

Barton Street, looking west from Fifty Road.

Barton Street and Fifty Road Improvements

Municipal Class Environmental Assessment (EA) – Phases 3 and 4 and CN Rail Crossing EA – Phases 1 and 2

Public Information Centre

Thursday, June 20, 2024

Stoney Creek Municipal Service Centre

We want to hear from you!

Please feel free to discuss any questions or comments with the Project Team from the City of Hamilton and Arcadis.

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.

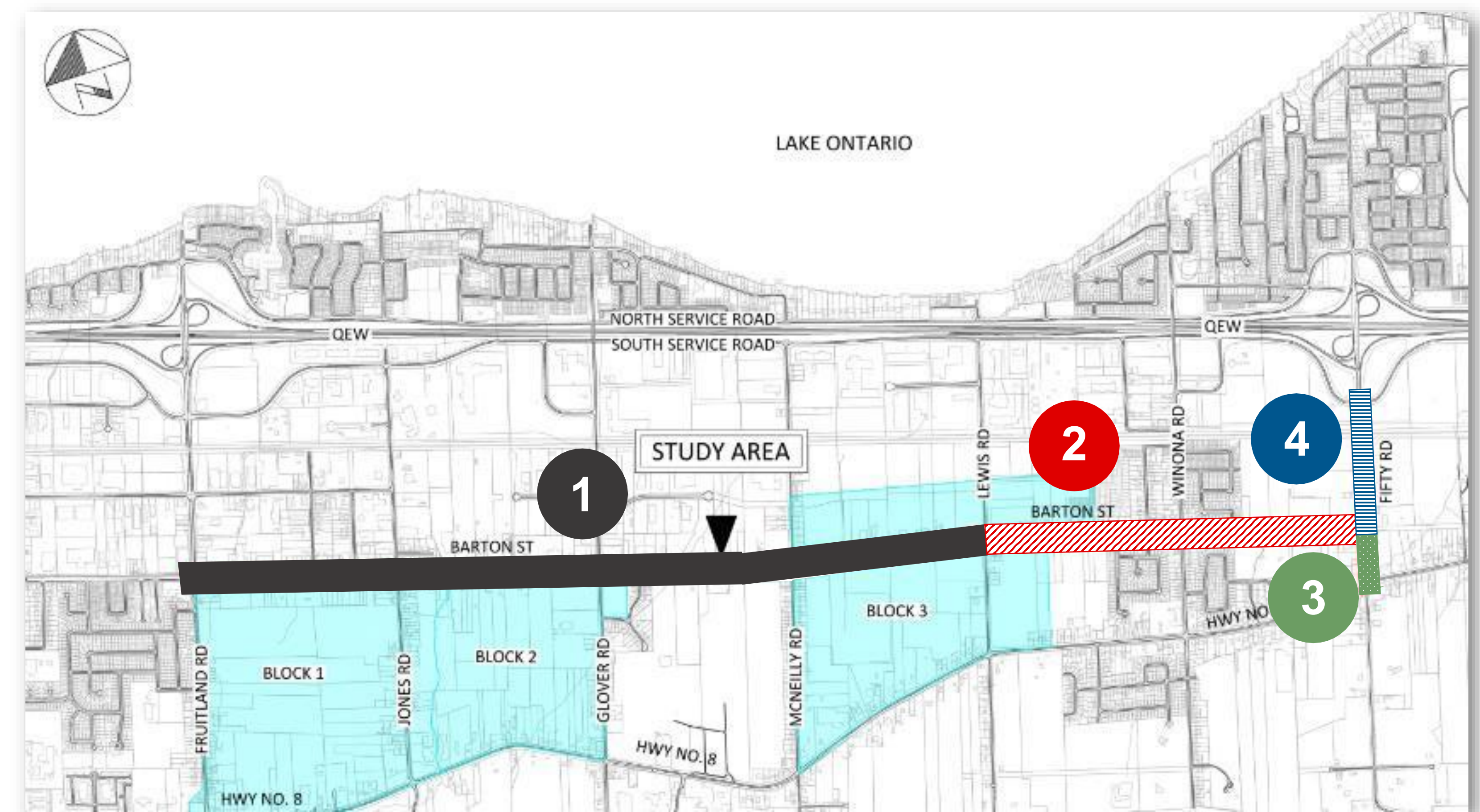
Welcome and Study Area

The purpose of this event is to:

- Report back on **how we addressed community feedback**, including an updated design concept for Barton Street between Lewis Road and Fifty Road.
- Present changes to the **recommended road design** since Public Information Centre #1 (2021), for your feedback.
- Confirm the **preferred alternative and design**, based on the materials presented at the Public Information Centre #1.
- Provide an **opportunity to participate in the planning and decision-making process**.
- **Collect your feedback and answer your questions** about the recommended design concept.

The Study Area is made up of the following segments:

- 1 **Barton Street**, from Fruitland Road to Lewis Road.
- 2 **Barton Street**, from Lewis Road to Fifty Road.
- 3 **Fifty Road**, from Highway 8 to Barton Street.
- 4 **Fifty Road**, from Barton Street to South Service Road.

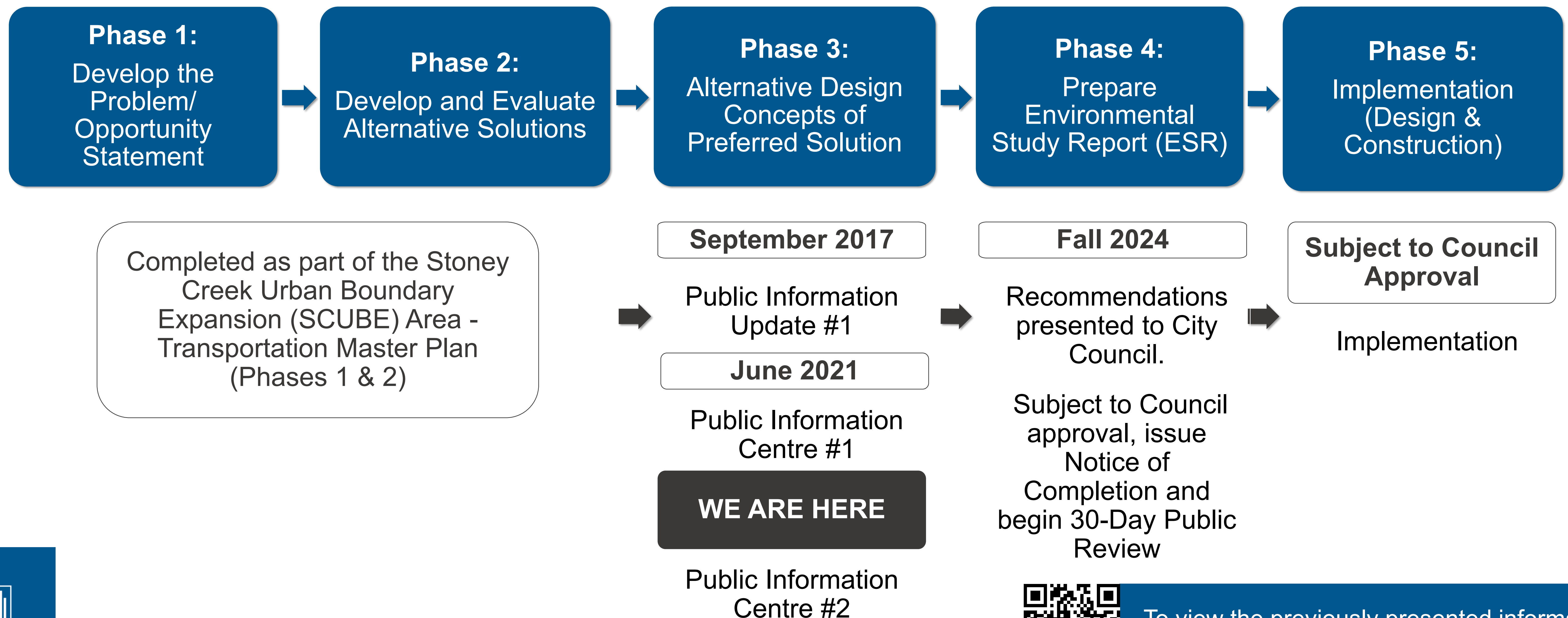


EA Process and Study Timeline

This study is following **Schedule 'C' of Ontario's Municipal Class Environmental Assessment** process.

This **third round of public consultation** is being held to provide an update on the project since Public Information Centre #1 in June 2021.

After this meeting, the City will confirm the preferred design concept. Then, in Fall 2024, an **Environmental Study Report** will be prepared to document the Class EA planning process and be made available for a **30-day public comment** period.

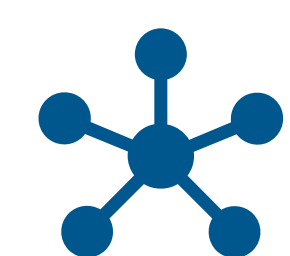


Problem and Opportunity Statement

The City is planning improvements to better serve our community by making it easier and safer to get around, no matter how you travel! The Barton Street and Fifty Road Improvements will:

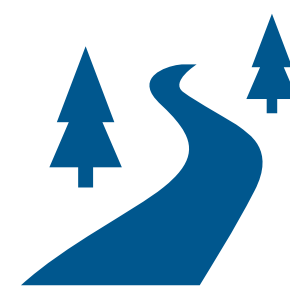


Provide **safe, comfortable, accessible and efficient pedestrian and cycling facilities** to encourage active transportation and healthier lifestyles within the growing community of lower Stoney Creek.



Improve connectivity between residential areas, schools, workplaces, and other community 'Points of Interest.'

Improve safety and reduce delays at intersections, including the crossing with the CN Rail and Metrolinx line on Fifty Road, for all vehicles and modes of transportation.



Create an **innovative, landscaped, linear green space** along the south side of Barton Street to encourage active transportation and provide a buffer between residential communities to the south and employment areas to the north.



Ensure both commuter and recreational transportation needs are met across **all age groups and transportation modes**.



Barton Street, looking west from Fifty Road, towards St. Gabriel School.



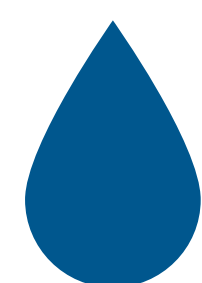
What We've Heard



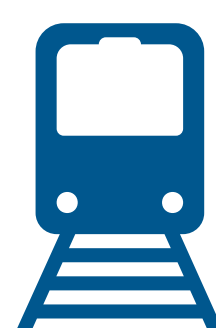
Key Feedback We Heard



The project should **minimize property impacts and impacts on the natural environment** and surrounding trees.



There are **drainage and flooding issues** within the study area.



Concerns about safety at the CN Rail Crossing over Fifty Road.



Noise concern with transport trucks travelling on Barton Street, specifically when trucks pass over maintenance hole covers.



The volume of traffic on Barton Street makes it difficult for some residents to get in and out of their driveways.



What We Did

To reduce impacts, the updated recommended design concept for Barton Street has **reduced the street width by 4 metres by including the promenade within the 36 metre corridor**.

Conveyance systems were reviewed. **Drainage issues will be addressed through adjacent developments** within the Block Servicing Strategy areas and through detail design for the study area.

The City's Operations staff have works planned for the existing crossing. Further studies will be required preceding the construction of a new separated crossing.

A **Noise Assessment has been completed** and concluded that noise levels are and will continue to be within acceptable ranges. Traffic lanes will also be consistent with Complete Street Guidelines intended to slow down traffic.

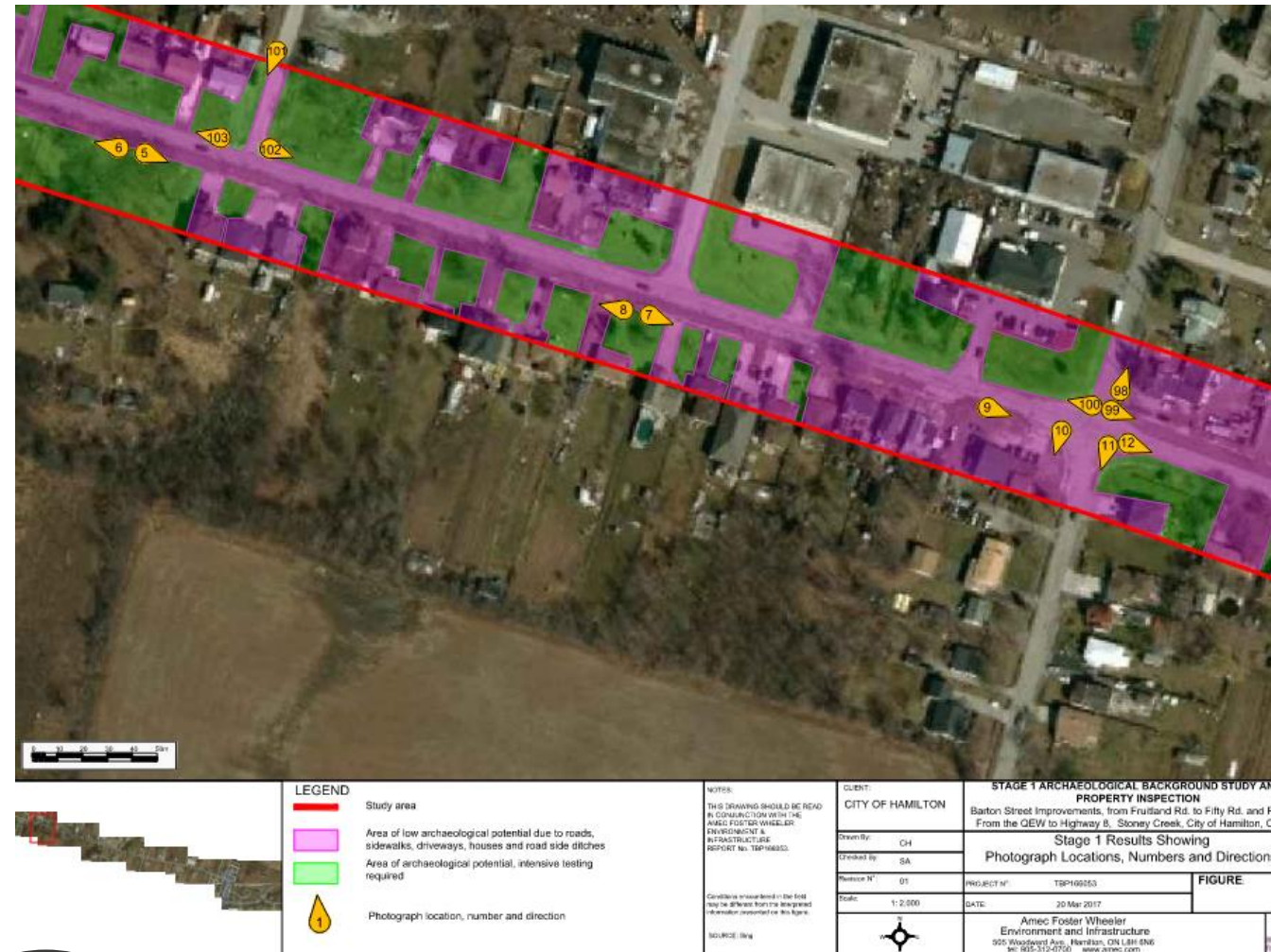
The recommended design concepts will make it easier to access local properties, while expanding access to transit and active travel modes. The road will also be consistent with the Complete Streets Guidelines.



Completed Technical Studies

The findings of the studies listed below were presented at Public Information Centre #1.

To review the findings and recommendations visit engage.hamilton.ca/bartonfiftyea.




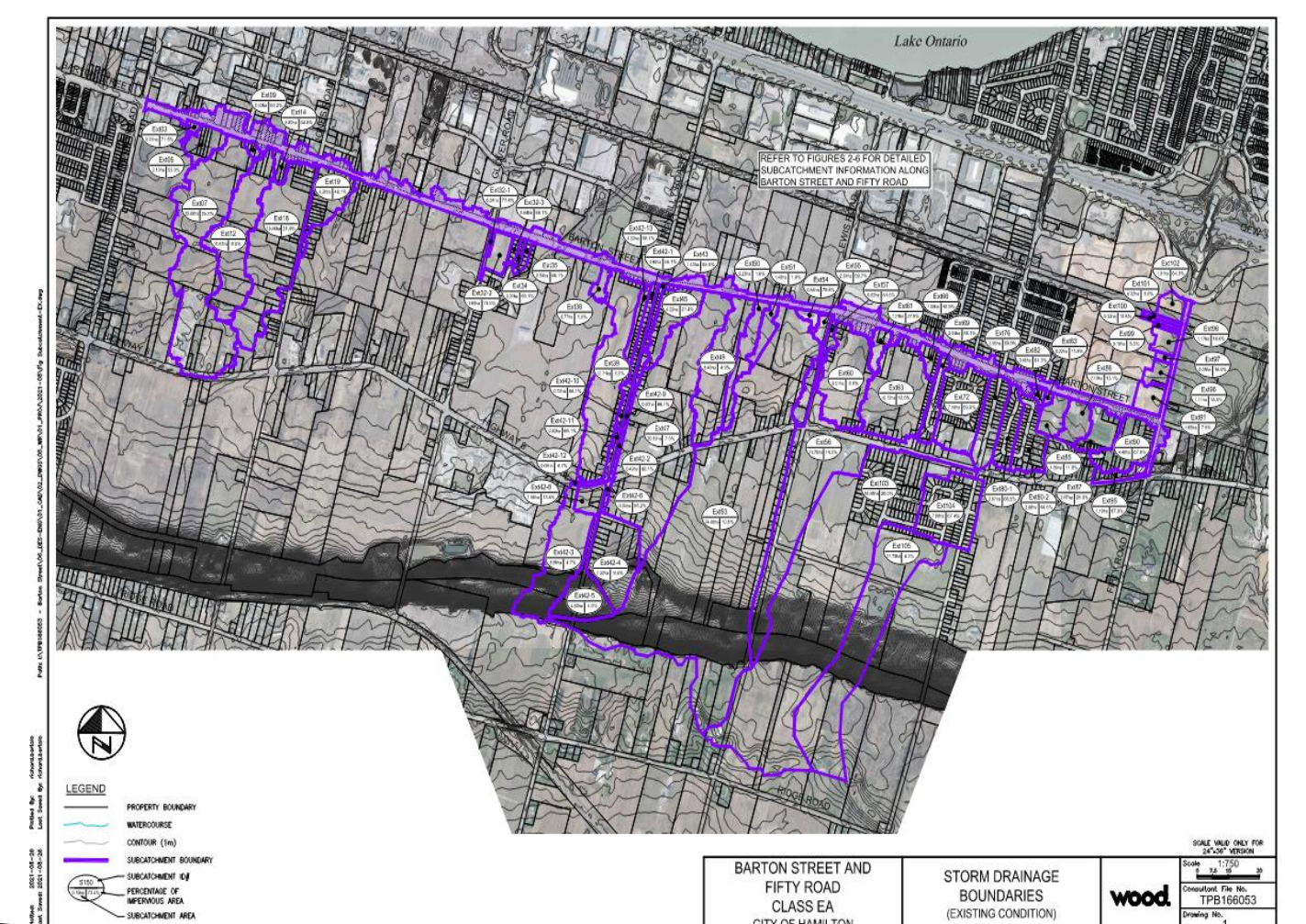
 **Archaeology**



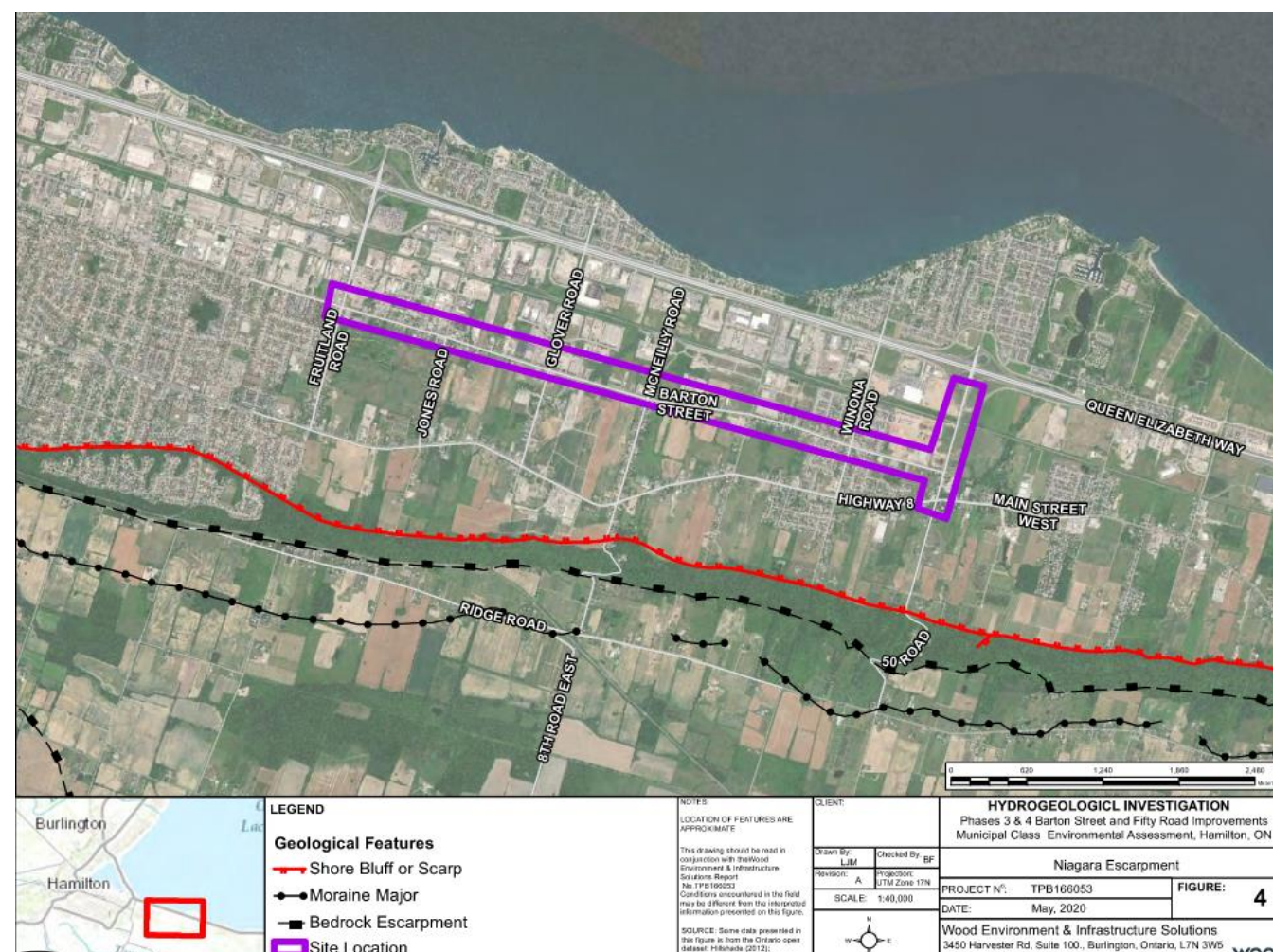
 **Built & Cultural Heritage**




 **Natural Environment**



 **Stormwater Management**




 **Hydrogeology**



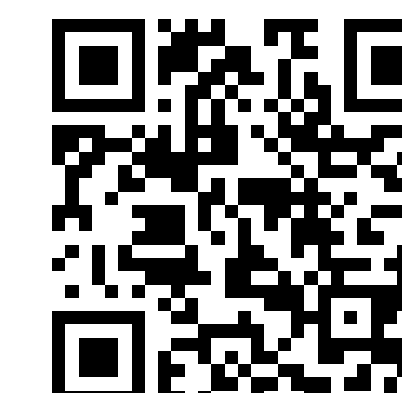
 **Geotechnical**



 **Fluvial Geomorphology**



 **Transportation & Traffic**



Noise Assessment

In response to community feedback, a Noise Assessment was completed for Barton Street, to understand how traffic noise would change with the road project.

Approach

The **Noise Assessment** was completed using computer modelling to predict noise levels at multiple receiver locations along Barton Street applying the Provincial (Ministry of Transportation and Ministry of Environment Conservation and Parks) Noise Protocol for roads.

The noise assessment considered existing and future traffic including trucks.

Findings

Preliminary findings of the Noise Assessment show that the future noise levels for Barton Street **will remain below Ministry guidelines**.



Key Takeaways

Existing and future noise levels adhere to Ministry guidelines.



Barton Street, looking west, near Glover Road.







Recommended Design Concepts

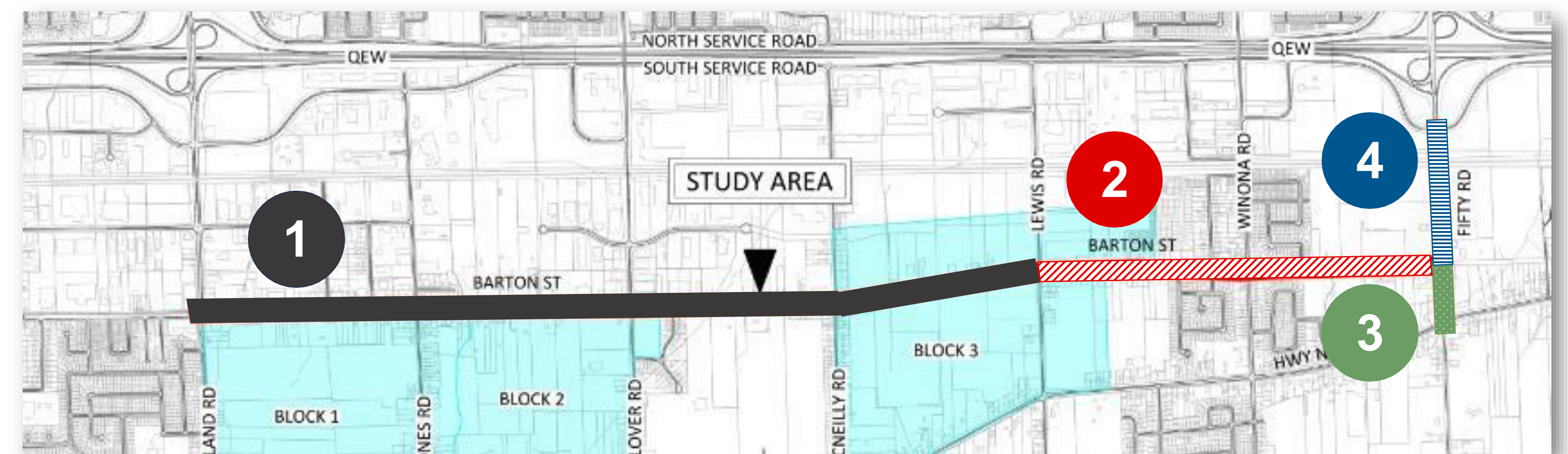
In response to community feedback, changes have been made to the design concepts for Barton Street.

The changes made since Public Information Centre #1 include:

- **Reduced property requirements** across the study area. The updated recommended design concept for Barton Street has reduced the width by 4 metres by including the promenade within the 36 metre road corridor.
- **Developing a new 3-lane design for Barton Street from Lewis Road to Fifty Road.** The 3-lane design concept will meet the needs of the corridor and improve local access for residents and businesses, while protecting for the 36 metre width for a potential future road widening to 5-lanes.
- **Reducing the environmental impact** by optimizing the width and reducing the overall paved surface.

The following boards present the Recommended Preliminary Design Concept.

-  **1 Barton Street**, from Fruitland Road to Lewis Road.
-  **2 Barton Street**, from Lewis Road to Fifty Road.
-  **3 Fifty Road**, from Highway 8 to Barton Street.
-  **4 Fifty Road**, from Barton Street to South Service Road.



We want to hear from you!
The recommended design concept can be refined based on your feedback. Add your comments to the roll plans and let us know what you think.



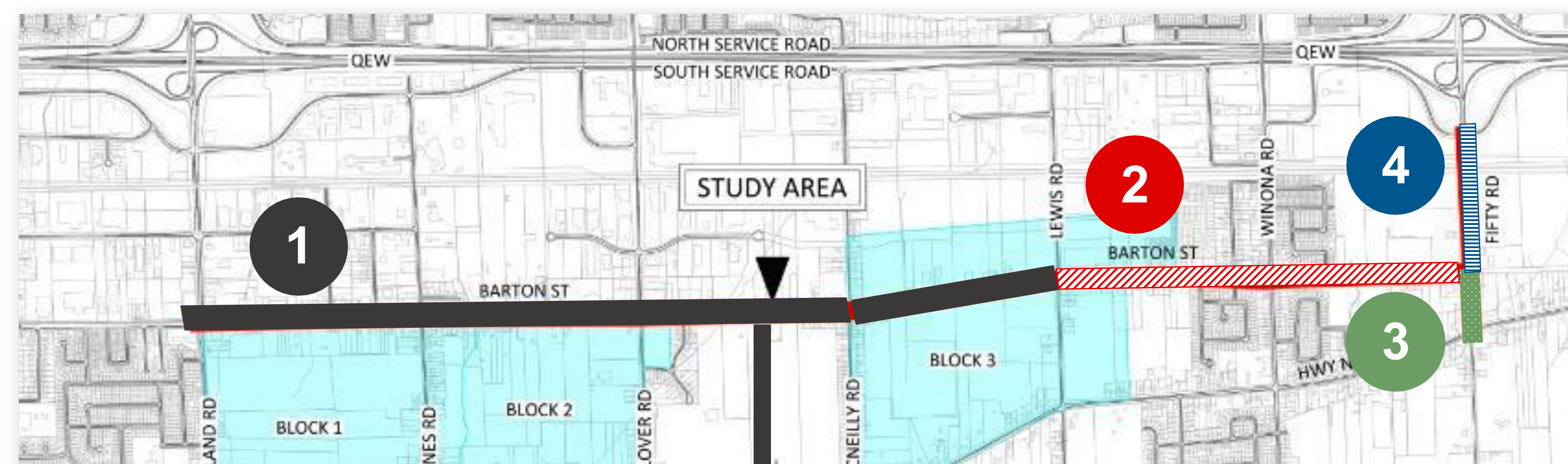
Barton Street | Fruitland to Lewis 1 — Recommended Design Concept

Look at the roll plans to see what this looks like!

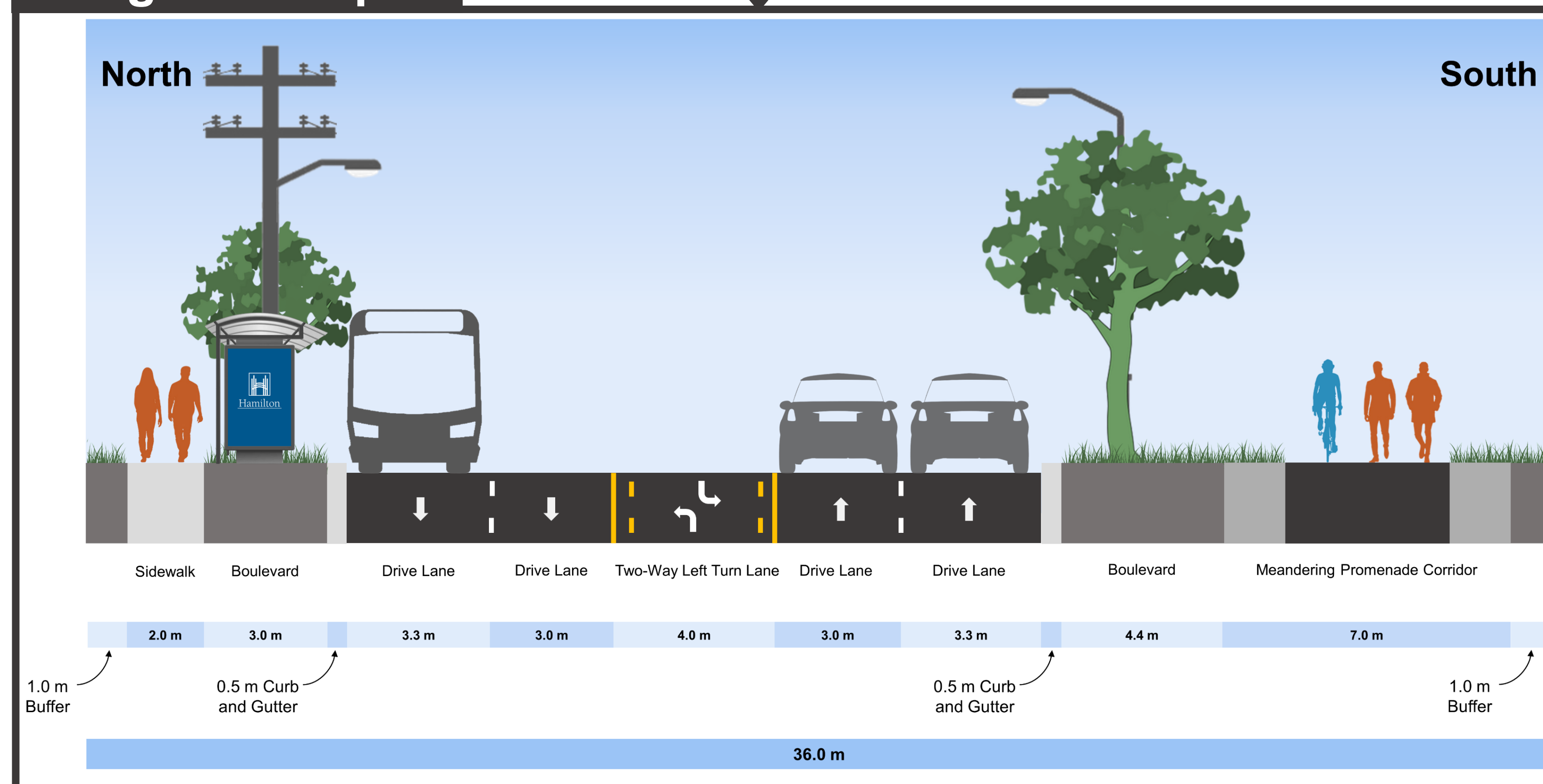
The Fruitland to Lewis design concept **incorporates complete streets elements that expand multi-modal travel options**. A Streetscape Master Plan will be developed for the corridor at the detailed design stage.

Features of the updated design concept include:

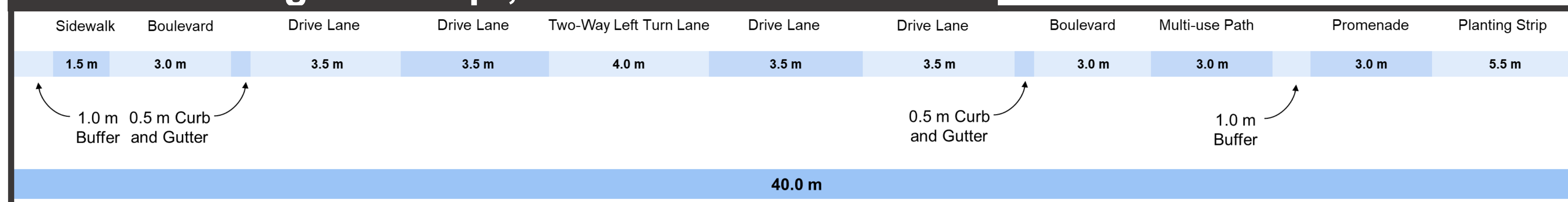
- A **narrower right-of-way** than presented at Public Information Centre #1 (36 metres vs. 40 metres), reducing property requirements.
- A five-lane street for cars, with two lanes in each direction and a two-way left-turn lane in the middle. **This will meet the needs of potential future travel demands, while enabling access to local homes and businesses.**
- A **continuous sidewalk on the north side of the road** to make it safer to get to/from school, access transit stops and visit local businesses/destinations.
- A **promenade corridor on the south side**, that people walking and cycling can use.
- New **boulevard space** that can be used for public tree plantings and support local utility poles.



Design Concept



Previous Design Concept, as shown at PIC#1



Barton Street | Lewis to Fifty ²

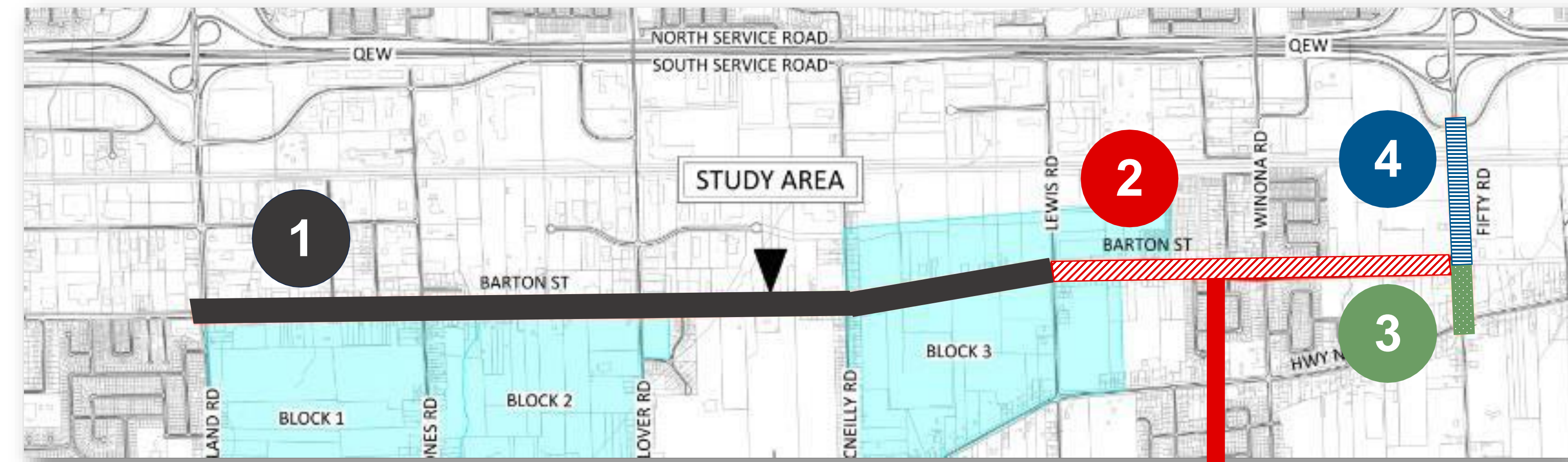
Recommended Design Concept

Look at the roll plans to see what this looks like!

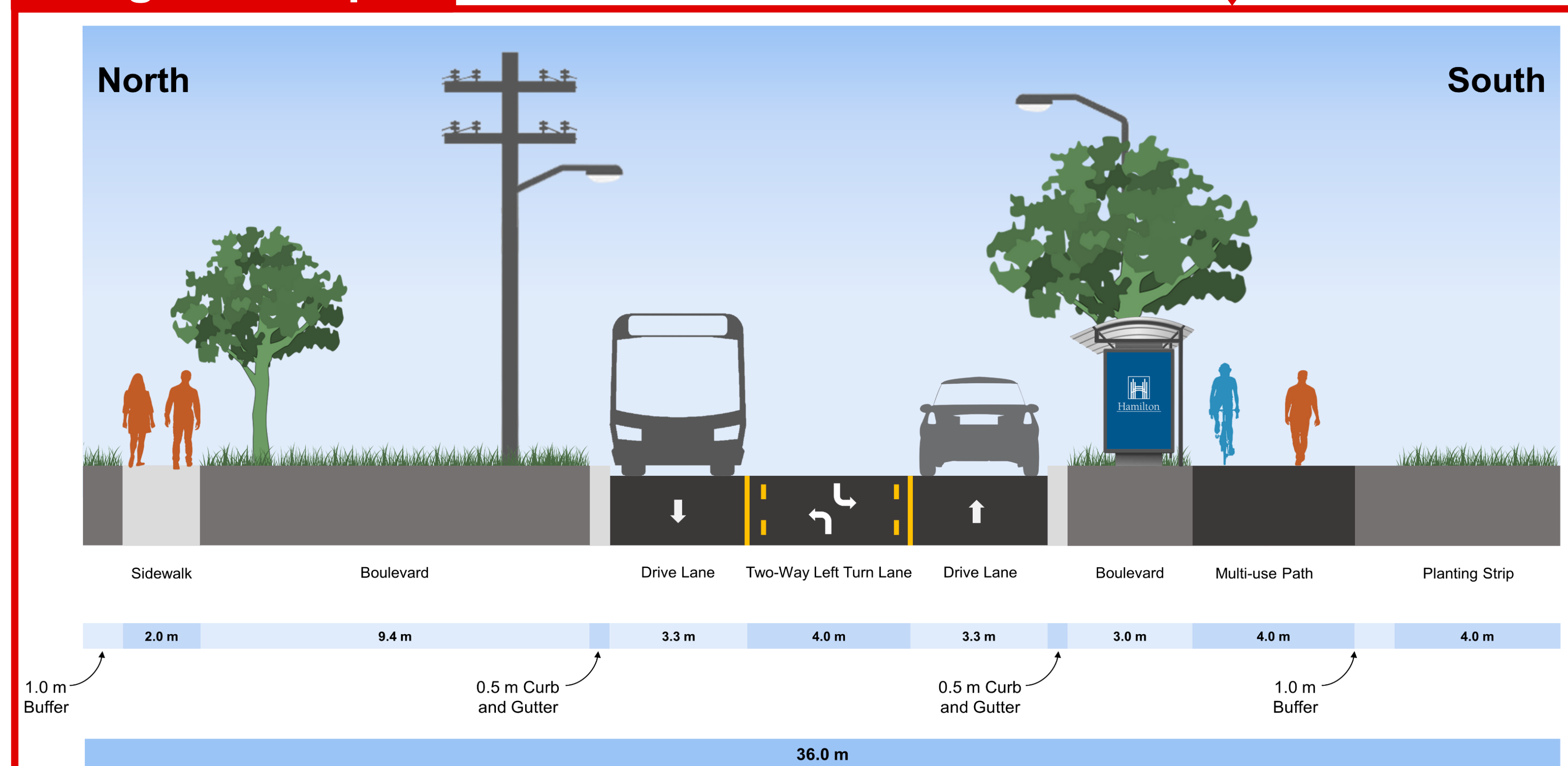
The Lewis to Fifty design concept proposes a potential **two phase-approach**. The **first phase** would be built in the near-term, while protecting for a **potential second phase** that would widen the road in the future.

The updated first phase design concept includes:

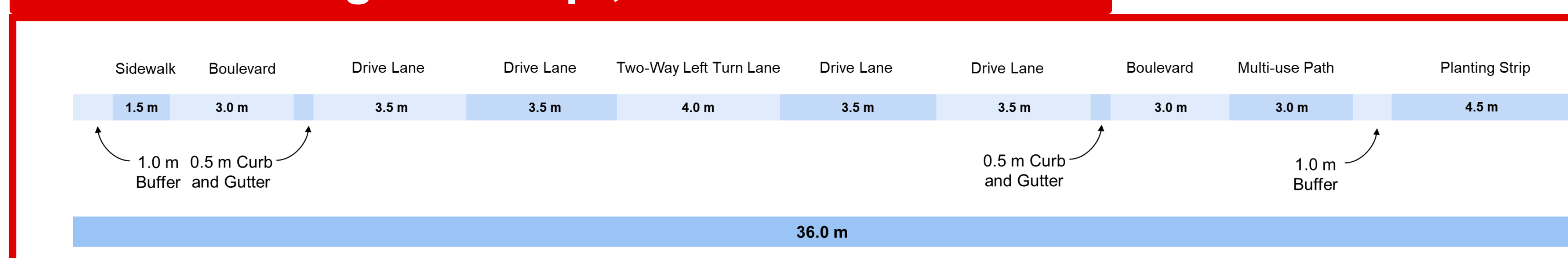
- A **narrower right-of-way** than presented at Public Information Centre #1 (36 metres vs. 40 metres), reducing property requirements.
- A three-lane street for cars, with one lane in each direction and a two-way left-turn lane in the middle. **This would improve access to/from driveways, while supporting through travelling buses and cars.**
- A **continuous sidewalk on north side of the road** to make it safer to get to/from school, access transit stops and visit local businesses/destinations.
- A **multi-use path on the south side**, that will connect to the cycle track and sidewalk east of Lewis Road.
- New **boulevard space** that can be used for public tree plantings and support local utility poles.



Design Concept



Previous Design Concept, as shown at PIC #1



Barton Street | Lewis to Fifty ²

Recommended Potential Future Design Concept

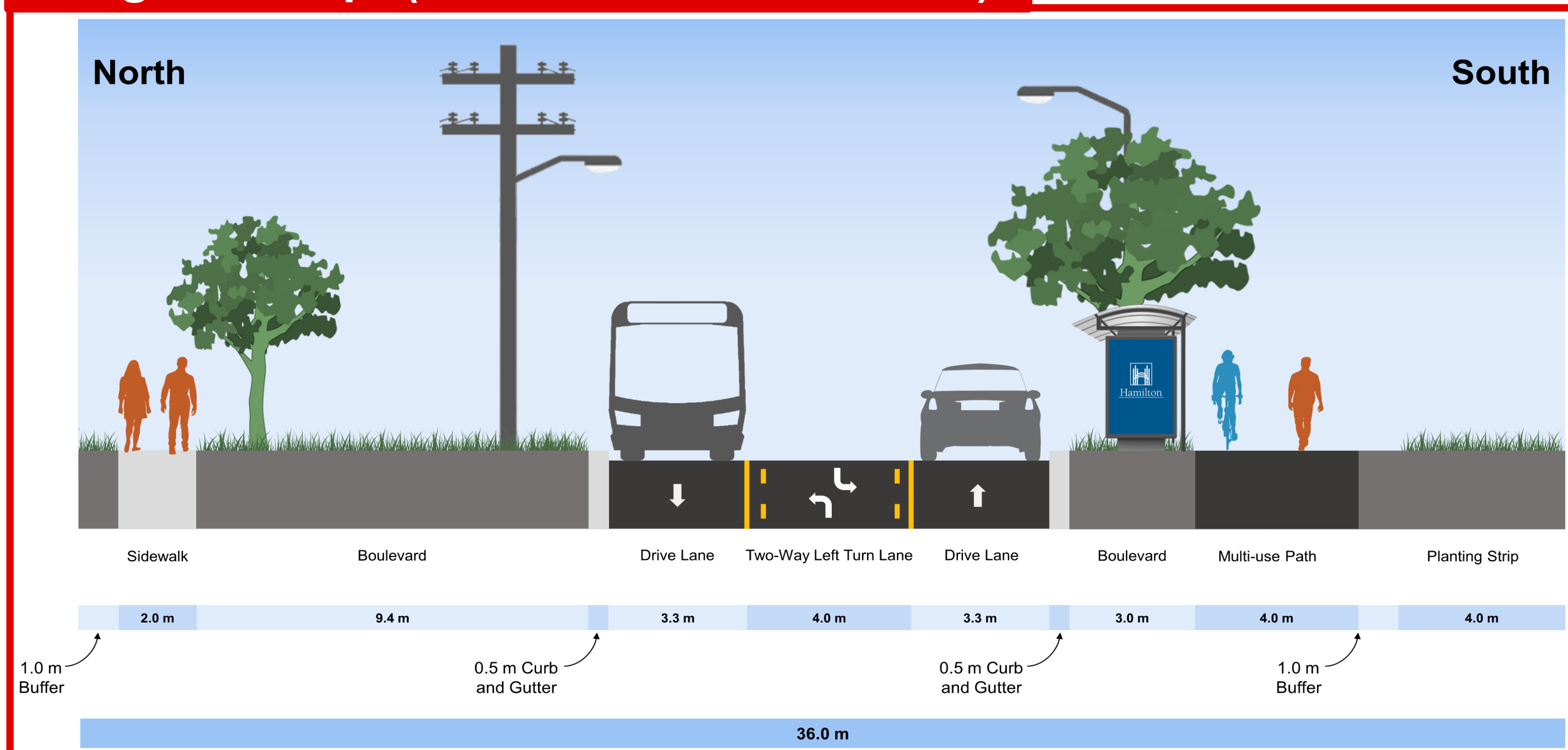
The Lewis to Fifty design concept proposes a potential **two phase-approach**. The potential second phase, would be built in the future if traffic volume warrants.

The updated potential future design concept includes:

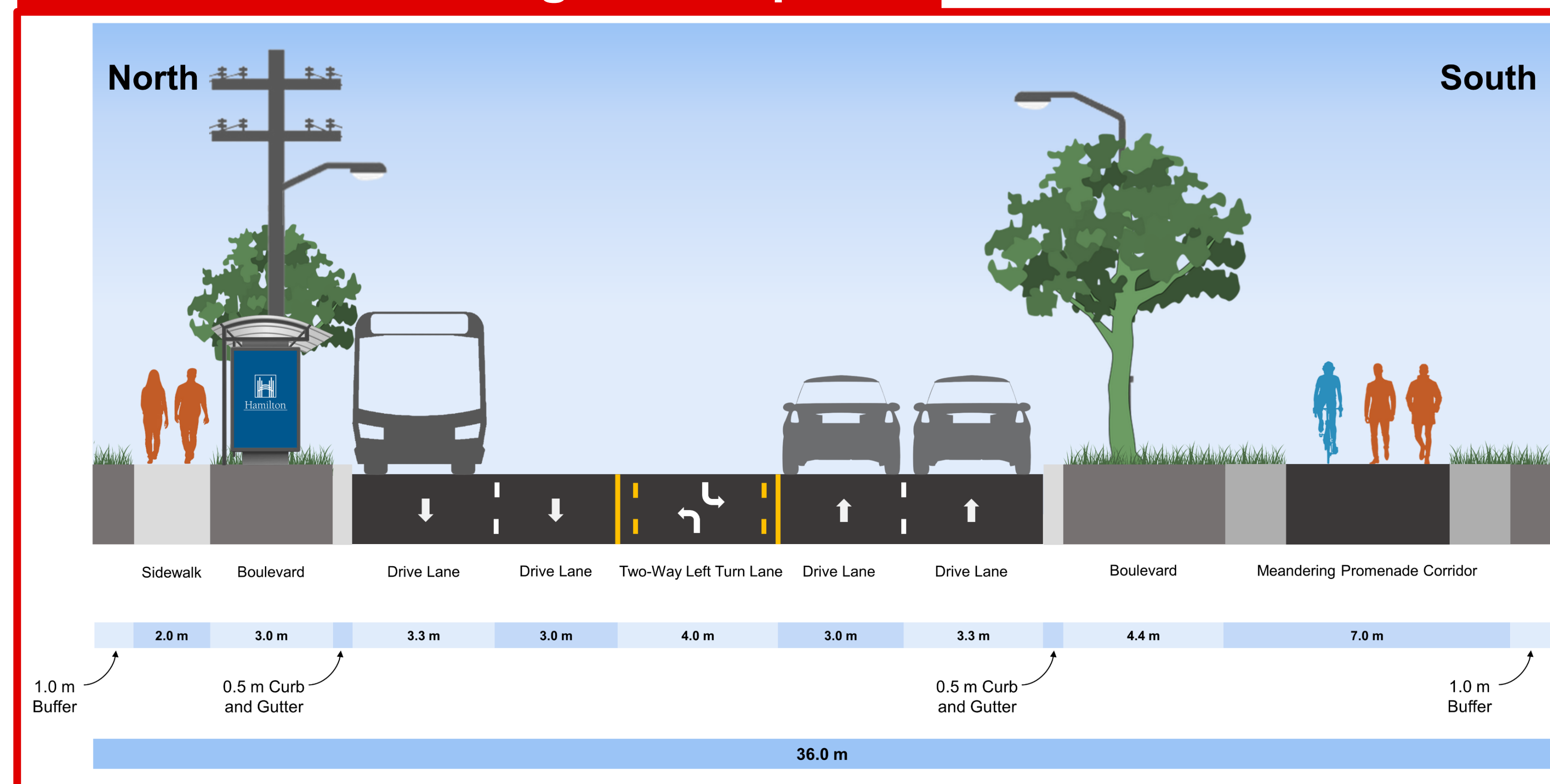
- A five-lane street for cars, with two lanes in each direction and a two-way left-turn lane in the middle. **The road would only be widened if future traffic volumes increase.**

- A **promenade corridor on the south side**, that people walking and cycling can use.

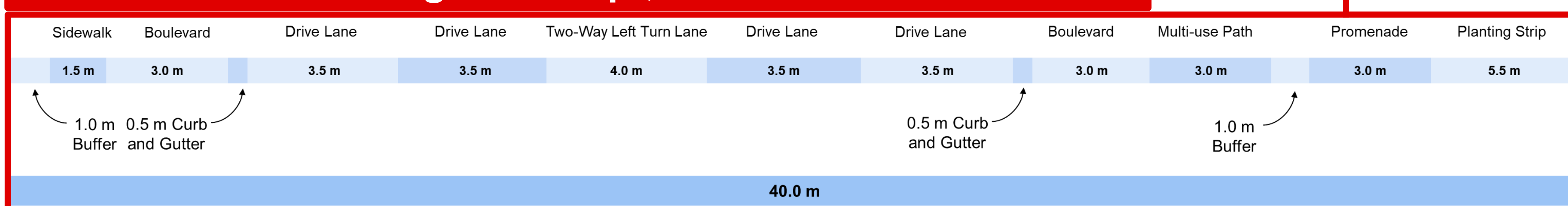
Design Concept (see Board 10 for Details)



Potential Future Design Concept



Previous Future Design Concept, as shown at PIC #1



Fifty Road | Hwy. 8 to Barton 3

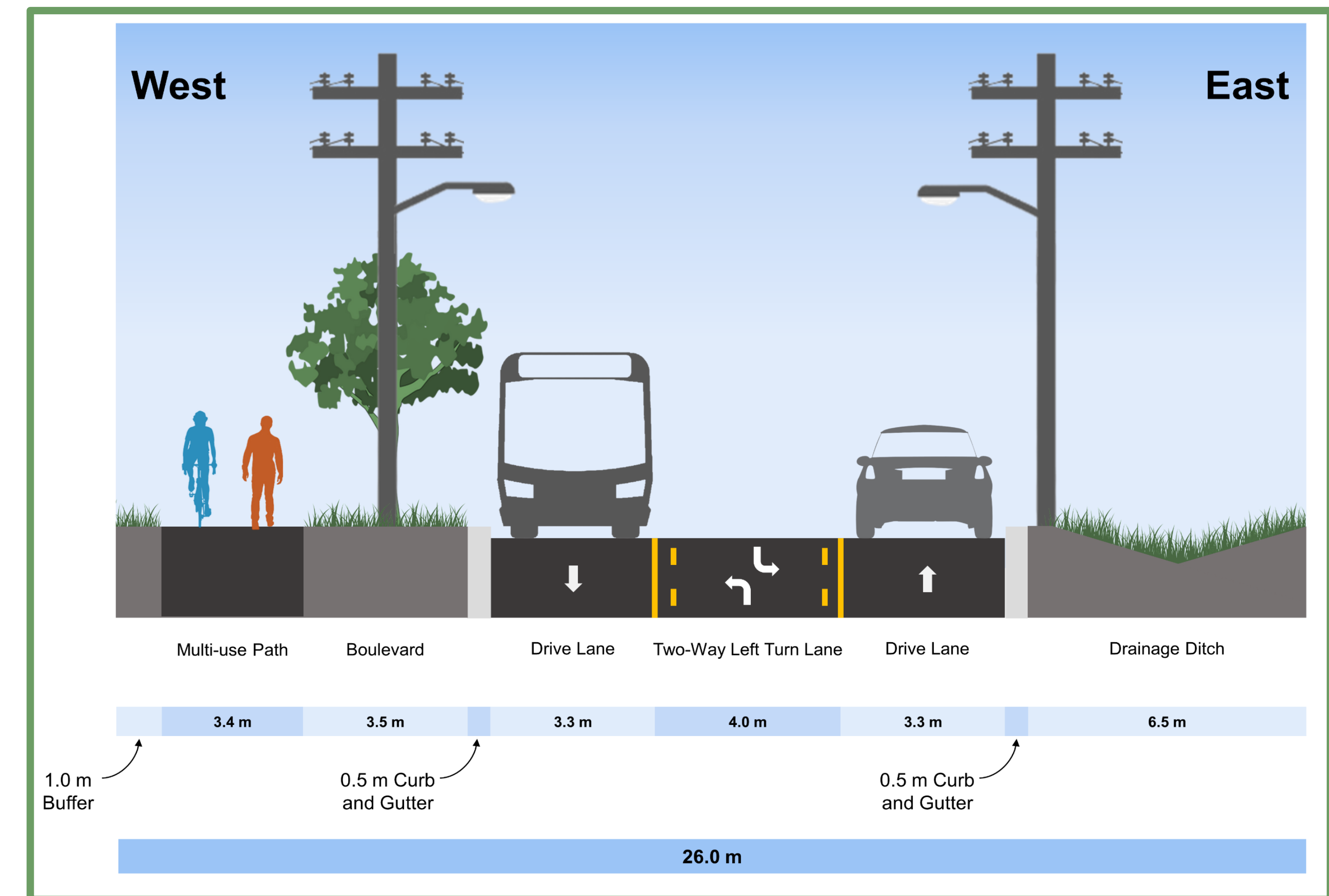
Recommended Design Concept

Look at the roll plans to see what this looks like!

The Highway 8 to Barton design concept has not changed since Public Information Centre #1. The recommended design provides new **active transportation and low impact development opportunities**.

Features of the design concept include:

- A 26 metre right-of-way and three-lane street, with one lane in each direction and a two-way left-turn lane in the middle. **This would improve access to/from driveways, while enabling through-travel by other automobiles.**
- A **multi-use path on the west side**, that allows for travel by foot or bike.
- New **low-impact development space** that can allow for localized stormwater management features and plantings.



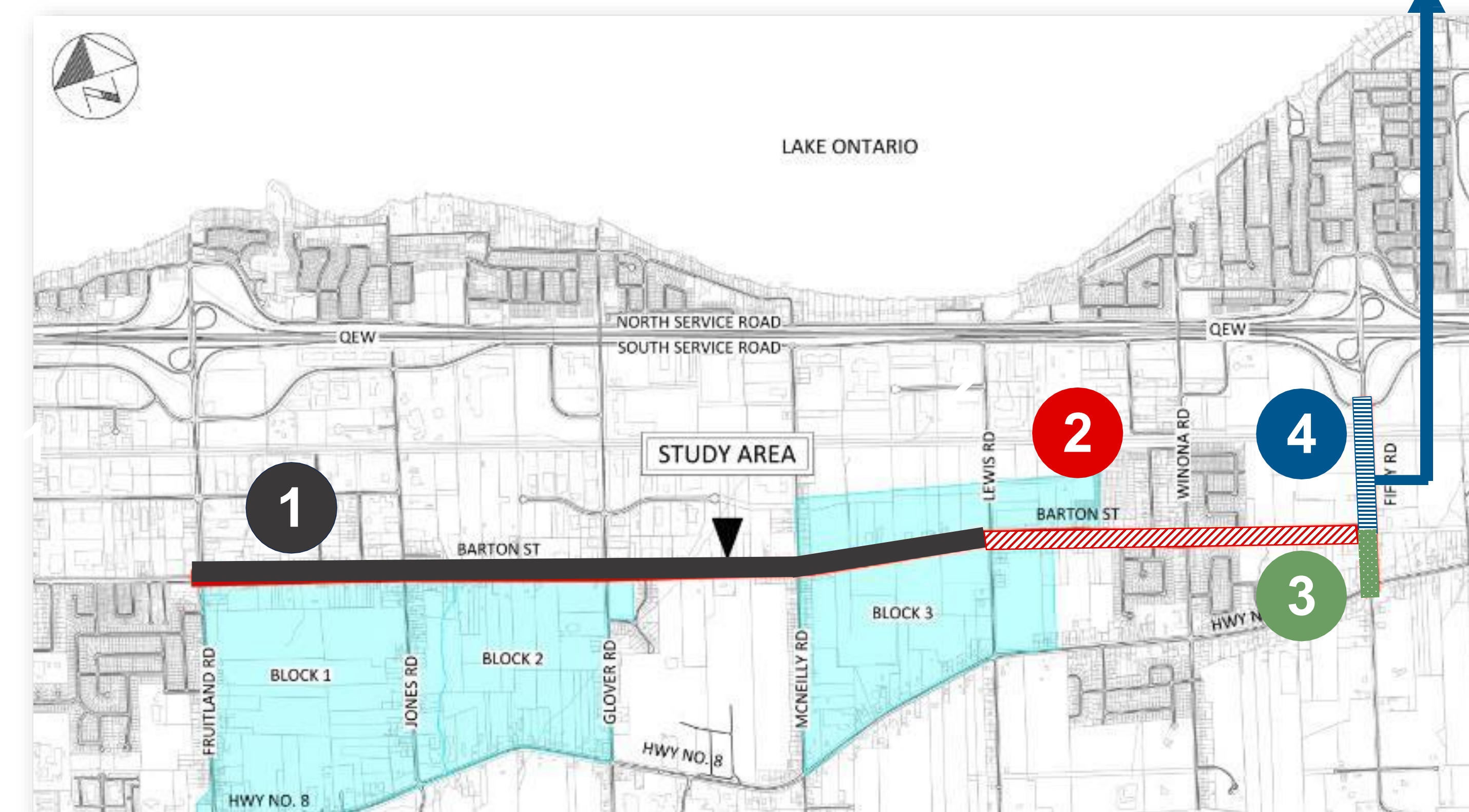
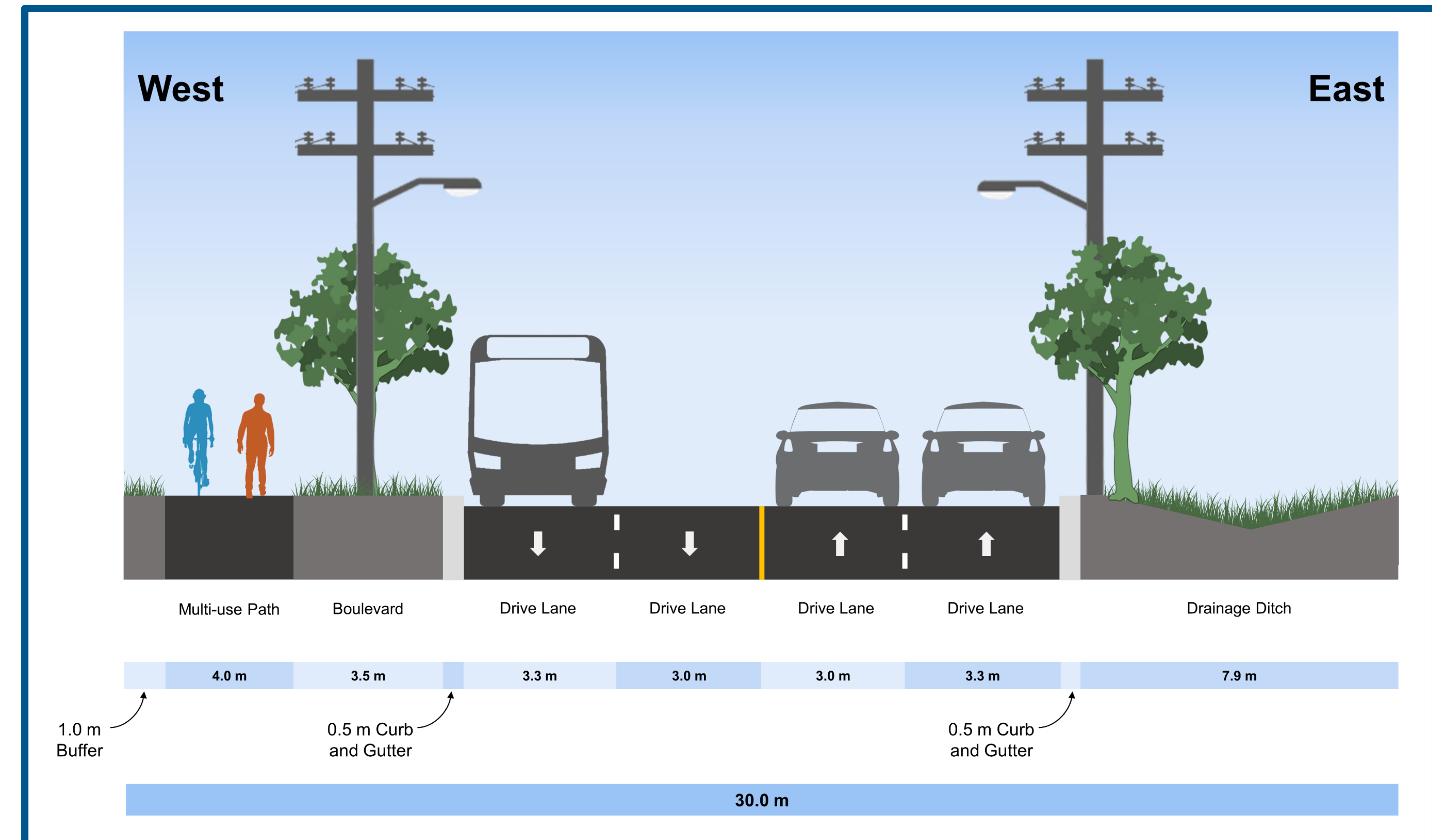
Fifty Road | Barton to South Service Recommended Design Concept

Look at the roll plans to see what this looks like!

The Barton to South Service design concept has not changed since Public Information Centre #1. The recommended design **continues the new active transportation and low impact development opportunities**, while supporting access to the QEW.

Features of the design concept include:

- A 30 metre right-of-way and four-lane street, with two lanes in each direction. **This would improve access to/from the QEW and Winona Crossing development.**
- A **multi-use path on the west side**, that allows for travel by foot or bike, continuing the path south of Barton Street.
- Continuing the **low-impact development space** that can allow for localized stormwater management features and plantings.
- A **new rail underpass** improve safety and operations at the railway crossing.



Moving Forward

Next Steps

- **All comments and suggestions will be reviewed**, considered and recorded during and following this Public Information Centre to confirm the preferred design concept for Barton Street and Fifty Road.
- The Project Team will **prepare the Environmental Study Report** and present to City Council for approval.
- **Subject to Council approval, issue the Notice of Study Completion and file the Environmental Study Report** for the 30-day public review and comment period.
- **Advance to detailed design** and prepare for construction, pending funding and approvals from City Council.



Comments / Questions?



Thank you for reviewing this information. Please leave any feedback you may have on a comment sheet or email them to the project team by **July 11, 2024**. Your comments are important and will be reviewed by the City. For more information visit the project website at engage.hamilton.ca/bartonfiftyea.



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