



City of Hamilton Report for Consideration

To: Chair and Members
Planning Committee

Date: June 10, 2025

Report No: PED25145

Subject/Title: Barton Street and Fifty Road Improvements
Municipal Class Environmental Assessment
Environmental Study Report

Ward(s) Affected: Ward 10

Recommendations

1. That the Environmental Study Report respecting the Municipal Class Environmental Assessments for Barton Street and Fifty Road Improvements (Phases 3 and 4), and Fifty Road / CN Rail Crossing (Phases 1 and 2), included as Appendix A to PED25145, **BE APPROVED**; and that the General Manager of Planning and Economic Development be authorized to place the Environmental Study Report out for minimum 30-day public review.

Due to the volume of the Environmental Study Report, materials can be viewed via the following link is provided: engage.hamilton.ca/bartonfiftyea

Key Facts

- The Stoney Creek Urban Boundary Expansion Transportation Master Plan (2008) recommended improvements to Barton Street between Fruitland Road and Fifty Road, and Fifty Road between South Service Road and Highway 8 to accommodate planned population growth in the Stoney Creek Urban Boundary Expansion Area (refer to Study Area Map included as Appendix B to report PED25145).
- Through the Study process, improvements for Barton Street and Fifty Road were developed considering Complete Street Design principles.

- Barton Street and Fifty Road form part of the B-Line rapid transit network connecting to Winona Crossing. Upgrading Barton Street and Fifty Road corridor will facilitate improved transit service along this corridor.
- The study exceeded legislated public engagement requirements for projects subject to the Municipal Class Environmental Assessment process.
- Stakeholder input resulted in tangible improvements to the recommended alternatives.
- Barton Street and Fifty Road Improvements are strategic growth projects. As such, each project is included in the Capital Budget.

Financial Considerations

As Development Charge funded projects, costs for the recommended improvements to Barton Street and Fifty Road have been derived from the City's 2024 Strategic Transportation Network Review which was used to inform the 2024 Development Charges Background Study and By-Law. The estimated costs and funding sources are as follows:

1. Barton Street Improvements – Preferred Alternative (Fruitland Road to Fifty Road)

Capital Cost: \$53.9M * Includes design / construction / land.

- a. Development Charge Contributions = \$32.3M
- b. Levy Contribution = \$21.6M

The Barton Street Improvements project has been included in the Capital Budget as Project ID 4032480481. Currently, \$3.4M is approved and is intended to be used to start the land acquisition process starting this year. Construction is expected to be staged and is being targeted for construction starting in 2028.

2. Fifty Road Improvements – Preferred Alternative (South Service Road to Highway 8)

Capital Cost: \$5.2M * Includes design / construction / land.

- a. Development Charge Contributions = \$4.4M
- b. Levy Contribution = \$0.8M

The Fifty Road Improvements project has been included in the Capital Budget forecast as Project ID 4032980685. The project is currently budgeted for design and construction starting in 2029; however, upon approval of the Study, staff will look to coordinate this project with other planned work on Fifty Road which include temporary pedestrian upgrades south of the Canadian National Rail line (Rail line), sidewalks across the QEW, and signalization of the Fifty Road ramp terminals at the QEW. This could result in advancing the project before 2029.

Background

The Stoney Creek Urban Boundary Expansion Transportation Master Plan (2008) recommended improvements to the road corridors for Barton Street and Fifty Road to support planned population growth in the Stoney Creek Boundary Expansion Area. Both Barton Street and Fifty Road were recommended to be widened to 3 lanes (one lane in each direction with a centre turn lane). The Transportation Master Plan fulfilled the requirements of Phases 1 and 2 of the Barton Street and Fifty Road process for this Study.

In accordance with the Official Plan, Barton Street is designated as a 40.576m wide arterial road; Fifty Road is designated as a 26.213m wide arterial road. The existing road allowance on Barton Street east of Fruitland Road varies between approximately 20m and 36m. As development along Barton Street has proceeded, the City has been gradually acquiring lands to establish the designated road allowance through land dedications at the time of development. The existing road allowance on Fifty Road varies from approximately 20m to 23m with only limited land dedication occurring on the west side of the road north of Barton Street.

The Fruitland-Winona Secondary Plan (2014) recommended that Barton Street include a 4m wide Promenade on the south side of the corridor between Fruitland Road and Fifty Road, increasing the original road allowance designation from 36.576m to 40.576m.

The Barton Street and Fifty Road Improvements Municipal Class Environmental Assessment A (the Study) commenced in 2018 (refer to Study Area Map in Appendix B of report PED25145). As part of the Study an updated Transportation Study was conducted to confirm results of the 2008 Transportation Master Plan and to address any changes since approval of the Secondary Plan in 2014. Through the analysis it was determined that east-west lane traffic demand and future transit would be more appropriately serviced with 4 lanes on Barton Street rather than 4 lanes on Highway 8. This outcome has been reflected in the 2024 Strategic Transportation Network Review which was approved as part of the 2024 DC By-Law as well as the ongoing Highway 8 Improvements Municipal Class Environmental Assessment process.

In the future, Barton Street and Highway 8 will accommodate growing travel demands and multi-modal needs consistent with the City's transportation goals, i.e. a complete street for an appropriate level of service for vehicular traffic (goods movement, personal vehicles, and transit), as well as active transportation – cycling and pedestrians. Vision Zero and the Complete Street Design Manual informed the development and design of alternatives considered in the study.

Analysis

Derived from study findings in the 2018 Transportation Master Plan, the Study's Problem and Opportunity statement recognized a need for additional vehicle capacity for goods movement, personal vehicles, and future transit needs.

Currently, both Barton Street and Fifty Road corridors have a rural cross-section with roadside ditches and lack proper drainage and pedestrian facilities. Existing sidewalk alternates from one side of the road to the other on Barton Street and are non-existent on Fifty Road. Both corridors are also substandard as it relates to conformance with Complete Streets principles. Currently, Fifty Road crosses the Canadian National Rail (Rail) line at-grade just south of South Service Road. Traffic control on both corridors is limited to all-way stop controls at major intersections, traffic signals on Barton Street at Fruitland Road, on Fifty Road at South Service Road and Highway 8, and active rail signals with gates on Fifty Road at the Rail line.

Consistent with the Municipal Class Environmental Assessment process, the proposed improvements were evaluated against criteria related to transportation service, engineering, cost, socioeconomics, cultural environment, and natural environment factors.

Various technical studies were completed to assess the existing conditions and potential impacts of the alternatives being considered. Studies included: Transportation Analysis, Natural Heritage, Built Heritage and Cultural Heritage Landscape Assessment, Stage 1 Archaeological Assessment, Stormwater Management, Environmental Noise Study and Geotechnical Investigations. The findings of these studies along with feedback from the public, agencies and Indigenous Nations was incorporated into the evaluation of alternative solutions.

Through multiple stakeholder engagement and public consultation events, the proposed Barton Street and Fifty Road improvements were further refined to address feedback received. Refer to Appendix D of report PED25145 for Public Consultation details.

Barton Street (Phases 3 and 4 Municipal Class Environmental Assessment)

In its ultimate configuration, Barton Street is recommended to carry two lanes of travel in each direction with left turning lanes interchangeable with planted medians (five lanes in total).

The Study considered the following alternatives for the Barton Street corridor:

- Horizontal alignment options, e.g. different locations for the road within the corridor that would provide for the recommended lane capacity, active transportation, the Promenade, and minimize property impacts.
- Cross-section options, e.g. alternative locations for active transportation facilities including their offset from the driving portion of the road. A staged implementation of the recommended alternative was also assessed east of Lewis Road that would result in constructing one lane in each direction in its first stage of implementation as

a way of reducing impacts to properties as the area transitions from a rural to urban community.

- Traffic control at major intersections including roundabouts, stop signs, and traffic signals.

Analysis and evaluation of alternatives for Barton Street resulted in the following recommendations for the corridor:

1. A cross-section with five lanes between Fruitland Road and Fifty Road. This section would to be phased with three lanes east of Lewis Road in the first stage of construction.
2. Minor shifts of the road centre line throughout the corridor as a result of improvements to the design and to minimize property impacts.
3. Sidewalk on the north side of the road throughout the corridor and a multi-use path on the south side of the road throughout the corridor to be employed as the Promenade contemplated in the Secondary Plan.
4. Incorporation of the Promenade (4m) into the existing road allowance reducing the required width of the corridor from 40.6m to 36.6m.
5. Traffic signal controls at all major intersections. Note, roundabouts are not recommended due to size/property impact requirements, and pedestrian and cyclist safety considerations.
6. A design that is consistent with the City's Complete Streets Design Manual.

Refer to Appendix C of report PED25145 for a graphical depiction of the recommended cross-sections for Barton Street.

Fifty Road (Phases 3 and 4 Municipal Class Environmental Assessment)

Fifty Road is recommended to carry two lanes of travel in each direction north of Barton Street to South Service Road (four lanes total) and one lane of travel in each direction with a continuous centre turn lane south of Barton Street to Highway 8 (three lanes total) in its ultimate configuration.

The Study considered and evaluated, the following alternatives for the Fifty Road corridor:

- Horizontal alignment options, i.e. different locations for the road within the corridor that would provide for the recommended lane capacity, active transportation, and minimization of property impacts. For the section north of Barton Street a widening of the corridor from approximately 26 to 30 metres was considered because of the limited space to fit the recommended four lanes with active transportation facilities and grading constraints.
- Cross-section options, i.e. alternate locations for active transportation facilities including their offset from the driving portion of the road.

- Intersection improvements at Highway 8: different options to address the substandard horizontal skew (i.e. not at 90 degrees).

Analysis and evaluation of alternatives for Fifty Road resulted in the following recommendations for the corridor:

1. A four-metre shift of the road centre line to the east, to minimize residential property impacts on the west side of the corridor.
2. Widening of the designated road allowance north of Barton Street from approximately 26m to 30m.
3. A multi-use-path on the west side throughout the corridor.
4. An intersection realignment at Highway 8 to improve intersection safety and bring the intersection angle closer to 90 degrees.
5. A design that is consistent with the City's Complete Street Design Manual.

Notwithstanding that the limits of the Study was South Service Road; it is recognized that there are deficiencies on Fifty Road north of South Service Road. Specifically, this segment of Fifty Road, which includes the interchange with the QEW, lacks pedestrian and cycling facilities and is a barrier for people walking and cycling between the waterfront and the commercial node (Winona Common). Capacity deficiencies have also been identified for the eastbound and westbound QEW ramp terminals. Through a separate project, Transportation Planning staff are working to advance solutions to address these issues.

Refer to Appendix C of report PED25145 for a graphical depiction of the recommended cross-sections for Fifty Road.

Canadian National Rail Crossing at Fifty Road (Phases 1 and 2 Municipal Class Environmental Assessment)

Through the study process for Fifty Road feedback from the public triggered additional scope into the need for improvements to the level of service and safety at the Fifty Road crossing at the Rail line. Based strictly on the projected growth in road traffic expected on Fifty Road, it is not anticipated that a grade-separation of the Rail line is warranted based on the road exposure index used to assess such improvements. Physically separating rail traffic from road traffic with a bridge over or under the tracks will improve safety for both rail and vehicular traffic as well as users of active transportation (pedestrian and cycling). The analysis of alternatives for the crossing included:

- Assessment of existing and future road and rail volumes at the crossing to determine the need and timing of a grade-separation.
- Proximity of the intersection at South Service Road and hydro towers on the north side of the Rail line.

- Grade separation options which looked at the feasibility and potential land requirements of Fifty Road extending over or under the Rail line.

Analysis and evaluation of alternatives for the Rail crossing at Fifty Road resulted in the following recommendation for future study following the Phase 3 and 4 Class EA process to confirm the need for, and scope of, improvement:

- Potential new grade-separation with Fifty Road extending under the Rail line.
- Assess the impacts of alternative designs, including property requirements and the cost to construct.

In that the Study indicates that Fifty Road traffic would not likely be the primary driver for grade-separating the crossing, the future grade-separation study may be initiated by provincial interests for expansion of rail service to Niagara Region.

Public Consultation Driven Changes (also refer to Appendix D of Report PED25145)

Stakeholder input through the study was extensive and informed changes to the alternatives being considered and resulted in tangible changes to the recommended alternatives and plans for implementation.

For example, feedback received regarding property impacts, speeding, and pedestrian safety resulted in vehicular lanes being narrowed to promote slower speeds and combining bike lanes with pedestrian facilities into a multi-use path on the south side of Barton Street to limit potential conflicts between residential driveways and road users.

The planned four-metre Promenade on Barton Street recommended in the Secondary Plan was also re-envisioned given its implementation would require more than 50 full buyouts of existing homes. A review of opportunities in the corridor allowed the Promenade to be incorporated into the original existing designated 36.576m road allowance (prior to approval of the Fruitland Winona Secondary Plan) eliminating the need to acquire homes in the community to establish it.

Lastly, east of Lewis Road the road will be widened to three lanes. Based on a review of future traffic it was determined that the implementation of five-lanes east of Lewis Road can be deferred until the future when travel demand warrants it. Given the number of homes along this stretch of road it will allow residents time to adjust to changes in the area as it transitions from a rural area to one that is more urban.

Summary Description of Recommended Improvements and Future Work

The enhancement of both Barton Street and Fifty Road contemplates a multi-modal facility with a Complete Streets Design and will include facilities for active transportation on both sides of the street, street lighting, tree-planted boulevards, space for bus stop/shelters, snow storage and green infrastructure.

All major intersections along both corridors will be signalized. The intersection of Fifty Road at Highway 8 will be realigned to improve traffic safety and the need for grade-separation for Fifty Road at the Rail crossing will be assessed further in the future when

an increase in rail traffic warrants its consideration. Note this study may be initiated by provincial interests in expanding rail service to Niagara Region.

The recommended improvements for Barton Street and Fifty Road fulfil recommendations of the Stoney Creek Boundary Expansion Transportation Master Plan (2008), Citywide Transportation Master Plan (2018), comply with City of Hamilton Climate Change Strategy, Complete Street Design Manual, Vision Zero, Fruitland-Winona Secondary Plan/Urban Hamilton Official Plan, Rural Hamilton Official Plan policies, Block 3 Servicing Strategy, and are consistent with the findings of the Strategic Transportation Network Review (2024).

Completion of the Class EA process for Barton Street and Fifty Road (Phases 3 and 4) including the potential for a grade separation of the CN Rail Crossing at Fifty Road (Phases 1 and 2) fulfilled the legislated requirements of the Environmental Assessment Act and the Municipal Class Environmental Assessment (2023). Approval of the Study by Council and completion of the final public engagement 30-day minimum review period (subject to Section 16 appeals based on Indigenous Rights and Treaties) will ultimately result in the filing of the Environmental Study Report with the Ministry of Environment, Conservation and Parks which will allow the City to proceed to detailed design and construction of the recommended improvements.

Alternatives

Council can choose not to approve Report (PED25145) and not authorize posting of the Environmental Study Report for 30-day public review. Not approving the recommended improvements for the Barton Street and Fifty Road corridors would prevent the City from initiating the improvement of Barton Street and Fifty Road to provide additional multi-modal capacity to accommodate planned growth as most recently approved in the Citywide Strategic Transportation Network Assessment (2024).

An alternative to increasing lane capacity by widening the roads would be to upgrade them in their current two-lane configuration to a new urban cross-section consistent with Complete Streets Design principles. This would still require the additional land to establish the ultimate corridor. It would be similar to the Do-Nothing Alternative considered which was not recommended in the Environmental Study Report. While this alternative would provide an improvement in level of service and user safety in the short term, it would not serve the longer-term growth needs in the community as it relates to vehicular and transit level of service, and corridor safety.

Not improving the roads would likely trigger the need to address poor level of service (unreliable travel and transit service, road safety, etc.) before it's end-of-life which could result in having to disrupt the corridor again to implement the improvements in a manner that matches the community's needs. This would result not only in throw away costs, but negatively impact residents and businesses in the area.

Finally, not approving the Environmental Study Report to be posted for the required minimum 30-day public review will result in the Municipal Class Environmental Assessment process being incomplete. Given the level of effort and involvement of the

community in the planning for these roads there is the risk of negatively impacting the public's trust in the foregoing process.

Relationship to Council Strategic Priorities

Discuss how the recommendation(s) will strategically enforce/improve that priority (why this report is being brought forward).

See [2022-2026 Council Priorities, Outcomes & Measures of Success | City of Hamilton](#) for more information on Council's Priorities.

1. Sustainable Economic & Ecological Development

1.1 Reduce the burden on residential taxpayers

1.2 Facilitate the growth of key sectors

Since Barton Street provides access to both residential growth and the Stoney Creek Business Park, the project will accommodate improved transportation for all road users. Fifty Road provides access to and from QEW for goods movement, across the Rail line, to and from the commercial area at the south-west corner of QEW and South Service Road, as well as connectivity to Barton Street and Highway 8, as a vital corridor for goods movement as well as all other modes of transportation.

1.3 Accelerate our response to climate change: measures of success pertinent to this Study are:

- **Accelerated reduction in the City's GHG emissions.**
- **Assessment of infrastructure projects against their impact on the City's climate resilience and readiness**

The Study recommendations are consistent with Complete Street principles and the above-mentioned Climate Change considerations in that they will provide for greater accessibility and active modes of transportation, transit use, as viable alternatives to personal vehicle use. These facilities are not in place today.

Green infrastructure will be considered in the design of Barton Street and Fifty Road, intended to control both quality and quantity of stormwater thus providing adaptation and mitigation measures for flooding conditions exacerbated by climate change.

1.4 Protect green space and waterways: measures of success pertinent to this Study are:

- **Increased tree canopy by 20,000 trees per year**
- **Increased inventory of municipally owned natural areas and preservation of farmland, greenspace, woodlots, and watersheds.**

This Study addresses the above as follows:

- New tree plantings will take place on both sides of each roadway, as well as, planted medians on Barton Street, where feasible.
- On the South side of Barton Street, the Multi-Use-Path/Promenade is intended to meander between new landscaping / additional trees at full build out.
- For the interim scenario along Barton Street, east of Lewis Road, trees will be strategically located such that they will be able to stay in place when the need to increase the number of travel lanes arises in the longer term.

2. Safe & Thriving Neighbourhoods:

Outcome 2: Make sure people can safely and efficiently move around by foot, bike, transit or car. Measures of success pertinent to this are:

- **Expanded and upgraded active transportation networks.**
- **Increased transit ridership and accessibility.**
- **Application of Vision Zero principles to eliminate road injuries and death.**
- **Maintained roads and sidewalks.**

To meet the above success measures, the design will provide for safe and efficient movement for all modes of transportation. Active transportation facilities are intended to be maintained throughout the year.

The Barton Street and Fifty Road cross-sections provide for space for transit shelters and will accommodate current and future bus service along the B-Line, including increased frequency bus connecting to Winona Crossing at south-west corner of Fifty Road and South Service Road.

3. Responsiveness & Transparency

Outcome 2: Get more people involved in decision making and problem solving: measures of success pertinent to this Study are:

- **Expanded stakeholder engagement with public, private, Indigenous and not-for-profit partners through collaborative problem solving around City priorities,**
- **Measurement and expansion of demographic representation of those engaged in City processes, identifying, and reducing barriers to participation.**
- **Consistently apply public engagement practices on City initiatives**

To meet the above measures of success this Study fulfilled the requirements of the Municipal Class Environmental Assessment process (Phases 3 and 4 for Barton Street and Fifty Road, and Phases 1 & 2 for Fifty Road Rail line crossing) and was consistent with relevant corporate public engagement practices. As

such, the Study engaged with all stakeholders at key decision points/prior to each public meeting via methods which met and went beyond the above-mentioned Legislative requirements, including:

- Formed a Community Liaison Committee made up of residents, businesses, and developers, created specifically for this project.
- Used Engage.Hamilton.ca to increase engagement opportunities.
- Sent hard copy Notices via direct mail to landowners within 120m of study area.
- Used City's social media accounts to share information.
- Published Notices in newspapers (Stoney Creek News and Hamilton Spectator one and two weeks prior to each public engagement event).
- Notices e-mailed to all pertinent Agencies, and Indigenous Nations.
- Indigenous Nations received Nation-specific letters, and up to 3 phone calls per notice.
- All materials and meetings fulfilled requirements of Accessibility for Ontarians with Disabilities Act, and respective Corporate Policies.

Additionally,

- Alternative solutions created for the Study addressed the Problem and Opportunity Statement, used the broad definition of "environment" as prescribed in the Environmental Assessment Act, as a means of formulating evaluation criteria, and provided an evaluation of all alternatives as well as how the recommended alternative/solutions were arrived at.
- This study's recommendations were presented at the last Public Information Centre to the public, agencies, Indigenous Nations, and other stakeholders prior to Council.
- There were many changes made due to public input, chief of which was the narrowing of the ultimate Barton Street Road allowance from 40.6m to 36.6m which will result in significantly less property impacts.
- One more opportunity for comment and a Section 16 (appeal) based on Indigenous Rights and Treaties will be provided after Council approval, for the Ministry of the Environment, Conservation and Parks to deem it complete / filed.

Previous Reports Submitted

Links to Related Reports Previously Submitted (in alphabetical order):

- [Development Charges Study \(2024\)](https://www.hamilton.ca/sites/default/files/2025-03/planning-development-charges-report-appendix-h-services-related-highway-transit.pdf)
<https://www.hamilton.ca/sites/default/files/2025-03/planning-development-charges-report-appendix-h-services-related-highway-transit.pdf>
- [Stoney Creek Urban Boundary Transportation Master Plan \(2008\)](https://www.hamilton.ca/sites/default/files/2022-08/scube-tmp-study-report.pdf)
<https://www.hamilton.ca/sites/default/files/2022-08/scube-tmp-study-report.pdf>

- Strategic Transportation Network Review (2024)
<https://www.hamilton.ca/city-council/plans-strategies/master-plans-studies/strategic-transportation-network-review>
- Urban Hamilton Official Plan Fruitland-Winona Secondary Plan “Land Use Plan Map B.7.4-1, Natural Heritage Systems Map B.7.4-2, Transportation Classification Map B.7.4-3, Block Servicing Strategy Area Delineation Map B.7.4-4.”
<https://www.hamilton.ca/sites/default/files/2024-12/uhop-vol2-mapb-7-4-1-tomapb7-4-4-fruitlandwinona-secplan-nov2024.pdf>
- Urban Hamilton Official Plan Fruitland-Winona Secondary Plan Policies (s. 7.4, electronic page 15):
<https://www.hamilton.ca/sites/default/files/2025-03/uhop-vol2-chapterb7-stoneycreeksecondaryplans-jan2025.pdf>
- Urban Hamilton Official Plan: “Schedule C-2 Future Road Dedications”:
<https://www.hamilton.ca/sites/default/files/2022-07/uhop-volume1-schedule-c-2-futurerowdedications-feb2021.pdf>

Consultation

Prior to each phase of the study process, City staff across the organization were notified per standard internal protocols. The core Study Team consisted of staff in the following Departments:

1. Planning and Economic Development Divisions:
 - Growth Management
 - Planning
 - Economic Development and Real Estate
 - Transportation Planning and Parking.
2. Public Works
 - Hamilton Water
 - Environmental Services
 - Engineering Services
 - Transportation
3. Healthy and Safe Communities Divisions:
 - Healthy Environments
 - Indigenous Relations

The following staff were consulted on preparation of Report PED25145:

- Planning and Economic Development Department:
 - Jennifer DiDomenico, Senior Project Manager, Indigenous Relations

- Alissa Golden, Program Lead, Heritage, and Urban Design
 - Mark Hartley, Senior Engineer, Infrastructure Planning
 - Trevor Imhoff, Senior Project Manager, Climate Change Initiatives
 - Melissa Kiddie, Natural Heritage Planner, Heritage, and Urban Design
 - Melanie Pham, Acting Manager, Sustainable Committees
 - James Van Rooi, Senior Planner, Planning Division
 - Steve Molloy, Manager, Transportation Planning
 - Monir Moniruzzaman, Manager, Development Engineering
- Public Works Department:
 - Sam Brush, Urban Forestry Health Technician, Environmental Services
 - Kara Bunn, Manager Cemeteries, Environmental Services
 - Hanna Daniels, Manager, Systems Planning, Hamilton Water
 - Chris Day, Superintendent, Roadway Safety, Transportation
 - Udo Ehrenberg, SPM, Water and Wastewater Planning, Hamilton Water
 - Mike Field, Manager, Transportation Operations
 - Mushfiquir Rahman, Superintendent, Transportation Engineering
 - Megan Stewart, Supervisor, Landscape Architectural Services

Also refer to Appendix D of Report PED25145 for Public Consultations details.

Appendices and Schedules Attached

Appendix A: Barton Street and Fifty Road Improvements Class Environmental Assessment Environmental Study Report

Appendix B: Study Area Map

Appendix C: Barton Street and Fifty Road Recommended Cross-Sections.

Appendix D: Public Consultation

Prepared by: Margaret Fazio, Senior Project Manager, Growth Management Division
Planning and Economic Development Department

Submitted and recommended by: Ashraf Hanna, Chief Development Engineer and Director of Growth Management
Planning and Economic Development Department, Growth Management Division