Garner Road

Municipal Class Environmental Assessment

City of Hamilton

Public Information Centre 1

December 11, 2023

Welcome!

The goals of this Public Information Centre (PIC) 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
- Present Alternative Solutions and draft evaluation criteria
- 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.

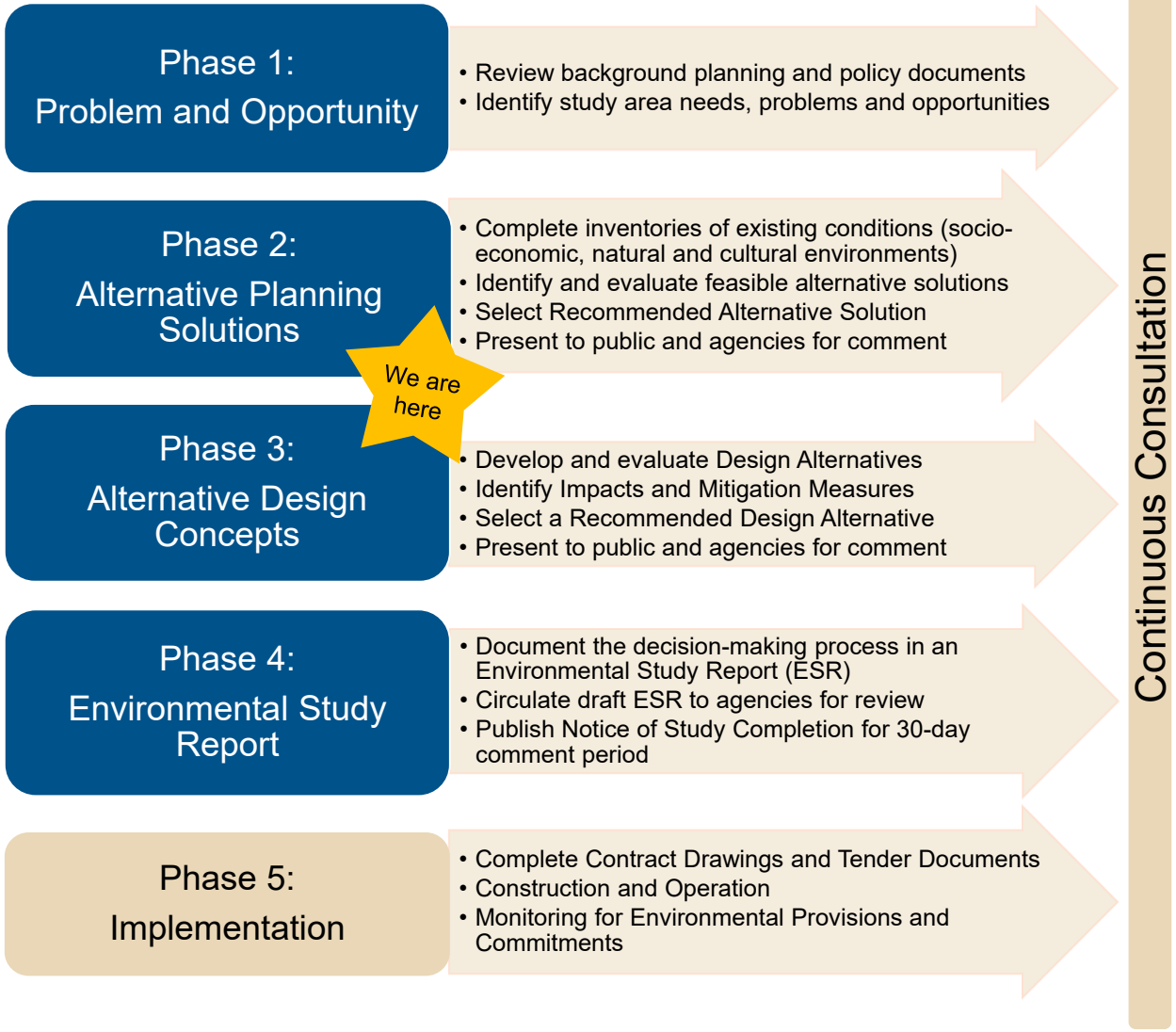
Project Summary

The City of Hamilton initiated a Schedule ‘C’ Municipal Class Environmental Assessment (EA) to develop and assess Alternative Solutions to improve transportation along Garner Road (Wilson Street to the Highway 403 off-ramp). The EA will assess options to improve traffic, active transportation, transit, and stormwater management throughout the corridor. The improvements are required to support future growth within Hamilton, specifically the Airport Employment Growth District (AEGD).

Municipal Class EA Process

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

An EA is a planning process for municipal infrastructure, legislated by the *Ontario Environmental Assessment Act*. This EA study is being conducted as a Schedule 'C' project under the Municipal Class EA document (October 2000, as amended) and includes Phases 1 to 4.



Planning and Policy Context

Hamilton Airport Employment Growth District (AEGD) Transportation Master Plan

The AEGD Transportation Master Plan (TMP) was developed to prepare a transportation strategy that would accommodate an increase of over 28,000 people/employees by the year 2031 within the AEGD. The AEGD TMP recommends road widening, rapid transit, cycling infrastructure and transportation demand management (TDM) measures along Garner Road.

Ancaster Transportation Master Plan (ATMP)

The 2011 ATMP identifies improvements to support mobility to the year 2031. The ATMP identifies Garner Road as a Major Arterial Road and Full Time Truck Route. Identified improvements along Garner Road include road widening with left turn lanes as required.

Airport Employment Growth District

Problem & Opportunity

Garner Road from Wilson Street to the Highway 403 ramp is a rural cross-section with inadequate transportation facilities to accommodate existing and future road users (pedestrians, cyclists, transit, commercial vehicles, and autos). Garner Road has no cycling facilities and discontinuous sidewalks. The existing Garner Road corridor cannot support the projected growth within the AEGD.

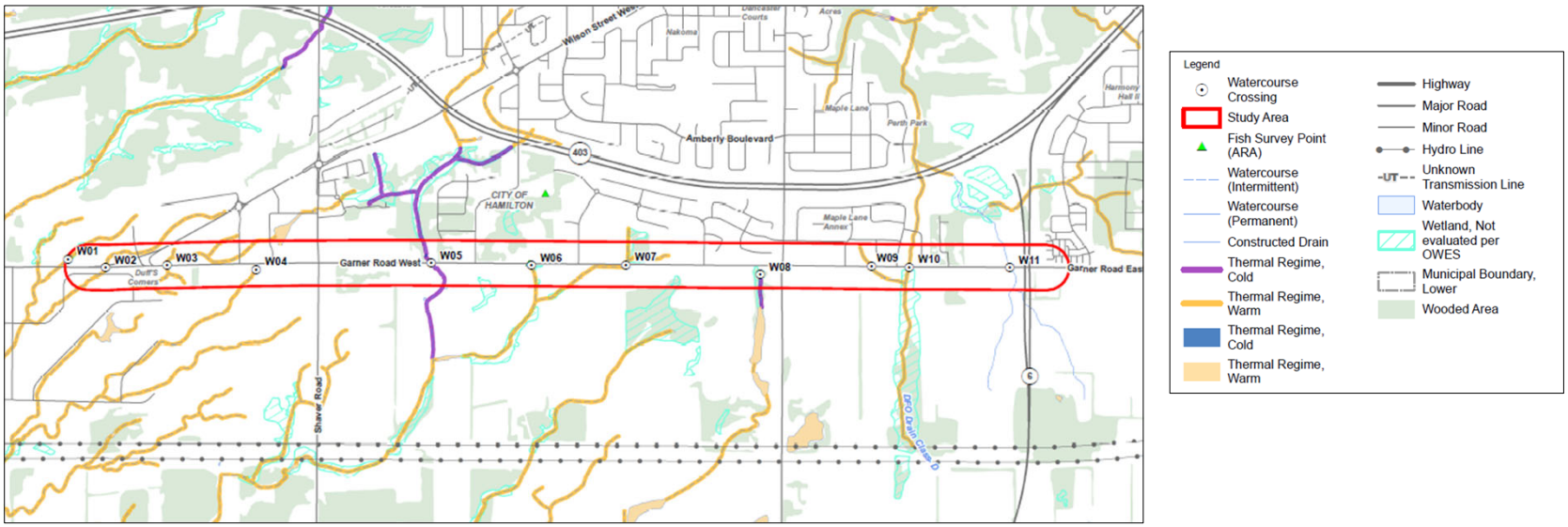
Improvements to Garner Road are required to accommodate existing and future transportation needs. Improvements will include road widening for the implementation of rapid transit and active transportation (i.e., bike lanes, sidewalks, multi-use paths.

Natural Environment

Existing Conditions

The study area includes the following significant natural features:

- Wetlands, including “Key Natural Heritage / Hydrologic Feature Wetlands”
- Woodlands, including “Key Natural Heritage Feature Significant Woodlands”
- Breeding and migratory bird nests
- Wildlife habitat, including bat maternity roost trees, snake hibernacula, amphibian breeding habitat, marsh breeding habitat, turtle nesting areas
- Species at Risk (SAR) and suitable habitat for SAR
- Species of Conservation Concern (SOCC) and suitable habitat for SOCC
- Fish habitat
- Headwater Drainage Feature



Cultural Environment

Existing Conditions

Archaeological Resources

A Stage 1 Archaeological Assessment was completed as part of this study.

- 21 archaeological assessments have been previously carried out within the study area.
- 132 archaeological sites have been identified within one kilometer of the study area. Of those, 9 were located within the study area, all of which are pre-contact Indigenous.
- Approximately 40% of the study area retains potential for the recovery of archaeological resources and requires a Stage 2 Archaeological Assessment.

Built Heritage Resources and Cultural Heritage Landscapes

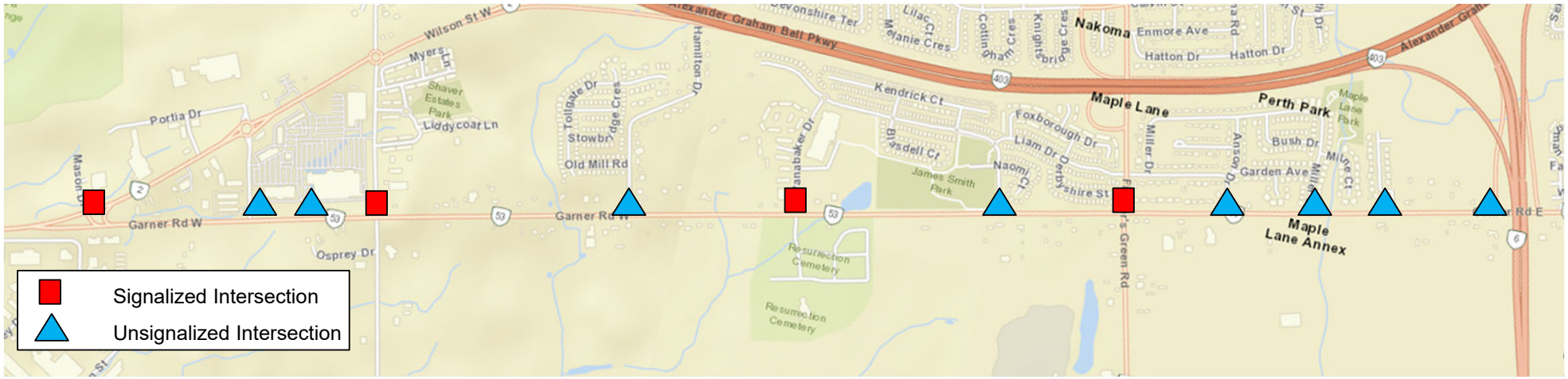
A review of existing built heritage resources and cultural heritage landscapes within the study area will be completed. The City of Hamilton Heritage Mapping and Resources has identified heritage properties within the study area, including the following:

- Designated Heritage Properties (has cultural heritage value designated through a by-law)
  - 1 cemetery, 4 residences
- Inventoried Heritage Properties (identified as having potential for heritage value, but not designated)
  - 2 cemeteries, 2 churches and cemeteries, 11 residences

Transportation

Existing Conditions

The existing corridor includes a two-lane roadway with turning lanes at select intersections, which are either stop controlled or signalized.



Historical collision data indicates that the corridor has a relatively low collision rate. The highest recorded collisions were observed at the intersection of Fiddler's Green Road and Garner Road.

Intersection	Collisions (C)	Volume (V)	Data Period (N)	Collision Rate (R)
RAMP WILSON EB TO GARNER EB @ GARNER RD W	2	22,114	5	0.05
WILSON ST W @ RAMP WILSON EB TO GARNER EB	1	16,583	5	0.03
GARNER RD W @ MCCLURE RD	2	14,743	5	0.07
GARNER RD W @ SHAVER RD	5	22,551	5	0.12
GARNER RD W @ HAMILTON DR	3	27,171	5	0.06
GARNER RD W @ PANABAKER DR	2	27,289	5	0.04
FIDDLER'S GREEN RD @ GARNER RD W	9	30,761	5	0.16
ANSON DR @ GARNER RD E	1	22,551	5	0.02
GARNER RD E @ MILLER DR	2	23,517	5	0.05
GARNER RD E @ RAMP 403 WB TO GARNER	2	77,478	5	0.01

Transportation Level of Service

Existing Conditions

The existing corridor was also reviewed to determine the overall Multi-modal Level of Service (MMLOS) for transit, bicycles, pedestrians, autos and trucks to indicate how well these modes of travel are functioning. The corridor has discontinuous sidewalks and lacks dedicated cycling infrastructure, which resulted in a poor MMLOS for those elements.

Mode of Travel	Summary of LOS
Transit 	**Poor** Long delays, low levels of reliability
Bicycles 	**Fails** No dedicated cycling infrastructure
Pedestrians 	**Fails** Discontinuous sidewalks throughout corridor
Automobiles 	**Good - Fair** Low lane utilization, short delays
Trucks 	**Good - Fair** Unimpeded movement, short delays

Alternative Solutions

The following Alternative Solutions were developed and assessed to determine their ability to address the problems and opportunities identified within the study area:

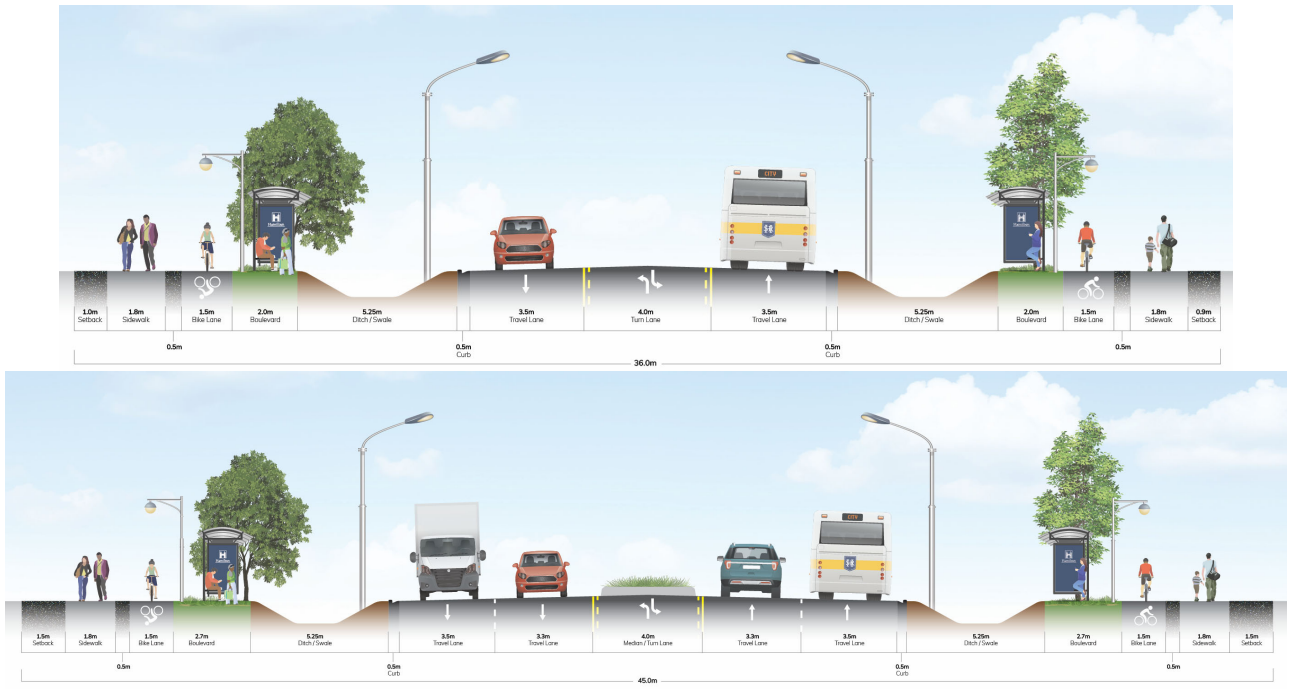
Do Nothing No improvements would be undertaken, only regular maintenance and planned improvements will be in place.	☒	**Does not** address the needs and opportunities for the study area. **Do not carry forward.**
Limit Development Limit development adjacent to the study area to reduce traffic congestion on the existing network.	☒	**Does not** address the needs and opportunities for the study area. **Do not carry forward.**
Operational Improvements Implement localized measures to improve transit, active transportation, and localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.	☑	Partially Addresses the needs and opportunities for the study area. **Carry forward.**
Improve Other Roadways Widen/enhance municipal arterial roads other than Garner Road to improve capacity and operations and provide congestion relief on existing facilities through additional lanes to increase the performance of the transportation network.	☒	**Does not** address the needs and opportunities for the study area. **Do not carry forward.**
Widen Garner Road Widen Garner Road to include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and commercial vehicles.	☑	Addresses the needs and opportunities for the study area. **Carry forward.**

The recommended alternative solution for the study area includes both **Operational Improvements** and **Widen Garner Road**. These will be carried forward to Phase 3 of the EA study – Development of Design Alternatives.

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 localized roadway improvements to optimize traffic flow. These improvements can include cycling lanes, sidewalks, transit queue jump lanes, intersection improvements, and/or turning lanes.
- **Widen Garner Road:** Include additional travel and/or turning lanes (e.g., 3, 4, or 5 lane cross-sections) to accommodate future travel demand. The right-of-way would be designed to accommodate pedestrians, cyclists, transit, vehicles, and truck traffic.

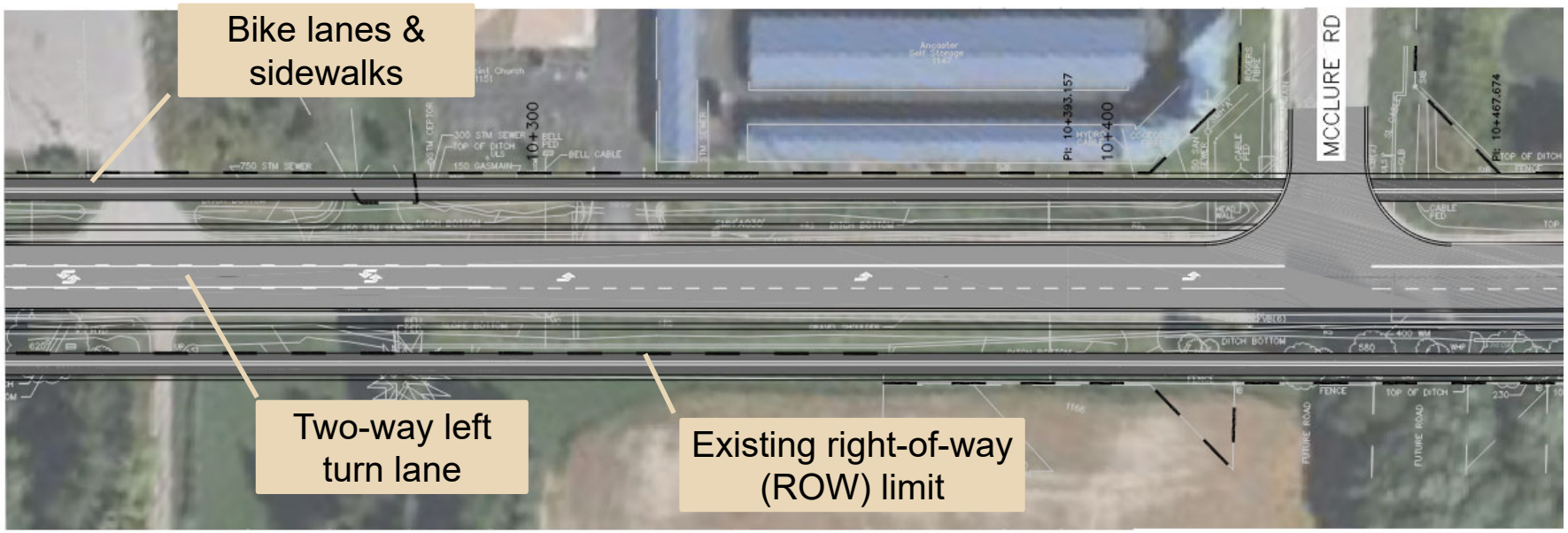


Notes:

- Conceptual cross-section elements shown here are from the AEGD update.
- The cross-section configurations are conceptual, context sensitive and, where applicable, subject to refinements during Phases 3 & 4 of the EA process.
- The road cross-section options will incorporate these elements into the three Alternative Designs.

Potential Alternative Cross-Section

Option 1



- Widen Garner Road to three lanes, including one travel lane in each direction, a centre two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 36m width.

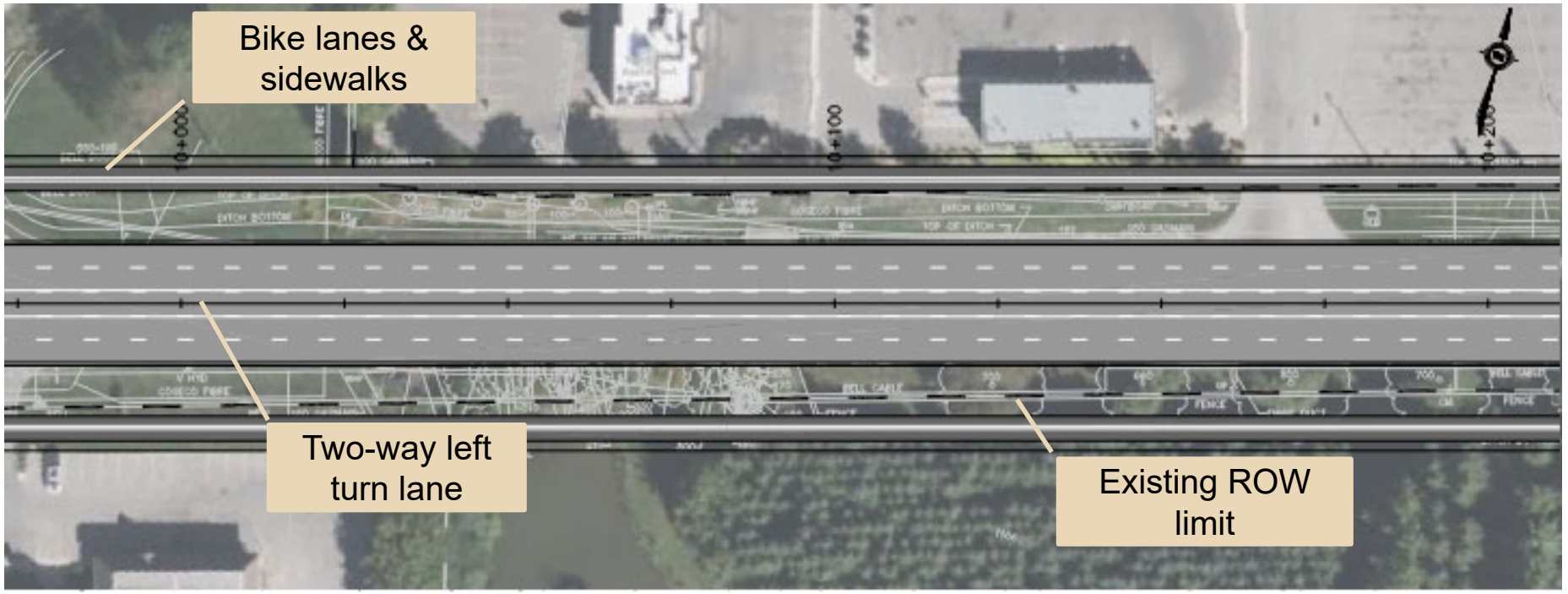
Potential Alternative Cross-Section

Option 2

- Widen Garner Road to four lanes, including two travel lanes in each direction, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

Potential Alternative Cross-Section

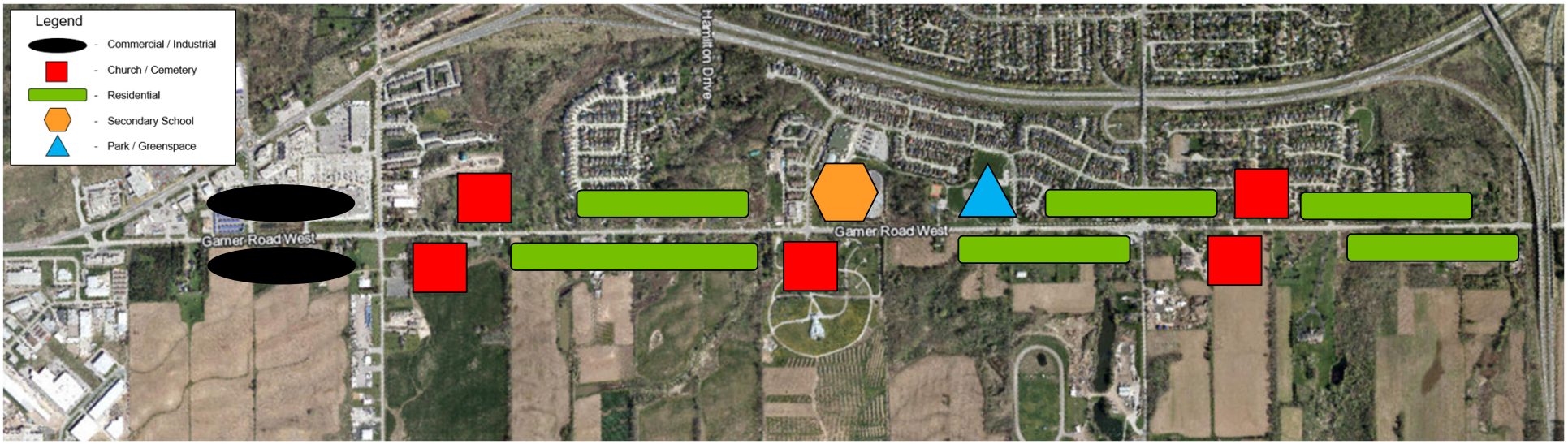
Option 3



- Widen Garner Road to five lanes, including two travel lanes in each direction, a two way left turn lane, separated bike lanes and sidewalks.
- Widen/protect right-of-way to standard 45m width.

Garner Road Corridor Constraints

Several environmental and technical constraints are located within the study area that will influence the development of Design Alternatives and the decision-making process.

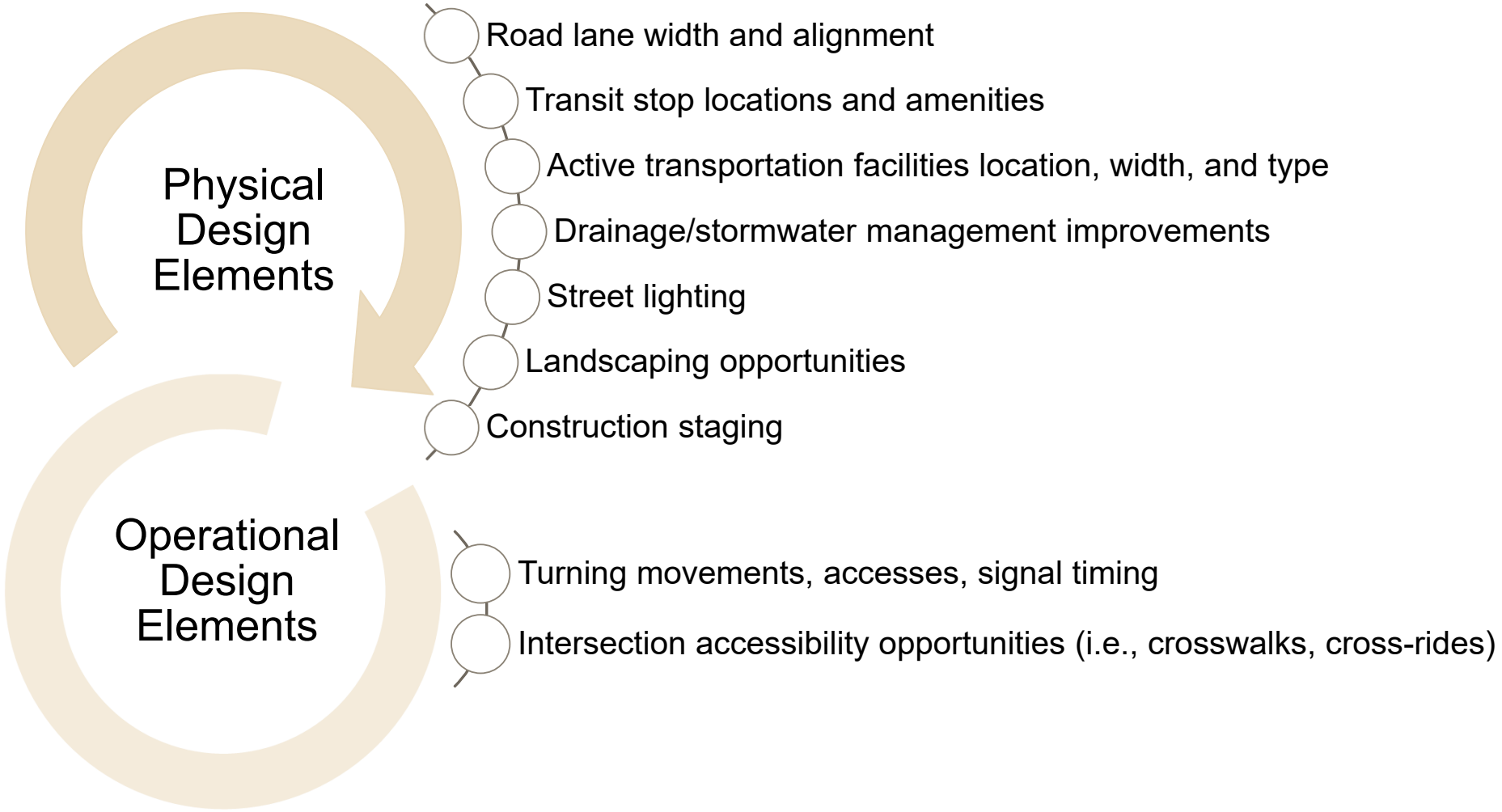


Key constraints include existing commercial/industrial areas, churches, cemeteries, residential properties, secondary school property, and park/greenspace.

The existing right-of-way varies and is approximately 30m wide on average. Additional width/property is required to accommodate cycling facilities, sidewalks, multi-use paths and lane capacity for cars and commercial vehicles. The location of constraints varies throughout the study area and may restrict improvement opportunities.

Alternative Design Elements

During Phase 3 of the EA process, the following design elements will be considered as Design Alternatives are developed:



Evaluation Criteria

The Alternatives will be assessed using the factors and criteria below. Comments received from agencies, stakeholders, Indigenous communities 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)
- Safety for all users
- Public transit service
- Road network compatibility / connectivity
- Accommodate pedestrians / cyclists
- Response times / access for emergency vehicles
- Accommodate truck traffic
- Services / utilities
- Cost (i.e., capital cost, operational costs)

Cultural Environment

- Archaeological resources
- Built heritage / cultural landscape resources

Next Steps

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

- Review and respond to comments received
- Continue to engage Indigenous communities, 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 2024.

Thank you!

Thank you for participating in this PIC for the Garner Road Municipal Class Environmental Assessment study. Your feedback is valuable and appreciated.

Please provide comments by filling out the comment form or by contacting a member of the project team below by January 10, 2024:

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