West 5th Street Corridor Improvements from Stone Church Road West to Rymal Road West

Municipal Class Environmental Assessment

City of Hamilton

Public Information Centre

January 16, 2025

Welcome to the Public Information Centre

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The goals of this Public Information Centre are to:

- Introduce the project and why it is being undertaken
- Provide an overview of the process that this study is following
- Provide a summary of the Problems and Opportunities
- Present existing conditions within the study area
- Answer questions and provide an opportunity to get involved

Comments received will be used to help identify the approach for improvements within the study area.

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.

Project Overview

What are we doing?

The City of Hamilton is planning for road reconstruction of West 5th Street, from Stone Church Road West to Rymal Road West.

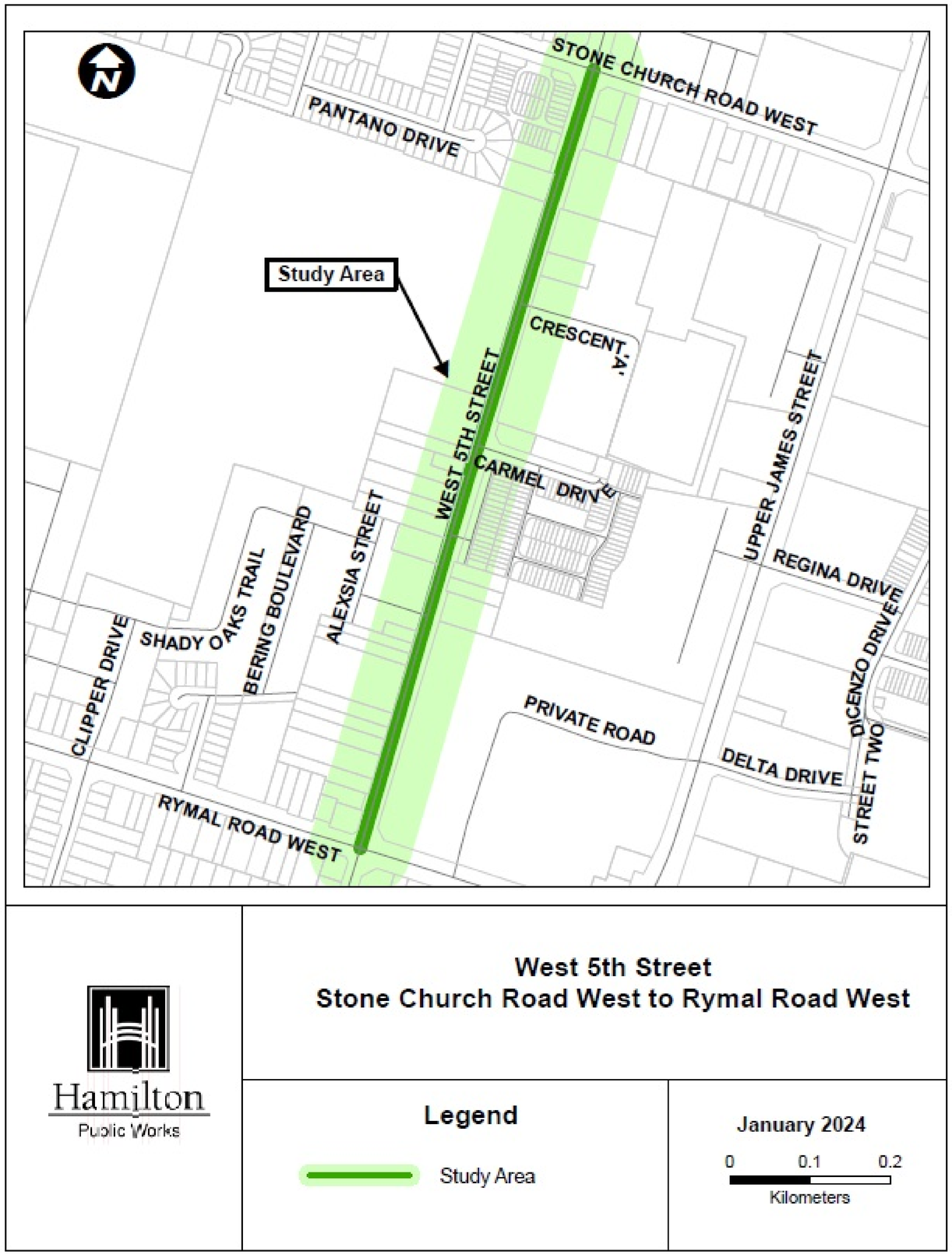
Why are we doing it?

The improvements are to support future growth and corridor needs for both the community and Hamilton.

What does the study include?

The EA will consider a “complete streets” solution to improve traffic, active transportation, transit, street trees, and stormwater management throughout the corridor.

The corridor is shown on the map.

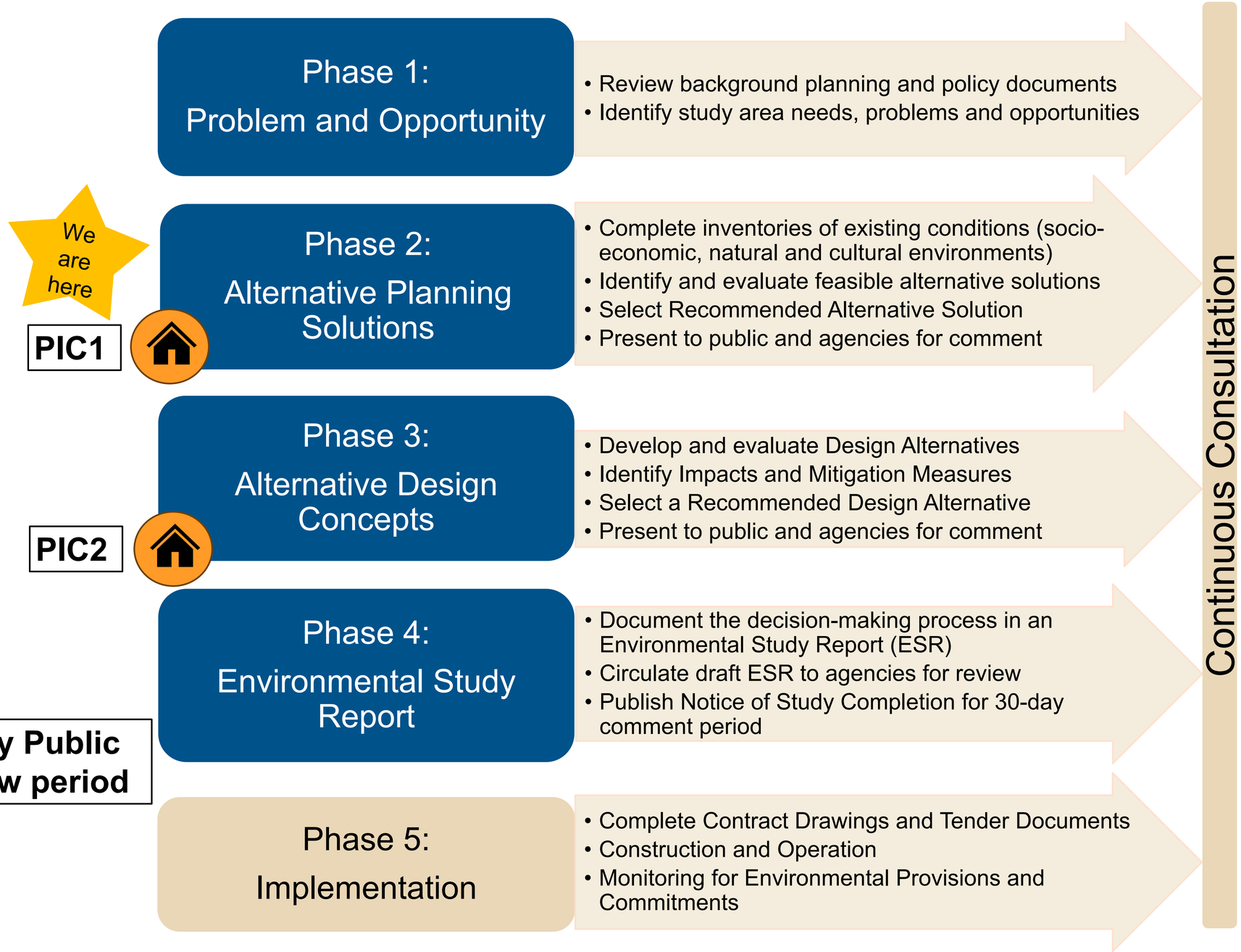


Municipal Class EA Process

The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

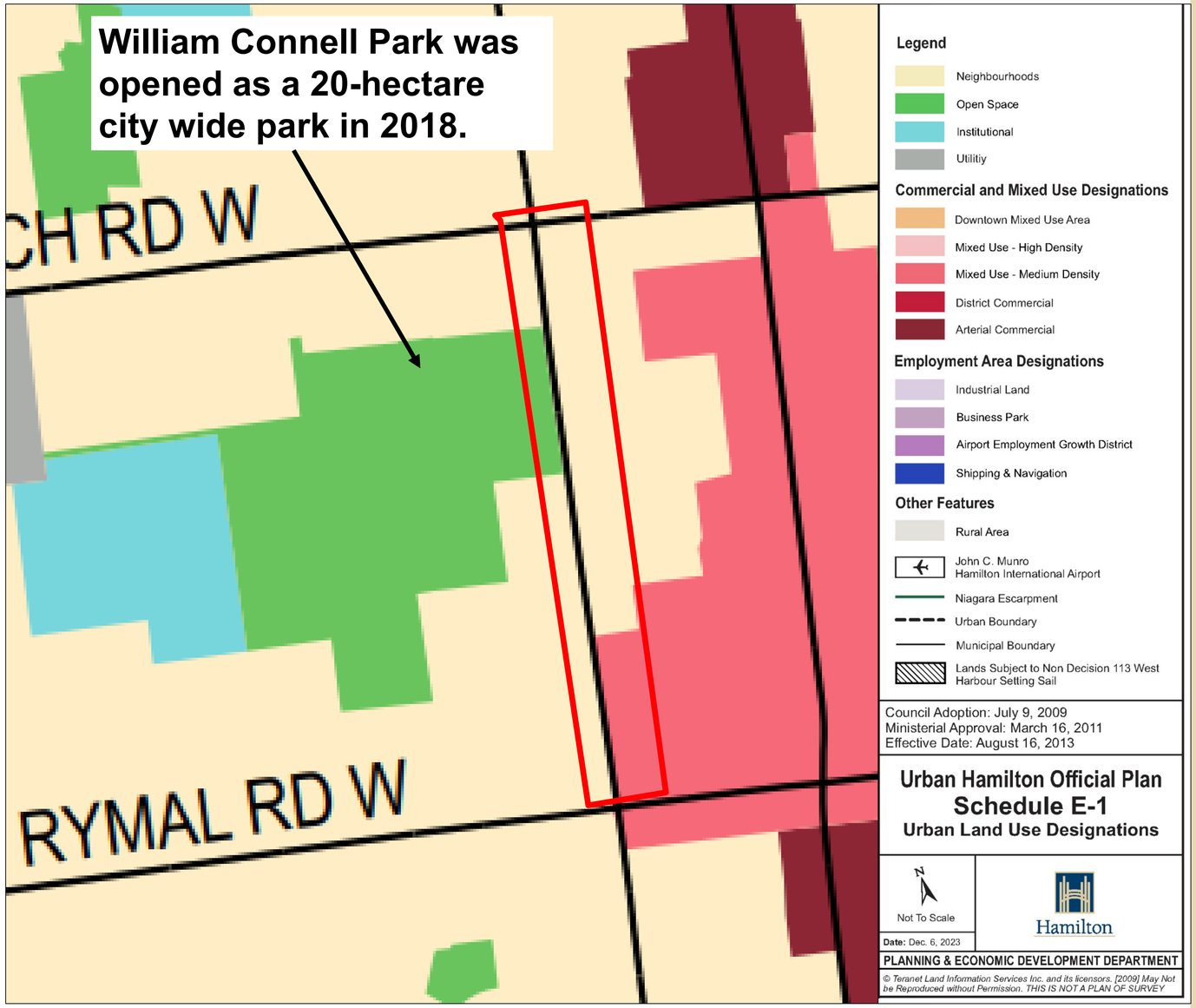
This study is following the requirements of a Schedule C Municipal Class Environmental Assessment (EA), including the completion of Phases 1-4 of the process shown.

The study includes opportunities for public input, including two Public Information Centres (PICs) and a 30-day review of the Environmental Study Report at the end of the project.



Existing Conditions - Land Use Context

- The **City of Hamilton Official Plan (Urban Official Plan, 2022)** has three land use designations along West 5th Street.
  - Neighbourhoods - residential uses.
  - Open Space - William Connell Park
  - Mixed-Used Medium Density areas
- The Provincial Policy Statement (PPS, 2024) encourages growth in urban settlement areas to make efficient use of land and natural resources
- The current width of the right of way on West 5th Street in the study area south of Stone Church Road is 26.2 m.



Hamilton Urban Official Plan – Land Use Designations (Sch. E-1)

Existing Conditions – West 5th Street Previous Studies

- West 5th Street was recommended to be reconstructed in the **South Mountain Area Transportation Master Plan** (SMATMP 2000, reviewed in 2006). An urban cross- section (30 m road allowance) and widening was proposed (from 2 to 3 lanes to accommodate a centre turning lane) to be developed after the William Connell Park was developed (park completed in 2018).

- A Stormwater management pond was added as part of the **Mewburn and Sheldon Master Servicing Plan (2004)** and added with the park development.

- The 2018 Transportation Master Plan/ Cycling Master Plan, and the Hamilton Accelerated Active Transportation Master Plan (2024-2028, approved 2024) also upholds the need for a Bicycle lane to be included in the road reconstruction.

The SMATMP Master Plan is over 10 years old.
The EA will seek to re-confirm the preferred plan for reconstructing West 5th Street.

Problem & Opportunity

West 5th Street from Stone Church Road West to Rymal Road West is currently a rural cross-section road surrounded by urban growth. The study area has inadequate transportation to accommodate transportation needs, and there are discontinuous sidewalks and no cycling facilities. Previous studies have indicated a desire to reconstruct the street within the study area.

The segment of West 5th Street is experiencing significant neighbourhood changes from the recently-built William Connel City-Wide Park as well as new higher-density developments. Improvements to West 5th Street are required to accommodate existing and future transportation needs for pedestrians, cyclists, transit, and vehicles.

The City is seeking alternatives to implement a "complete streets" approach to enhance multimodal transportation, improve safety, increase tree canopy coverage, and support economic, social, and cultural connectivity in this rapidly evolving area. Improvements will also be evaluated to determine the preferred approach for traffic as well as active transportation (e.g., bike lanes, sidewalks, multi-use paths).

Transportation

Existing Conditions

West 5th Street is a north-south oriented two-lane road classified as a minor arterial road with a speed limit of 50 km/h.

Road Traffic

- Traffic volume is currently estimated at approximately 50-60% corridor capacity in its current configuration. Opportunities to improve intersection operations exist. Traffic forecasts are being developed as part of the traffic study to estimate traffic growth on the corridor.

Pedestrian Facilities

- A sidewalk is provided along sections of the east side of West 5th Street. The surface of the majority of the sidewalk is asphalt concrete, and some is in poor condition.

Cycling Facilities

- There is no dedicated cycling infrastructure within the study corridor. Existing cyclists using this corridor currently must share lanes with vehicles.

Public Transit Service

- The study corridor is not served by any transit routes and have no dedicated bus stops within its length.
- Transit routes on Stone Church Road West, Rymal Road West, and Upper James Street are accessible from residences within the study corridor.

Transportation Level of Service

Existing Conditions

The existing corridor was also reviewed to determine how well the modes of travel are functioning. The corridor has discontinuous sidewalks and lacks dedicated cycling infrastructure, which resulted in a poor Multi-Modal Level of Service (LOS) for those elements below.

Mode of Travel	Summary of LOS
Transit	**N/A** No transit on West 5th Street
Bicycles	**Poor** No dedicated cycling infrastructure
Pedestrians	**Poor** Discontinuous sidewalks throughout corridor
Automobiles	**Good - Fair** Low lane utilization, short delays
Trucks	**Good - Fair** Unimpeded movement, short delays

Natural Environment

Existing Conditions

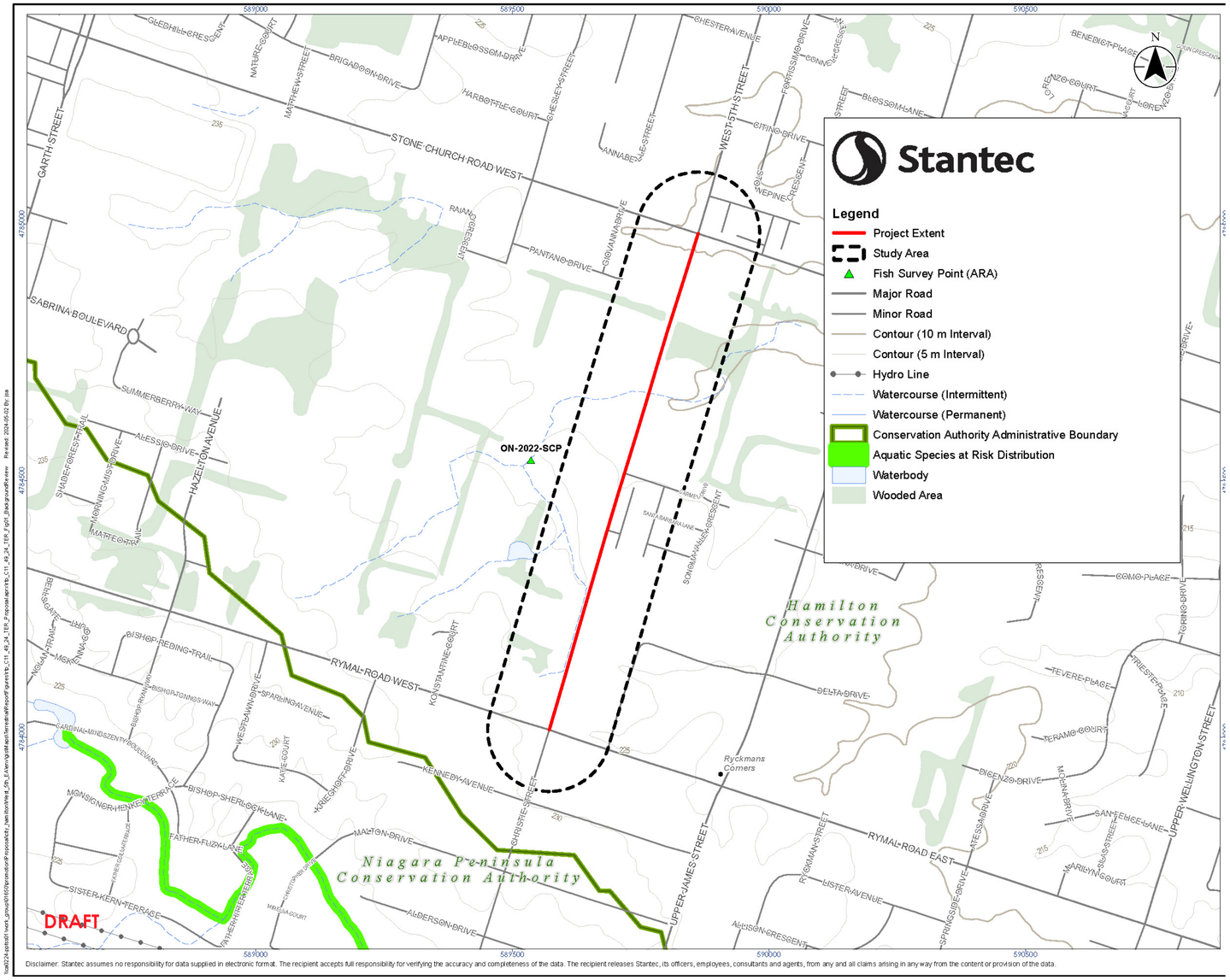
Completed Environmental Fieldwork

- Aquatic/Fish existing conditions inventory – October 17, 2024
- Tree inventory – October 24, 2024
- A Stage 1 Archaeological Assessment was completed on October 17, 2024. Recommendations for further study are pending.

Initial Results

- Woodlands and Conservation Authority Regulatory Areas are present
- Existing trees within the corridor
- No direct fish habitat is present. An intermittent watercourse was identified on background mapping. Stormwater feature is not connected to fish-bearing watercourses
- Roadside ditches on both sides are shallow with manicured grass on the west and small Phragmites (invasive species) patch to the east

Additional environmental fieldwork for migratory birds and consideration of Species at Risk (SAR) will be completed Spring/Summer 2025.



Alternative Solutions

The following high level Alternative Solutions may be considered for this corridor:

Do Nothing / Limited Development

No improvements would be undertaken, only regular maintenance and minor planned improvements will be in place. The City could also consider policy changes such as implementing restrictions on development in the areas adjacent to the study area to prevent increased traffic congestion on the existing network.

Operational Improvements

Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize accessibility and safety. These improvements can include cycling lanes, sidewalks, and crosswalks/crossrides.

Improve Other Roadways

Widen/enhance municipal roads other than West 5th Street to improve capacity and operations and provide congestion relief on existing facilities through additional lanes to increase the performance of the transportation network.

Improve West 5th Street

Widen/enhance West 5th Street to include a continuous (e.g. 3 lane cross-section) or intermittent left-turn lanes to improve traffic operations and safety given future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and commercial vehicles.

Alternative Solutions

The following Alternative Solutions were compared to assess their ability to address the problems and opportunities identified within the study area:

Evaluation Factors	Do Nothing / Limited Development	Operational Improvements	Improve Other Roadways	Improve West 5th Street
Natural Environment	**Most Preferred**	Moderately Preferred	Moderately Preferred	Moderately Preferred
Transportation/ Engineering	Least Preferred - no improvements to West 5th Street	**Most Preferred**	Least Preferred	**Most Preferred**
Cultural Environment	**Most Preferred**	Moderately Preferred	Moderately Preferred	Moderately Preferred
Socio-Economic Environment	Least Preferred – does not align with Official Plan	**Most Preferred**	Moderately Preferred	**Most Preferred**
Financial	Least preferred - costly to maintain older infrastructure without improvement	**Most Preferred**	Least Preferred	**Most Preferred**
Summary	Least Preferred ☒ **Does not** address the needs and opportunities for the study area. **Do not carry forward.**	**Most Preferred** ☑ Partially Addresses the needs and opportunities for the study area. **Carry forward.**	Least Preferred ☒ **Does not** address the needs and opportunities for the study area. **Do not carry forward.**	**Most Preferred** ☑ Addresses the needs and opportunities for the study area. **Carry forward.**

Recommended Solutions

The following Alternative Solutions will be carried forward for further consideration in Phase 3 of the Class EA process (Alternative Designs) and evaluated using the factors and criteria presented:

- **Operational Improvements:** Implement localized measures to improve transit, active transportation, and roadway improvements to optimize accessibility and safety. These can include cycling lanes, sidewalks, and strategically located mid block crosswalks/crossrides.
- **Improve West 5th Street:** Widen/enhance West 5th Street to include a continuous (e.g. 3 lane cross-section) or intermittent left-turn lanes to improve traffic operations and safety given future travel demand. Update to an urban cross section with storm sewers. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and commercial vehicles.

The actual cross-section configuration is subject to evaluation and refinements during the next steps (Phases 3 & 4) of the EA process

The addition of street trees will be reviewed in conjunction with other design elements such as sidewalks and utilities.

Example of the configuration of West 5th Street, north of Stone Church Road (Source: Google Streetview, 2024)

Complete Streets Concept

- To accommodate the additional demand, design strategies from the City of Hamilton's *Complete Streets Design Guidelines* may be adopted in the future design of this corridor.
- The "Complete Streets" concepts seek to incorporate roadways for cars, as well as cycling and pedestrian infrastructure.
- **Alternatives will be developed and evaluated for West 5th Street as part of this study. The final cross-section, which may include the addition of turn lanes and/or a Two-Way Left-Turn Lane (TWLTL), will vary based on the evaluation.**

Example of a cross-section from the *Hamilton Complete Streets Design Guidelines*.

Complete Streets considerations

Physical Design Elements

- Road lane width and alignment
- Transit stop locations and amenities
- Active transportation facilities location, width, and type
- Drainage/stormwater management improvements
- Street lighting
- Street trees and landscaping opportunities
- Construction staging

Operational Design Elements

- Turning movements, access, signal timing
- Intersection accessibility opportunities (i.e., crosswalks, cross-rides)

Evaluation Criteria

During the next phase of the project, the Alternatives will be assessed using the factors and criteria below at the Alternative Designs phase. Comments received from agencies, stakeholders, Indigenous Nations and members of the public will be integrated as required.

Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics & complete livable better streets
- Compatibility with existing and proposed developments

Natural Environment

- Vegetation and wildlife
- Water resources
- Air quality
- Climate change
- Stormwater management

Transportation/Engineering

- Accommodate future travel demands (capacity) for all modes
- Safety for all users (vehicles, pedestrians and cyclists)
- Public transit service
- Road network compatibility / connectivity
- Response times / access for emergency vehicles

Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

Financial

- Cost (i.e., capital cost, operational costs)

Next Steps

Following this PIC, the project team will complete the next steps below:

- Review and respond to comments received
- Continue to engage Indigenous Nations, and consult with the public and agencies
- Confirm the Preferred Solution
- Develop and evaluate Alternative Designs for the Preferred Solution
- Complete technical studies

The Alternative Designs and project team recommendations will be presented at PIC 2, tentatively scheduled for Spring 2025.

Thank you!

Thank you for participating in this PIC for the West 5th Street Municipal Class Environmental Assessment study. Your feedback is valuable and appreciated. The displays will be added to the project website at: www.hamilton.ca/West5thEA

Hamilton

Olivia Stanciu
Project Manager – Capital Infrastructure Planning
City of Hamilton
71 Main Street West, Hamilton, ON L8P 4Y5
Email: Olivia.Stanciu@hamilton.ca

Stantec

Isaac Bartlett
Project Manager – Sr. Associate, Transportation
Stantec Consulting
200-835 Paramount Drive, Stoney Creek ON L8J 0B4
Email: isaac.bartlett@stantec.com