

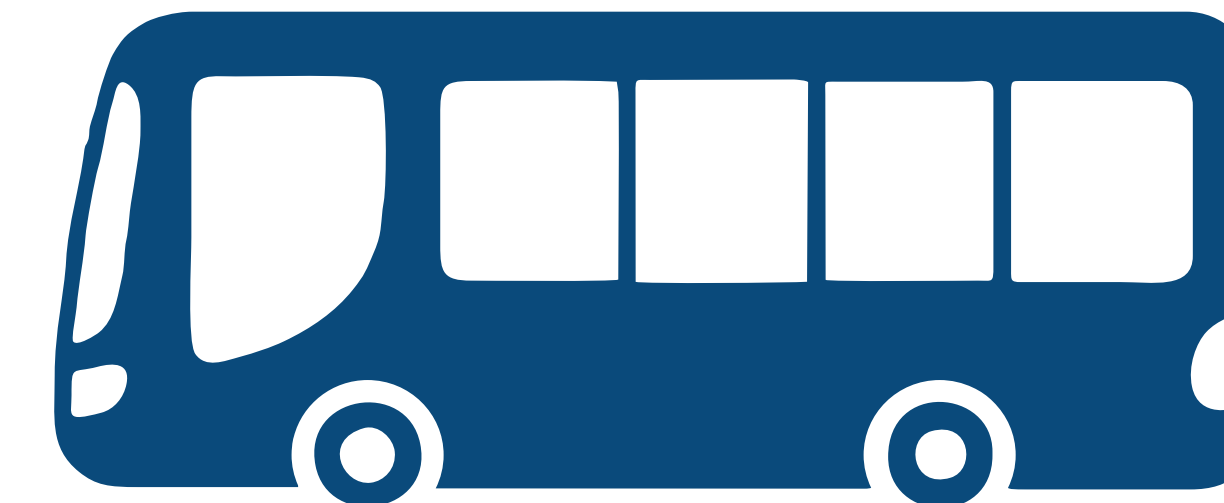
# **Upper Wellington Street Improvements (Stone Church Road to Limeridge Road) Municipal Class Environmental Assessment**

## **Public Information Centre #2**

Sackville Hill Seniors Recreation Centre (780 Upper Wentworth St, Hamilton)

Tuesday, December 10, 2024

6:00 p.m. – 8:00 p.m.





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.

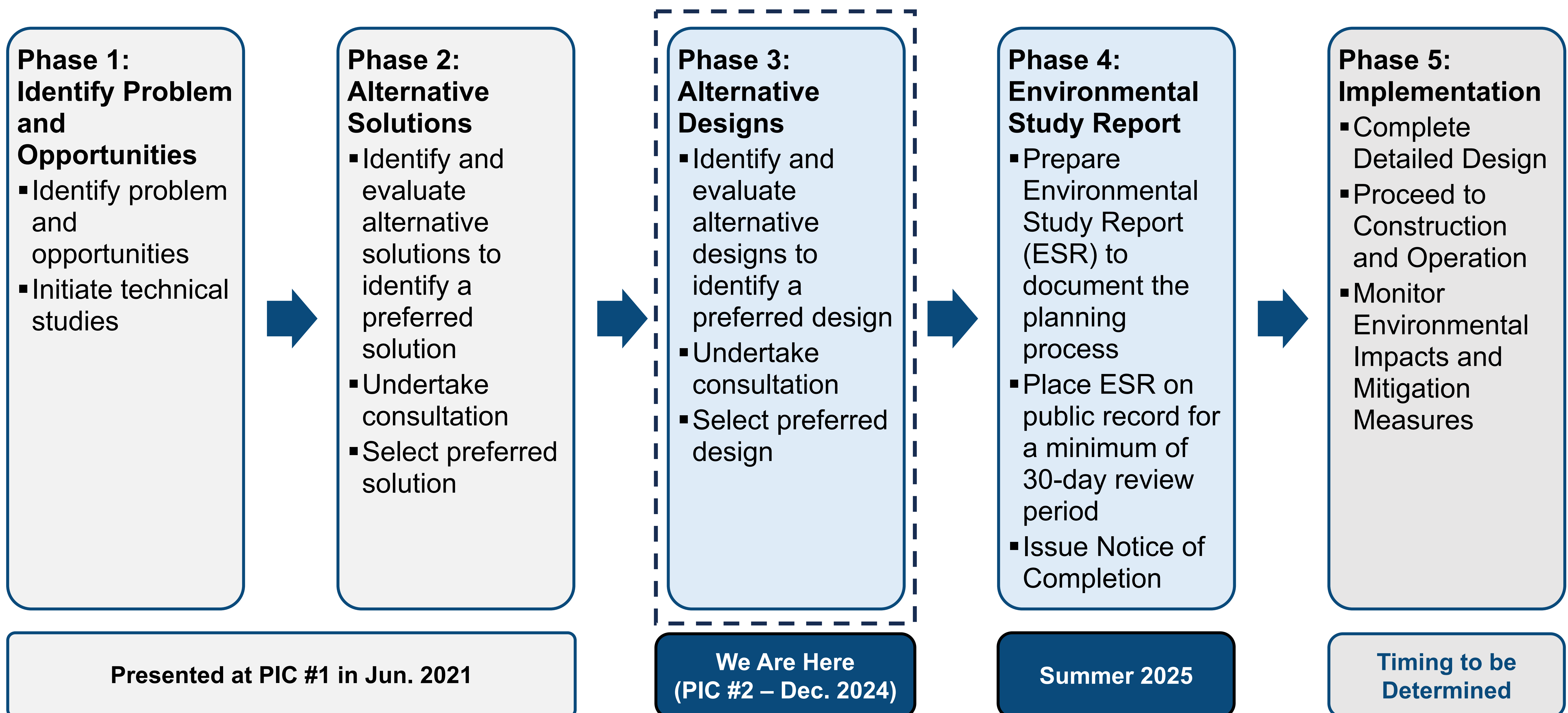
Today, the City of Hamilton is home to many Indigenous people from across Turtle Island (North America) and we recognize that we must do more to learn about the rich history of this land so that we can better understand our roles as residents, neighbours, partners and caretakers.

- The City of Hamilton is undertaking a Municipal Class Environmental Assessment (Class EA) Study for Upper Wellington St from Stone Church Rd to Limeridge Rd (subject corridor).
- The intent of this study is to identify transportation and stormwater / drainage improvements for this corridor.
- This study is building on the recommendations of the South Mountain Area Transportation Master Plan (2000; reviewed in 2006) and City's Transportation Master Plan (2007; reviewed and updated in 2018), which identified the need for widening of this corridor.

**The purpose of this Public Information Centre is to present the Preliminary Preferred Design for the corridor and solicit feedback.**



The **Municipal Class Environmental Assessment (Class EA)** process is a planning tool for municipal infrastructure projects, approved under Ontario's *Environmental Assessment Act*. This study is being conducted as a Schedule 'C' project, and it will address Phases 1 to 4 of the Class EA process.

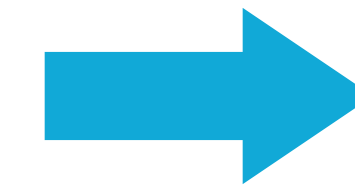


## Problem

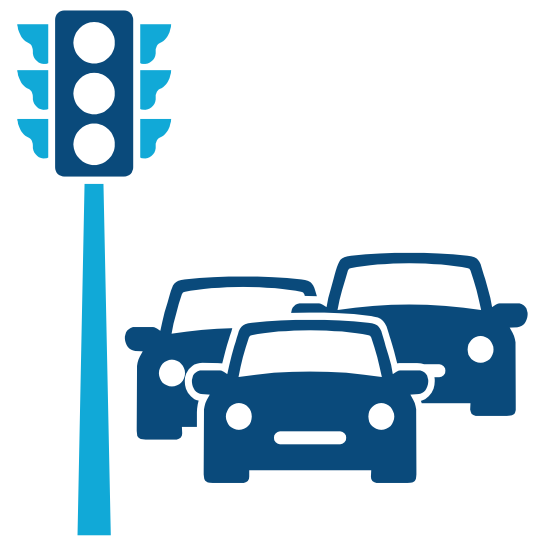
## Opportunity



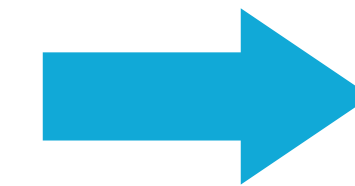
The traffic assessment for future conditions (2031) identified that the subject corridor will encounter traffic capacity issues, leading to congestion.



Adding a center left-turn lane would increase capacity and improve traffic flow, reducing congestion during peak hours.



The Upper Wellington Street and Stone Church Road intersection would face significant delays during peak hours, leading to critical congestion issues.



Changes to the road layout would help reduce delays for north-south traffic and adjusting traffic signal timings would help increase capacity for east-west movements.



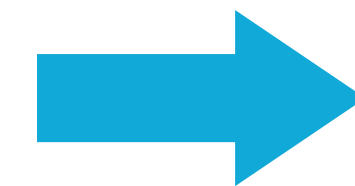
There are no cycling facilities within the subject corridor.



There is opportunity to provide dedicated cycling facilities that are safe and comfortable.



A sidewalk is located along the west side, which transitions to a gravel path. Sidewalks are also located north of Towercrest Drive / Sirente Drive.



There is opportunity to provide dedicated pedestrian facilities that are safe and comfortable for users of all ages and abilities.



Upper Wellington Street between Stone Church Road and Towercrest Drive / Sirente Drive has rural cross-section.



There is opportunity to transform this segment to urban cross-section and provide stormwater management improvements.

City's goal is to transform this corridor into a complete street corridor. **Complete Streets** are streets that are safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities.

## Preferred Solution Presented at PIC #1:

Widening of Upper Wellington St from Stone Church Rd to Towercrest Dr from 2 to 4 lanes, with intersection improvements and active transportation facilities.

## Feedback Received at PIC #1:

Reduce property and tree impacts by reducing widening from 4 to 3 lanes.

## Updated Preferred Solution:

Further traffic analysis determined that Upper Wellington St from Stone Church Rd to Towercrest Dr is well-suited for a three-lane cross section. Accordingly, the preferred solution was updated to:

### Between Stone Church Rd and Towercrest Dr:

- Widening to 3 traffic lanes, with dedicated a centre turn lane, and active transportation facilities.

### Between Limeridge Rd and Towercrest Dr:

- Provision of active transportation facilities within the existing roadway (no widening of bridge required).



## Multi-Use Trail



**Not carried forward** for evaluation due to several reasons, including inconsistency with existing bike lanes on the south and future bike lanes on the north, intersection design challenges, and safety concerns.

## On-Street Bike lane



**Carried forward** for further evaluation.

## Off-Street Bike lane



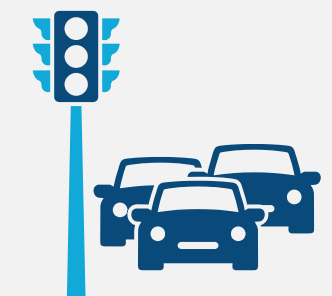
**Carried forward** for further evaluation.

**Two road design options were developed and evaluated for the subject corridor. These options included on-street and off-street bike lanes and pedestrian sidewalks.**

The road design options were evaluated using the following evaluation criteria:

## Transportation

- Effects on Road Alignment and Profile
- Accommodates All Road Users (Pedestrians, Cyclists, Transit Customers and Auto Drivers)
- Safety and Comfort for All Road Users (Pedestrians, Cyclists, Transit Customers and Auto Drivers)
- Alignment with City's Transportation Policies and Directives



## Social Environment

- Planning for Equity
- Effects on Private Properties
- Effects on Accesses to Adjacent Properties
- Noise Effects



## Natural Environment

- Effects on Terrestrial Resources and Wildlife
- Effects on Trees
- Effects on Fish and Fish Habitat
- Effects on Stormwater



## Cultural Environment

- Effects on Archaeological Resources
- Effects on Built Heritage Resources and Cultural Heritage Landscapes



## Technical Environment

- Effects on Existing Utilities
- Effects on Bridge Structure

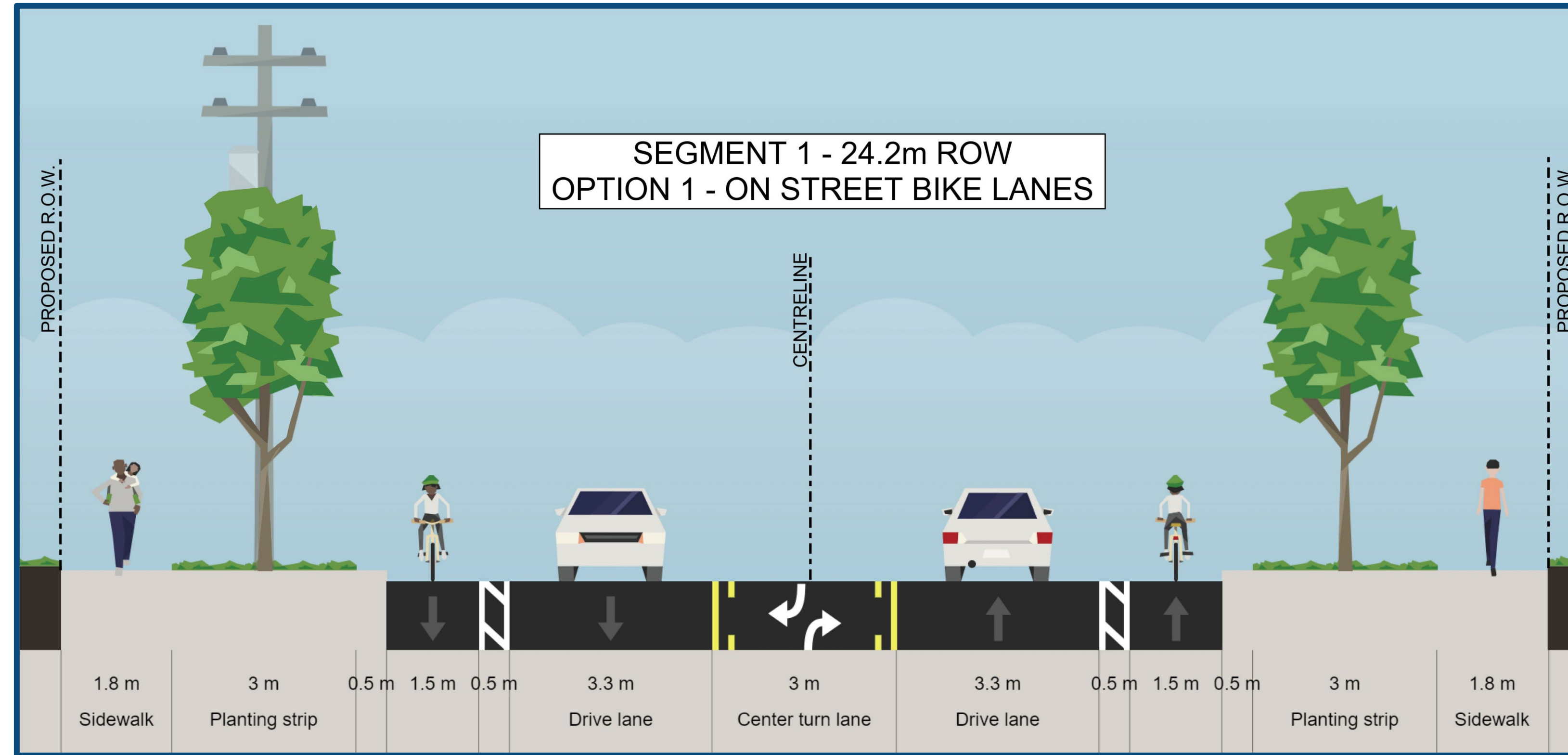


## Economic Environment

- Construction Cost
- Maintenance Cost

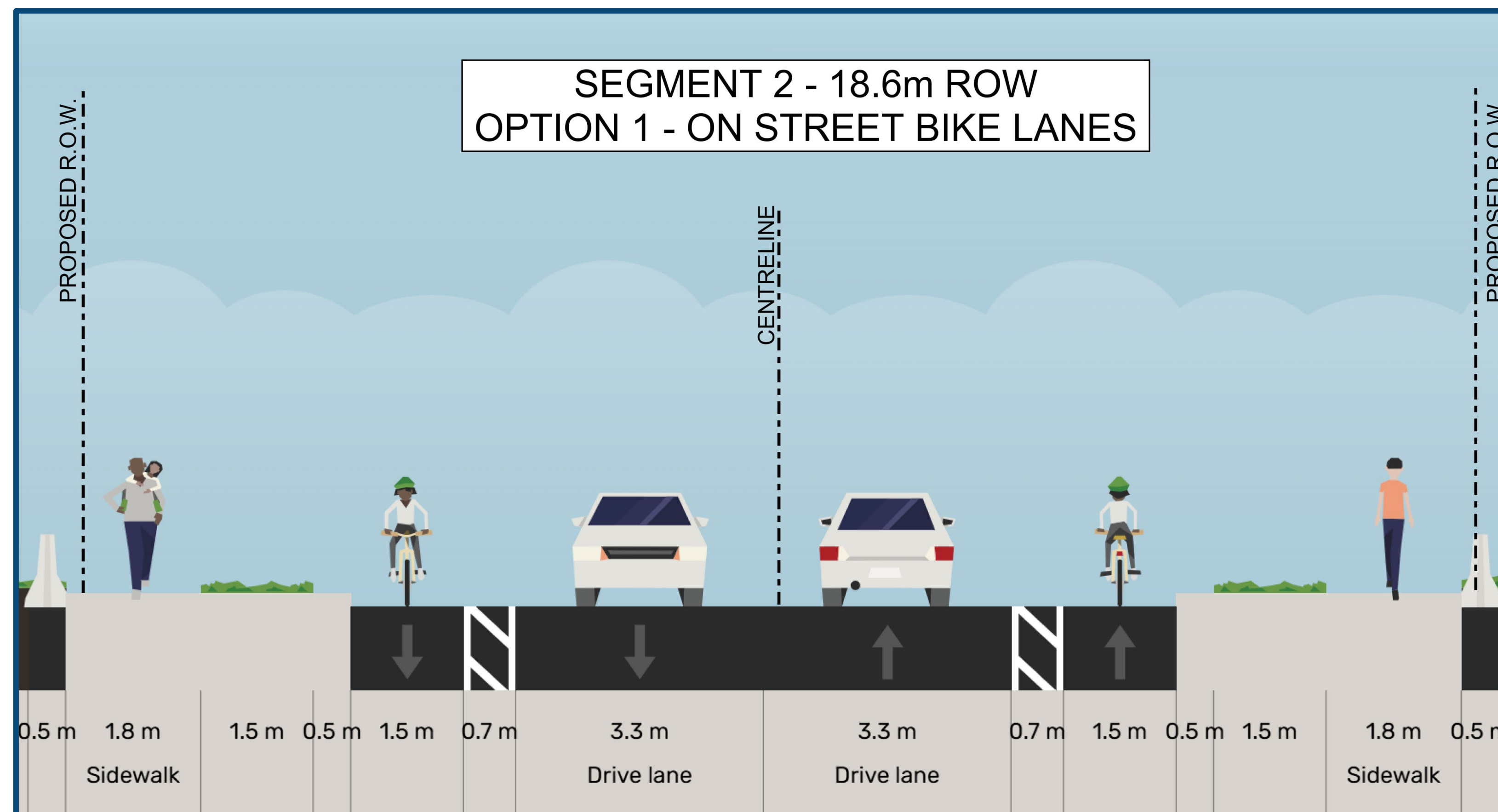






## Segment 1: Upper Wellington St between Stone Church Rd and Towercrest Dr / Sirente Dr

- Widen Upper Wellington Street to three traffic lanes, including one travel lane in each direction, a centre two way left turn lane, on-street bike lanes, boulevards / planting strips for trees and sidewalks

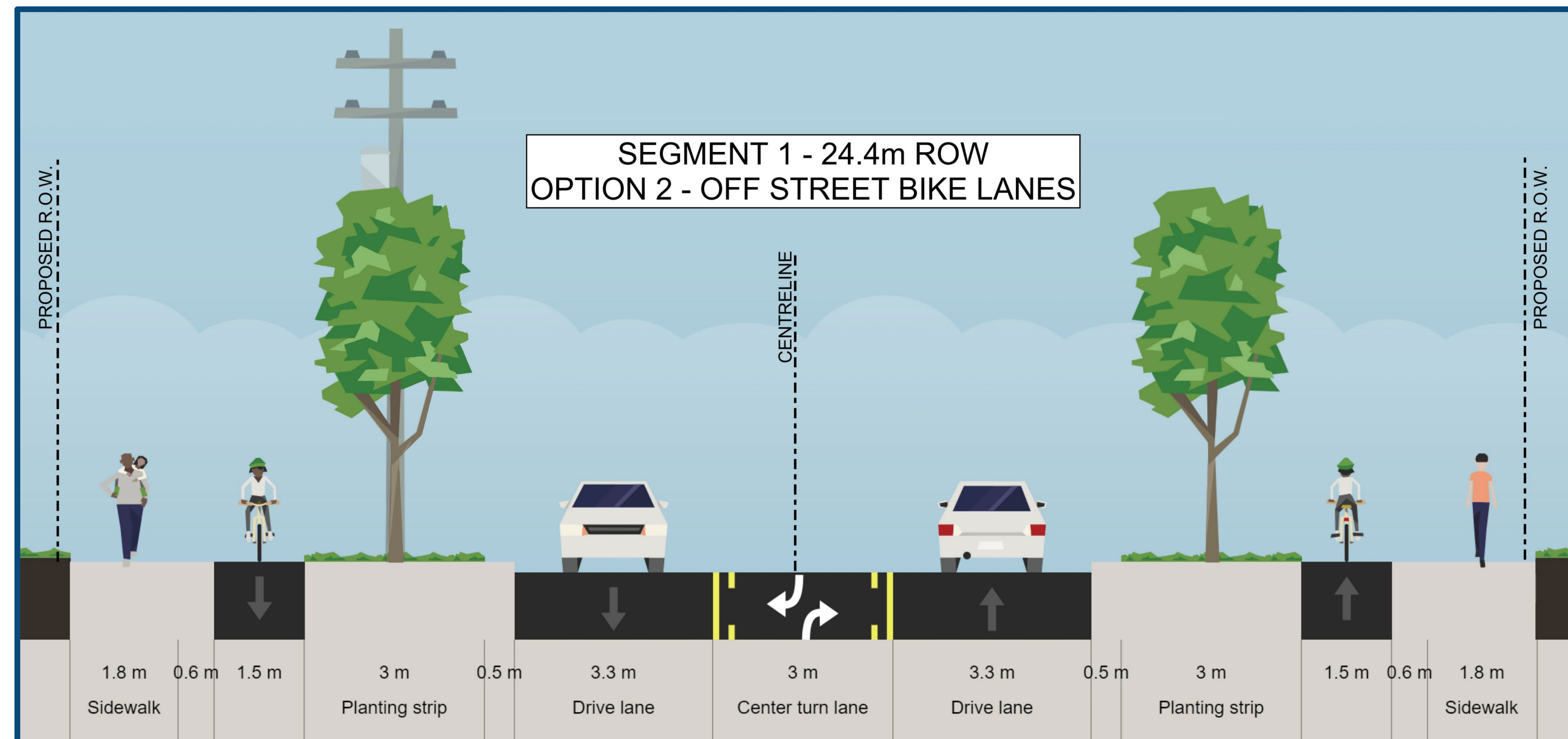


## Segment 2: Upper Wellington St between Towercrest Dr / Sirente Dr and Limeridge Rd

- Reducing Upper Wellington Street from four travel lanes to two travel lanes, with on-street bike lanes and sidewalks

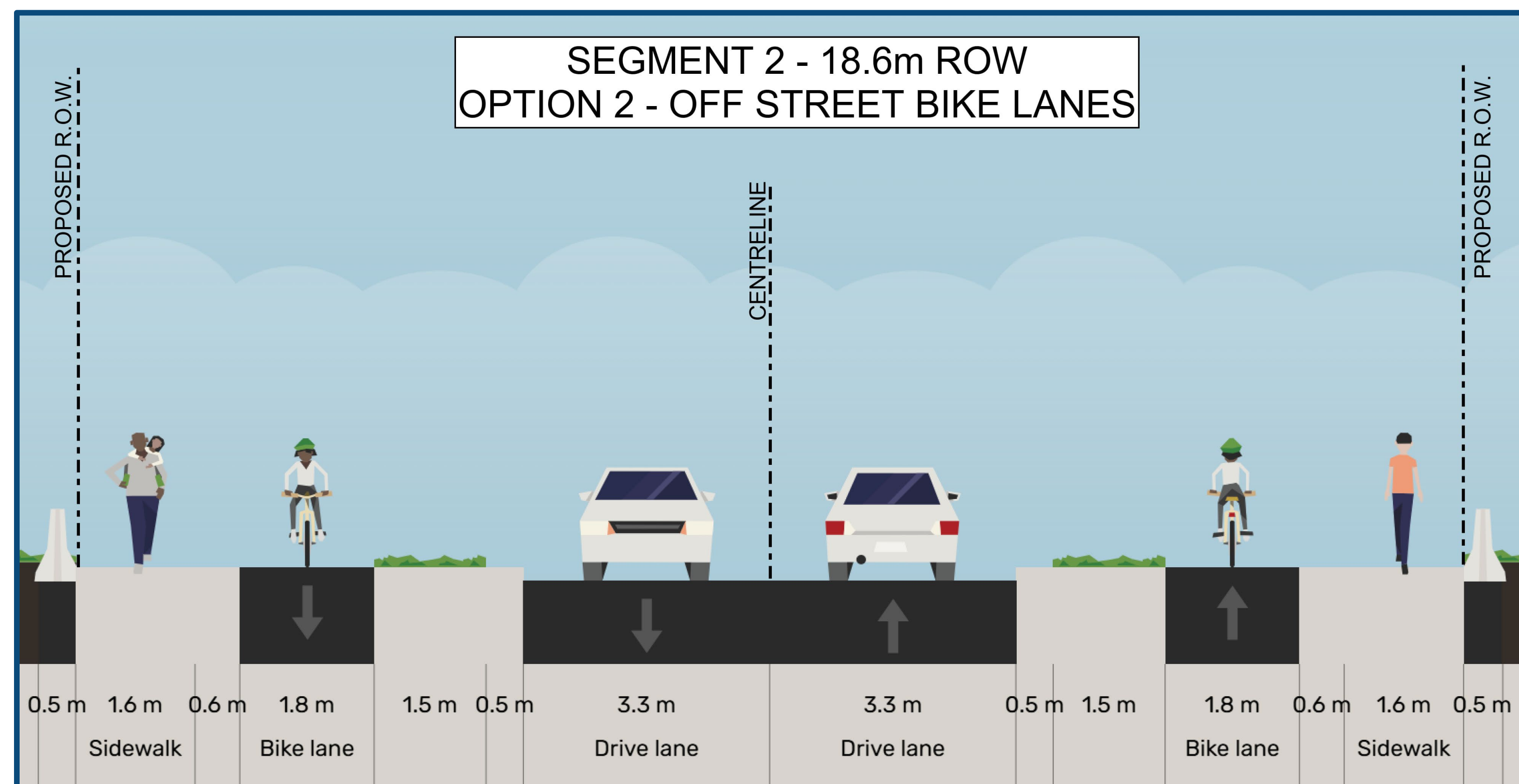
**NOT RECOMMENDED**





## Segment 1: Upper Wellington St between Stone Church Rd and Towercrest Dr / Sirente Dr

- Widen Upper Wellington Street to three traffic lanes, including one travel lane in each direction, a centre two way left turn lane, off-street bike lanes, boulevards / planting strips for trees and sidewalks



## Segment 2: Upper Wellington St between Towercrest Dr / Sirente Dr and Limeridge Rd

- Reducing Upper Wellington Street from four travel lanes to two travel lanes, with off-street bike lanes and sidewalks

**RECOMMENDED**



Both options received similar scores based on their impacts and benefits on transportation, and social, natural, cultural, technical and economic environments. However, **Option 2 (Off-Street Bike Lanes)** has some additional benefits that set it apart from Option 1, and make it a recommended road design option. These include:



**Safety & Comfort:** Physically separated bike lanes eliminate vehicle encroachment, ensuring cyclist safety.



**Reduced Conflicts:** Transit and waste vehicles stay out of bike lanes, minimizing conflict points.



**Better Transit Connections:** Raised lanes allow seamless bus connections for cyclists without curb jumps.



**Alignment with City Plans:** Supports City's Cycling Committee Motion (2022) and Accelerated Active Transportation Plan (2024–2028).





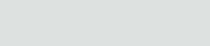










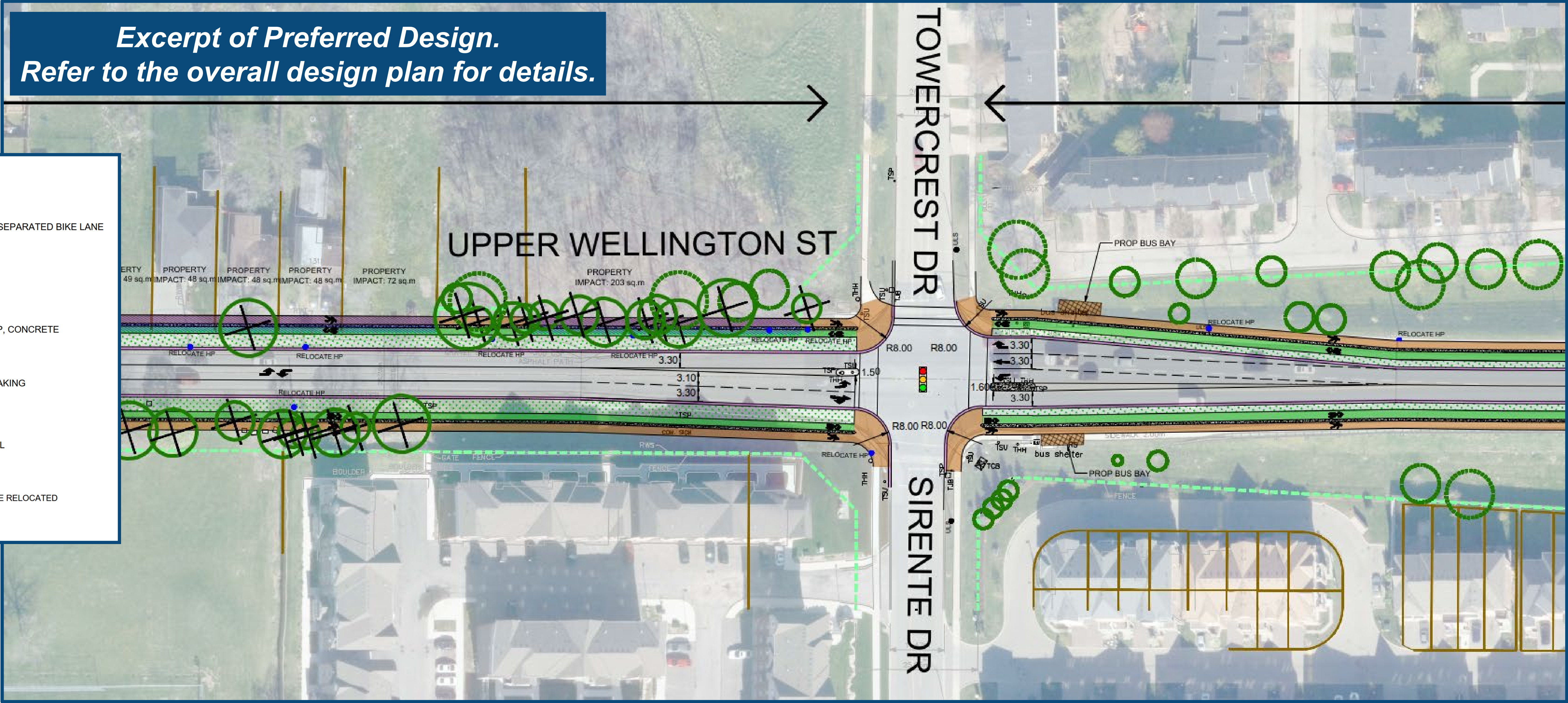
**Equity:** Provides highest safety and comfort for vulnerable road users.

- The preferred design (**Off-Street Bike Lanes**) is at functional design in nature. It will be finalized considering the feedback received through PIC #2.
- Impacts to properties and trees would need to be confirmed during detailed design phase when the design is advanced to a sufficient level of detail and grading limits are defined. There may be opportunities at that time to reduce impacts to properties and trees through design refinements.

*Excerpt of Preferred Design.  
Refer to the overall design plan for details.*

**PLAN LEGEND**

-  PROPOSED SIDEWALK
-  PROPOSED PHYSICALLY SEPARATED BIKE LANE
-  PROPOSED CURB
-  PROPOSED BOULEVARD
-  PROPOSED ROAD
-  PROPOSED BUFFER STRIP, CONCRETE
-  PROPOSED BUS BAY
-  PROPOSED PROPERTY TAKING
-  EXISTING TREE
-  PROPOSED TREE REMOVAL
-  EXISTING UTILITY POLE
-  EXISTING UTILITY POLE TO BE RELOCATED
-  EXISTING ROW LIMITS





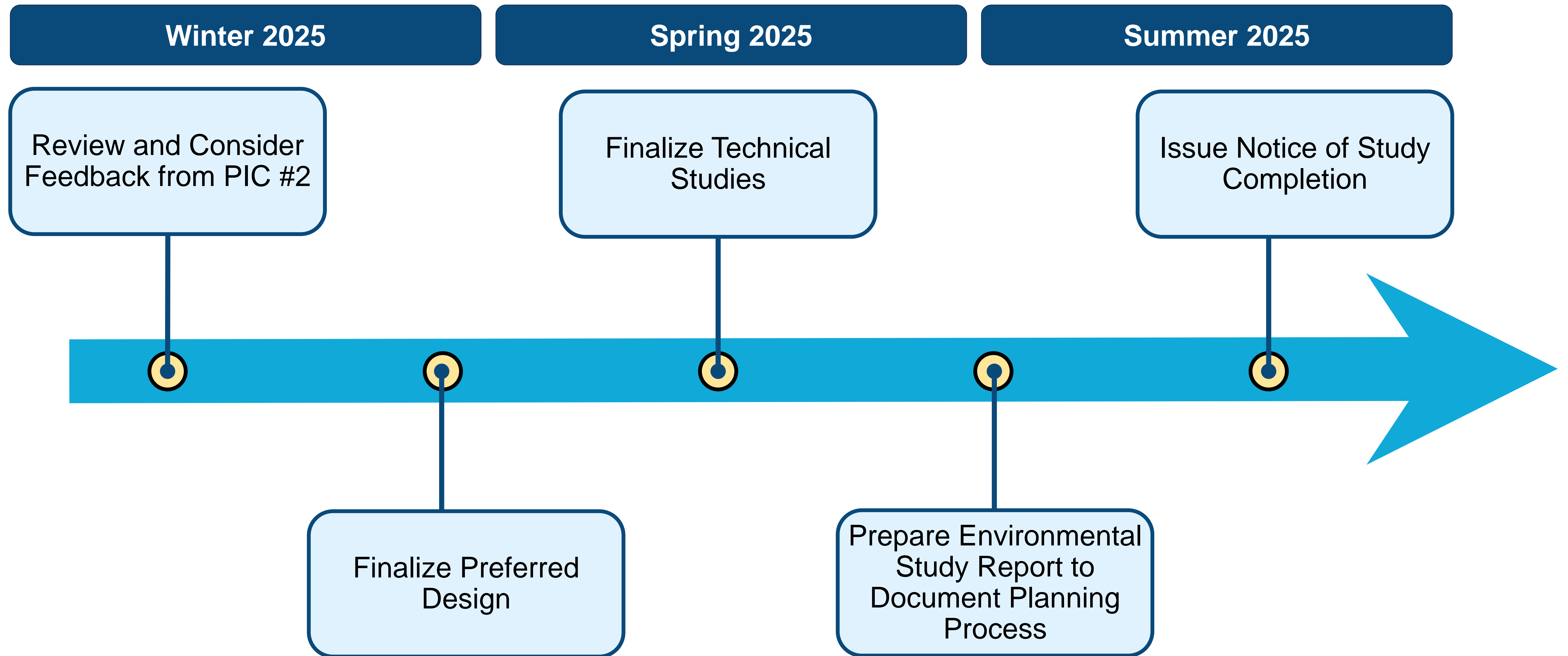
- The need for stormwater quantity and quality controls will be evaluated as part of the Stormwater Management Assessment.
- This assessment will propose stormwater management measures to provide stormwater quality and quantity controls.
- Opportunities will be explored to incorporate Low Impact Development (LID) Best Management Practices (BMPs), including infiltration / bioretention areas and soil retention systems for trees and plantings.



*Example of Bioretention Area.  
Source: City of Portland, BES.*

- The project's environmental impacts will be identified once the preferred design is finalized, and appropriate protection and mitigation measures will be developed.
- Based on the current design, approximately 45 tree removals are anticipated.
- These impacts will be confirmed during the detailed design phase when the design and grading limits are more defined.
- There may be opportunities to reduce tree impacts through design refinements at that stage.
- To maintain existing tree cover, the City's Tree Protection Guidelines require a 1:1 compensation for any trees removed.





# How Can You Provide Input?

Thank you for taking the time to participate in this Public Information Centre. Your feedback is valuable. You are encouraged to provide comments by filling out the comment form or by contacting the Project Team Members identified below by **December 24, 2024**:



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**Visit project website for project information:**

<https://www.hamilton.ca/environmental-assessments/upper-wellington-street-limeridge-road-east-stone-church-road-east>

