Upper Wellington between Stone Church Road and Limeridge Road Municipal Class Environmental Assessment

Public Information Centre #1

June 8th, 2021 - 6:00 – 8:00 pm
Housekeeping Rules

• Please remain muted during presentation and while others are asking questions
• Questions can be asked by:
  1. Q&A Function
  2. Waiting for designated phone user time
  3. “Raise Hand” & Unmute
• Please keep questions brief
• Use *3 to raise your hand when calling in
• Magnifying glass can be used to zoom in on an item
Welcome to the Public Information Centre

Your input is important! Any comments can be sent to the below contacts by June 29th, 2021:

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<tr>
<th>Megan Salvucci</th>
<th>Lachlan Fraser, MPIA</th>
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www.Hamilton.ca/UpperWellingtonEA

A recording of the presentation will be posted following the event.
Presentation Outline

• Introductions
• Overview
• Municipal Class EA Process & Study Timeline
• Consultation Process
• Planning and Policy Context
• Technical Studies Being Completed
• Existing Land-Use, Transportation, Active Transportation and Transit
• Problem and Opportunity Statement
• Evaluation of Alternative Solutions
• Possible Cross-Sections
• How to Get Involved in this Study & Next Steps
## Introductions

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**Megan Salvucci**  
Project Manager  
City of Hamilton

**Justin Jones, M.A, IAP2**  
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**Jeff Suggett, M.Sc.**  
Project Manager  
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**Lachlan Fraser, MPIA**  
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Overview

The Municipal Class Environmental Assessment (MCEA) process is a planning tool used to identify the possible adverse effects of proposed infrastructure projects on the environment. For the purposes of this PIC, “EA” is synonymous with “MCEA”.

The current EA is a Schedule C project which has the potential for significant environmental effects.

We want your opinion on:
- The direction of the project (Problem & Opportunity Statement)
- The preferred solution
- The possible cross-sections
Overview – Study Area

The Study Area consists of Upper Wellington Street between Limeridge Road and Stone Church Road in Hamilton, Ontario.
Project Timeline and Environmental Assessment Process

Phase 1: Problem or Opportunity
- Identify Problems and Opportunities
- Winter 2020/2021

Phase 2: Alternative Solutions
- Identify and Evaluate Alternative Solutions
- Identify Preliminary Preferred Solution
- Undertake consultation
- Spring/Summer 2021

We are here!

Phase 3: Alternative Design Concepts for the Preferred Solution
- Identify and Evaluate Alternate Designs for Preferred Solution
- Complete Environmental Inventory and Impact Assessment
- Identify Preliminary Preferred Design and Improvements
- Undertake consultation
- Fall/Winter 2021/2022

Phase 4: Environmental Study Report
- Confirm Recommended Design and Improvements
- Project Documentation (Environmental Study Report)
- Issue Notice of Study Completion
- Early 2022

Phase 5: Implementation
- Project Implementation (Detail Design and Construction)
- Timing to be determined
Consultation Process

How the process works

The Environmental Assessment Process will develop a Preferred Preliminary Solution that is then “screened”, which then forms Alternative Designs for the Preferred Solution, and the best design then forms a recommendation at the end of this study.

You are invited to contribute suggestions for the Preferred Preliminary Solution and provide input on the evaluation criteria. At the next Public Consultation Event, you will be able to review the alternative designs.

Public Input Throughout

Preferred Preliminary Solution → Screening → Alternative Designs for Preferred Solution → Screening → Recommended Design and Improvements

Spring/Summer 2021 → Early 2022
Planning and Policy Context

The current EA Study is consistent with the following policy documents:

- Provincial Policy Statement (2020)
- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- Urban Hamilton Official Plan (2013)
Transportation Planning and Policy Context

The current EA Study builds on the recommendations of the following documents:

- Recommended Upper Wellington between south of Lincoln Alexander Parkway and Stone Church Road be widened from two to five lanes (four lanes of traffic and one dedicated turn lane)

City of Hamilton Transportation Master Plan (2007)
- Recommended road widening and a two-way left-turn lane on Upper Wellington Street between Limeridge Road and Stone Church Road

City of Hamilton Cycling Master Plan (2009) and Review and Update (2018)
Recommended bike lanes on Upper Wellington Street from Limeridge Road to Rymal Road

Hamilton Pedestrian Mobility Plan (2012)
Identified study area as a Suburban Context Area with Sidewalk Clear-Zone Width for local, collector, and arterial roads at 1.5m

City of Hamilton Transportation Master Plan Review and Update (2018)
Reconfirmed recommendation of Upper Wellington Street widening
Complete Liveable Better Streets

- Hamilton's Complete-Liveable-Better Streets vision will help inform the direction of this study

"Complete Streets are streets that are safe for everyone: people who walk, bicycle, take transit, or drive, and people of all ages and abilities"

- Encourage designs that better balance considerations for the different transportation modes that share streets
- Focus on enhancing road safety, and;
- Design streets to address the transportation requirements and placemaking functions of surrounding areas
Technical Studies Being Completed

The following investigations and inventories are being completed as part of the current Class EA:

Draft Reports Completed:
• Stage 1 Archaeological Assessment
• Cultural Heritage Review
• Social-Economic Environment
• Stormwater Assessment
• Traffic Assessment
• Phase 1 Environmental Site Assessment

To be Completed:
• Natural Environment Assessment
• Noise Review
Archaeological and Cultural Heritage Resources

Archaeology Findings
• A Stage 1 Archaeological Assessment was carried out in accordance with the Standards and Guidelines for Consultant Archaeologists (2011) developed by the Ministry of Heritage, Sport, Tourism and Culture Industries.
• The Stage 1 Archaeological Assessment has identified that there are areas within the Study Area that have archaeological potential.
• Shared with relevant Indigenous Nations

Recommendations
• A Stage 2 Archaeological Assessment will be completed during detailed design phase of the project to assess areas that may be impacted by the project works for the archaeological resources

Cultural Heritage Resources Findings
• The Ministry of Heritage, Sport, Tourism and Culture Industries’ Criteria for Evaluating Potential for Built Heritage Resources and Cultural Heritage Landscapes Checklist was completed to identify recognized heritage properties and potential heritage properties that may be of cultural heritage value.
• The completion of the Checklist and associated background review determined that the Study Area contains, and is adjacent to, properties with known and potential cultural heritage value.
• Shared with relevant Indigenous Nations

Recommendations
• The proposed road work will be planned in a manner that avoids impacts to the identified known and potential heritage properties. If impacts are anticipated, then further cultural heritage work in the form of a Conditions and Impact Assessment is recommended.
Socio-Economic Environment

Findings
• Existing land uses within the Study Area include commercial, residential, institutional/community facilities, and recreational.

Recommendations
• Consideration for these features will be incorporated into the evaluation of alternatives process to identify a preferred design.
**Findings**

- There is currently no SWM for the roadway
- Limited storm sewers but those present are generally of acceptable capacity
- Performance of the major system (overland flow) is generally acceptable for the study area with the exception of a sag at the intersection with Towercrest Drive/Sirente Drive

**Recommendations**

- Grading improvements or increased inlet capacity to address the sag point at Upper Wellington Street and Towercrest/Sirente Drive
- Provide stormwater management for the roadway (potentially for just the new roadway area or for a larger portion of the existing roadway):
  - Quantity control (to mitigate increase in peak flows/runoff)
  - Quality control (to mitigate increases in contaminants)
- Review opportunities for at source controls which promote infiltration and water balance, such as Low Impact Development Best Management Practices (LID BMPs)
- If feasible, there is value in preserving roadside ditches rather than a roadway urbanization, since these more naturally align with LID BMPs
Contamination and Noise (pending)

**Phase I Environmental Site Assessment**

**Findings**
- A review of local records and reconnaissance by Wood team member identified potentials for environmental concern
- Potentially contaminating activities which result in areas of potential environmental concern include:
  - Hamilton Builders’ Supply
  - Husky Retail Fuel Outlet
  - The Fire Hall
  - Potential salt-impacted soils beneath the roadway due to winter salting

**Recommendations**
- An intrusive investigation, such as a Phase II ESA, should be undertaken during detailed design to address the areas of environmental concern

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**Noise Review (Pending)**

- Wood will assess potential noise effects during the evaluation of alternative design concepts process at a high level and will identify additional acoustic requirements beyond the Class EA process, as needed. Wood will compare the relative noise impacts of the various alternatives in a qualitative manner.
- Each alternative design will receive a rank based on the expected qualitative impact associated with each key comparator.
- This will be completed in Phase 3 of the Class EA process.
Natural Environment Assessment (pending)

- The following tasks will be carried out to complete the Natural Environment Assessment:
  - Assessment of natural environment:
    - Vegetation Inventory
    - Breeding Bird Surveys
    - Incidental Wildlife
    - Significant Wildlife Habitat Screening
    - Species at Risk Screening
  - Completing a tree inventory:
    - To consider existing trees in the evaluation of alternatives and to minimize impacts on trees through design process
Study area corridor is four lanes from Towercrest Drive/Sirente Drive until the study area boundary at Limeridge Road.

The section south of Towercrest Drive/Sirente Drive consists of two lanes south of the Upper Wellington Street intersection to Stone Church Road East.
Existing Active Transportation and Transit Network

Sidewalks are the primary active transportation facility within the study area. Sidewalks are present on both sides of Upper Wellington Street between Limeridge Road and Towercrest Drive. South of Towercrest Drive, sidewalks are provided on the west side of Upper Wellington until Stone Church Road East. Bicycle lanes are provided along Limeridge Road East and Stone Church Road East and public transit operates along Upper Wellington Street and Stone Church Road East.
Safety

- Very few mid-block collisions
- Upper Wellington Street / Stone Church Road experiencing a higher collision frequency than the other two intersections
- Pattern of collisions noted to be primarily rear end and appear to relate to congestion
- Reviewed for conformance with City’s Vision Zero objectives
Traffic Assessment

Peak Traffic Flows in Year 2031 without widening Upper Wellington

Findings
• Provincial and City of Hamilton background studies detail plans for road widening and active transportation facilities within study corridor along Upper Wellington Street
• Two-lane section of Upper Wellington will exceed capacity (for a 2-lane road) by 2031

Recommendations
• Widening of Upper Wellington Street between Stone Church Road and Towercrest Drive/Sirente Drive up to a 4-lane cross section
• Consistency with cross section to the north
• Along with the widening, improve pedestrian and cyclist facilities
Problem and Opportunity Statement

As part of this MCEA, the transportation assessment identified that there are capacity deficiencies along Upper Wellington Street for the existing conditions (2020) and future conditions (2031).

Building off the recommendations from the City’s transportation planning policies, the City of Hamilton is taking this opportunity to implement capacity and active transportation improvements on Upper Wellington Street, between Limeridge Road East and 50m south of the intersection at Stone Church Road East and Upper Wellington Street.
Alternative Solutions

**Alternative Solution 1 - Do Nothing:** No improvements to the Upper Wellington Street within the study area.

**Alternative Solution 2 - Manage Transportation Demand (TDM):** Manage demands on transportation infrastructure using policies, programs, infrastructure improvements, and/or services to influence travel behaviour. TDM encourages sustainable travel choices (use of transit, shift to active transportation, and encourage carpooling).

**Alternative Solution 3 - Improve Other North-South Roads:** This alternative considers improvements to the other north-south roads: Upper Wentworth Street to the east, or Upper James Street to the west.

**Alternative Solution 4 – Improve Upper Wellington Street:** This alternative would involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, signal timing, providing active transportation facilities, improving transit, providing dedicated turn lanes, and improving system efficiency within the Study Area.
### Moving Towards a Preferred Design

The alternative solutions have been evaluated using the following criteria to identify a preferred solution:

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# Evaluation of Alternative Solutions

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### Scoring System / Evaluation Scale

- **Highest negative impacts or lowest benefits**
- **Moderate negative impacts and benefits**
- **Lowest negative impacts or greatest benefits**
Preferred Solution: Alternative 4

Improve Upper Wellington Street

Improvements will involve widening Upper Wellington Street from two traffic lanes up to four traffic lanes, providing/extendng dedicated turn lanes, improving signal timing, providing active transportation facilities and/or improving transit system efficiency between Sirente Drive/Towercrest Drive and 50 m south of Stone Church Road.
Possible Cross-section (1)
The following cross-sections are examples of what Upper Wellington between Towercrest Drive/Sirente Road and Stone Church Road might look like after improvements:

Upper Wellington Street - 29.2m

Example cross-section shown above has a 29.2 metre width. Moving west to east, it includes: 2.5m tree space; 1.8m sidewalk; 1.8m bike lane; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 1.8m bike lane; 1.8m sidewalk; and 2.5m tree space.
Example cross-section shown above has a 30.2 metre width. Moving west to east, it includes: 2.5m tree space; 1.8m sidewalk; 1m utility space; 0.5m curb; 1.8m bike lane; 0.5m buffer; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m buffer; 1.8m bike lane; 0.5m curb; 1m utility space; 1.8m sidewalk; and 2.5m tree space.
Example cross-section shown above has a 29.0 metre width. Moving west to east, it includes: 3m multi-use path; 3m tree space; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 3m tree space; and 3m multi-use path.
Example cross-section shown above has a 29.0 metre width. Moving west to east, it includes: 3m multi-use path; 3m tree space; 1m utility space; 0.5m curb; two southbound driving lanes (each 3.5m); two northbound driving lanes (each 3.5m); 0.5m curb; 1m utility space; 3m space for a transit stop; and 3m multi-use path.
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