Hamilton International Airport
-  Greenbelt Area – Greenbelt Plan (2017)
-  Growth Plan for the Greater Golden Horseshoe (2017)
-  Evaluated Wetland Provincial
-  Waterbody
-  Significant Woodland (Approximate) (City of Hamilton)
-  Core Areas (Approximate) (City of Hamilton)
-  Linkages (Approximate) (City of Hamilton)
-  Approximated Regulation Lands (NPCA)
-  Regulated Wetlands (NPCA)
-  Potential Wildlife Linkage



Existing Cultural Heritage Inventory

11 cultural heritage resources were identified within and adjacent to the study area, which includes farmscapes, residences, the airport, and cemetery.

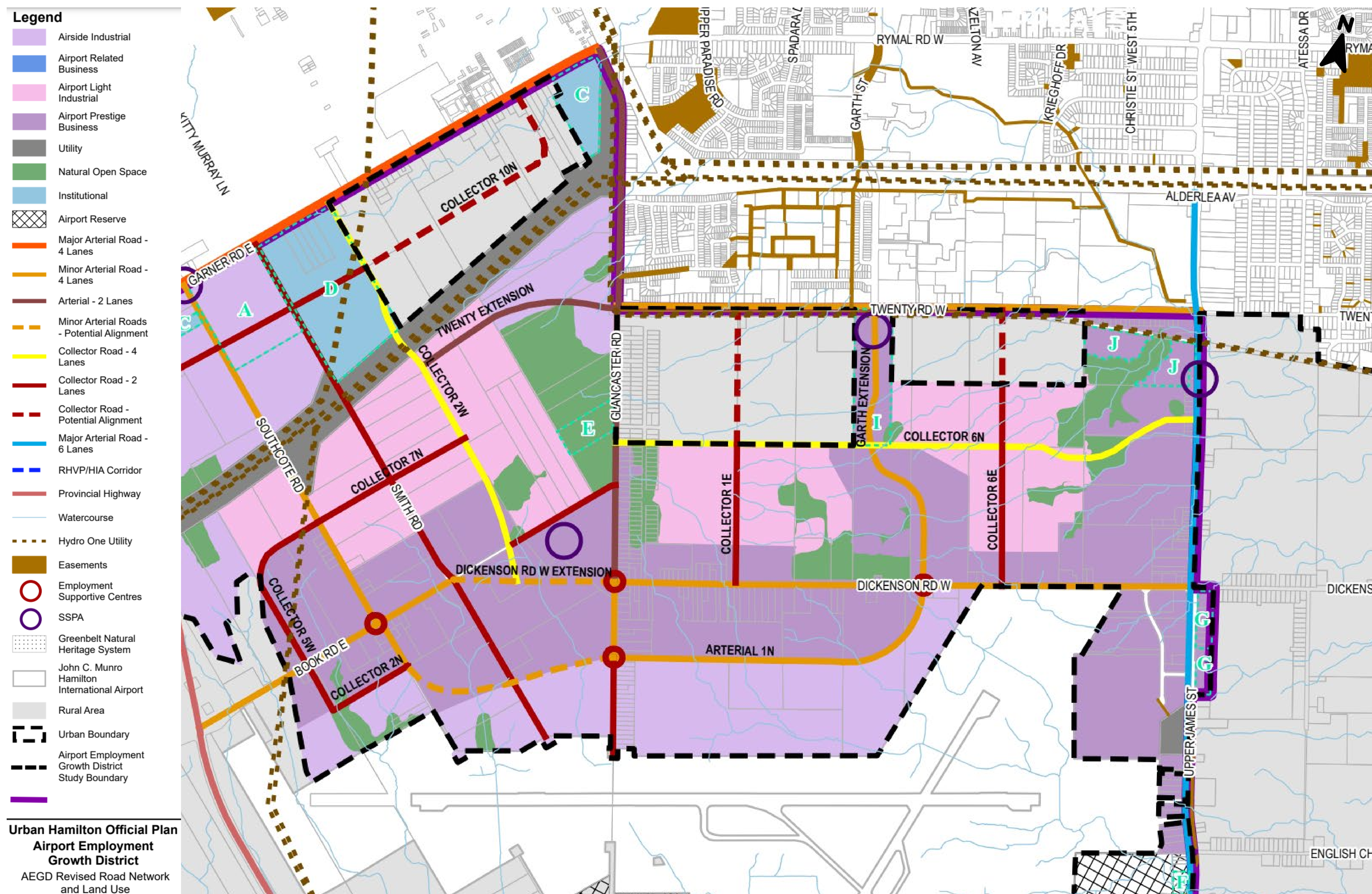


Legend

Farmscape	Residence	Airport	Cemetery
1 2 3 8	9 11	7	10
4 5 6			

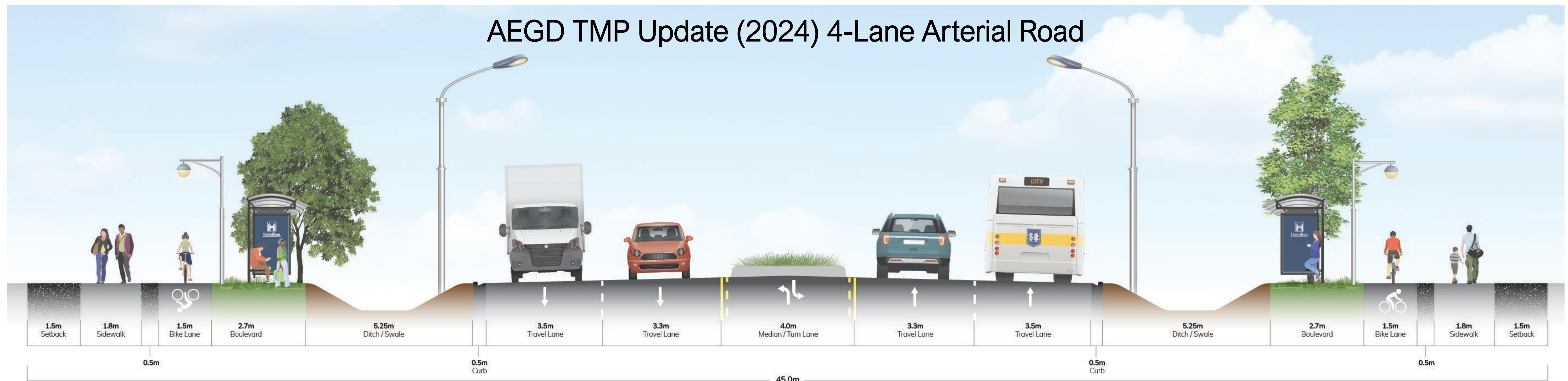


AEGD Transportation Master Plan Update Road Network Map



AEGD TMP Update Recommendation

- The recommended AEGD TMP cross-sections were designed to comply with the City of Hamilton's **Complete Street Design Guidelines** to foster inclusive, safe, and efficient mobility options for all road users.
- Road cross-sections were also designed according to the AEGD TMP Update's conceptual cross-section for a **45m Arterial Roadway** and the Eco-industrial Design Guidelines to ensure sufficient capacity for stormwater conveyance and management. Increased the width of ditches and providing space for potential low impact development techniques can reduce the velocity and volume of stormwater generated along the roadway corridor, allowing for potential groundwater recharge.



NOTE: The cross section configuration is conceptual, context sensitive and, where applicable, subject to refinements at phases 3 & 4 of the Municipal Class Environmental Assessment or Planning Applications. All cross section elements shall conform to the City master plans, policies and standards, including street lighting, stormwater, landscaping, etc.



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*.

CRITERIA	DESCRIPTION
Technical	Does the alternative adequately address the technical requirements of the project (e.g. vehicular, pedestrian and cycling traffic needs)?
Socio-Economic Environment	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.) ?
Natural Environment	How does the alternative affect existing vegetation, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
Cultural Heritage	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	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?



Alternative Design Concepts - Corridor

Design concepts for the corridor were developed to achieve the City's vision for the AEGD while respecting current land uses of the corridor and minimizing property impacts. The following design concepts were evaluated:

1. **Do nothing** (required as part of the Class EA for comparison purposes)*
2. **Widen from the existing Centerline** (widen the right-of-way equally to the north and south)**
3. **Widen to the North** (limit widening of right-of-way to the south to 5.0m to accommodate previous property acquisition and widen the rest to the north)
4. **Widen to the South** (limit widening of right-of-way to the north to 5.0m to accommodate previous property acquisition and widen the rest to the south)

**Do nothing alternative was previously considered in the AEGD TMP Update 2024. For this corridor, it was not a preferred solution.*

***Right-of-way is typically defined as public space which includes the road asphalt for vehicular travel as well as sidewalks, cycling lanes, boulevards, trees, curbs, shoulders, ditches, utilities (above and below ground), water lines, sewers, and bus shelters.*

Dickenson Road – Alternative Designs (Road Widening)

Alternative 1 – Do Nothing (Current Condition)

- ✗ Traffic capacity, goods movement and transit needs not addressed
- ✗ AEGD Urban Design Guidelines for Arterial Roadways not addressed
- ✗ No dedicated active transportation facilities

Alternative 2 – Widen from the Existing Centerline

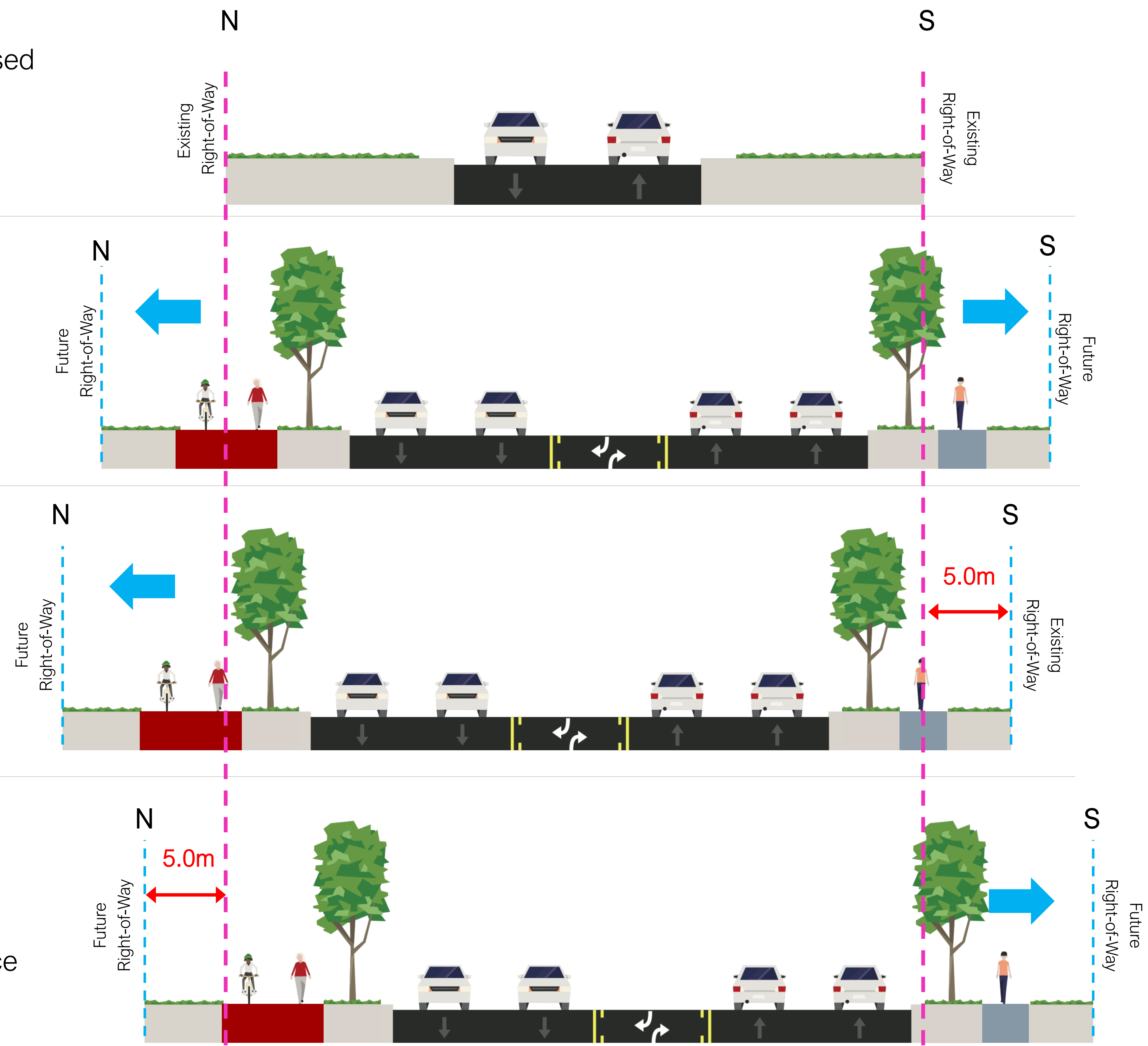
- ✓ Satisfies all modes of transportation needs
- ✗ Impacts 23 residential properties (19.4Ha)
- Moderate impacts to woodlot & cultural heritage resources (10,452 m²)

Alternative 3 – Widen to the North

- ✓ Satisfies multi-modal traffic capacity, transit and active transportation needs
- ✗ Impacts 23 residential properties (21.4Ha)
- ✗ Major impacts to woodlot & cultural heritage resources (11,653m²)

Alternative 4 – Widen to the South

- ✓ Satisfies future traffic capacity needs and provides options for transit routing
- ✗ Excessive impacts to airport lands (not supported)
- Reduced impacts to woodlot, moderate cultural heritage resource impacts (10,379m²)





Dickenson Road Alignment Evaluation Summary

EVALUATION CRITERIA	1. Do Nothing		2. Widen from the Centerline (Widen equally to the north and south)		3. Widen to the North (Limit widening to the south to 5.0m and widen the rest to the north)		4. Widen to the South (Limit widening to the north to 5.0m and widen the rest to the south)	
TECHNICAL (TRAFFIC OPERATIONS & SAFETY / ROADWAY DRAINAGE)		Multi-modal traffic capacity, goods movement and transit routing needs not addressed		Satisfies future multi-modal traffic capacity, including goods movement and transit routing needs		Satisfies future multi-modal traffic capacity, including goods movement and transit routing needs		Satisfies future multi-modal traffic capacity, including goods movement and transit routing needs
SOCIAL ENVIRONMENT		Does not align with City's planning policies (City-Wide TMP, AEGD Vision, etc.). No impacts to businesses, residents, or airport lands		Aligns with City's planning policies (CityWide TMP, AEGD Vision, etc.). Requires approx 19.4Ha additional property		Aligns with City's planning policies (CityWide TMP, AEGD Vision, etc.). Requires approx 21.4Ha additional property		Aligns with City's planning policies (City-Wide TMP, AEGD Vision, etc.). Amount of encroachment into airport lands not supported.
NATURAL ENVIRONMENT		Lack of roadway and Active Transportation improvements could lead to increased congestion and deteriorating air quality		Moderate encroachment into wooded area north of roadway can be reduced though mitigation. Drainage & SWM requirements addressed.		Significant encroachment into wooded area north of roadway. Drainage & SWM requirements addressed.		Minor encroachment into wooded area north of roadway. Drainage & SWM requirement addressed.
HERITAGE / ARCHAEOLOGICAL / CULTURAL IMPACTS		No impact to archaeological or built heritage resources along the corridor		Encroaches toward 5 Built Heritage Resources (no buy-out of Built Heritage Resources)		Encroaches toward 4 Built Heritage Resources (requires buy-out of 1 Built Heritage Resource)		Encroaches toward 5 Built Heritage Resources (no buy-out of Built Heritage Resources)
COST*		No capital cost but ongoing costs to maintain deteriorating existing infrastructure		Approx \$29M in capital costs with \$75M in property costs		Approx \$29M in capital costs with \$78M in property costs. Additional Throwaway* costs due to offset interim design		Approx \$29M in capital costs with \$42M in property costs. Additional Throwaway* costs due to offset interim design
EVALUATION SUMMARY	Not Recommended		Recommended to be Carried Forward		Not Recommended		Not Recommended	

The alternative recommended to be carried forward is **Alternative 2 – Widen about the Centerline.**



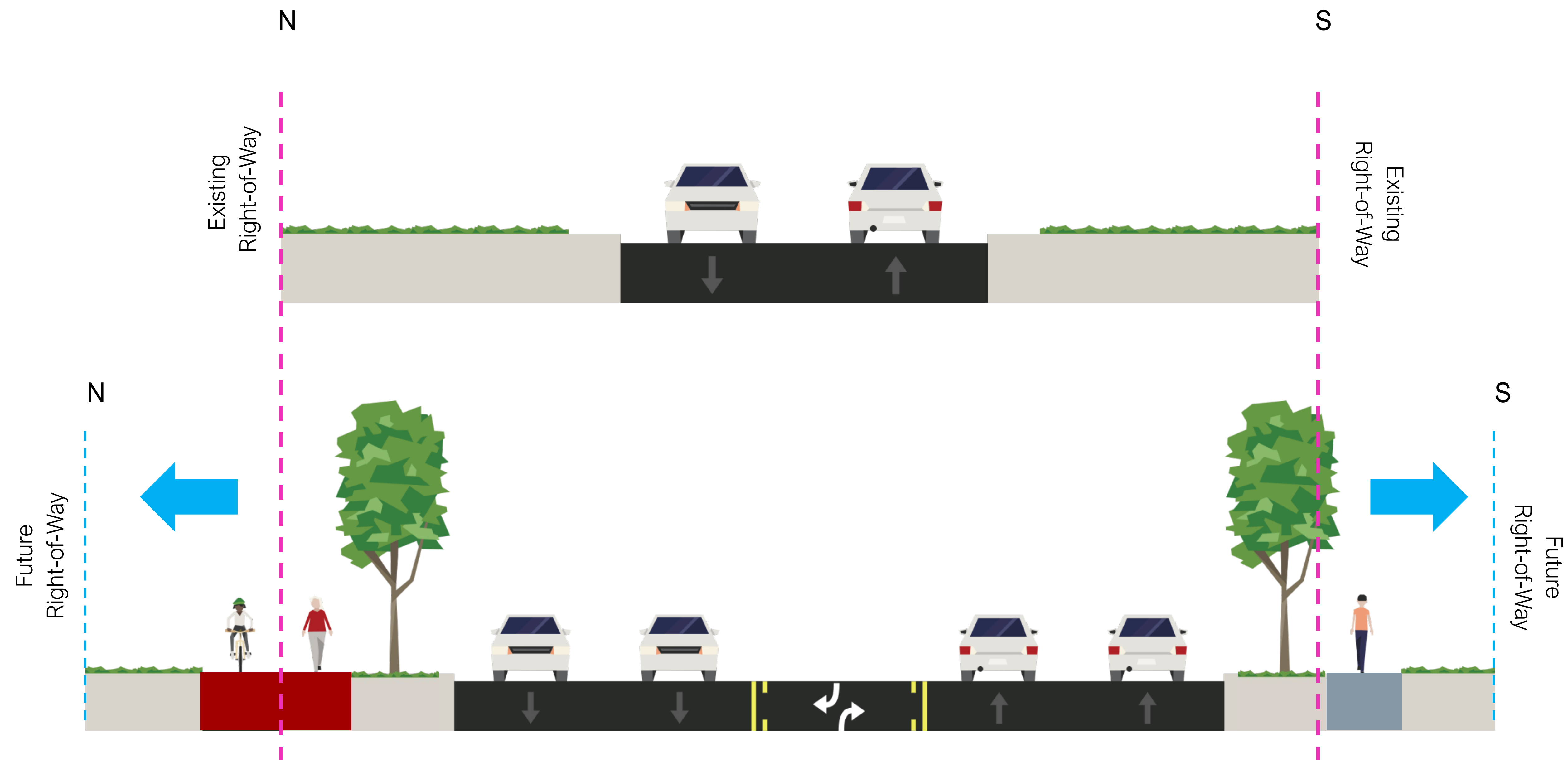
Not Preferred → Preferred

(*)Throwaway costs are off-set by savings in not having to expropriate additional properties, including homes, and not having to maintain a larger roadway when it's not needed.



Dickenson Road Alignment – Recommended Design

The preliminary recommended design for the Dickenson Road alignment is **Alternative 2 – Widen from the Existing Centerline**, with localized adjustments to avoid key impacts.





Alternative Design Concepts – Active Transportation

Several active transportation alternatives for the corridor were developed to achieve the City's vision for the AEGD and improve connectivity to the Cycling Network. The following active transportation facilities were evaluated:

1. Do Nothing
2. Bike Lane and Sidewalk on Both sides
3. Two-Way Cycle Track on the North side and Sidewalk on Both sides*
4. Multi-Use Path on the North side and Sidewalk on the South side**

** Two-way Cycle Tracks are physically separated cycle lanes that allow bicycle movement in both directions on one side of the road.*

*** Multi-Use Path is a path that is designed to accommodate the movement of both pedestrians and cyclists together in either direction.*

Dickenson Road – Alternative Designs (Active Transportation)

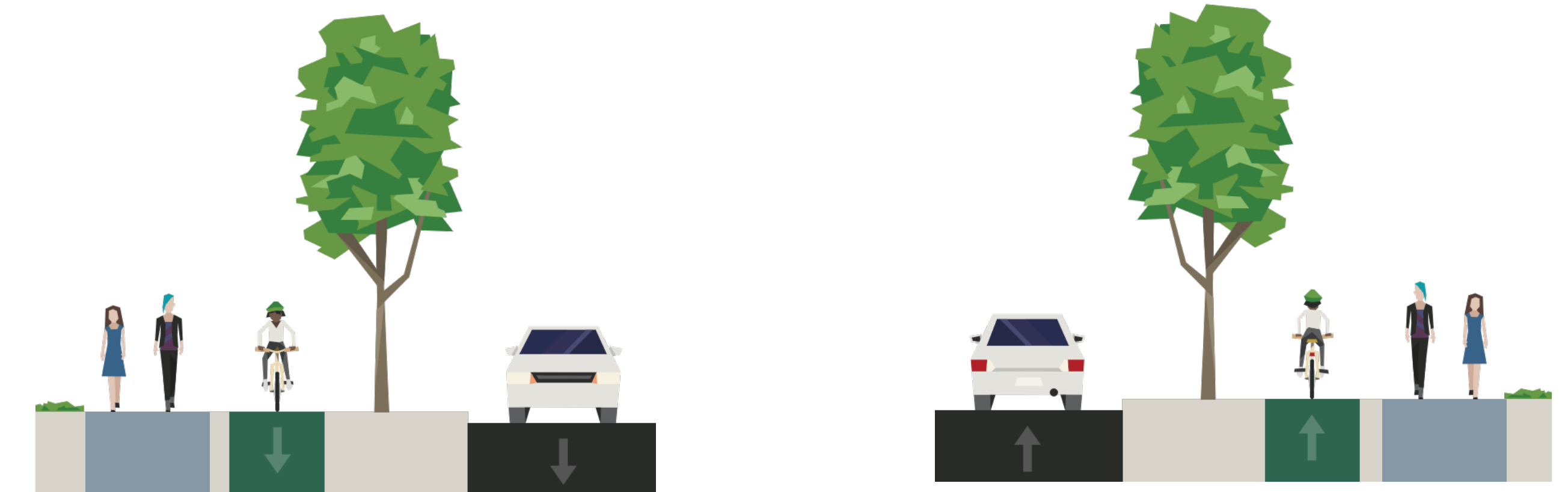
Alternative 1 – Do Nothing

- ✗ No active transportation facilities provided. This alternative is required to be evaluated as a baseline comparison for other alternatives.



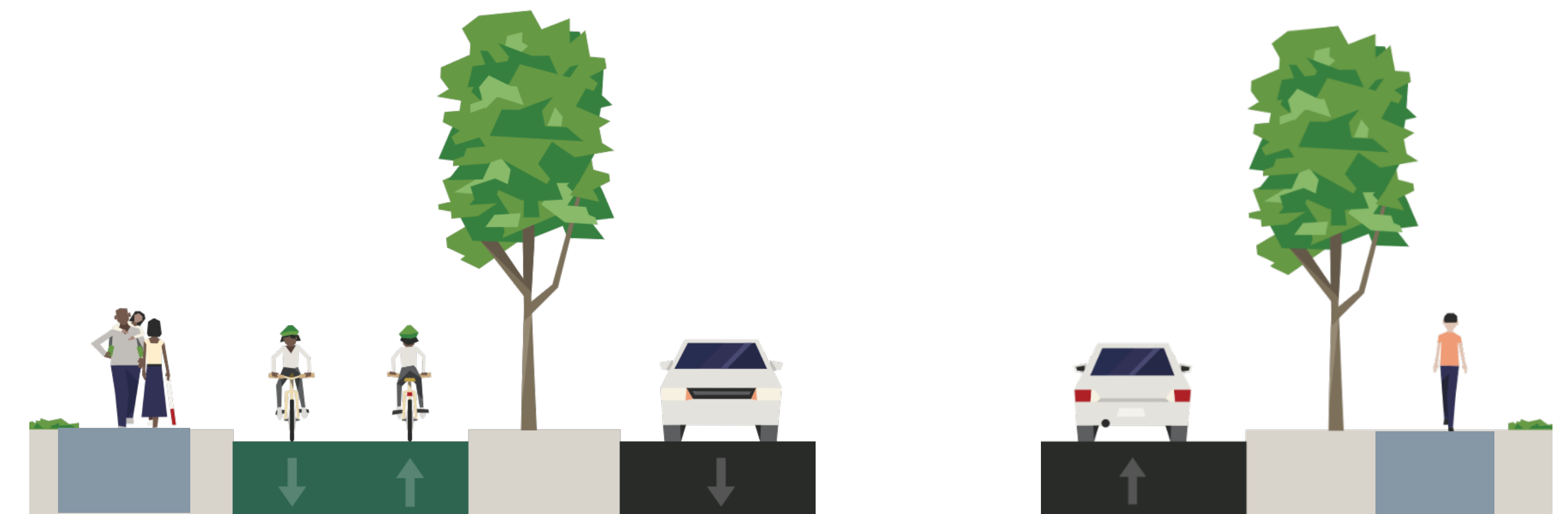
Alternative 2 - Bike Lane and Sidewalk on Both Sides

- ✗ Requires transition to alternate configuration at constraint areas
- ✗ Requires expansion of 45m ROW to implement
- ✗ Increased encroachment into cultural heritage properties



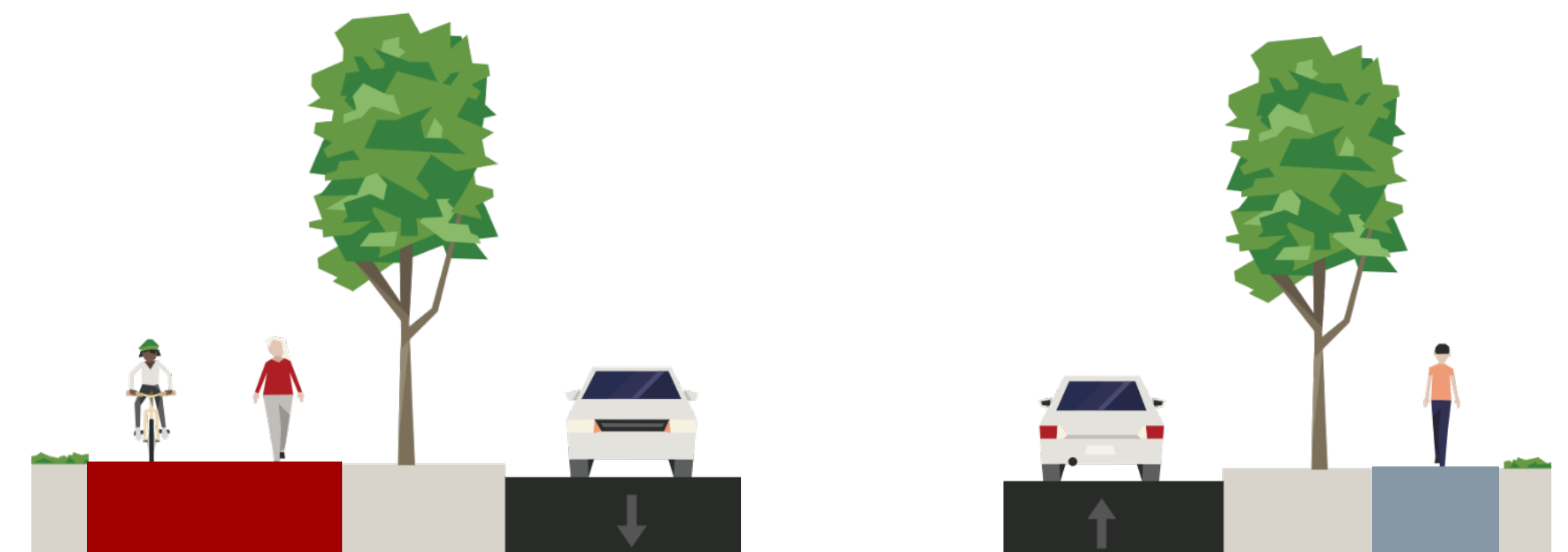
Alternative 3 - Two-Way Cycle Track on North Side and Sidewalk on Both Sides

- Continuity issues due to transition required at key constraints
- ✗ Requires expansion of 45m ROW to implement
- ✗ Increased encroachment into cultural heritage properties



Alternative 4 - Multi-Use Path on North Side and Sidewalk on South Side

- ✓ Maintains continuity throughout the corridor
- ✓ No additional impact beyond 45m ROW
- ✓ No additional impacts to cultural heritage properties

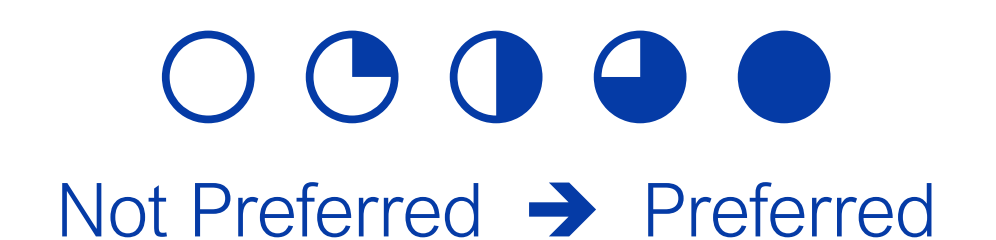




Dickenson Road Active Transportation Evaluation Summary

EVALUATION CRITERIA	1. Do Nothing	2. Bike Lane and Sidewalk (Both Sides)	3. Two-way Cycle Track (One Side) and Sidewalk (Both Sides)	4. Mutli-Use Path (North Side) and Sidewalk (South Side)
TECHNICAL (TRAFFIC OPERATIONS & SAFETY / ROADWAY DRAINAGE)	Does not improve multi-modal safety, does not aligned with AEGD Urban Design Guidelines or updated TMP' recommended cross-section. Does not improve connection to Cycling Network.	Cannot be implemented within the AEGD recommended 45m cross-section (in conjunction with other elements) without causing significant impacts due to existing grades	Cannot be implemented within the AEGD recommended 45m cross-section (in conjunction with other elements) without causing significant impacts due to existing grades	Consistent Multi-Use Path configuration throughout corridor improves multi-modal safety, aligns with AEGD Urban Design Guidelines. Improves connection to Cycling Network.
SOCIAL ENVIRONMENT	Does not align with City's planning policies (City Wide TMP, AEGD Vision, etc.). No property impacts to businesses, residents, or airport lands.	Promotes active transportation and lifestyle but requires additional lands beyond 45m ROW due to existing grades.	Promotes active transportation and lifestyle but requires additional lands beyond 45m ROW due to existing grades.	Aligns with City's planning policies (City Wide TMP, AEGD Vision, etc.). Promotes active transportation and lifestyle.
NATURAL ENVIRONMENT	No increase to environmental footprint.	Increased environmental footprint with potential land impact that could have environmental significance (eg existing woodlot).	Increased environmental footprint with potential land impact that could have environmental significance (eg existing woodlot).	Increased environmental footprint with potential land impact that could have environmental significance (eg existing woodlot).
HERITAGE / ARCHAEOLOGICAL / CULTURAL IMPACTS	No impacts to Cultural Heritage Resources and for areas of Archaeological Potential.	Increased encroachment into cultural heritage properties and lands that could have archaeological potential.	Increased encroachment into cultural heritage properties and lands that could have archaeological potential.	No additional encroachment into, cultural heritage properties and lands that could have archaeological potential.
COST	No construction or maintenance costs anticipated.	Higher construction costs due to additional lands required beyond 45m ROW	Higher construction costs due to additional lands required beyond 45m ROW	Lower construction and maintenance costs due to reduced overall footprint.
EVALUATION SUMMARY	Not Recommended	Not Recommended	Not Recommended	Recommended to be Carried Forward

The alternative recommended to be carried forward for active transportation facilities is **Alternative 4 – Multi-use Path (North Side) and Sidewalk (South Side)**.





How we arrived at the preferred cross-section

Following Public Information Centre (PIC) #1, the project team confirmed that Dickenson Road is required to be widened to 5-lanes with a 37m right-of-way, in accordance with recommendations of the AEGD TMP approved in 2016.

Based on the widened 45m wide right-of-way conceptual cross-section approved through in the AEGD Transportation Master Plan Update 2024, a preferred cross-section was developed for Dickenson Road. This cross-section includes 5-lanes, sidewalk, cycle tracks, and provision for *surface-based*** Low Impact Development (LID)* features.

The 45m wide right-of-way is not able to accommodate all the preferred cross-section features (please refer to the roll plan), so an alternate, but similar cross-section was developed (similar to the 45m wide preferred cross-section) but utilizes narrower open ditches along with provisions for *sub-surface**** LID features instead.

** Low Impact Development (LID) are techniques that mimic the natural environment and allow rainwater to be absorbed/conveyed where it falls.*

*** Surface-based LID are LID features that are above ground (i.e. wide-flat bottom ditches)*

**** Sub-surface LID are LID features that are underneath the ground (i.e. storage pipes).*



Preferred Cross-Section Renderings

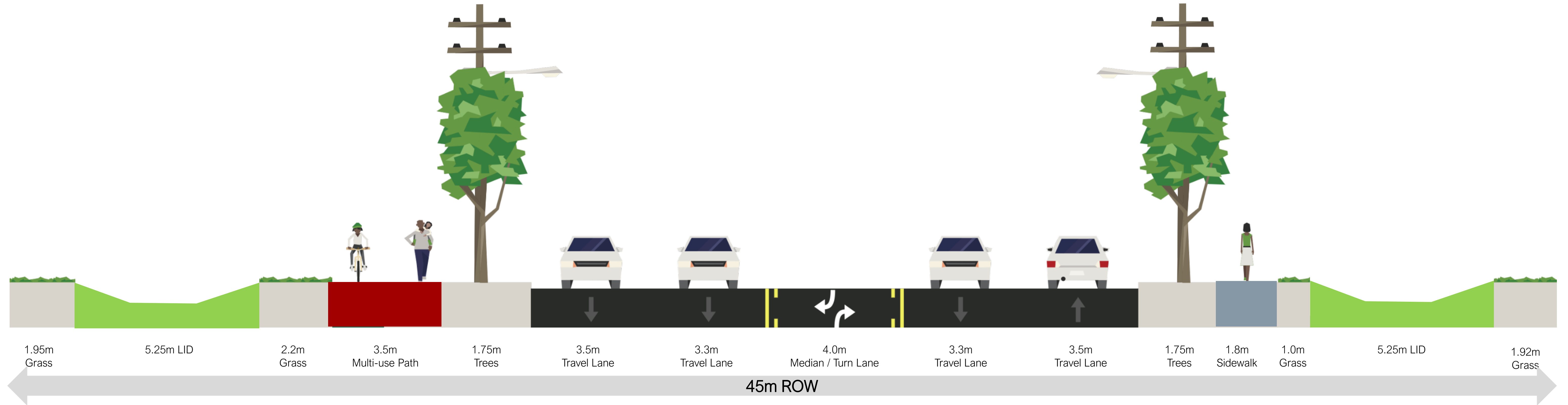


Figure 1: Preferred Cross-Section with Surface Low Impact Development (LID)

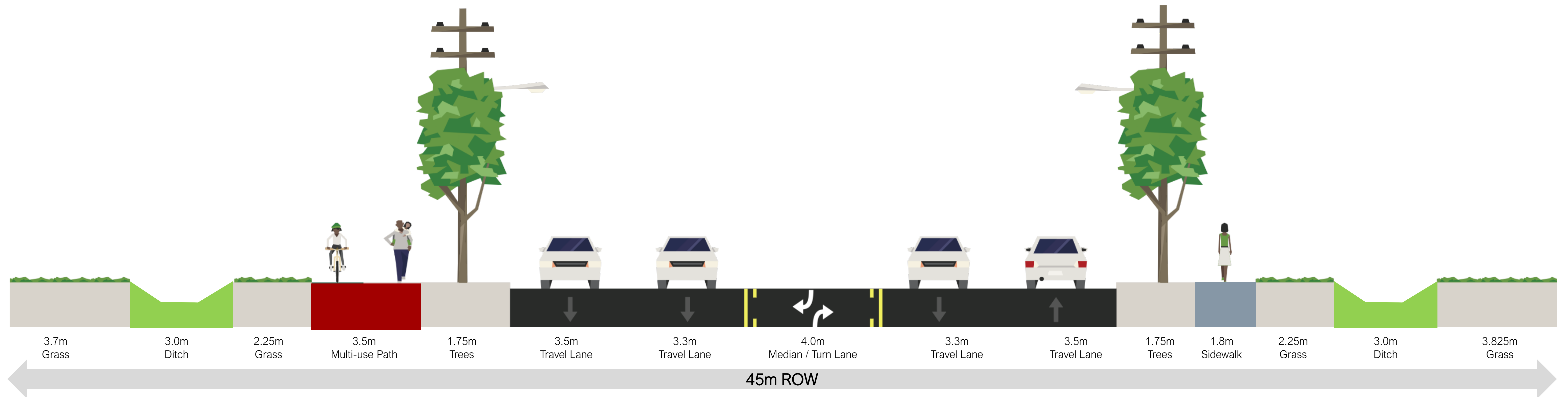


Figure 2: Alternate Preferred Cross-Section with Sub-Surface Low Impact Development (LID)



Stormwater Management & Low Impact Development (LID)

- Ditches will be sized to accommodate flows generated from the future road widening
- Where feasible, LID features within the road right-of-way will be implemented to qualitatively and quantitatively improve stormwater runoff including:
 - Drainage ditches
 - Shallow vegetated swales





Intersection Considerations

There are three signalized intersections along Dickenson Road that were considered in the development of the preferred design. Two of the intersection's signalization requirements will be determined through development applications (by others). Please refer to the roll plan for the location of these intersections.



Legend

- Future Signalized Intersection
- Existing Signalized Intersection
- Future Intersection Requirements to be determined through development applications (by others)

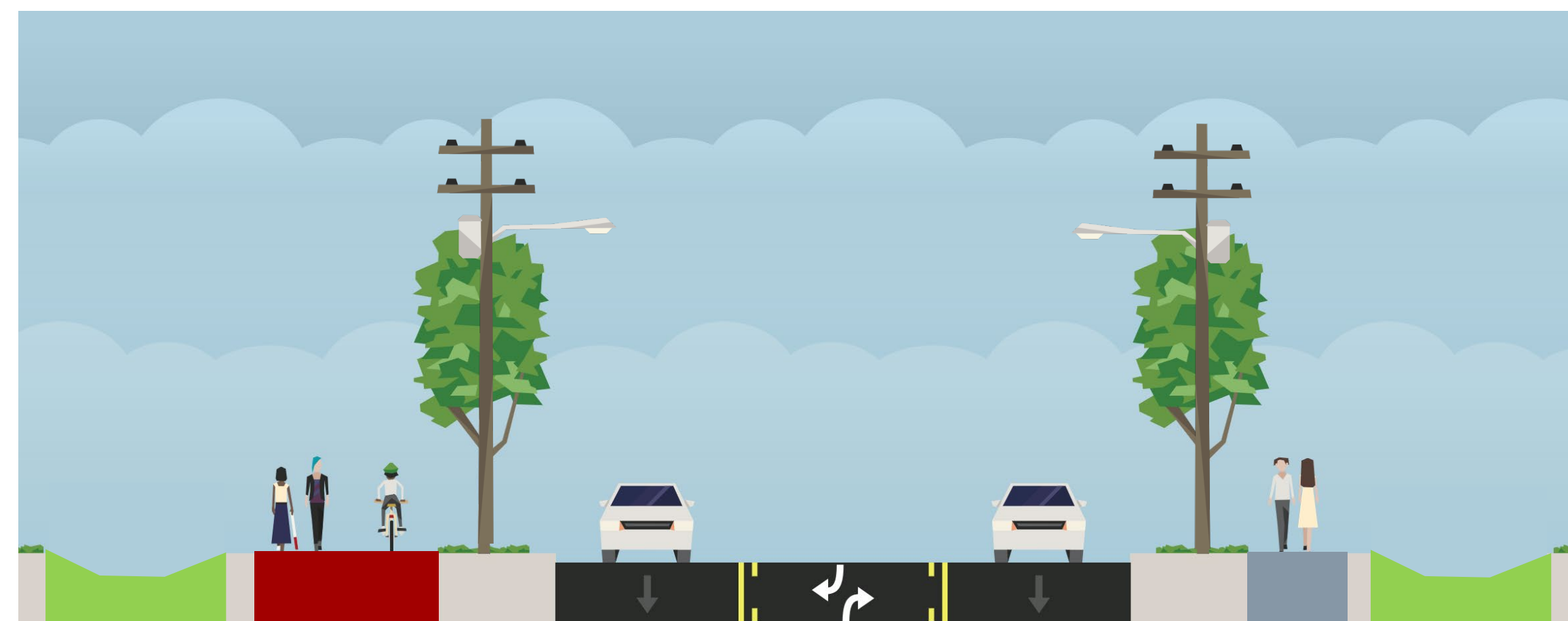
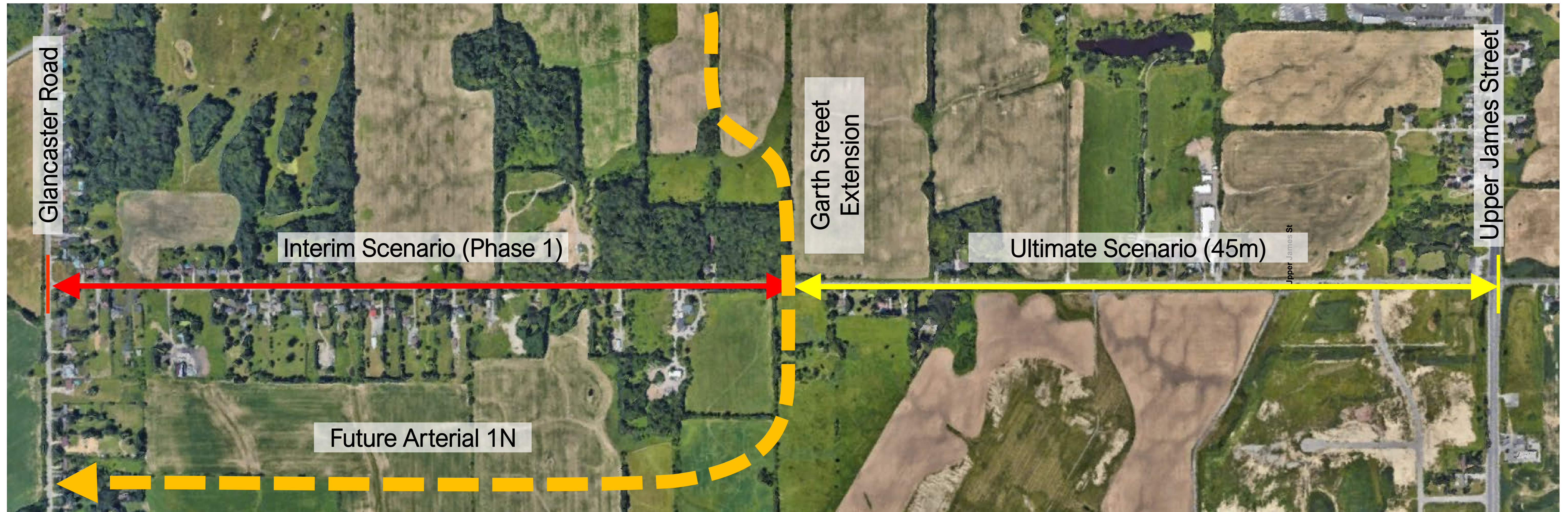


Phased Approach to Implementation

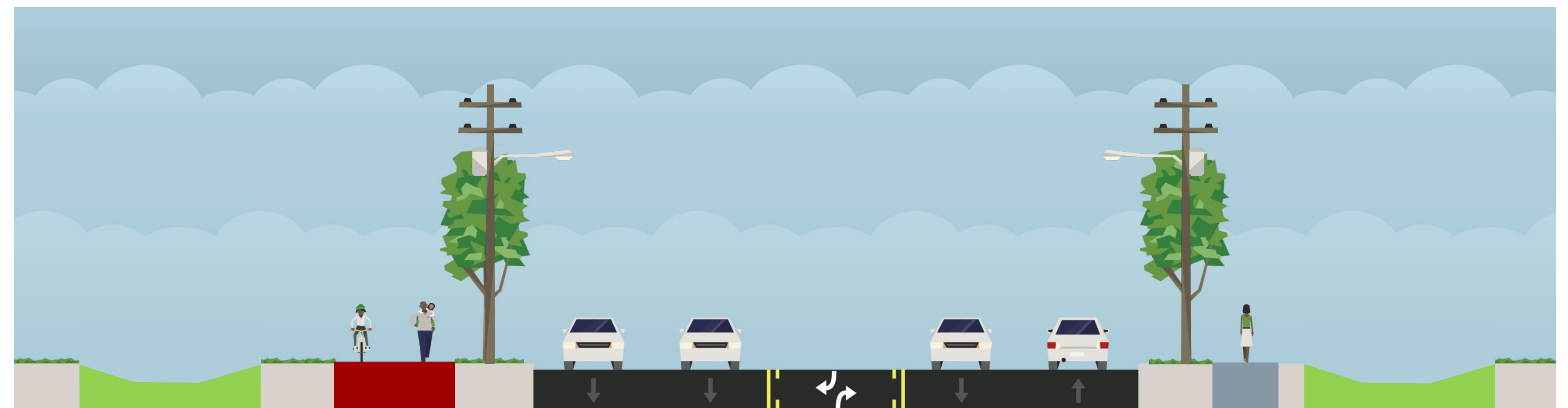
- Implementing the full 45m right-of-way would require full buy-out of properties, especially on the north side of Dickenson Road between Glancaster Road and Garth Street Extension. However, based on the traffic forecast and the anticipation of traffic to divert onto the future Arterial 1N roadway, the City is looking to implement the full 45m right-of-way in a phased approach.
- Prior to implementing the ultimate five lane design for the full length of the corridor (45m right-of-way), an “Interim” three lane design (30m right-of-way) has been developed for the short-medium term west of future Garth Street Extension intersection, until additional traffic capacity (i.e. travel lanes) is required.
- Please refer to the roll plan for both the ultimate and interim designs.



Phased Approach to Implementation



Interim 3 Lane Cross-Section (30m)

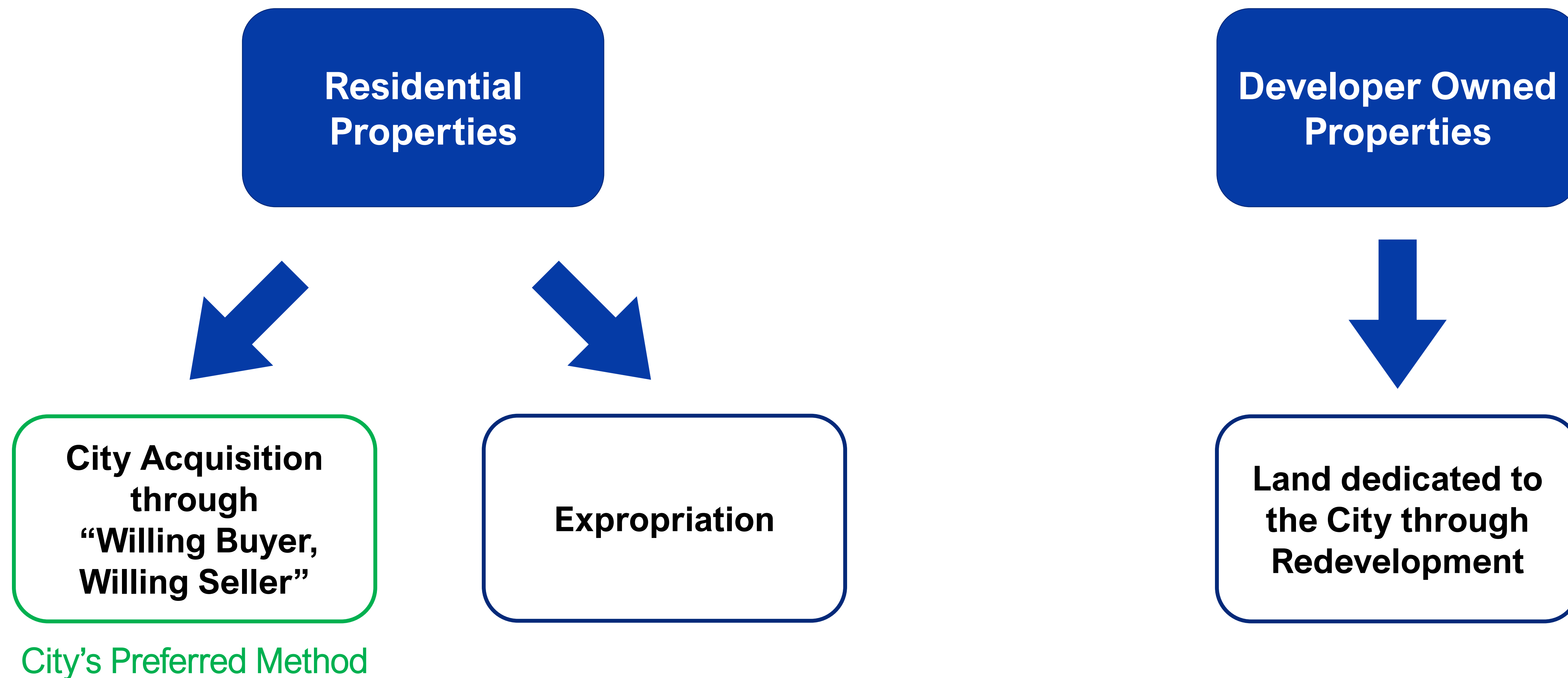


Ultimate 5 Lane Cross-Section (45m)



Property Acquisitions

Depending on the ownership of the impacted properties along Dickenson Road (i.e. residential or developer), the City of Hamilton has the following options to obtain property:



- *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.



Next Steps

EA Phase 3

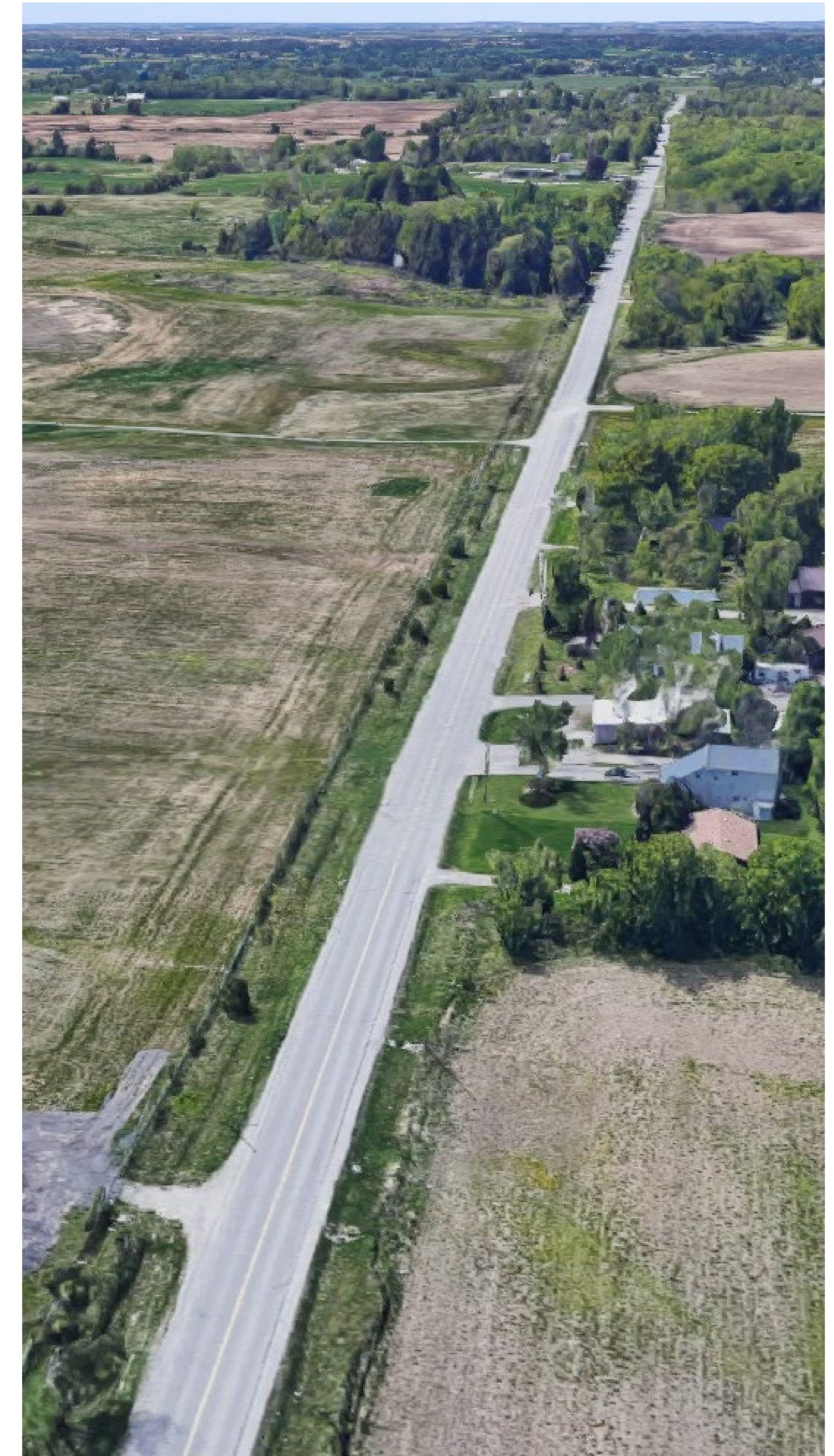
- Confirm the **recommended functional design** in consideration of comments received
- Complete required studies (i.e. Stormwater Management Plan)
- Meet with provincial Agencies, Stakeholders, and Indigenous Nations.

EA Phase 4

- Prepare the **Environmental Study Report (ESR)** and present to Council for approval
- 30-day **ESR review period** (opportunity for public comment/appeal based only on Indigenous Rights and Treaties)

EA Phase 5

- **Implementation (Design & Construction)** within the next 5-to-10-year time frame





We want to hear from you!

Thank you for attending! Please place comments in the comment box or send comment sheet via mail or email by **January 8, 2025**, to:

City of Hamilton
Patrick Yip, P.Eng.
Project Manager, Infrastructure Planning
Tel: 905-546-2424 Ext. 6412
E-mail: iplanning@hamilton.ca
Mail: 71 Main Street West
Hamilton, ON L8P 4Y5

R.V. Anderson Associates Limited
Nick Palomba, P.Eng.
Project Manager
Tel: 905-685-5049 ext. 4204
E-mail: npalomba@rvanderson.com
Mail: 43 Church Street, Suite 104
St. Catharines, ON L2R 7E1

For project updates, and to submit any comments and/or questions, please visit:
<https://engage.hamilton.ca/dickensonrdea>

To review previous project documents and background technical reports, please visit:
<https://hamilton.ca/DickensonRdEA>