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

Municipal Class Environmental Assessment

City of Hamilton

Public Information Centre

June 3, 2025

Welcome to the Public Information Centre

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The goals of this Public Information Centre are to:

- Provide an update on the project
- Present a review of the Alternative Designs
- Identify the preliminary Preferred Design for comment
- Provide an opportunity to learn about the project and how to stay involved for future updates

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.

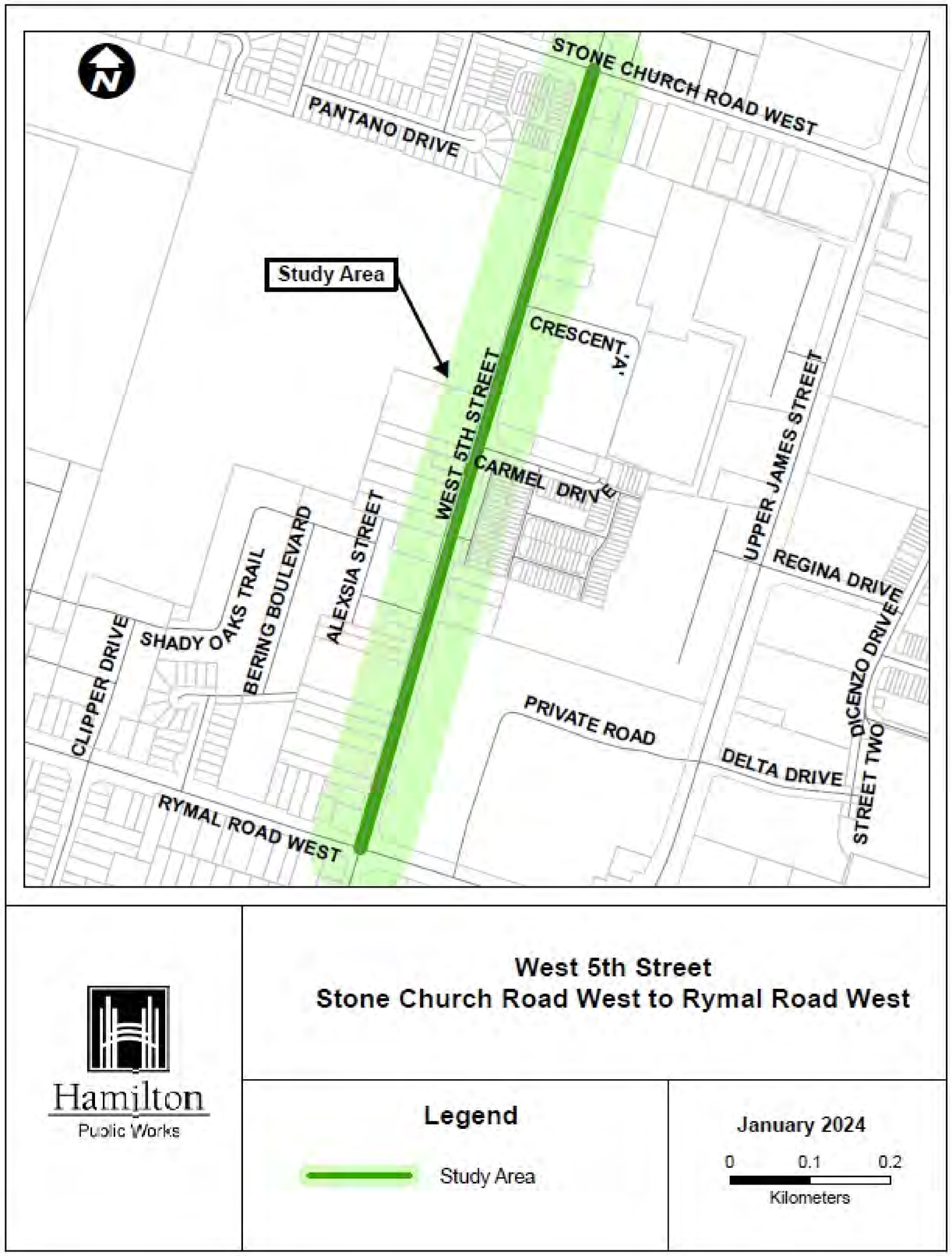
Why are we doing it?

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

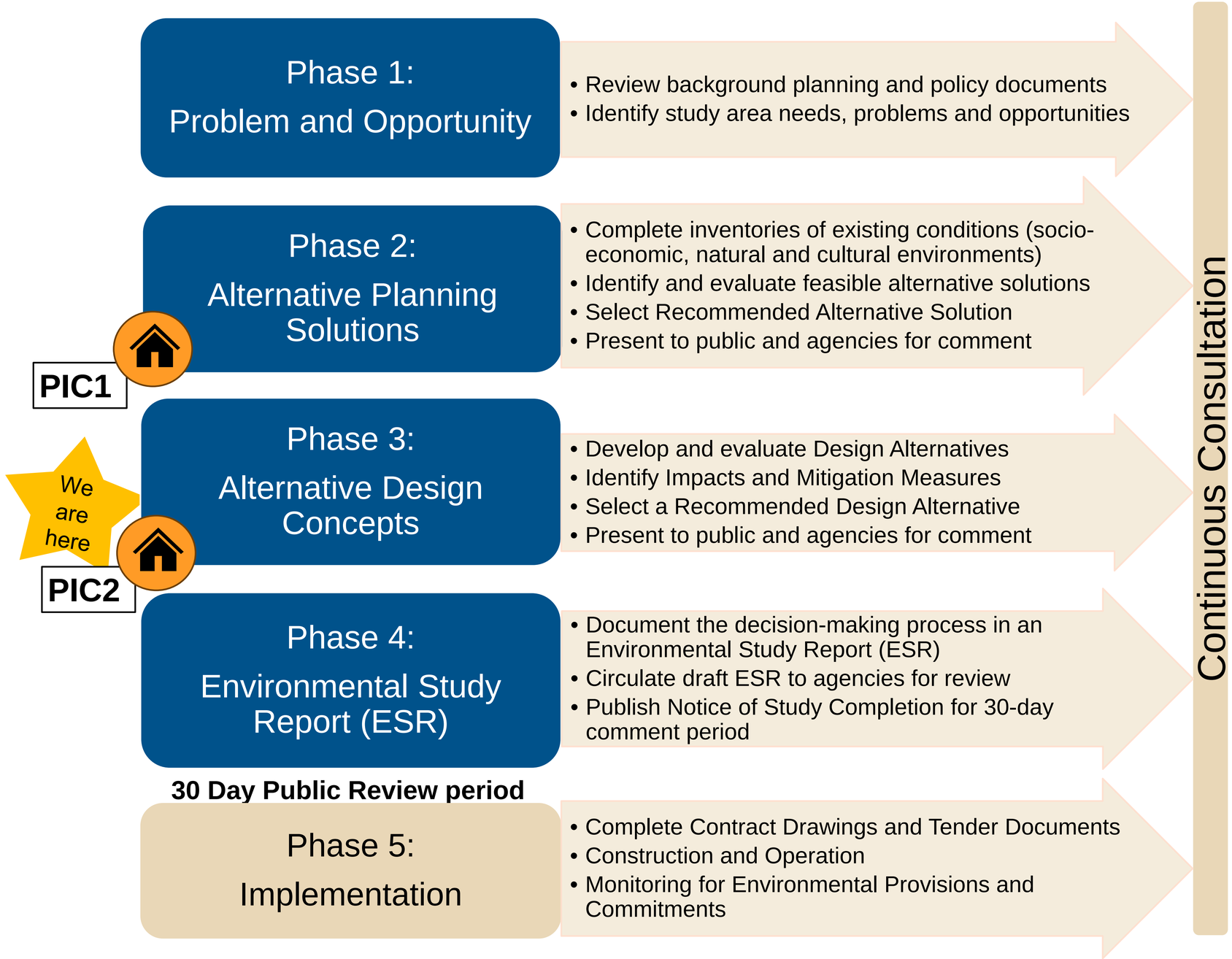
The Municipal Class EA study process frames the planning and implementation of municipal infrastructure.

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.

Phase 1 and 2 were discussed at the Public Information Centre #1 (PIC1) on January 16, 2025.

The project is now completing Phase 3 where Alternative Designs are evaluated towards implementing the preferred design.

After PIC2, Phase 3 studies will be finished, and Phase 4 (ESR) will be prepared.



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 infrastructure 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 Connell 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, stormwater management, 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).

Recommended Concept from PIC1

The following Alternative Solutions were 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 3 lane cross-section, or intermittent left-turn lanes (where needed), 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 conceptual cross-section configuration is being presented as part of this phase (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 varying needs of multi-modal users, 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 more equitably accommodate the needs of all modes of transportation (e.g., cars, buses, pedestrians, cyclists).
- **Alternatives have been developed and evaluated for West 5th Street as part of this study. The proposed cross-section includes the addition of a Two-Way Left-Turn Lane (TWLTL), as evaluated at PIC#1.**

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)

Alternative Designs and Evaluation Criteria

During Phase 3 of the project, Alternatives are assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous Nations and members of the public are integrated as required.

Socio-Economic Environment

- Impacts to business operations
- Noise impacts
- Property and access
- Aesthetics & complete 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

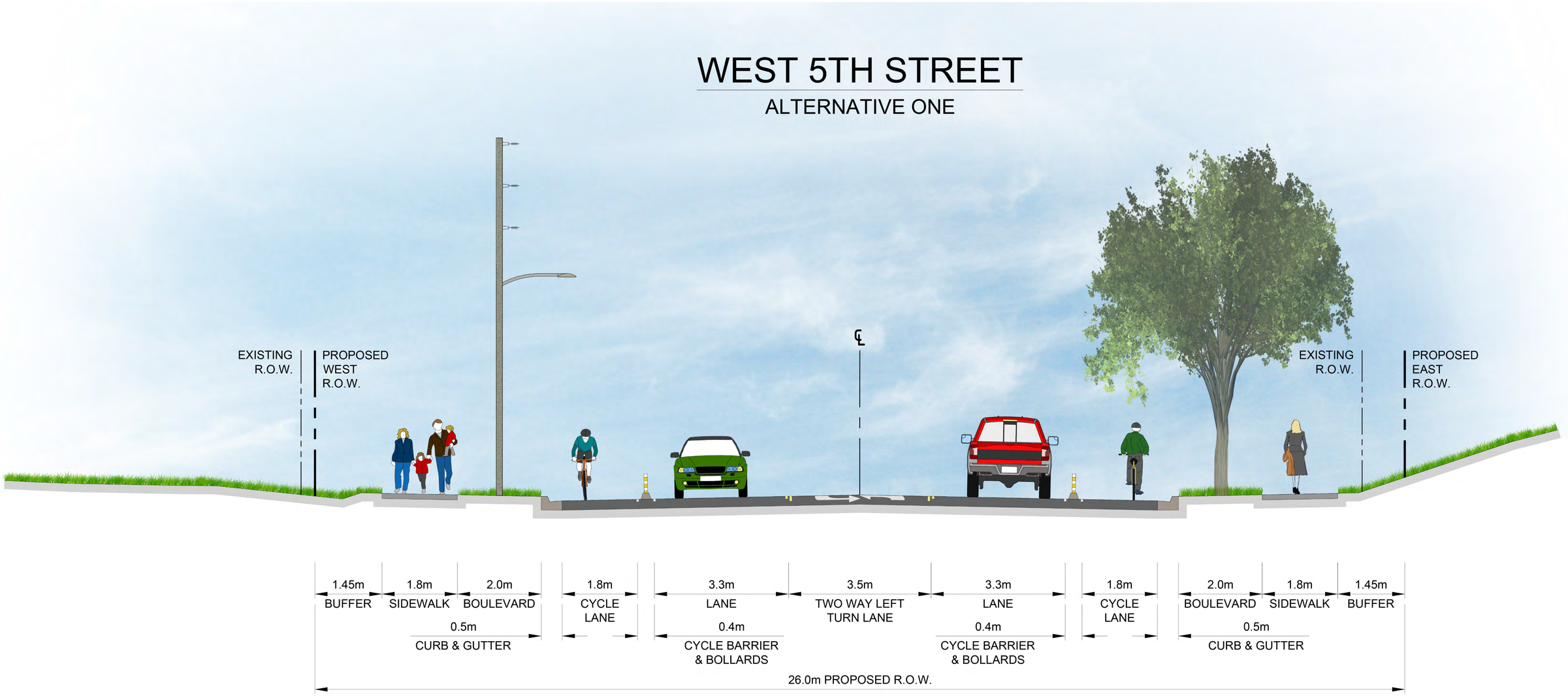
- Archaeological resources
- Built heritage / cultural landscape resources

Financial

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

Alternative 1: On Street Bicycle Facilities

Alternative 1 includes on-street bicycle facilities, using a modified version of the typical connector cross-section from the Complete Streets Manual for a 26 m ROW. The road accommodates a 3.5 meter two-way left-turn lane to better accommodate traffic flow and access. The alternative is similar to West 5th Street to the north of Stone Church Road by providing 1.8 m bicycle lanes directly on the roadway and 1.8 m sidewalks in the boulevards, though includes separation of the bike lanes to the vehicle lanes.

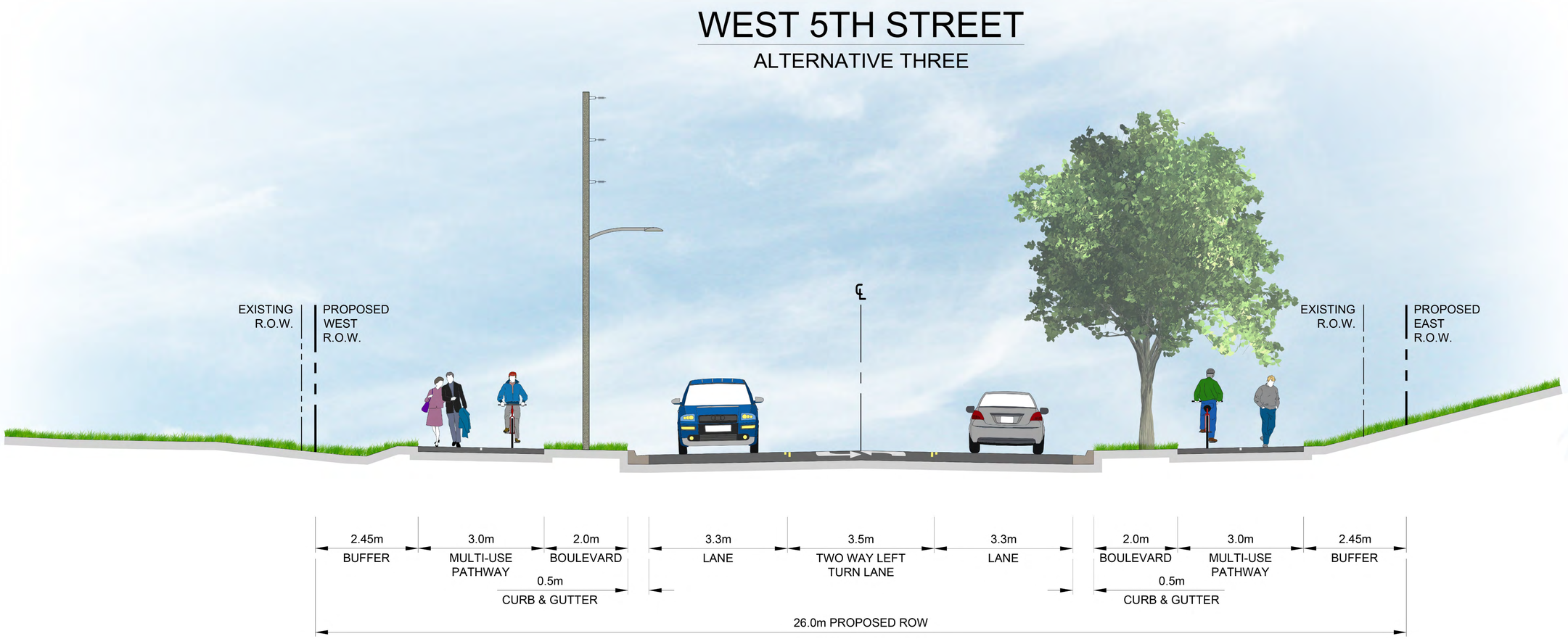


Alternative 2: Bicycle Facilities in Boulevards

Alternative 2 uses a modified version of the typical connector cross-section from the Complete Streets Manual for a 26 m ROW. The road accommodates a 3.5 meter two-way left-turn lane to better accommodate traffic flow and access. A 2.0 m uni-directional cycle track and 1.8 m sidewalk is provided on both sides of West 5th Street, with a buffer zone for separation between the cycle track and sidewalk.

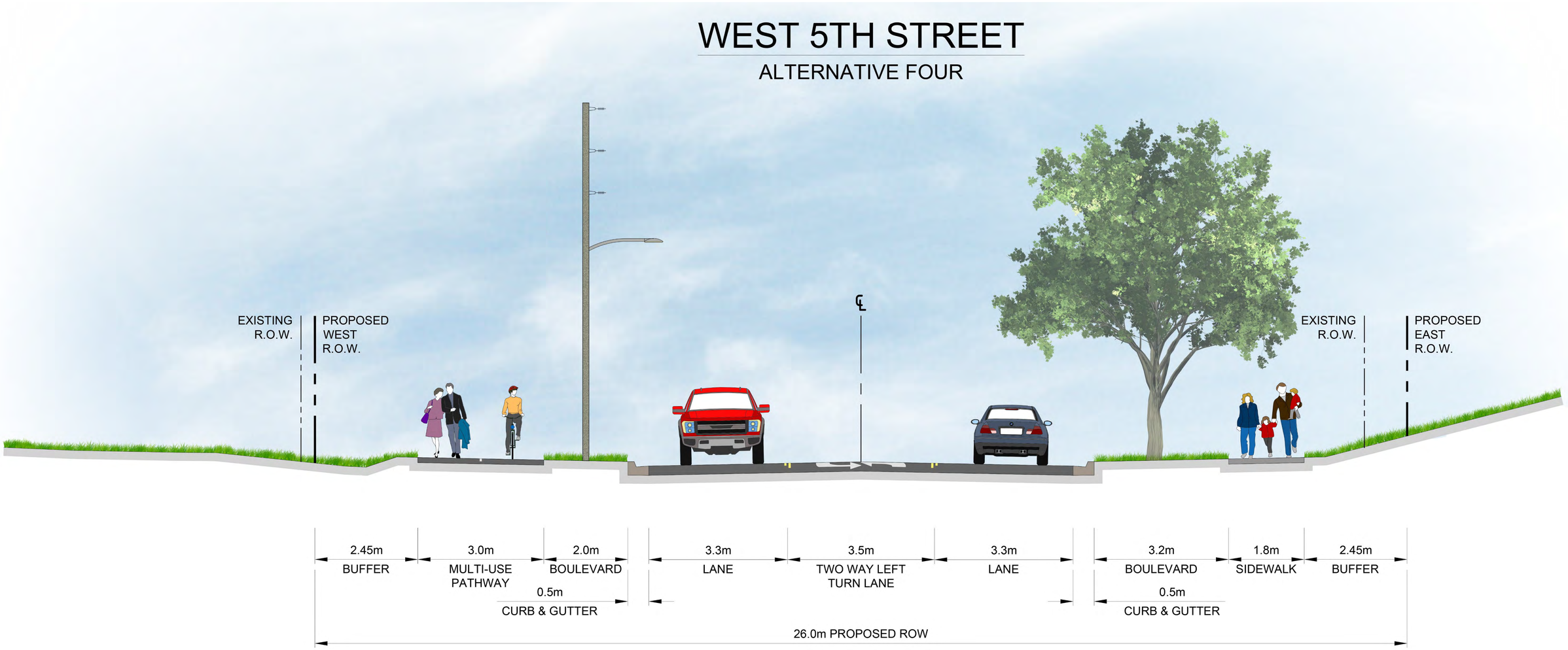
Alternative 3: Multi-Use Pathway (MUP) - Both sides of West 5th Street

Alternative 3 includes a modified version of the typical connector cross-section from the Complete Streets Manual for a 26 m ROW. The road accommodates a 3.5 meter two-way left-turn lane to better accommodate traffic flow and access. A 3.0 m Multi-Use Path (MUP) is included that provides a dedicated shared path for both cyclists and pedestrians. The MUP would be on both sides of the road in the boulevard in lieu of a sidewalk.



Alternative 4: Multi-Use Pathway (MUP) and Sidewalk

Alternative 4 features a modified cross-section from the Complete Streets Manual for a 26-meter right-of-way, incorporating a 3.5 meter two-way left-turn lane to improve traffic flow and access. It includes a 3.0-meter Multi-Use Path (MUP) on the west side for shared pedestrian and cyclist use on the same side as William Connell Park, and a separate 1.8-meter sidewalk on the east side dedicated to pedestrians. Additional pedestrian crossing points can be considered to facilitate access between the sidewalk and the MUP.



Alternative Designs Summary

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

Evaluation Factors	**Alternative 1** On Street Bicycle Facilities	**Alternative 2** Bicycle Facilities in Boulevards	**Alternative 3** Multi-Use Pathways (MUP) on both sides	**Alternative 4** Multi-Use Pathway and sidewalk
Transportation/Engineering	Least Preferred	Moderately Preferred	Moderately Preferred	Most Preferred
Cultural Environment	Most Preferred	Most Preferred	Most Preferred	Most Preferred
Socio-Economic Environment	Moderately Preferred	Moderately Preferred	Moderately Preferred	Most Preferred
Natural Environment	Least Preferred	Least Preferred	Moderately Preferred	Most Preferred
Financial	Most Preferred	Least Preferred	Moderately Preferred	Moderately Preferred
Summary	☒	☒	☒	☑

Alternative 4: Multi-Use Pathway and Sidewalk is selected as the **Recommended Active Transportation Alternative** for the following reasons:

- Increases connectivity to William Connell Park for cyclists and pedestrians
- Provides the safest and most inclusive option for all users – physically separating cyclists and pedestrians from vehicle traffic and each other by incorporating both an MUP and a sidewalk in the boulevards.
- Significantly enhances safety and accessibility for people of all ages and abilities, including families, children, and seniors by providing a sidewalk option.
- Minimizes construction challenges with a simple facility design and best preserves future access to the boulevard
- Best balances transportation safety with environmental considerations – increased road safety, less paved surfaces compared to other options, and allows for more tree planting within in the new 26 m right-of-way boundaries.

Environmental & Heritage

- Natural Environment
  - Natural environment mapping was reviewed
  - Fieldwork occurred in October 2024. Further investigations are ongoing (spring/summer 2025) and will be incorporated into the ESR
  - Impacts and mitigation measures are being assessed within the proposed 26 m Right of Way

- Other Investigations
  - Built heritage checklist to be included in the ESR
  - Stage 1 Archaeology Assessment completed. Stage 2 investigations recommended for detailed design.

Mitigation Measures and Commitments for Detailed Design

Impacts resulting from this project will be minimized to the extent possible. Preliminary mitigation measures have been identified below, and will be further refined in the Environmental Study report and during detail design. Investigations are ongoing and will continue to help confirm environmental impacts, refine mitigation measures, and support obtaining required permits and approvals.

Natural Environment

Species surveys are being undertaken to identify wildlife present within the study area. Impacts to the existing natural environment will be minimized to the extent possible. Temporary barriers to avoid wildlife interactions will be installed during construction.

Utilities

Utility conflicts with the Preferred Solution will be determined. Relocations or mitigation measures will be completed in advance of construction through consultation with individual utility organizations.

Noise Impacts

The potential changes in traffic noise associated with the Preferred Solution is currently being reviewed. A Noise Assessment is being completed to determine if measures are required.

Tree Impacts

Appropriate erosion and sediment controls will be used, and temporary barriers to avoid unnecessary tree clearing will be installed during construction. Future tree plantings are considered in detailed design where space permits.

Next Steps

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

- Review and respond to comments received at this PIC
- Confirm the Preferred Design
- Complete remaining technical studies and prepare ESR
- 30-day public comment period, review and respond to comments received, after which the project may proceed to Detailed Design

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 are available on the project website at: **www.hamilton.ca/West5thEA**

Please provide comments by filling out the comment form or by contacting a member of the project team below by June 17, 2025

Hamilton

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