

Public Consultation

Public engagement that took place as part of this study fulfilled and exceeded the requirements of the Municipal Class Environmental Assessment process. For each of Barton Steet and Fifty Road study components there was a requirement for one public meeting to address design alternatives, and for the Canadian National Rail (Rail) Crossing there was a mandatory public meeting to discuss the need for/alternatives to discuss traffic/train interaction and resulting congestion over time. Each project benefitted from combined three public meetings.

Throughout the Study process, questions were received and responded to, and comments were received from various stakeholders, including Indigenous Nations, businesses, developers, and impacted residents. Record of written correspondence with the Public, Agencies and Indigenous nations is contained in Appendices A through C of the Environmental Study Report (ESR). Refer to Appendix A to Report PED25145 for hyperlink to the ESR.

Engagement Highlights are as follows:

- A Committee Liaison Committee was created at the start to ensure that businesses, residents, and developers all had input into the project and also feedback could be received before bringing study findings to the general public, agencies, and Indigenous Nations. Membership was determined based on an open call, via advertisement in Stoney Creek News, City of Hamilton's social media accounts, and Hamilton Spectator as well as direct mail to all abutting study area landowners.
- A Technical Agency Committee was created comprised of agencies most impacted by the Rail crossing, e.g. Ministry of Transportation of Ontario and Hydro One.
- September 22, 2017 – A Public Information Update was held in an open house in-person format after fieldwork and background information was assembled and the problem and opportunity statement was drafted for public, agency, Indigenous and other stakeholder input.
- June 2021 - Public Information Centre (PIC) #1 was the second consultation event and the first mandatory public meeting. The purpose of this meeting was to provide a set of alternative solutions for Barton Street, Fifty Road, and the Rail crossing, the evaluation, and recommended preferred solutions. This meeting was virtual, due to COVID-19 restrictions, and comments received as a result of this meeting changed the recommended alternative for Barton Street.
- June 20, 2024 - PIC #2 was the third public consultation event. This public meeting was added to the project process to address public comments, adjustments made and final recommendations and implementation strategy.
- All Notices released followed both legislated the Municipal Class Environmental Assessment Process and Corporate notification requirements:
 - Notices were published in Stoney Creek News and Hamilton Spectator one and two weeks prior to the event as well as on the City's social media

- accounts (Stoney Creek News was no longer available after Covid, i.e. PIC#2).
- Notices and public meeting information was available on Hamilton.ca and Engage.Hamilton.ca when available.
 - All landowners within 120m of centre line of each roadway received direct hard copy mail notifications.
 - The public comment period for each public meeting was two weeks prior to Covid. Post-Covid a three-week commenting period was used. Notwithstanding, questions and comments were received and answered outside of those windows throughout the study process.
 - All Treaty Indigenous Nations have been contacted and have been provided the opportunity to engage at key project points. One Indigenous Nation responded. They requested specific information / data which was made available to them.

The Public Information Update – This meeting took place in person, and there were forty-one attendees that signed in (additional attendees were present but did not wish to sign-in). Materials and comments from that events are available in Appendix A, with four written comments received in total.

Public Information Centre #1 - This meeting took place during Covid restrictions and was therefore held virtually with 41 attendees as well as many more interactions online with the material, summarized in Appendix A of the ESR. Concerns raised at this meeting included:

- The project should minimize property impacts and impacts on the natural environment and surrounding trees.
- Concerns were raised about the impact that the 40-metre right-of-way would have on properties, particularly the potential for a large number (>50) of full properties takes to implement the design.
- Drainage and flooding issues within the study area.
- Concerns about safety at the Rail Crossing at Fifty Road.
- Noise concerns with transport trucks travelling on Barton Street, specifically when trucks pass over manhole covers.
- The volume of traffic on Barton Street makes it difficult for some residents to get in and out of their driveways.

Public Information Centre #2 - The project team hosted an open format meeting on June 20, 2024, from 6:00 to 8:00 pm at the Stoney Creek Municipal Service Centre. A narrated video of the panels was uploaded on the City's YouTube account, while a copy of the display panels and draft roll plans, were placed on the Engage Hamilton online platform.

Participants provided feedback, questions, and comments to staff members, posted sticky notes with site-specific comments on the roll plans and completed the comment form either on hardcopy or provided comments via email following the meeting. There were 38 (signed-in) attendees present at this drop-in event. Engagement statistics and consultation summary can be found in Appendix A of the Environmental Study Report..

Comments received through the comment forms, on the roll plans and through staff discussions focused on major themes and significant areas of concern or support. Some of the key themes are summarized below:

- Continued concerns with property impacts and request for the City to re-consider the design rather than buying out multiple residential properties.
- Concerns with cyclist safety on Fifty Road from Highway 8 to South Service Road as the draft multi-use path design is offset north and south of Barton Street.
- Concern that safety risks will be heightened with the addition of a promenade and the added lanes as residents need to back out of their driveways.
- Continued concerns with trucks causing vibration and noise impacts.