

APPENDIX A

Consultation Materials

TABLE OF CONTENTS

1. Project Notices
 - Notice of Commencement + PIC#1
 - Notice of PIC#2
 - Notice of Completion
2. Public Information Centre #1 Materials
 - PIC #1 Information Display Boards
 - PIC#1 Presentation
 - PIC#1 Feedback Summary
3. Stakeholder Workshop Materials
 - Stakeholder Workshop Display Materials
 - Stakeholder Workshop Presentation
 - Stakeholder Workshop Feedback Summary
4. Public Information Centre #2 Materials
 - PIC #2 Information Display Boards
 - PIC#2 Presentation
 - PIC#2 Feedback Summary
5. Online Surveys
 - Survey #1 Response Summary
 - Survey #2 Response Summary
6. E-Bulletins #1, #2, and #3
7. Agency and Stakeholder Contact List and Official Letters
8. Public Correspondence Tracking
 - Correspondence Tracker

Project Notices



June 14, 2018

Notice to Residents:

**Notice of Study Commencement and Public Information Centre (PIC#1)
Municipal Class Environmental Assessment Studies**

**Casablanca Boulevard (RR10) North Service Road to Main Street (RR81) and
GO Station Access
and
Livingston Avenue Extension (RR512) - West of Emily Street to Main Street
(RR81)**

The Regional Municipality of Niagara (Niagara Region) is initiating two **Municipal Class Environmental Assessments (EAs)** for:

- the reconstruction of Casablanca Boulevard between the North Service Road and Main Street including the Livingston Avenue new GO Station access, and
- the Livingston Avenue Extension west of Emily Street to Main Street.

These two studies are being undertaken to identify transportation infrastructure requirements, timing, costs and associated approvals to address the area's projected growth including the implementation of a new Grimsby GO Transit Station, and to determine the long-term role of the Livingston Avenue Extension (west of Emily Street to Main Street) in the area's future transportation network. A Public Information Centre (PIC #1) is scheduled for:

Date: June 20, 2018
Time: 5 to 8 pm
Presentation: 6 pm
Location: Casablanca Winery Inn & Spa
4 Windward Drive, Grimsby

If you have any questions or require additional information, please contact either of the undersigned. Thank you for your assistance with this project.

Carolyn Ryall
Director, Transportation Services
Niagara Region
905-980-6000 ext 3620
carolyn.ryall@niagararegion.ca

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4647 ext 2317
pmacleod@dillon.ca

NOTICE OF COMMENCEMENT & PUBLIC INFORMATION CENTRE #1

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENTS FOR:

CASABLANCA BOULEVARD (RR10) NORTH SERVICE ROAD TO MAIN STREET (RR81) AND GO STATION ACCESS AND LIVINGSTON AVENUE EXTENSION (RR512) WEST OF EMILY STREET TO MAIN STREET (RR81)

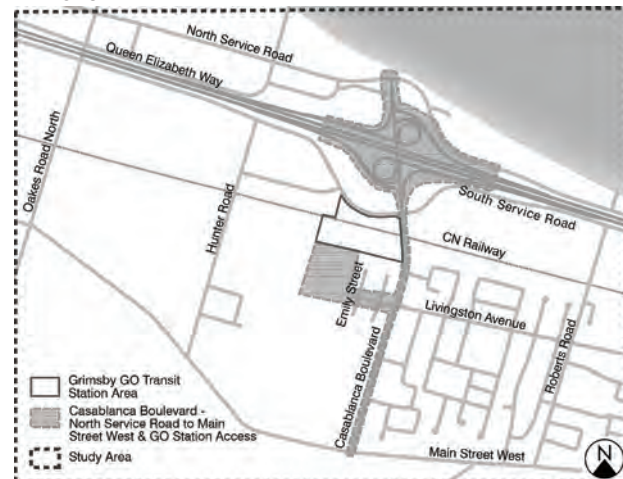
The Regional Municipality of Niagara (Niagara Region) is initiating two Municipal Class Environmental Assessments (EAs) for:

- the reconstruction of Casablanca Boulevard between the North Service Road and Main Street including the Livingston Avenue new GO Station access,
- and the extension of Livingston Avenue west of Emily Street to Main Street. Additional information on each study is provided below.

1. CASABLANCA BOULEVARD — NORTH SERVICE ROAD TO MAIN STREET (RR81) AND GO STATION ACCESS: BACKGROUND

Situated in the Town of Grimsby, Casablanca Boulevard (RR10) is a two lane arterial road with rural and urban segments. This north-south road provides access to commercial and residential land uses and the QEW. The Niagara Region Transportation Master Plan, approved in 2017, as well as a Secondary Plan for the Grimsby GO Transit Station, recommended a series of short to long term capacity and safety improvements, including intersection and interchange modifications, sight line improvements and improvements to the CN railway crossing.

THE STUDY



The study will confirm the need for upgrades and identify and evaluate alternatives to improve traffic operations, capacity and safety along Casablanca Boulevard (RR10) from North Service Road to Main Street and the portion of Livingston Avenue (RR512) required to access the GO station. Alternatives could include a combination of the following:

- Roadway widening
- Intersection and entrance modifications
- Interchange improvements
- Addition of curbs and gutters
- Improvements to pedestrian and bicycle facilities
- Improvements to adjacent roadways
- Improvements to the CN railway crossing;

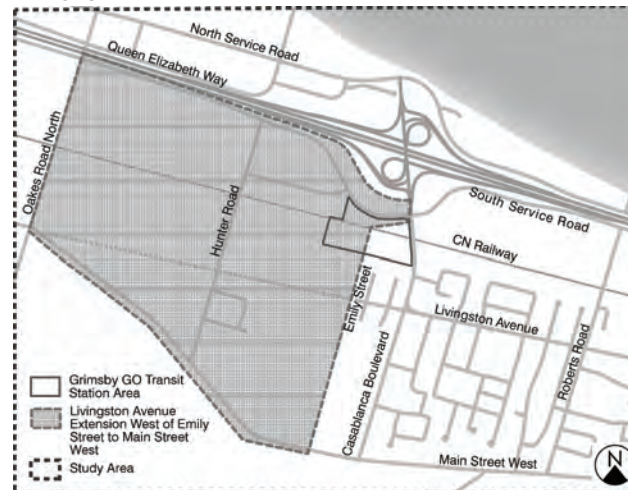
In addition to potential road improvements, the study will identify and address other engineering aspects of the study area including drainage, pavement condition,

utilities, and services. The delivery of the Casablanca Boulevard – GO Station Access project is time sensitive in order that the required transportation infrastructure is designed and constructed for the scheduled opening day of the new Grimsby GO Station planned for mid-2021.

2. LIVINGSTON AVENUE EXTENSION (RR512)- WEST OF EMILY STREET TO MAIN STREET (RR81): BACKGROUND

Livingston Avenue (Regional Road 512) presently terminates approximately 200m west of Casablanca Boulevard. Previous traffic and transportation planning studies have identified the extension of Livingston Avenue between Casablanca Boulevard and Oakes Road North. The need for a Livingston Avenue extension to Main Street (RR81) was identified in the Niagara Region Transportation Master Plan approved in 2017 and the recently approved Town of Grimsby Go Transit Station Secondary Plan.

THE STUDY



The study will confirm the need for the extension, and identify and evaluate alternatives to improve and extend existing Livingston Avenue to RR81, potentially including a combination of the following:

- Route alternatives to provide required long term road system capacity,
- Intersection and entrance modifications
- Improvements to adjacent roadways
- Possible pedestrian and bicycle facilities, and
- Intersection control upgrades

THE PROCESS

This notice signals the commencement of the Class EAs for both studies, which will define the opportunities, consider alternatives, and determine the preferred improvements in consultation with the Town of Grimsby, regulatory agencies, and the public. The studies are being conducted in compliance with Schedule C of the Municipal Class Environmental Assessment, which is approved under the Ontario Environmental Assessment Act. Public and review agency consultation is a key element of the Class EA process and input will be sought from various parties throughout both studies. At this time, it is anticipated that two (2) Public Information Centres (PICs) will be conducted to solicit public input. The PICs for the two studies will be held jointly with PIC#1 scheduled for:

PUBLIC INFORMATION CENTRE #1

June 20, 2018 | 5 pm to 8 pm

Casablanca Winery Inn & Spa

4 Windward Drive, Grimsby, ON L3M 4E8

Upon completion, a comprehensive Environmental Study Report (ESR) will be prepared for each study for public review and comment. The ESR for each study will detail the planning process and the preferred alternative, including how public and agency input was incorporated. A Notice of Completion for each study will be issued at that stage.

COMMENTS

The public will be notified through advertisement in the local newspapers and mail outs regarding the PICs. The PICs will provide an opportunity for the public to review and comment on project materials and discuss concerns and issues with representatives from the project team. Comments received from the public will be considered in the preparation of the ESR documents. With the exception of personal information, all comments will be part of the public record. For further information, please contact one of the project team members identified below:

**Carolyn Ryall | Director,
Transportation Services
Niagara Region | 905-980-6000 ext. 3620
carolyn.ryall@niagararegion.ca**

**Paul MacLeod, P.Eng. | Project Manager
Dillon Consulting Limited | 416-229-4647 ext. 2317
pmacleod@dillon.ca**

MOVING TRANSIT FORWARD

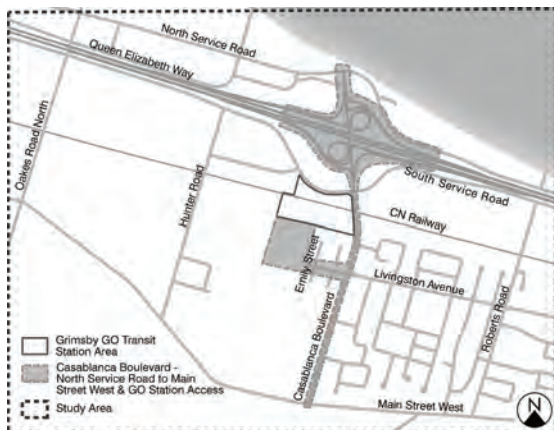
NOTICE OF PUBLIC INFORMATION CENTRE #2 MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENTS FOR: CASABLANCA BOULEVARD (RR10) NORTH SERVICE ROAD TO MAIN STREET (RR81) AND GO STATION ACCESS

The Regional Municipality of Niagara (Niagara Region) is completing a Municipal Class Environmental Assessment (EA) for the reconstruction of Casablanca Boulevard between the North Service Road and Main Street including the Livingston Avenue new GO Station access, in the Town of Grimsby.

As presented at the previous Public Information Centre, the new GO station and overall growth between today and 2041 will result in a need to provide additional lanes on Casablanca Boulevard as well as make improvements to the bridge over the QEW Interchange; intersection improvements; and new infrastructure to facilitate walking and cycling.

The second Public Information Centre (PIC) will feature a presentation followed by an informal drop-in centre with display boards which will present:

- A review of alternative design concepts for the proposed widening, bridge and intersection improvements and walking/cycling improvements,
- The recommended design, and
- Measures to reduce potential impacts of the project.



The project team will review and consider the feedback received at the PIC and confirm the recommended preliminary design. An Environmental Study Report (ESR) will be prepared to detail the planning process and the preferred alternative, including how public and agency input was incorporated. A Notice of Completion will be issued at that point and the ESR documents will be made available for public review.

PUBLIC INFORMATION CENTRE #2 Wednesday, January 16, 2019

Registration: 5:30 to 6:30 p.m.
Presentation and Q&A: 6:30 to 8:30 p.m.
Open House: 7:30 to 8:30 p.m.
Casablanca Winery Inn & Spa
4 Windward Drive, Grimsby, ON
L3M 4E8

For information on this study,
please visit our website at:
[niagararegion.ca/projects/
moving-transit-forward/projects/
casablanca-livingston-ea.aspx](http://niagararegion.ca/projects/moving-transit-forward/projects/casablanca-livingston-ea.aspx)

With the exception of personal information, all comments will be part of the public record. For further information, please contact one of the project team members identified below:

**Carolyn Ryall | Director,
Transportation Services
Niagara Region
905-980-6000 ext. 3620
carolyn.ryall@niagararegion.ca**

**Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4647 ext. 2317
pmacleod@dillon.ca**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

Personal information collected at public meetings or submitted in writing is collected under the authority of the Municipal Act, 2001, and will be used by members of Regional Council and Regional staff. The written submissions including names and contact information and the report of the public meeting will be made available to the public. Questions should be referred to Anne Marie Norio, Acting Regional Clerk at 905 6980 6000 ext. 3220. This Notice issued on January 3 and January 10, 2019.

NOTICE OF COMPLETION SCHEDULE 'C' - MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR:

CASABLANCA BOULEVARD (RR10) NORTH SERVICE ROAD TO MAIN STREET (RR81) AND GO STATION ACCESS

The Regional Municipality of Niagara (Niagara Region) is completing a Schedule 'C' Municipal Class Environmental Assessment (EA) for the reconstruction of Casablanca Boulevard between the North Service Road and Main Street West including the Livingston Avenue planned GO Station access, in the Town of Grimsby.

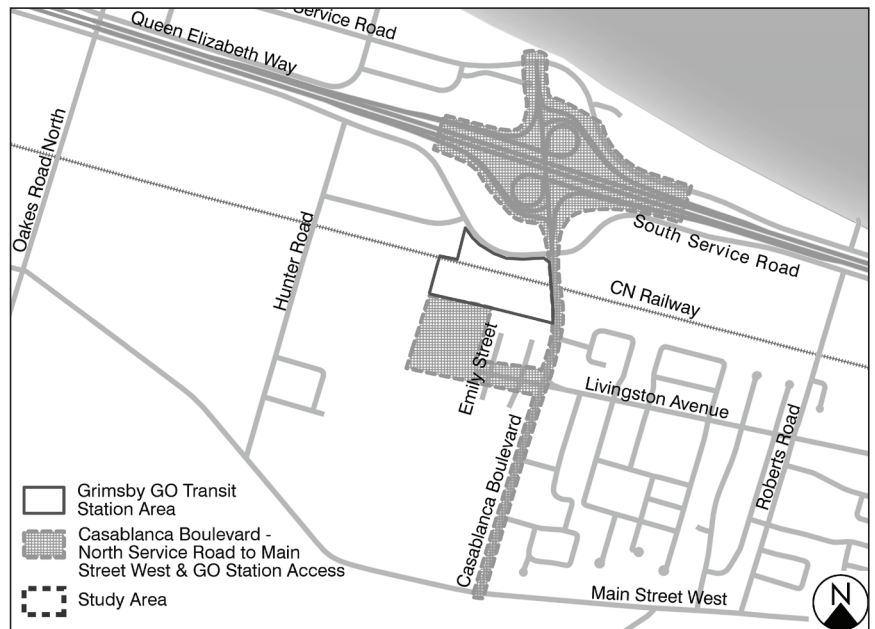
The Study Area is shown on the map below. The key objectives of the EA are to address the transportation needs for the Casablanca Boulevard corridor to the year 2041, and provide access to the planned Grimsby GO Transit Station via the South Service Road and through a south access on Livingston Avenue.

The new GO Transit Station and overall growth between today and 2041 will result in a need to provide additional lanes on Casablanca Boulevard and the South Service Road and undertake a short extension to Livingston Avenue west of Casablanca Boulevard to provide access to the Region-owned lands allocated for future transit related infrastructure. Additional solutions include improvements to the QEW Interchange to add travel lanes and a multi-use path on the west side; intersection improvements along Casablanca Boulevard between the North Service Road and Main Street West; and new infrastructure to facilitate walking and cycling.

Documentation of the development and review of design alternatives, including a summary of the rationale, and the planning, design and consultation process, and potential impacts with mitigation measures is provided in the Environmental Study Report (ESR, March 2018), which is available on the Region's website at: niagararegion.ca/projects/moving-transit-forward/projects/casablanca-livingston-ea.

The ESR is being placed in the public record for a 45-day review period. Subject to comments received as a result of this notice, the Region intends to proceed to the subsequent detailed design and construction of this project.

In addition to the project website, the ESR is available for review at the following locations between March 21 and May 6, 2019:



Town of Grimsby
Grimsby Town Hall
160 Livingston Ave., Grimsby
Monday to Friday: 8:30 a.m. to 4:30 p.m.

Niagara Region
Clerk's Department
1815 Sir Isaac Brock Way, Thorold
Monday to Friday: 8:30 a.m. to 4:30 p.m.

Interested persons may provide written comments within 45 calendar days from the date of this Notice. If concerns regarding this project cannot be resolved in discussion with the Region, a person or party may request that the Minister of Environment, Conservation and Parks make an order for the project to comply with Part II of the Environmental Assessment Act (referred to as a Part II Order). A Part II Order Request Form must be received by the Minister (Ferguson Block, 77 Wellesley Street West, 11th Floor, Toronto, Ontario M7A 2T5) by May 6, 2019.

A copy of the request must also be sent to the Region's Director of Transportation (Carolyn Ryall) and the Director of the Environmental Assessment and Permission Branch at the Ministry of Environment, Conservation and Parks (135 St. Clair Avenue West, 1st Floor, Toronto, Ontario M4V 1P5).

You are encouraged to forward any comments or concerns you may have, in writing, to any of the following project team members:

Carolyn Ryall, P.Eng,
Director - Transportation Services
Niagara Region
905-980-6000 ext. 3620
carolyn.ryall@niagararegion.ca

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4647 ext. 2317
pmacleod@dillon.ca

Public Information Centre #1 Materials



**MOVING
TRANSIT
FORWARD**

WELCOME!
PUBLIC INFORMATION CENTRE
CASABLANCA BOULEVARD

North Service Road To Main Street And Go Station Access

AND
LIVINGSTON AVENUE EXTENSION

West Of Emily Street To Main Street

WEDNESDAY JUNE 20TH, 5 PM TO 8 PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region



MOVING TRANSIT FORWARD

OVERVIEW

The Region of Niagara is conducting two Municipal Class Environmental Assessments (EAs) to confirm the improvements needed to key transportation routes in the vicinity of the future Grimsby GO Transit Station, set to open in 2021.

The two road corridors that are being studied are:

1. Casablanca Boulevard & GO Station Access, from North Service Road to Main Street and the GO Station access off Livingston Avenue
2. Livingston Avenue extension from west of Emily Street to Main Street

These two studies build on the work done as part of the Grimsby GO Transit Station Secondary Plan and the Region of Niagara Transportation Master Plan. They are being completed under Schedule 'C' of the Municipal Class Environmental Assessment Act.

The two studies are being carried out separately. They are, however, closely related in terms of their adjacent location in the transportation network and as complementary and connecting road corridors. As such, the early work for each of the two EAs (including transportation network need and justification, examination of alternative solutions, and basic data gathering) as well as this PIC are being done together due to significant overlap, and for schedule efficiencies.

The Region is working in tandem with the Town of Grimsby, local community, and Provincial Authorities to identify and implement the right solutions for these two corridors.

This open house event presents the preliminary assessment of existing traffic conditions in the Study Area, as well as the potential alternative solutions for changes to each of the road corridors.

We invite you to share your thoughts, ideas and concerns about the information presented and provide input towards the criteria that will be used to make a decision.

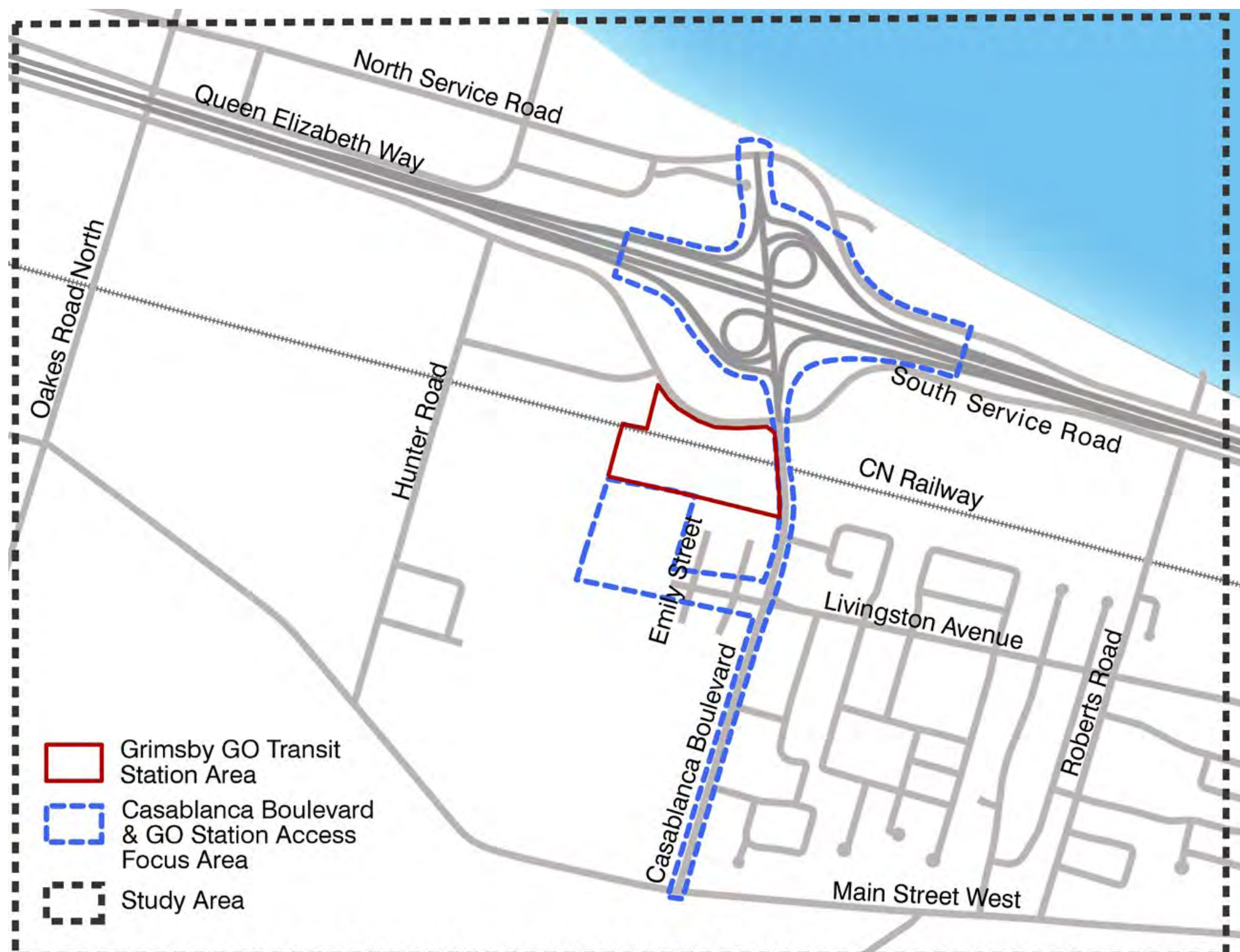


FIGURE 1: CASABLANCA BOULEVARD AND GO STATION ACCESS - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA



FIGURE 2: LIVINGSTON AVENUE EXTENSION - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

MOVING TRANSIT FORWARD



BACKGROUND

The Casablanca Boulevard & GO Station Access and the Livingston Avenue Extension EA Studies were initiated to explore ways to improve transportation conditions in the Study Area.

NIAGARA REGION TRANSPORTATION MASTER PLAN

FINAL REPORT
October 2017

IBI Group in association with
Parsons and Brook McIlroy



Grimsby GO Transit Station Secondary Plan

Draft | October 2017

Niagara Region
Building Community. Building Lives.



2014

- Region initiated Environmental Assessment Studies, but put them on hold in 2015 to allow for work on the Grimsby GO Transit Station Secondary Plan and the Region's Transportation Master Plan to be completed first.

2015

- Region initiated the GO Hub And Transit Stations Study to develop Secondary Plans for each of the four GO Stations in the Region, one of which is the Grimsby Transit Station.
- Region initiated a Transportation Master Plan Study to take a region-wide look at roads and transportation needs.

2017

- Region completed the Transportation Master Plan & Draft Grimsby GO Transit Station Secondary Plan, both of which recommend improvements to the Casablanca Boulevard corridor and recommend further study to confirm the need for an extension to Livingston Avenue.
- Transportation Master Plan approved by Regional Council.

2018

- Grimsby GO Transit Station Secondary Plan approved by Town of Grimsby and Regional Council.
- New start to the Casablanca Boulevard & GO Station Access and the Livingston Avenue Extension EAs.

MOVING TRANSIT FORWARD

TIMELINE & PROCESS

the environmental assessments for both projects will follow the municipal class EA process. to the extent possible, they are to be completed within a similar time frame. With the GO station set to Open in 2021, priority will be given to completing the Casablanca Boulevard & go station access ea by 2019 so that improvements can be implemented for opening day. construction for this study is planned to move forward in 2019.

Detailed planning for any Livingston avenue extension will be determined through the EA process.

GETTING STARTED

Review available data and conduct field studies as needed to document existing conditions in the Study Area.

EXPLORING THE OPTIONS

Consider ways to

1. Improve Casablanca Boulevard to enhance access to the GO station, and
2. Improve east-west connections in this area of Grimsby

THE RIGHT WAY FORWARD

Evaluate alternatives and select the recommended way forward for each project to satisfy the needs of the community into the future. Identify mitigation measures to address potential impacts.

DESIGNING THE WAY FORWARD

Complete a report and satisfy the documentation requirements of the Municipal Class Environmental Assessment process. Complete detailed design of the recommended alternative for the Casablanca Boulevard and GO Station Access project, and develop a staging and traffic management plan .

**NOTICE OF
COMMENCEMENT**

SPRING 2018

**PUBLIC INFORMATION CENTRE
#1 & ONLINE SURVEY**

SPRING/SUMMER 2018

**STAKEHOLDER WORKSHOP
& DESIGN CHARRETTE**

FALL 2018

**PUBLIC INFORMATION CENTRE #2 &
ONLINE SURVEY**

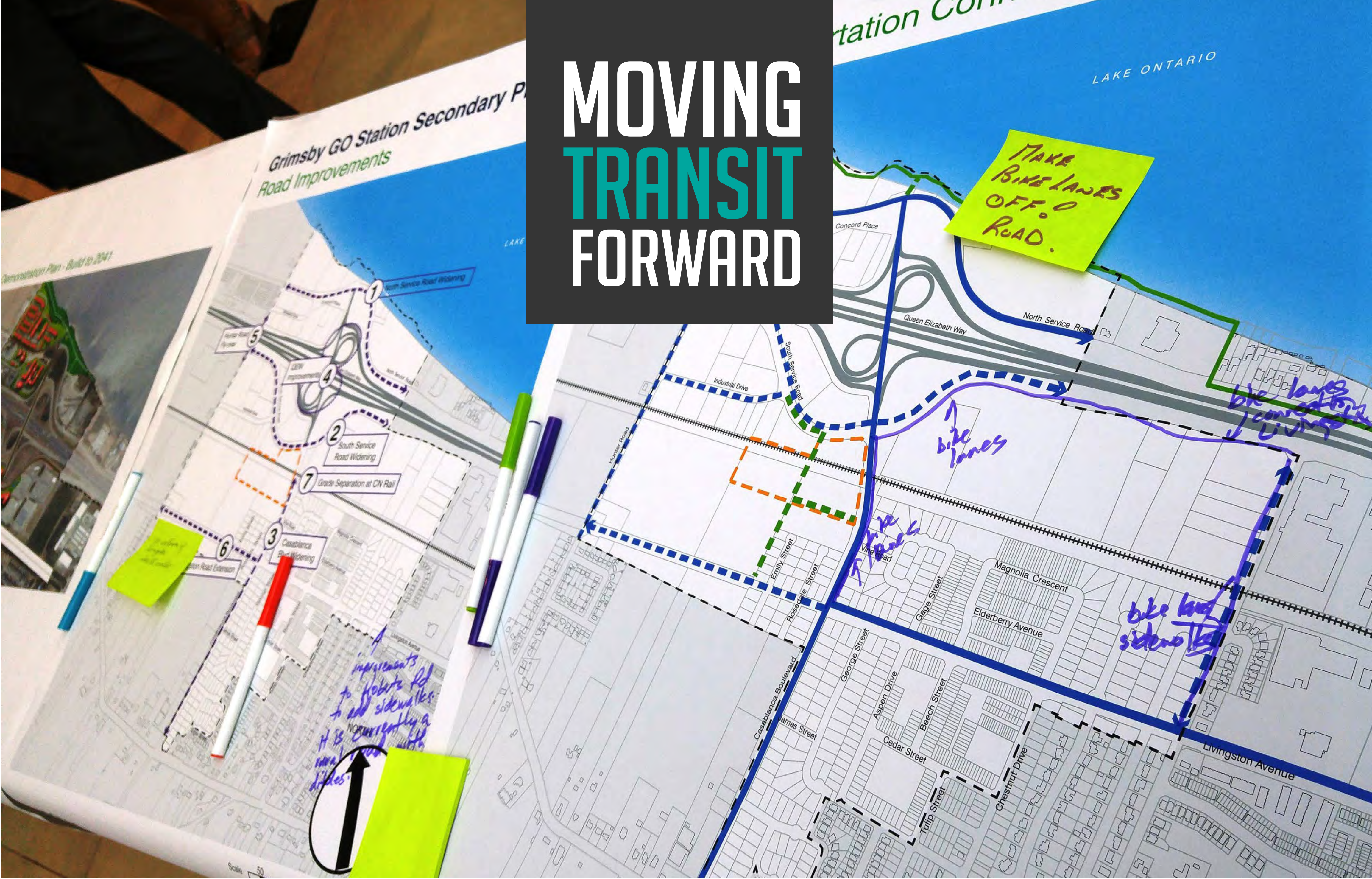
FALL 2018

**PUBLIC INFORMATION CENTRE #3 &
ONLINE SURVEY**

SPRING 2019

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region



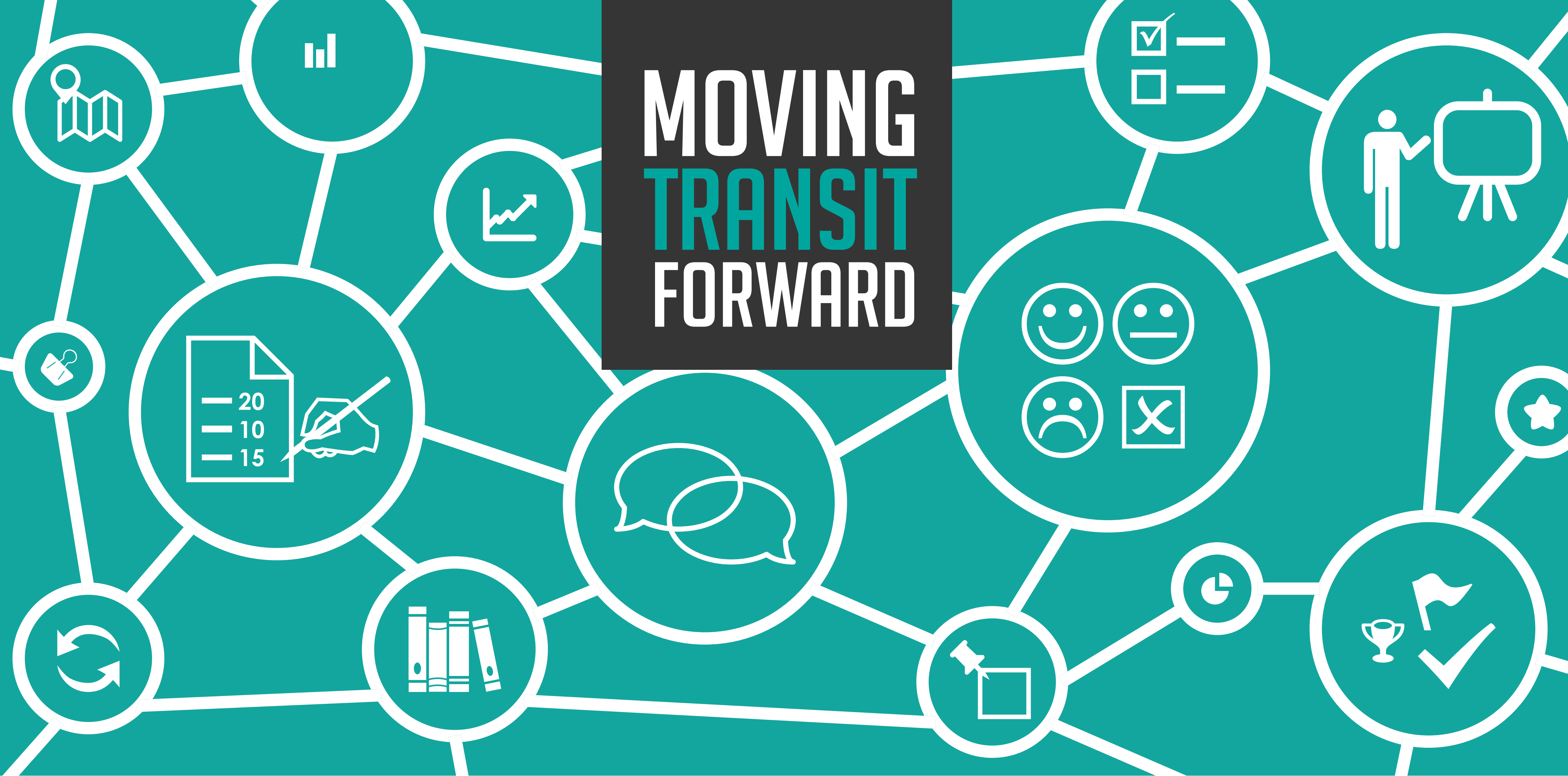
MOVING TRANSIT FORWARD

WHAT WE HAVE HEARD

Public consultation for past studies in the area have provided insights into issues and opportunities for the current projects. Below is a summary of some of the key themes identified that were considered in developing the alternative solutions presented today and will continue to be important as we advance these two studies.

 CONSERVE THE IRISH GROVE WOODLOT	 PROVIDE ACCESS TO THE GO STATION	 REDUCE CONGESTION ON CASABLANCA BLVD
 IMPROVE SAFETY FOR CYCLISTS+PEDESTRIANS	 ADDRESS WAIT TIME AT RAIL CROSSING	 PROTECT ACCESS TO DRIVEWAYS ALONG CASABLANCA BLVD
 LIMIT TRAFFIC SPEED IN RESIDENTIAL AREAS	 PLAN FOR GROWTH AND INCREASED TRAFFIC	 PROVIDE ACTIVE TRANSPORTATION FACILITIES





HOW WILL WE MAKE A DECISION?

As per the Class EA process, both Alternative Solutions and Alternative Designs will be examined for both EA Studies. The alternatives will be evaluated against a set of criteria. A high-level summary of the criteria for the evaluation of Alternative Solutions is provided here. More detailed criteria will be developed for the evaluation of Alternative Designs. [Feedback from the community and stakeholders will also be considered in the evaluation, so tell us what matters to you!](#)

There are three main points at which alternatives will be evaluated:

1. Evaluation of alternative solutions ([we are here](#))
2. Evaluation of alternative designs (fall 2018)
3. Mitigation and design decisions (winter 2019)



Transportation

- Ability to address identified operational issues
- Ability to address identified access and operations deficiencies.
- Ability to address identified safety issues.



Socio-economic

- Potential for loss of residential/ business property/agricultural land
- Potential for disruption effects to residences
- Potential for improved street corridor character



Natural environment

- Potential for removal and disturbance effects to terrestrial and aquatic habitat.



Cost

- Relative capital cost estimate



Engineering/ Road design

- Potential for significant roadway design challenges

MOVING TRANSIT FORWARD



CASABLANCA BOULEVARD & GO STATION ACCESS

EXISTING CONDITIONS

The roadway corridor includes both urban (residential) and rural (agricultural) adjacent land uses. Other notable features that will need to be considered in the EA include the QEW interchange, intersections with South Service Road and Livingston Avenue, an at-grade rail crossing. The roadway is rural with ditches for storm drainage. A sidewalk exists on the east side of the corridor. Baseline condition studies that are underway include the following:

- Transportation Network and Operations Assessment
- Traffic and Safety Assessment
- Infrastructure Inventory including utilities and stormwater management
- Natural Heritage field surveys & assessment
- Cultural Heritage & Archaeology Assessment
- Socio-Economic inventory
- Air Quality Assessment
- Noise Assessment

Railway Grade Separation Study



CASABLANCA BOULEVARD & GO STATION ACCESS

THE STUDY AREA: A CLOSER LOOK

the study area is made up of three main segments.

CASABLANCA BOULEVARD BETWEEN NORTH SERVICE ROAD AND SOUTH SERVICE ROAD



CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE, AND ON LIVINGSTON AVENUE BETWEEN CASABLANCA BOULEVARD AND EMILY STREET



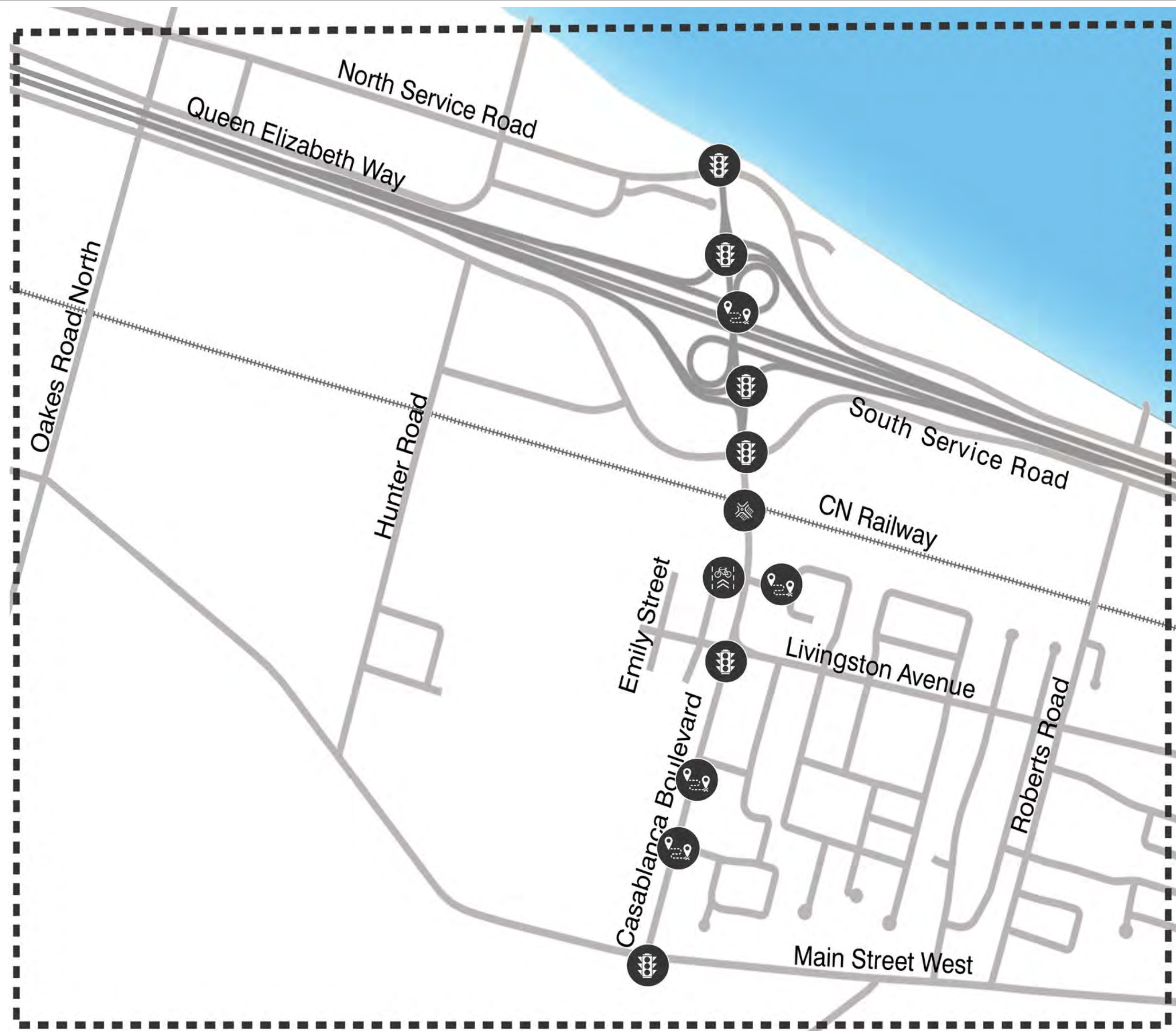
CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST




CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

MOVING TRANSIT FORWARD


CASABLANCA BOULEVARD & GO STATION ACCESS



TRANSPORTATION ISSUES & OPPORTUNITIES: ROAD NETWORK

 need for safe active transportation connections


- ✓ Promote alternative modes for local trips (role of transit and active modes)
- ✓ Consider alternative cross section / design standard
- ✓ Improve parallel capacity

 access and capacity issues related to the grimsby go station

- ✓ Maintain efficient access to/from QEW
- ✓ Maintain access for local residential activity
- ✓ Maintain access to/from commercial activity
- ✓ Provide access to/from future GO station

 development activity and population growth in the study area

- ✓ Casablanca Boulevard grade-separation
- ✓ QEW interchange improvements

 traffic operations issues along casablanca blvd

- ✓ Consider signalization
- ✓ Improve intersection geometry
- ✓ Ensure signal timing prevents extensive queuing/long delays
- ✓ Maintain adequate spacing of intersections

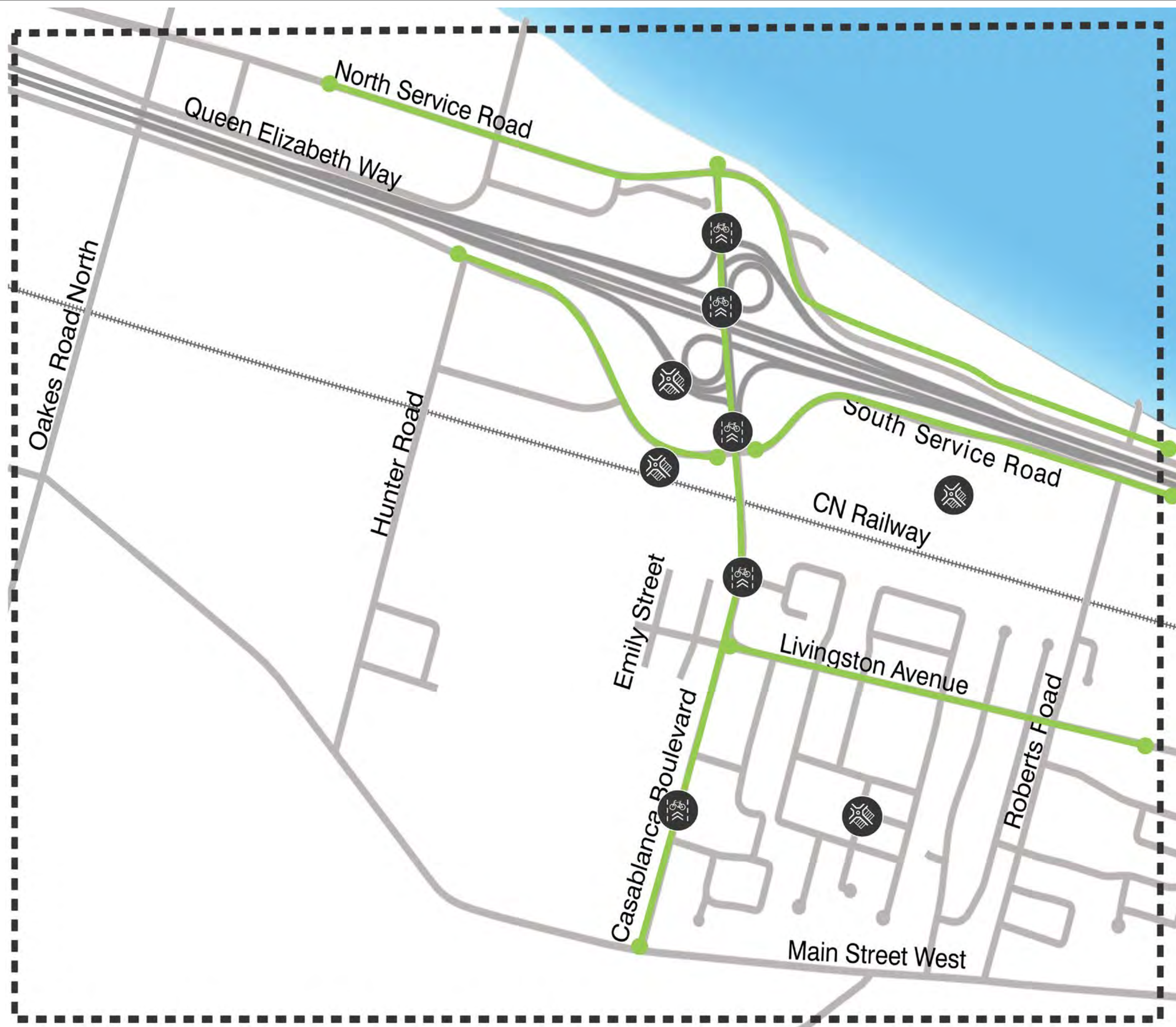
CONNECTING MORE PEOPLE TO MORE POSSIBILITIES




**MOVING
TRANSIT
FORWARD**




CASABLANCA BOULEVARD & GO STATION ACCESS




TRANSPORTATION ISSUES & OPPORTUNITIES CYCLING NETWORK

 Poor active mode realm on Casablanca BOULEVARD

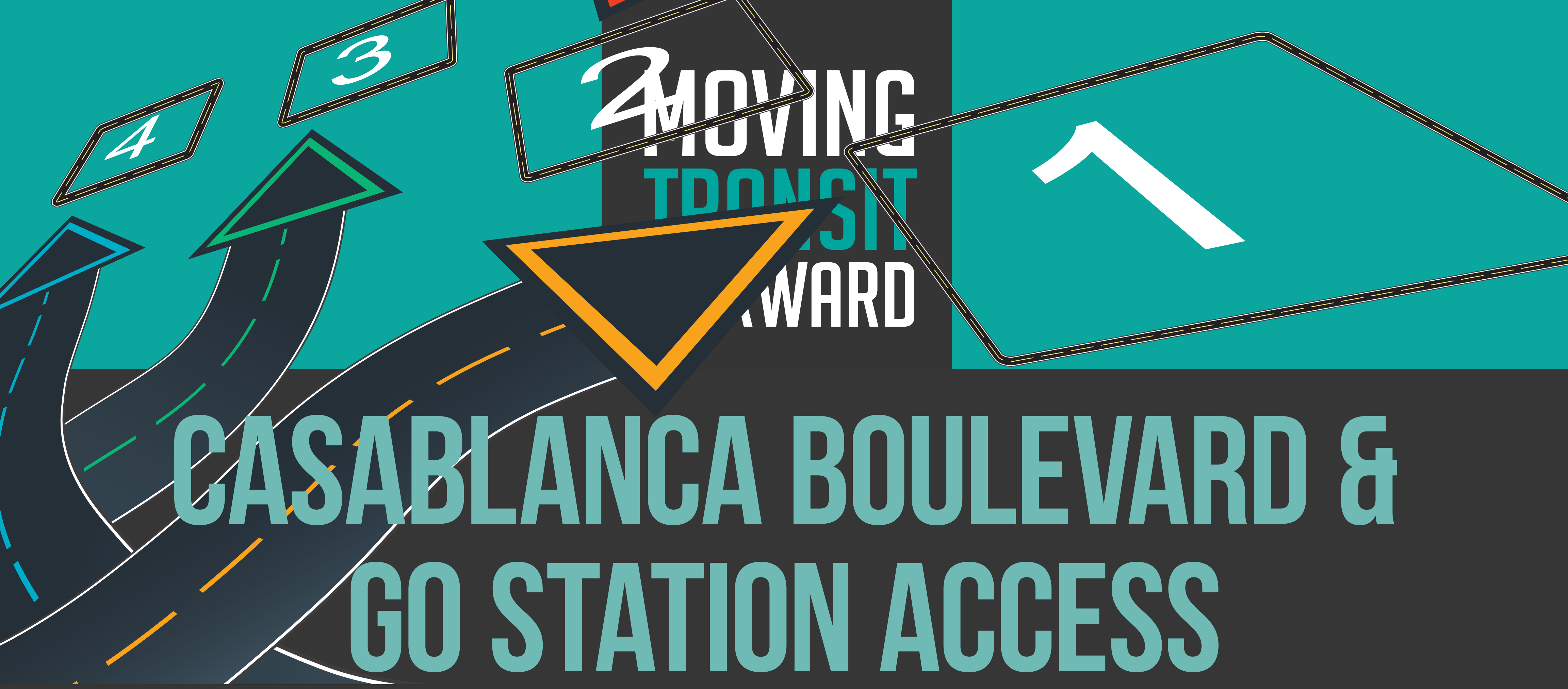
- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes

 QEW inhibits active mode connectivity to the north

- ✓ Provide safe crossing over QEW

 Poor active mode connections to area land uses

- ✓ To/from residential
- ✓ To/from future GO station
- ✓ To/from commercial areas
- ✓ To/from Waterfront Trail



DEFINING THE PROBLEM

Improvements to the Casablanca Blvd corridor are needed to address traffic operations, access and capacity issues related to the planned new GO Rail Station and development activity in the Study Area. The improved transportation corridor will support the planned GO Rail station, serve the needs of the transportation system for the surrounding area, and support area growth to 2040. The project also provides an opportunity to support the Region’s active transportation objectives through the provision of pedestrian and cycling facilities.

EXPLORING THE OPTIONS: ALTERNATIVE SOLUTIONS BEING CONSIDERED

#1

DO NOTHING

Make no improvements to Casablanca Boulevard or to provide alternative access routes to the GO Station. This alternative provides a comparison for what would happen if no action is taken to improve conditions.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

Implement Transportation Demand Management (TDM) measures by encouraging road users to utilize other modes of movement or reduce travel, including providing active transportation options, ride sharing, bike racks & changing room facilities, transit service, charging for parking, encouraging telecommuting, etc.

#3

IMPROVE OTHER
NORTH-SOUTH
ROAD CORRIDORS

Improve other north-south road corridors in the Study Area to provide alternative traffic routes, such as Hunter Road to the west or Roberts Road to the east. These Alternatives could partially address capacity, active transportation, and access issues in the Study Area.

#4

ROADWAY
OPERATIONAL
IMPROVEMENTS

Improve traffic flow through localised interventions (e.g. new traffic signals, improvements to roadway geometry, and intersection improvements). QEW interchange improvements and a grade separated rail crossing would also be considered. These changes would not provide significant new roadway capacity.

#5

ADDITIONAL
ROADWAY LANES

To address possible roadway vehicle capacity deficiencies, additional lanes could be provided through the entire corridor or a section of it.

MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS

PRELIMINARY ASSESSMENT OF ALTERNATIVE SOLUTIONS: THE WAY FORWARD

#1

DO NOTHING

This Alternative does not address the issues and opportunities identified for the Study, and will not be carried forward for further consideration.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, this alternative could be combined with other alternative solutions. This would include the incorporation of active transportation facilities as part of other roadway improvements where deemed desirable and feasible.

#3

IMPROVE OTHER
NORTH-SOUTH
ROAD CORRIDORS

This Alternative does not address the problems and opportunities identified for the project, and will not be carried forward for further consideration.

#4

ROADWAY
OPERATIONAL
IMPROVEMENTS

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, this alternative could be combined with other alternative solutions (Alternatives 2 and 5). Potential for natural environment and socio-economic impacts to be addressed through alternative designs development and evaluation process.

#5

ADDITIONAL
ROADWAY LANES

This Alternative partially addresses the issues and opportunities. While not to be carried forward on its own, it can be combined with other alternative solutions (Alternative 2 and 4). Potential for natural environment and socio-economic impacts to be addressed through alternative designs development and evaluation process.

LEGEND



Carry Forward



Carry Forward with Other Alternatives



Do Not Carry Forward

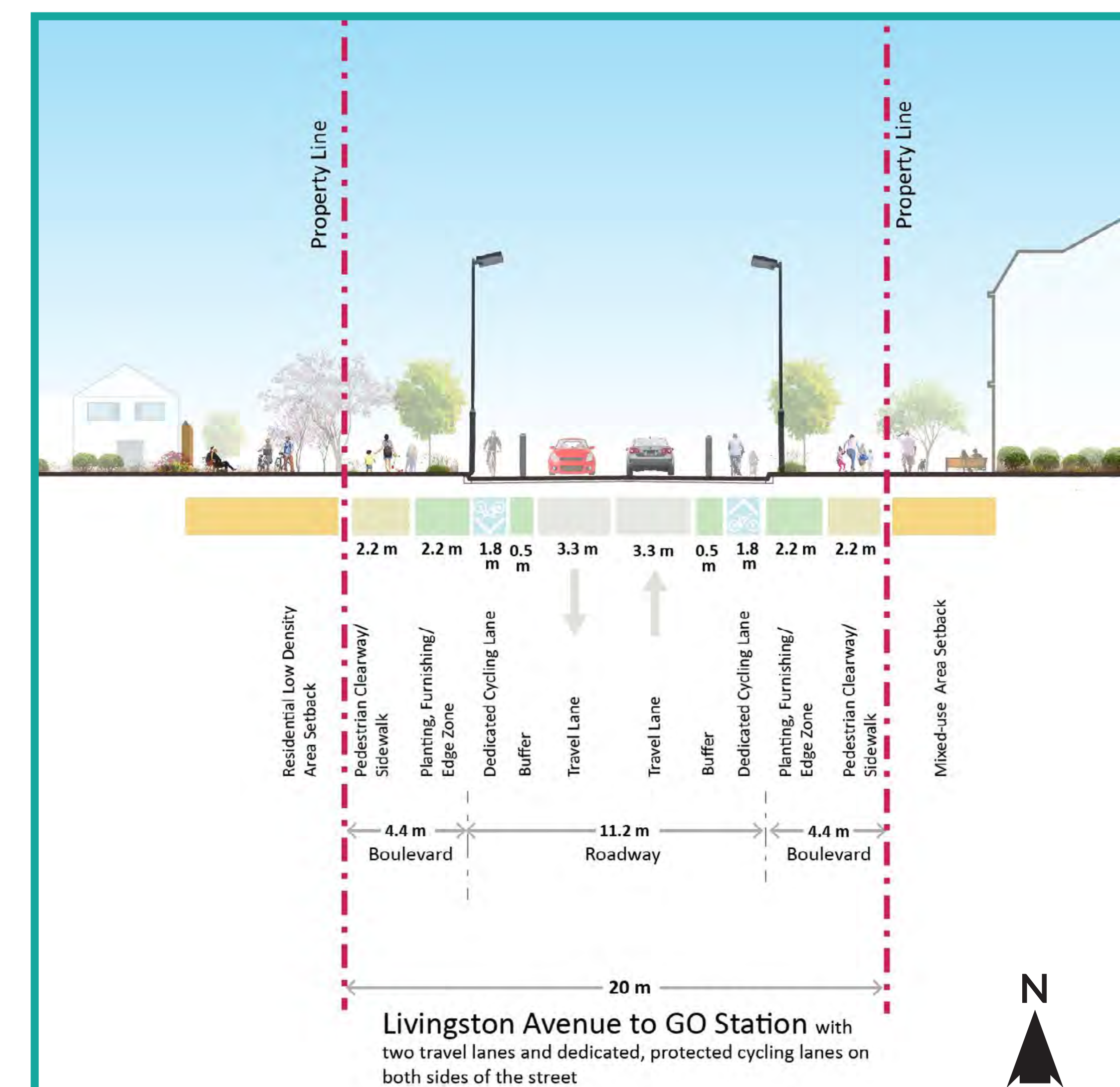
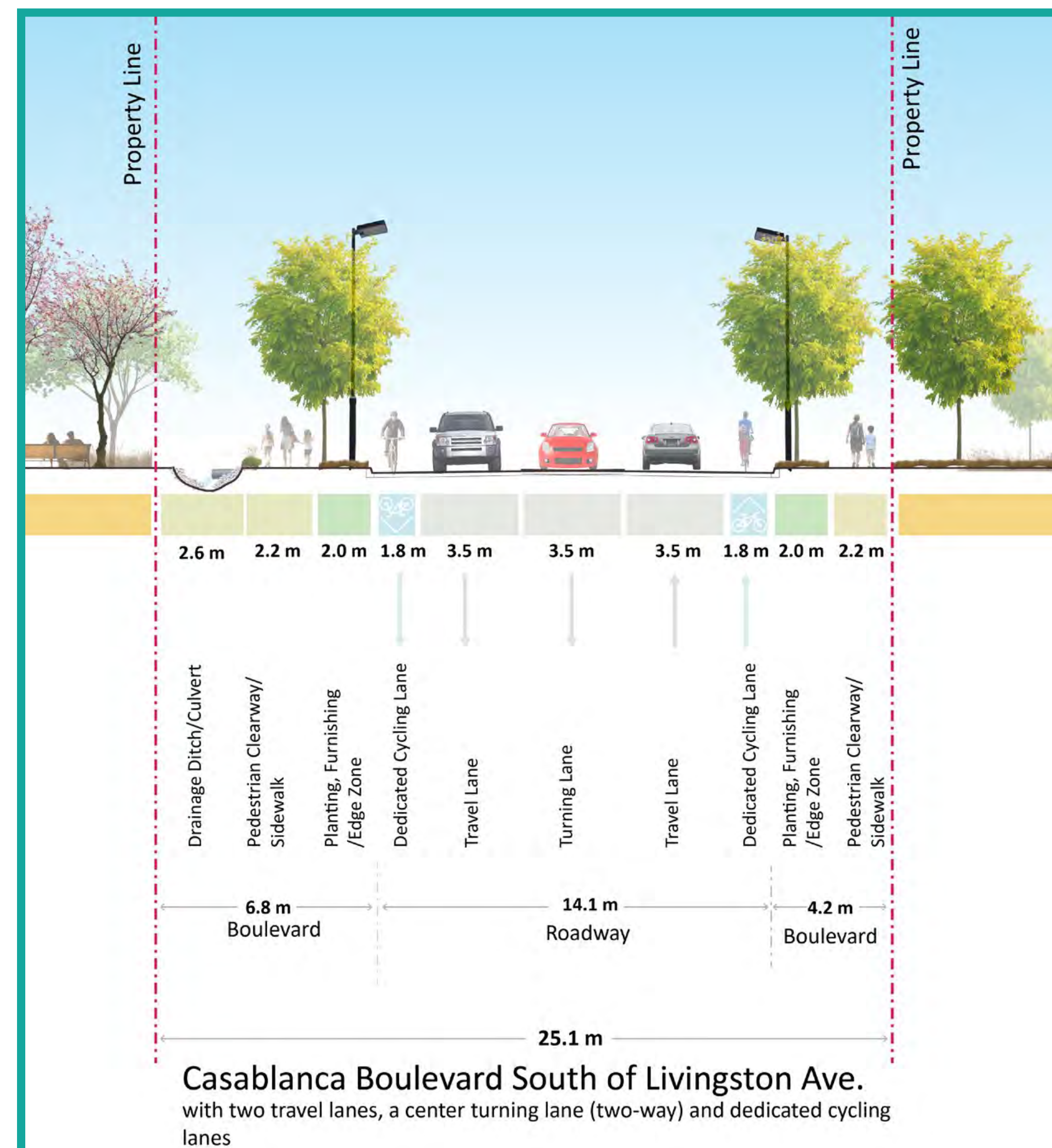
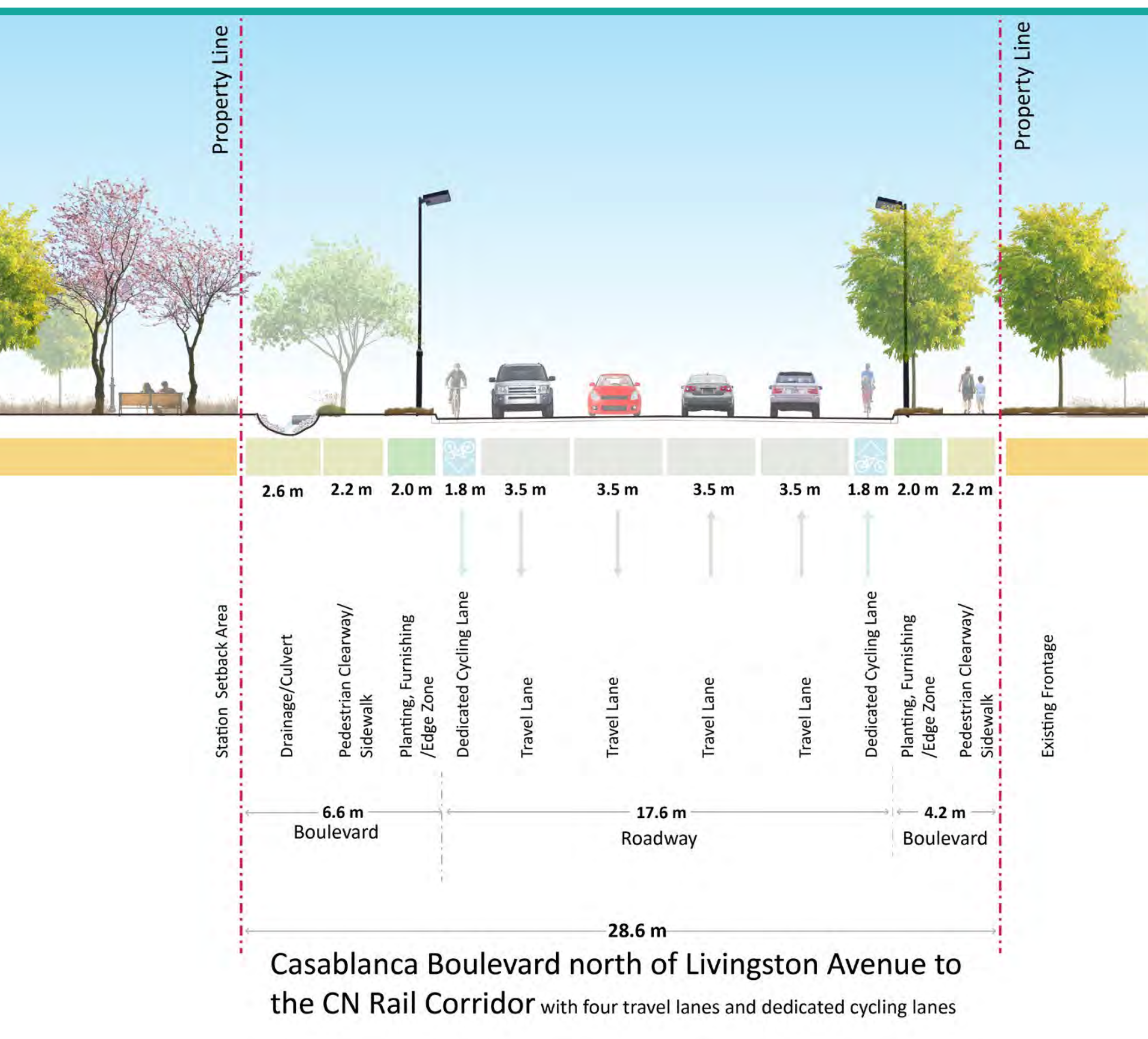


MOVING TRANSIT FORWARD



CASABLANCA BOULEVARD & GO STATION ACCESS

WHAT COULD THE FUTURE LOOK LIKE?



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region



MOVING TRANSIT FORWARD

LIVINGSTON AVENUE EXTENSION

EXISTING CONDITIONS

The Study Area for a possible extension of Livingston Avenue is primarily rural in nature and includes natural heritage features (e.g. the Irish Grove Woodlot) and agricultural land. Some pockets of residential land use and commercial land use also exists as well as institutional uses (school).

Baseline condition studies that are underway include the following:

- Transportation Network and Operations Assessment
- Traffic and Safety Assessment
- Infrastructure Inventory including utilities and stormwater management
- Natural Heritage field surveys & assessment
- Cultural Heritage & Archaeology Assessment
- Socio-Economic inventory
- Air Quality Assessment
- Noise Assessment



**MOVING
TRANSIT
FORWARD**



LIVINGSTON AVENUE EXTENSION

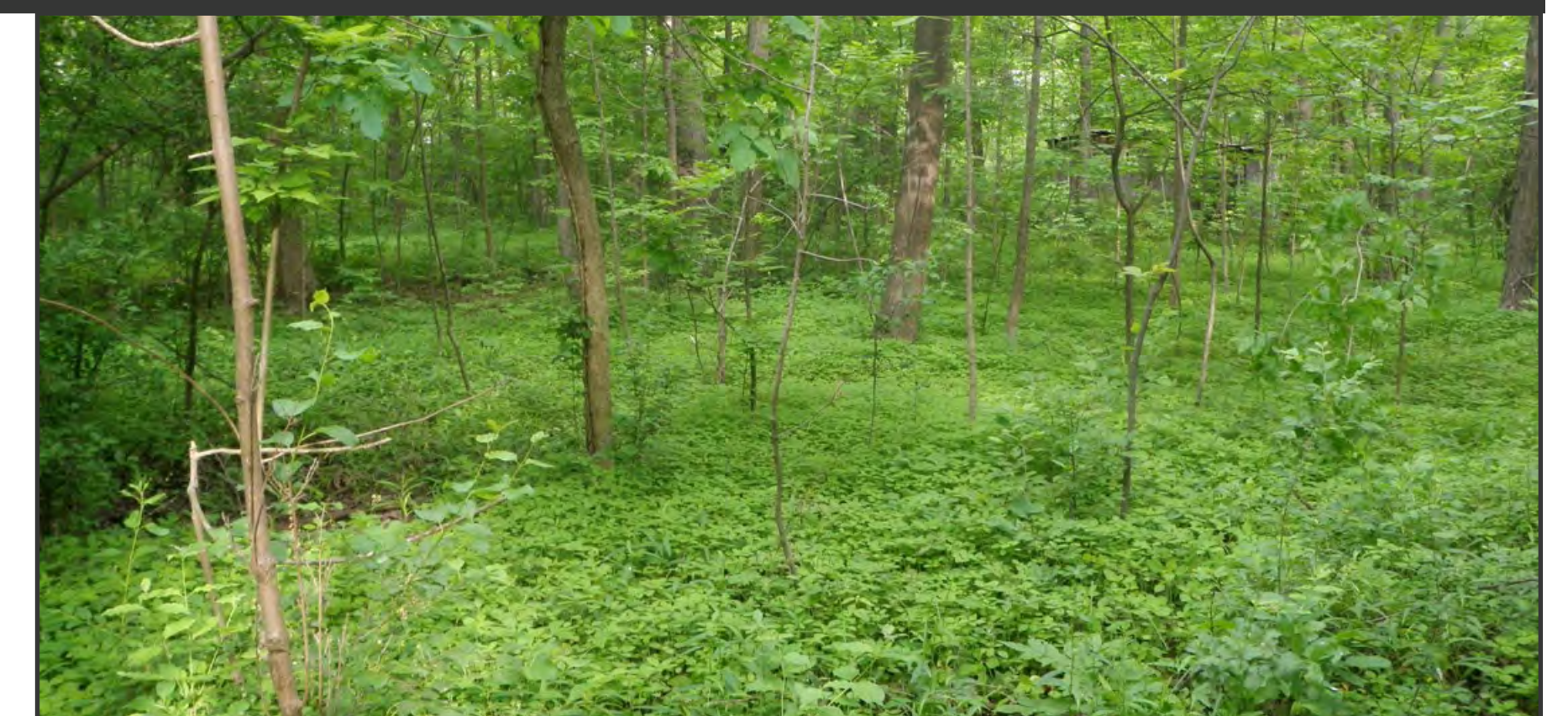
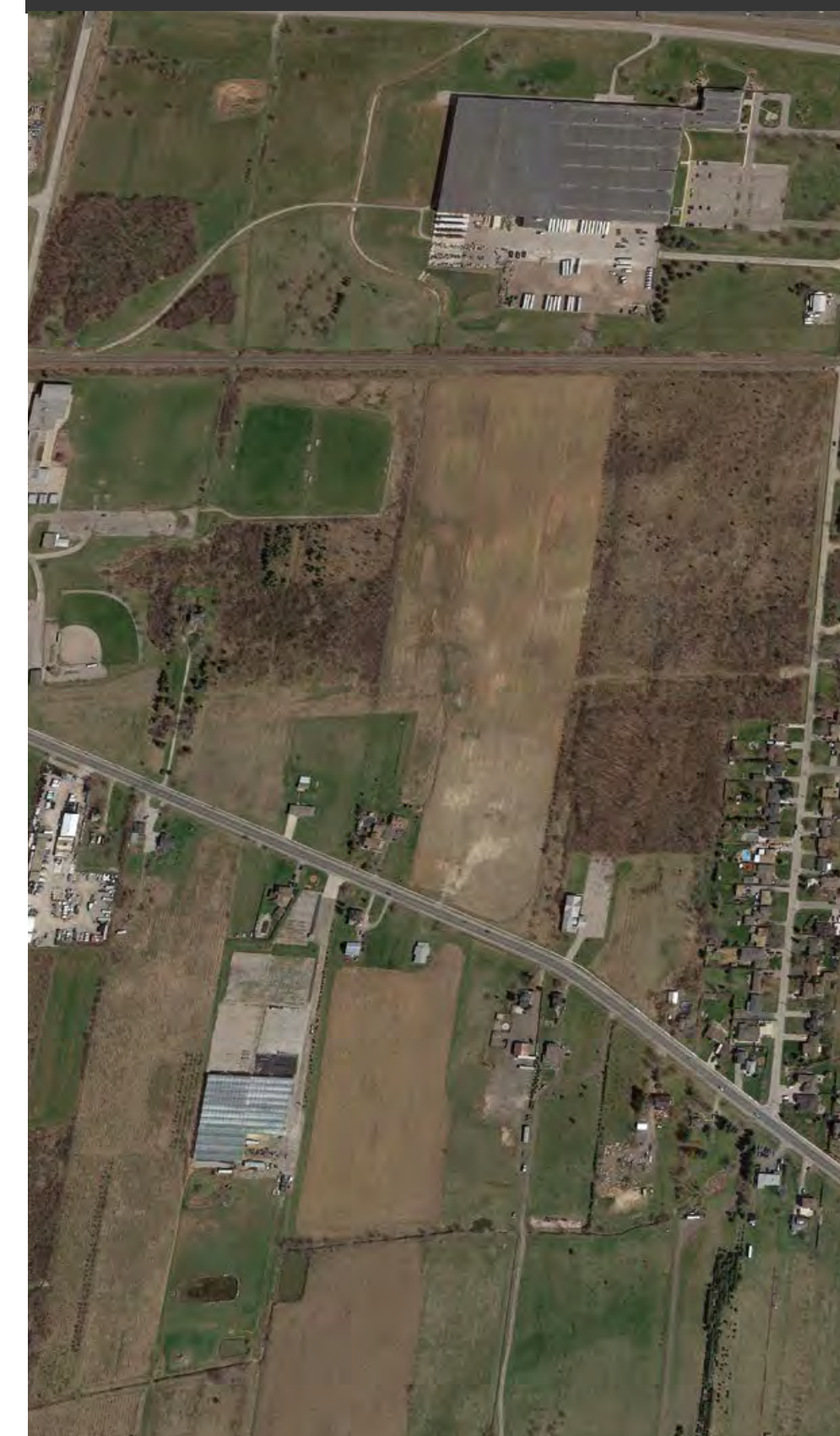
THE STUDY AREA: A CLOSER LOOK

the study area is made up of two main segments.

LIVINGSTON AVENUE/OTHER EAST-WEST CONNECTIONS FROM EMILY STREET TO HUNTER ROAD



LIVINGSTON AVENUE/OTHER EAST-WEST CONNECTIONS FROM HUNTER ROAD TO OAKES ROAD



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

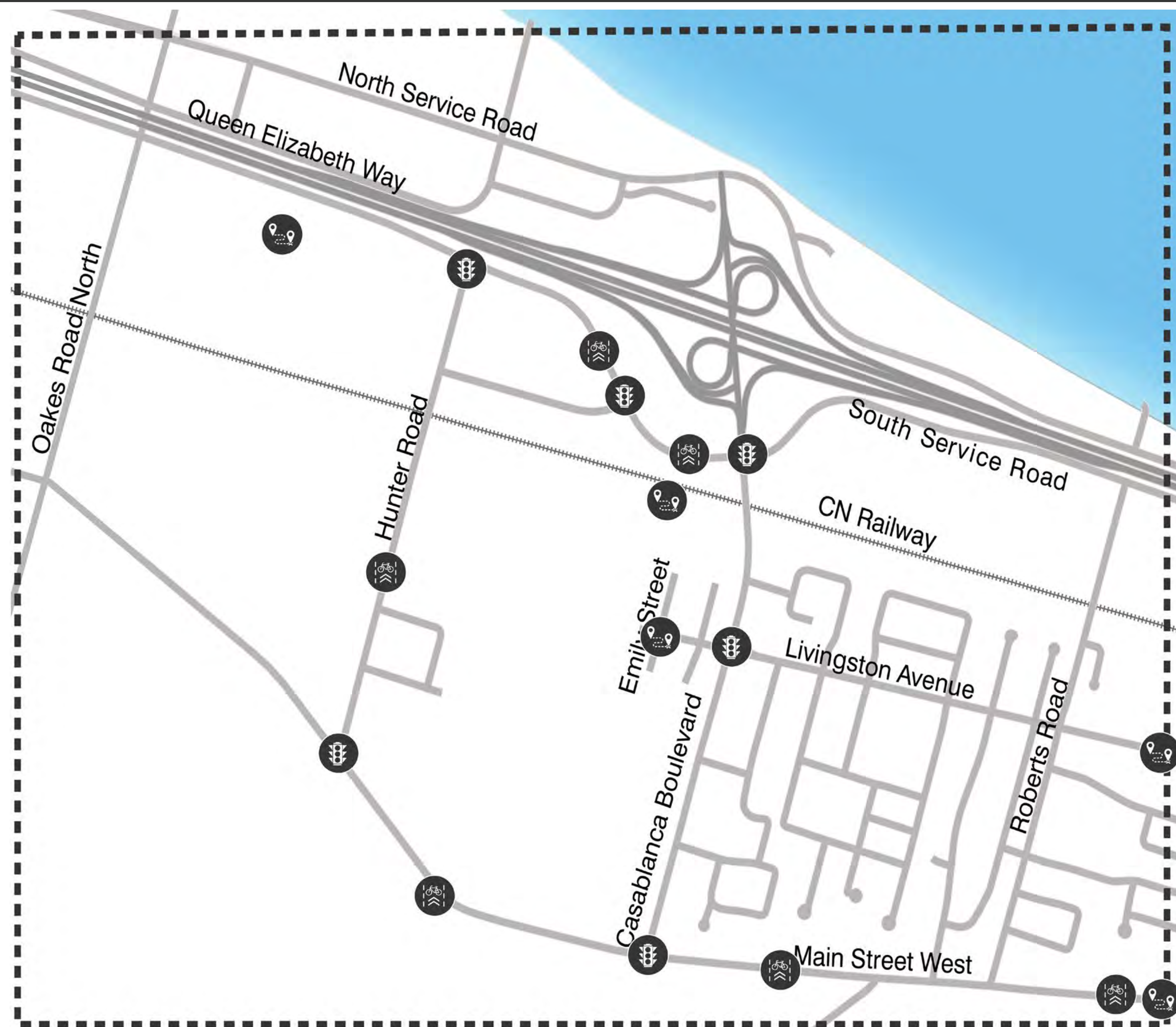
Niagara  Region



MOVING TRANSIT FORWARD



LIVINGSTON AVENUE EXTENSION



TRANSPORTATION ISSUES & OPPORTUNITIES: ROAD NETWORK



Traffic Operations Issues

- ✓ Consider signalization
- ✓ Improve intersection geometry
- ✓ Ensure signal timing prevents extensive queuing/long delays
- ✓ Maintain adequate spacing of intersections



need for safe active transportation connections

- ✓ Promote alternative modes for local trips (role of transit and active modes)
- ✓ Consider alternative cross section / design standard
- ✓ Improve parallel capacity
- ✓ Utilize existing transportation / ROW corridors



Access and Capacity Issues Related to the Downtown and the Go Station

- ✓ Maintain efficient access to/from S. Service Road
- ✓ Maintain access to/from QEW corridor employment uses
- ✓ Provide efficient access to downtown Grimsby as an alternative to Main Street
- ✓ Provide access to/from future GO station

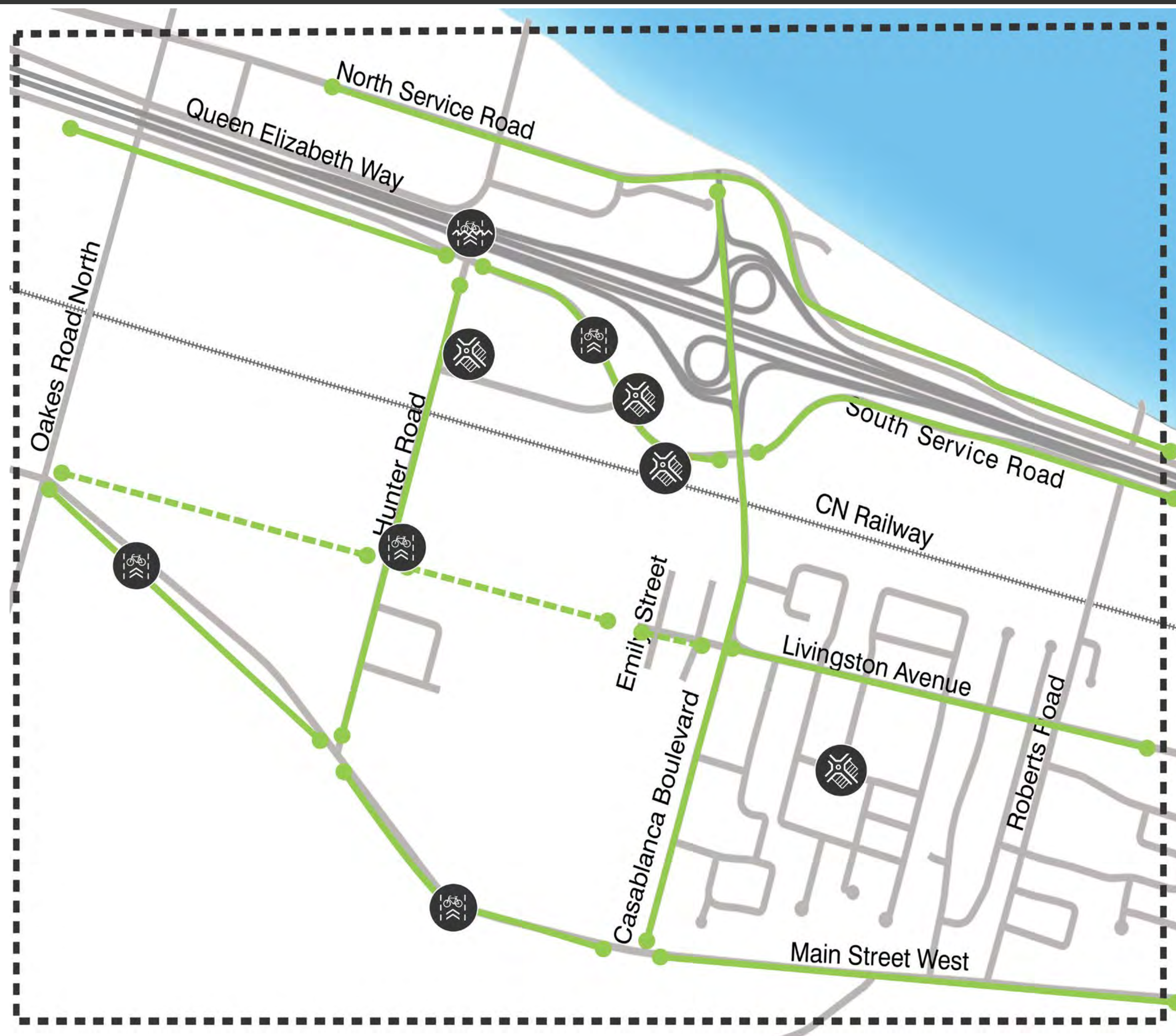
CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



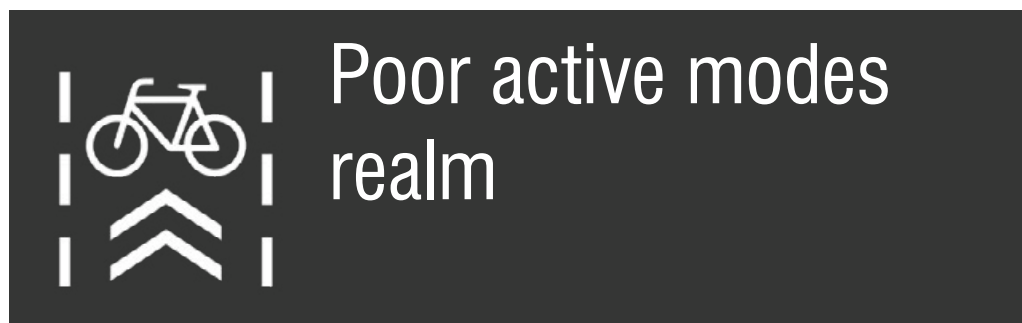
MOVING TRANSIT FORWARD



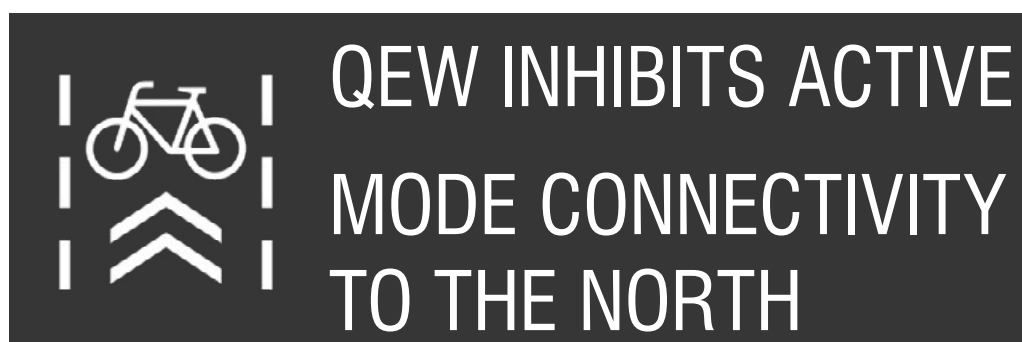
LIVINGSTON AVENUE EXTENSION



TRANSPORTATION ISSUES & OPPORTUNITIES: CYCLING NETWORK



- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes



- ✓ Provide safe crossing over QEW



- ✓ To/from residential
- ✓ To/from future GO station
- ✓ To/from commercial areas
- ✓ To/from Waterfront Trail

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



DEFINING THE PROBLEM

Long-term (2041) roadway capacity deficiencies have been identified for east-west movement through the project area. Other related problems/opportunities include poor traffic operations along sections of existing east-west roadways including South Service Road and Main Street; constraints to accessing Downtown Grimsby, and the planned GO Rail station on Casablanca Boulevard; and opportunities to support the Region’s active transportation objectives by providing pedestrian and cycling facilities.

EXPLORING THE OPTIONS: ALTERNATIVE SOLUTIONS BEING CONSIDERED

#1

DO NOTHING

Make no changes to Livingston Avenue west of Emily Street or to other east-west corridors in the Study Area.

This alternative provides a comparison for what would happen if no action is taken to improve conditions.

#2

TRANSPORTATION
DEMAND
MANAGEMENT

Implement Transportation Demand Management (TDM) measures by encouraging road users to utilize other modes of movement including active transportation (walking and cycling), ride sharing, carpooling, etc.

#3

IMPROVE OTHER
EAST-WEST ROAD
CORRIDORS

Improve other east-west road corridors in the Study Area such as Main Street West and South Service Road, to address capacity, active transportation, and access issues.

#4

EXTEND
LIVINGSTON TO
HUNTER ROAD

Extend Livingston Avenue (route to be determined) from west of Emily Street to Hunter Road, to provide access to the GO Station. This would require improvements to Hunter Road to support network operations across the area.

#5

EXTEND
LIVINGSTON TO
OAKES ROAD/ MAIN
ST. WEST

This Alternative would build on Alternative #4 to extend Livingston Avenue (route to be determined) from Hunter Road to Oakes Road/Main Street West. This provides an alternate route to access Downtown Grimsby, and would require some improvements to Main Street to support network operations and address future traffic congestion issues.



MOVING TRANSIT FORWARD

LIVINGSTON AVENUE EXTENSION

The Region is currently reviewing a range of alternatives to determine which one(s) can be carried forward for development of Alternative Designs. This panel presents a preliminary overview of how each of the alternatives addresses the identified transportation issues and opportunities. Additional information on potential benefits and impacts from a natural and socio-economic perspective as well as cost will be considered in the decision on which alternative(s) to carry forward.

PRELIMINARY ASSESSMENT OF ALTERNATIVE SOLUTIONS: THE WAY FORWARD

#1

DO NOTHING

This Alternative does not address the issues and opportunities identified for the Study.

#4

EXTEND LIVINGSTON TO HUNTER ROAD

This Alternative addresses the shorter term issues and opportunities. Further study would confirm if a roadway extension can be developed with acceptable level of impacts as part of alternative designs step.

#2

TRANSPORTATION DEMAND MANAGEMENT

This Alternative partially addresses the issues and opportunities identified for the Study, and could be combined with other alternative solutions. This would include the incorporation of active transportation facilities as part of other roadway improvements where deemed desirable and feasible.

#5

EXTEND LIVINGSTON TO OAKES ROAD/ MAIN ST. WEST

This Alternative addresses the longer term issues and opportunities. Further study would be needed to confirm if a roadway extension can be developed with acceptable level of impacts as part of alternative designs step.

#3

IMPROVE OTHER EAST-WEST ROAD CORRIDORS

In combination, improvements to both Main Street and South Service Road could partially address Study Area transportation issues and opportunities.

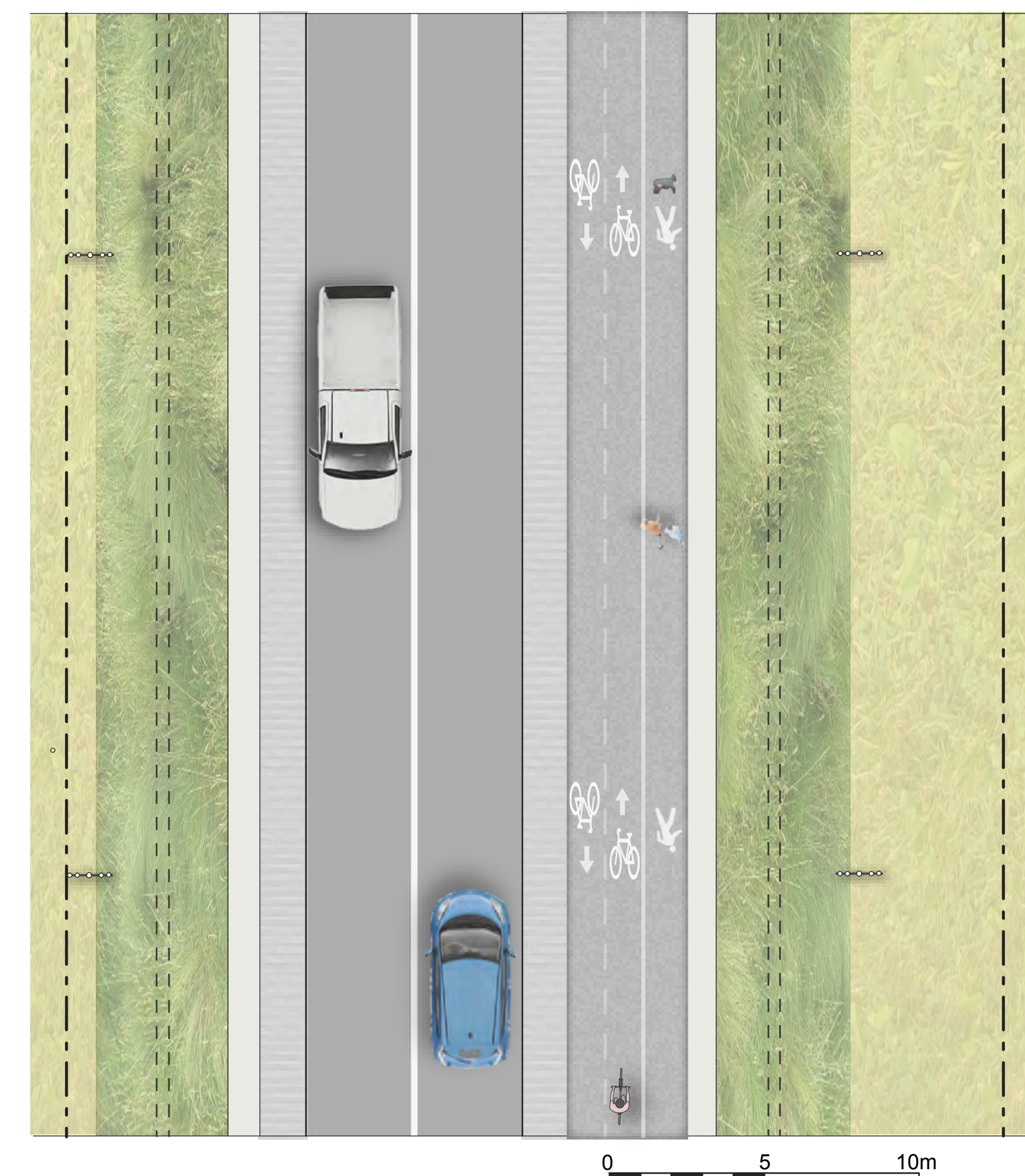
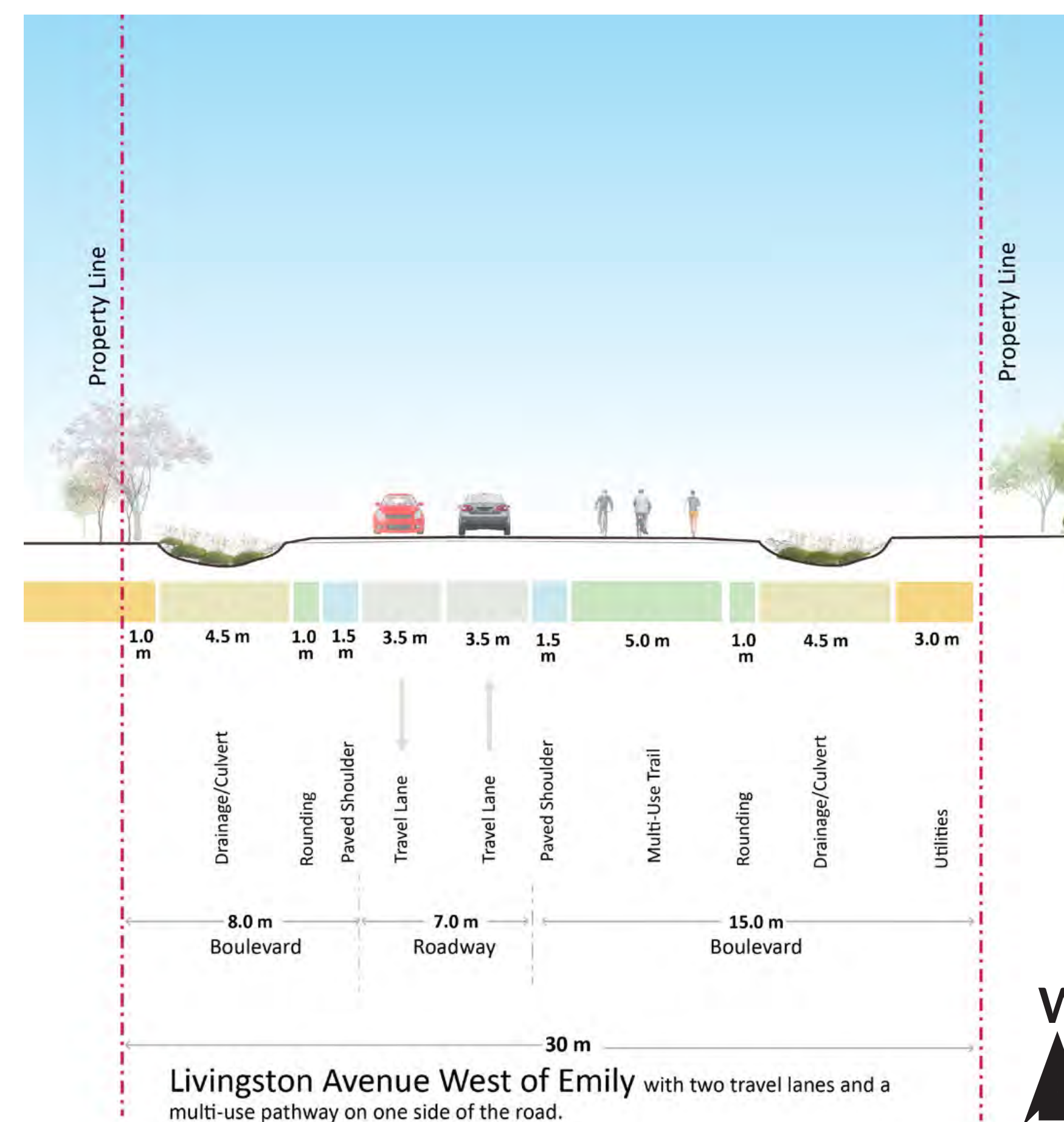


**MOVING
TRANSIT
FORWARD**



LIVINGSTON AVENUE EXTENSION

WHAT COULD THE FUTURE LOOK LIKE?



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

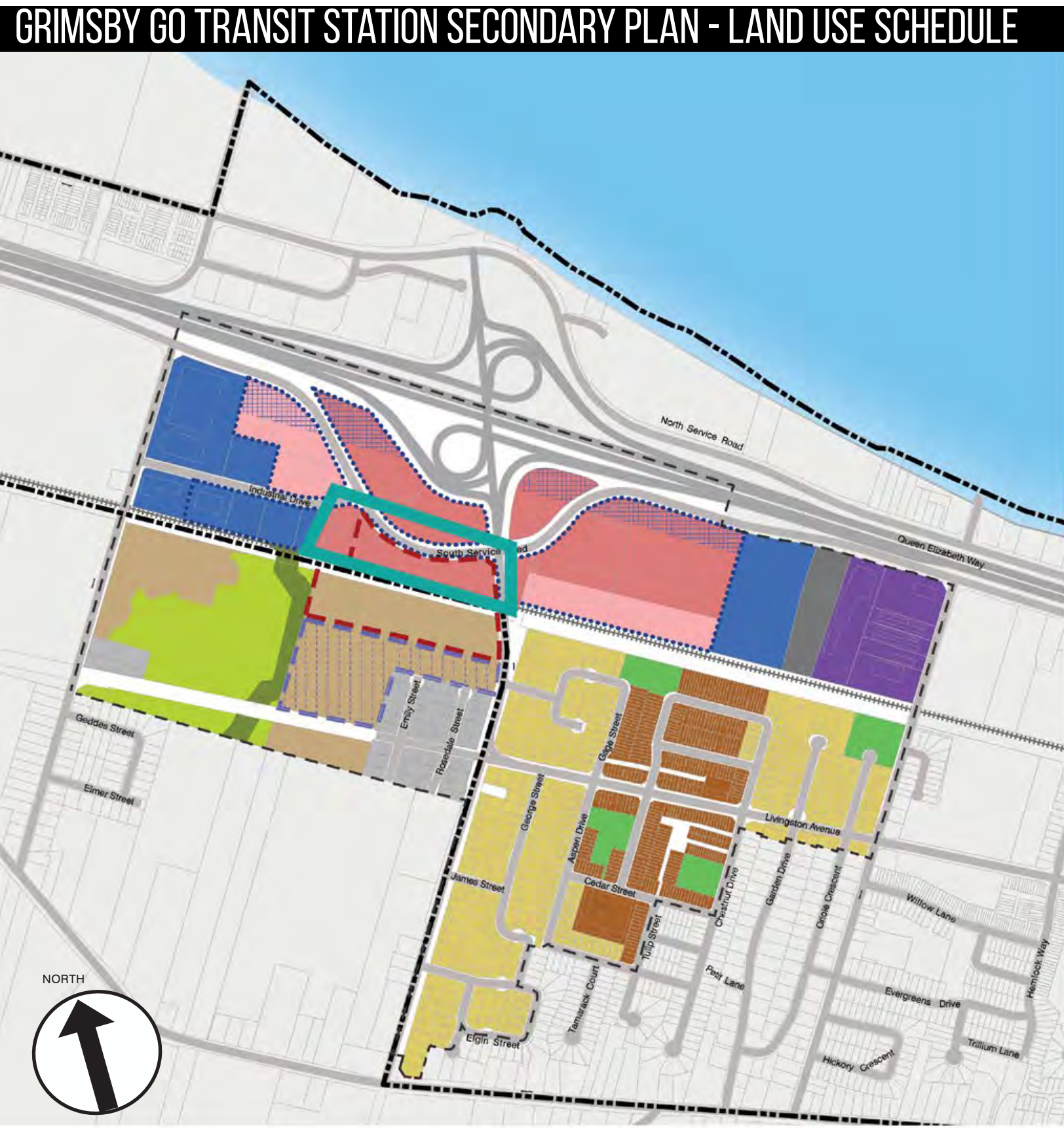


MOVING TRANSIT FORWARD

The Secondary Plan for the GO Transit Station shown here indicates the boundary of the GO Transit Station as outlined in the 2011 Environmental Study Report (ESR) developed by Metrolinx.

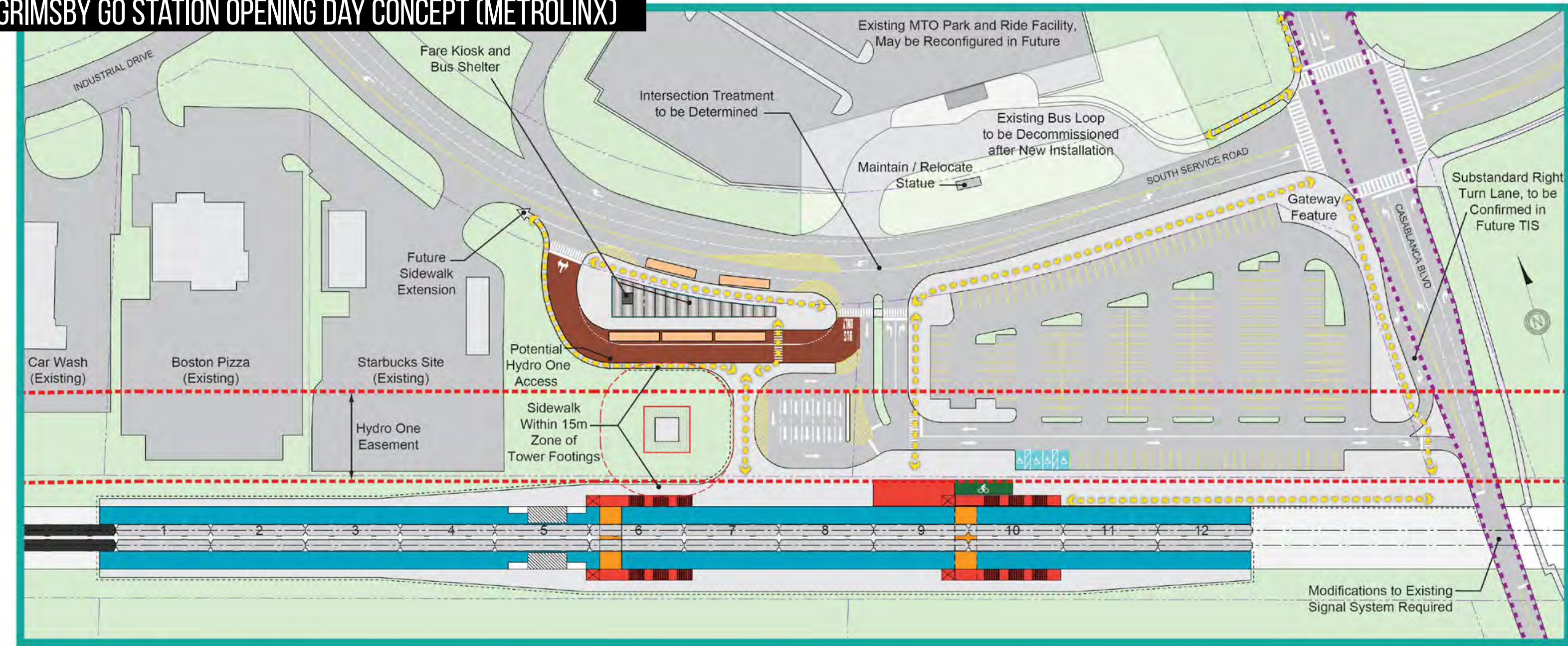
Metrolinx has also developed an opening day concept to show the design of the Station in 2021. This design only utilizes the portion of the Station Area located north of the rail track.

GRIMSBY GO TRANSIT STATION: DESIGN UPDATE



- LEGEND**
- Low Density Residential
 - Medium Density Residential
 - Mixed Use - Medium Density
 - Mixed Use - High Density
 - Employment - Office
 - Employment - General Industrial
 - Rural Area
 - Agriculture - Specialty Crop Area
 - Utility Area
 - Environmental Protection Area
 - Environmental Conservation Area
 - Parks and Open Space
 - Employment Overlay
 - Potential New Public Space
 - Transit Station Area
 - Future Transit Station Area Refer to Policy 12.3.14.4(e)
 - Special Policy Area 1 Please refer to policies in Section 12.3.2 e) of the Secondary Plan
 - Secondary Plan Limits
 - Urban Area Boundary

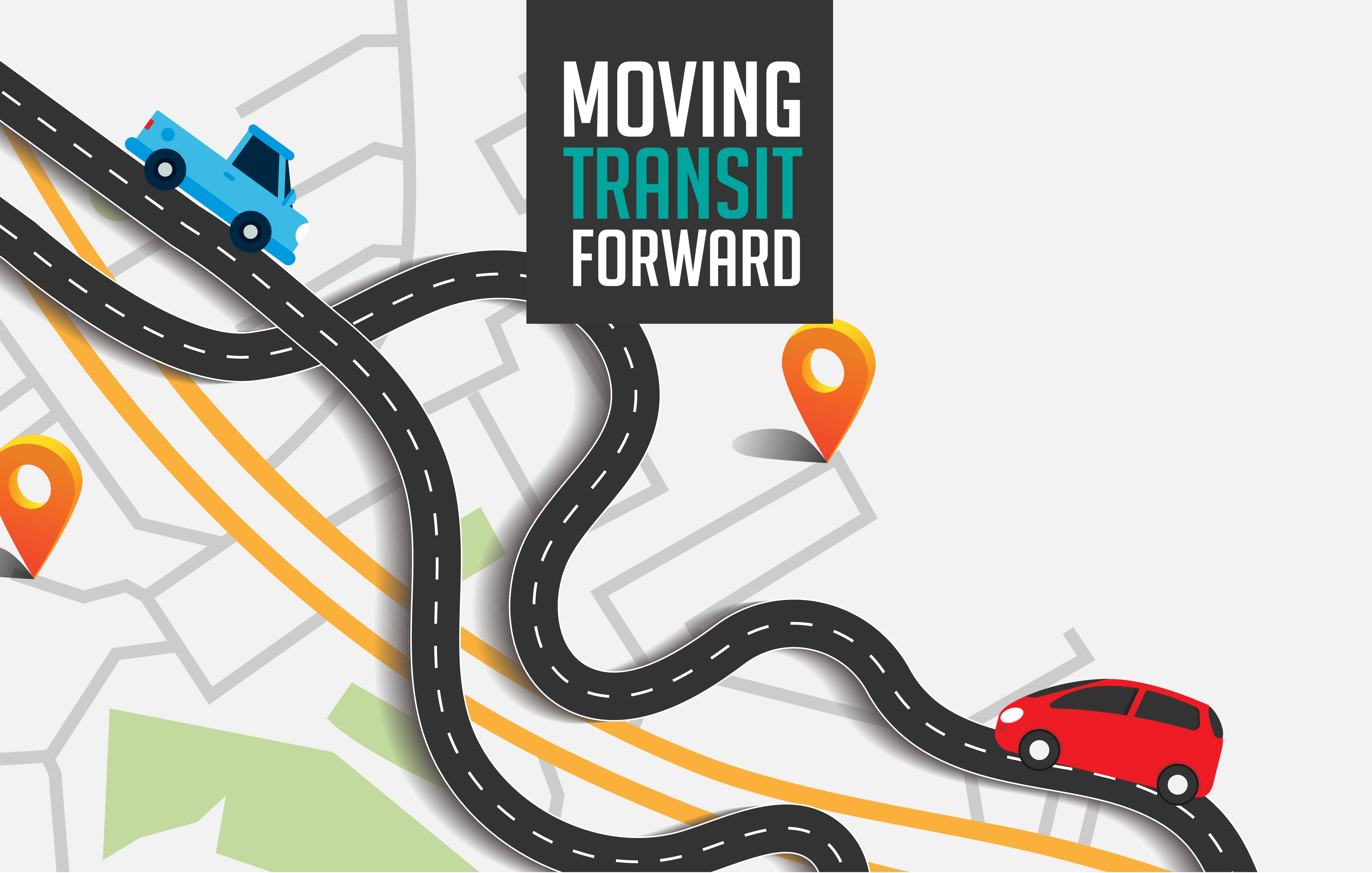
GRIMSBY GO STATION OPENING DAY CONCEPT (METROLINX)



Legend

- | | | | |
|------------------|-----------------------|------------------------|----------------------|
| Station Facility | Bus Shelter | Pedestrian Circulation | Hydro Tower |
| Platform | Bus | Pedestrian Crosswalk | Bicycle Shelter |
| Tunnel | Fence | Mini-Platform | Barrier Face Parking |
| | Planned Bike Facility | Hydro Corridor | |

For more information about the station and GO Expansion plans, visit [Metrolinx.com/Niagara](https://www.metrolinx.com/Niagara) or sign up at Niagara@metrolinx.com to receive updates on the project.



MOVING TRANSIT FORWARD

NEXT STEPS

- Integration of feedback received through spring 2018 public consultation
- Evaluation and refinement of the Alternative Solutions based on the criteria (summer 2018)
- Present the results of evaluating the Alternative Designs and the preferred alternative for each of the EA studies (fall 2018)

HOW YOU CAN GET INVOLVED



Ask questions & provide input today by talking with the team or filing in a comment form (return by July 4th, 2018)



Fill out surveys online: Summer 2018



Sign up for our contact list



Visit niagararegion.ca



Attend upcoming events

For any questions or comments, please contact:

Carolyn Ryall
Director, Transportation Services
Niagara Region

1815 Sir Isaac Brock Way (Formerly 2201 St. David's Rd.)

P.O. Box 1042, Thorold, ON L2V 4T7

T: 905-980-6000 ext 3620

E: carolyn.ryall@niagararegion.ca

**CASABLANCA BOULEVARD & GO STATION ACCESS
AND
LIVINGSTON AVENUE EXTENSION
CLASS ENVIRONMENTAL ASSESSMENTS**

**PIC #1 Presentation
June 20th, 2018**

**MOVING
TRANSIT
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

PIC FORMAT & OBJECTIVES

- Present information on both studies
- Study team members available for discussion
- Comment Form
- Web-site to be established – watch for on-line surveys
- Contact List
- Upcoming events include fall Public Information Centre

PRESENTATION OVERVIEW

- Two-project study approach
- Background
- Summary of each EA project study
- PIC format and objectives

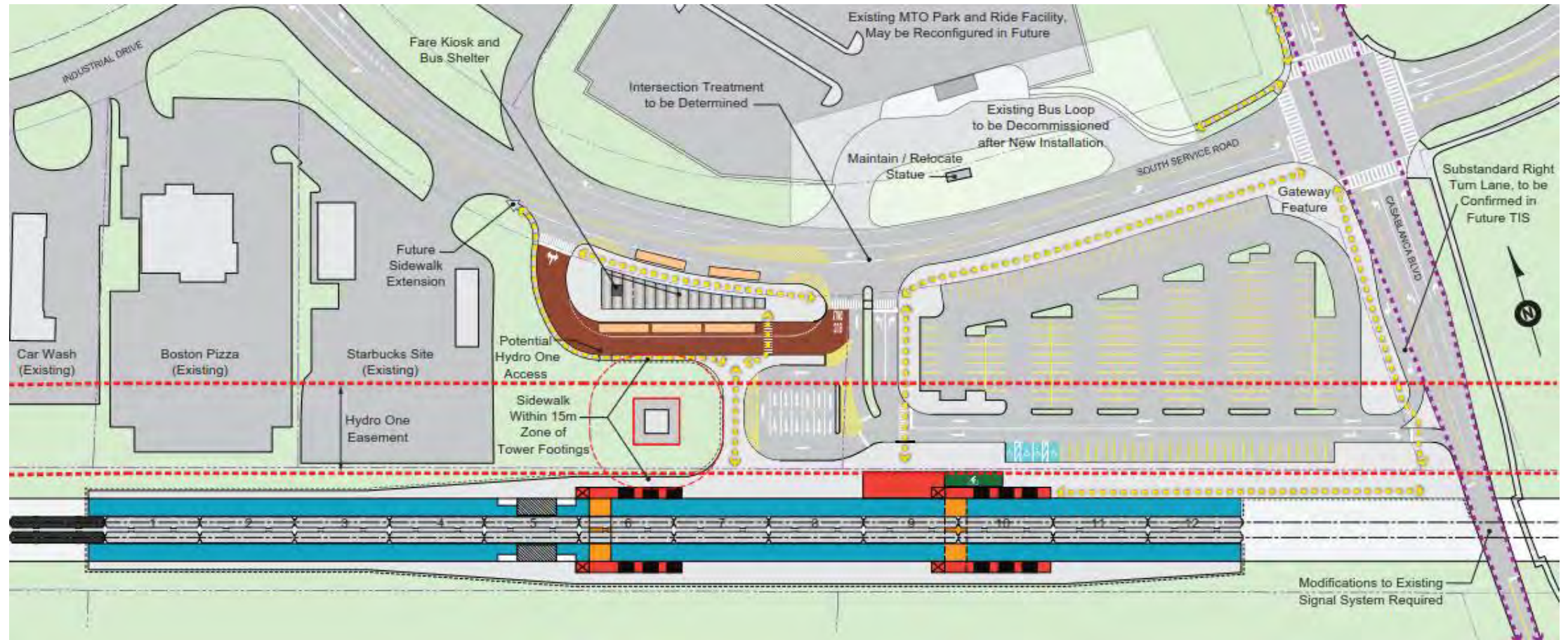
APPROACH

- Two Class Environmental Assessments:
 - Casablanca Boulevard & GO Station Access
 - North Service Road to Main Street plus GO Station Access from Livingston Avenue
 - Livingston Avenue Extension
 - West of Emily Street to Main Street
- Carried out in parallel due to shared geography and transportation network aspects
 - The EA studies may proceed with different schedules after this initial phase work

BACKGROUND

- Previous EA for Casablanca Boulevard and Livingston Avenue Extension started in 2014
- Cancelled in 2015 pending the conclusion of:
 - GO Hub and Transit Stations Study
 - Transportation Master Plan
- Both of these studies recommended improvements to Casablanca Boulevard and further EA study to confirm the need for an extension to Livingston Avenue

Grimsby GO Station Functional Plan



BACKGROUND

- Taking a fresh look at everything
- What we have heard:
 - Conserve the Irish Grove Woodlot
 - Provide access to the GO Station
 - Reduce congestion on Casablanca Boulevard/limit traffic speed
 - Improve safety for cyclists & pedestrians/provide for active transportation
 - Address wait times at the rail crossing
 - Protect access to driveways along Casablanca Boulevard
 - Plan for growth & increased traffic

FIELD ACTIVITIES UNDERWAY

- Topographical Survey – area surveyed
- Geotechnical Survey – 50 boreholes along corridors
- Natural Heritage Survey – aquatic and terrestrial
 - Bird breeding
 - Botanical species
- Drainage Review
- Utility Review
- Traffic Data Collection program
- Archaeological & Heritage Reviews

STAKEHOLDER ACTIVITIES UNDERWAY

- Notice of Study Commencement
- Town of Grimsby – Public Works
- Land Owners (Irish Woodlot)
- Ministry of Transportation
- Metrolinx
- Region Public Works
- Grimsby Council

CASABLANCA BOULEVARD EA

PRELIMINARY ASSESSMENT - CASABLANCA EA

- A preliminary assessment of the possible solutions identified:
 - providing additional two lanes on Casablanca north of Livingston
 - adding a left turn lane south of Livingston
 - combined with local improvements (QEW interchange modifications, railway grade separation)
- Will be undertaking additional study to confirm this assessment



WHAT COULD THE FUTURE LOOK LIKE?

WEST

EAST



CASABLANCA - NORTH OF LIVINGSTON

MOVING
TRANSIT
FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

WHAT COULD THE FUTURE LOOK LIKE?

WEST

EAST



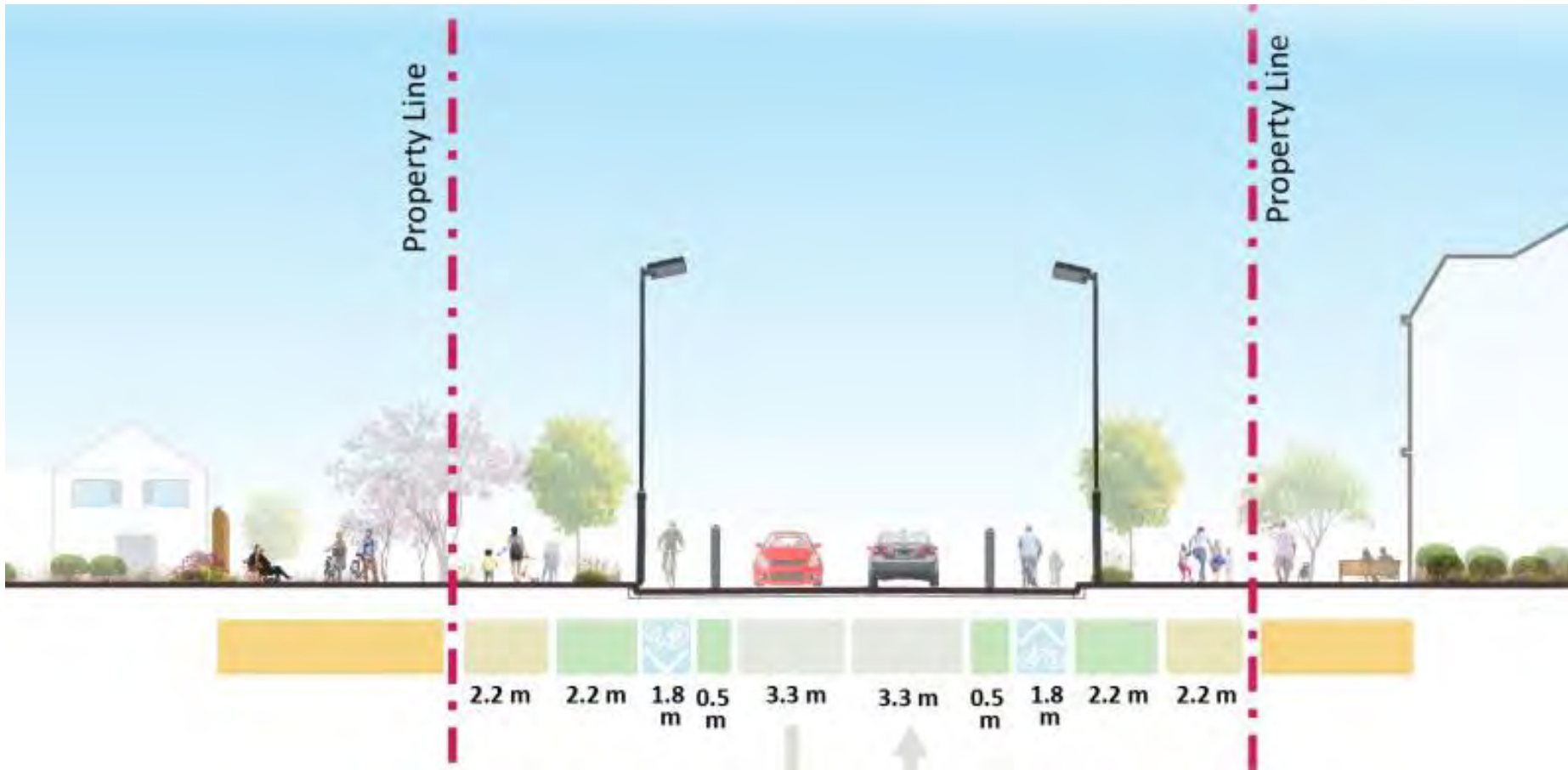
CASABLANCA - SOUTH OF LIVINGSTON

MOVING
TRANSIT
FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

WHAT COULD THE FUTURE LOOK LIKE?



LIVINGSTON WEST OF CASABLANCA TO GO STATION ENTRANCE

MOVING
TRANSIT
FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

QEW INTERCHANGE

- Will be looking at a range of alternatives at the interchange from ramp intersection modifications/signals to new interchange configurations (diamond/diverging diamond)
- Need for improvements to active transportation/pedestrian facilities
- Address intersection queuing and delays



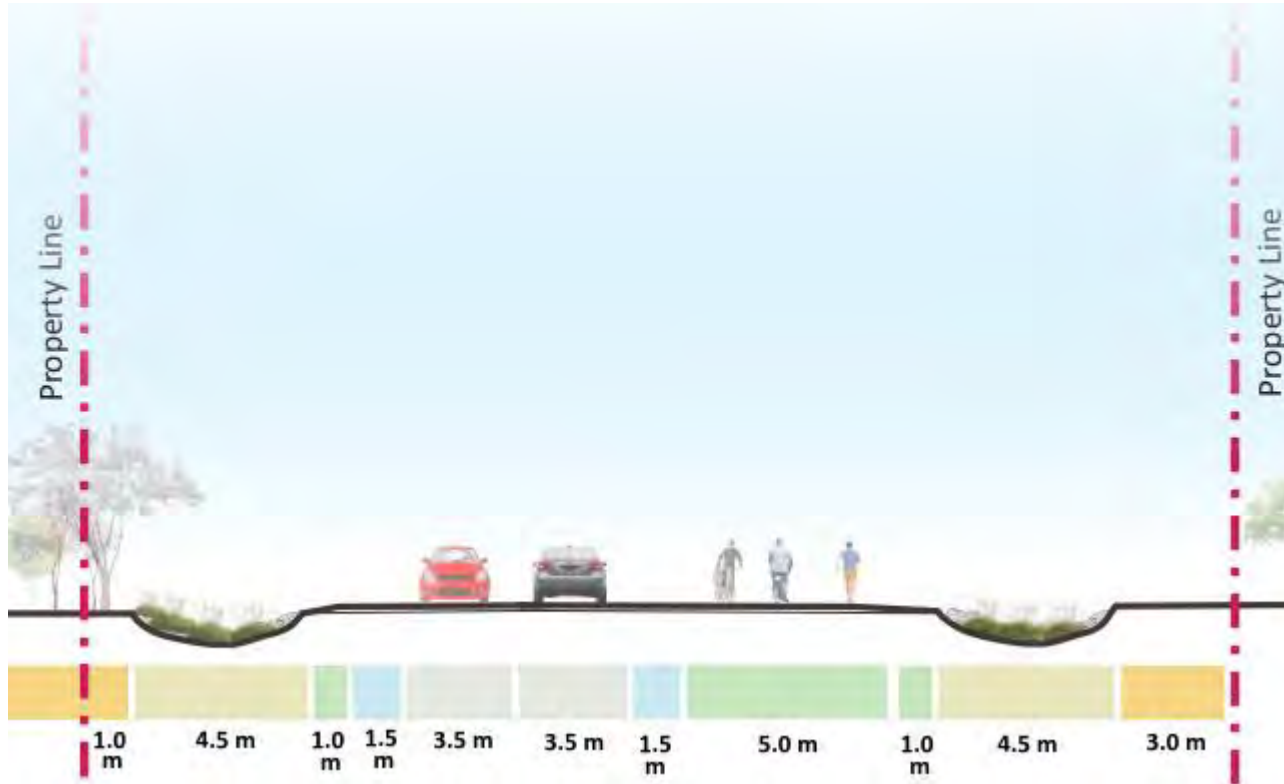
LIVINGSTON AVENUE EA

PRELIMINARY ASSESSMENT – LIVINGSTON EA

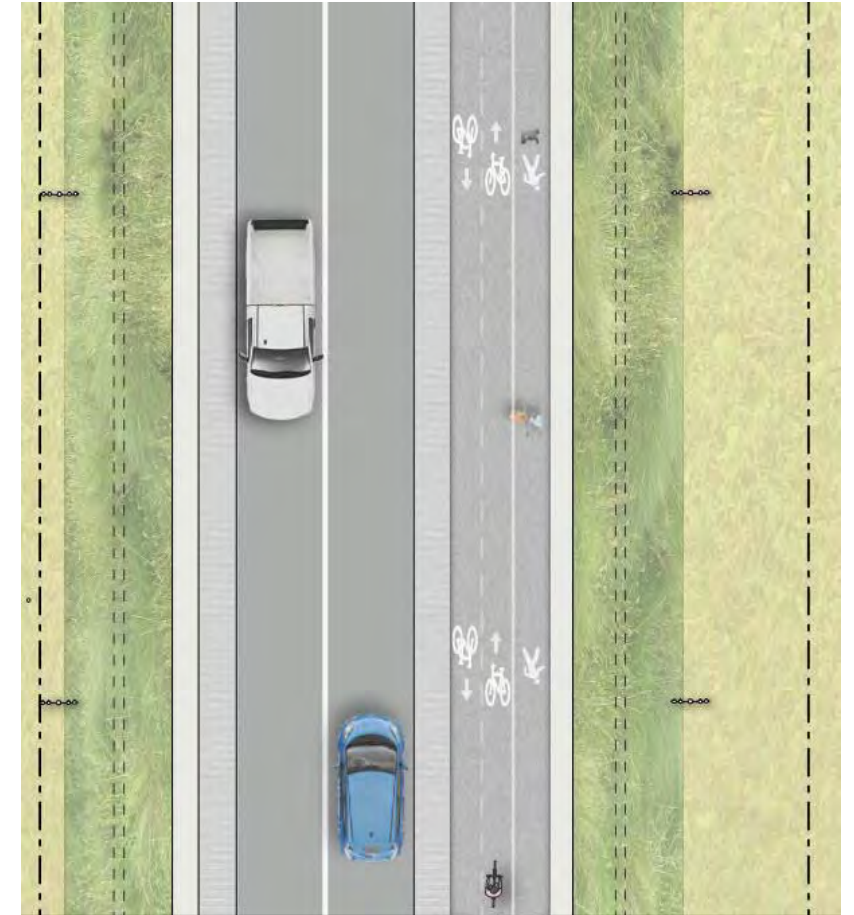
- A preliminary assessment of the possible solutions identified:
 - Capacity and operational improvements are needed
 - Main Street, South Service Road and Livingston Extension will be assessed
- Will be undertaking additional study to evaluate these alternatives



WHAT COULD A FUTURE LIVINGSTON LOOK LIKE?



LIVINGSTON WEST OF EMILY



**MOVING
TRANSIT
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

THANK YOU

- Questions?

**MOVING
TRANSIT
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region



MOVING TRANSIT FORWARD

PUBLIC INFORMATION CENTRE #1: EVENT SUMMARY

CASABLANCA BOULEVARD

North Service Road To Main Street And Go Station Access

AND

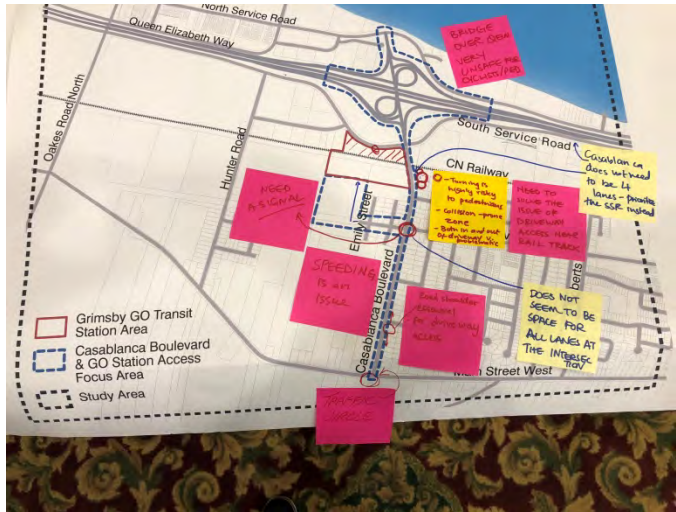
LIVINGSTON AVENUE EXTENSION

West Of Emily Street To Main Street

WEDNESDAY JUNE 20TH, 5 PM TO 8 PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO



Images of community comments on the Study Area maps

The first Public Information Centre was held for both the **Casablanca Boulevard and GO Access Environmental Assessment** and the **Livingston Avenue Extension Environmental Assessment** on June 20th, 2018 at the Casablanca Winery Inn and Spa in Grimsby. The two EA projects are being conducted concurrently, as the transportation assessment for the complete Study Area that includes both EA projects aims to provide a holistic approach to modelling future traffic and network operations and proactively identifying issues that will arise into 2041.

A total of 70 people signed in to the event, and 13 comment forms were received. A number of comments were also received via verbal feedback to members of the project team, and as part of the Question & Answer session that was held following the presentation from the consulting team Project Manager, Paul Macleod. The following sections summarize these comments based on the particular EA Project they pertain to. This document provides a summary of the event and the key concerns and opportunities discussed with the community.

Comments Heard

Casablanca Boulevard/GO Station Access EA:

- Existing speeding concerns were a key issue along the corridor particularly north of Livingston Avenue, with a need noted for traffic calming.
- Driveway accesses particularly for the 4-5 properties directly south of the CN Rail (east side of Casablanca) a major concern at present.
- Desire to see active transportation connections, with some concern about integration and safety.

- Drainage issues on both sides of the corridor are to be investigated as part of the EA process.
- Support for a widening to three lanes (center turning lane) south of Livingston Avenue.
- Concern about the design of the intersection of Livingston Ave and Casablanca Boulevard – including the size of intersection, safety and queueing.
- Agreement with the problems and opportunities identified on the PIC boards.
- Safety an issue for cyclists and pedestrians, especially crossing the QEW.
- Traffic problem (heavy volumes) at Main Street West / Casablanca Boulevard intersection during tourist season and when QEW is congested.
- Most concerns related to property owner adjacent to corridor understanding what, if any, property impacts would be realized. Noise was a particular concern given the potential significant increase in traffic along Casablanca Boulevard.
- The potential implementation of a Rail Grade separation at the CN Rail crossing was viewed with concern for homeowners living adjacent to the Rail corridor whose backyards and driveways would be impacted. Some residents felt it would be needed given the wait times at the crossing.
- Concern that a sidewalk or active transportation route could present a safety hazard given the number of driveways accessing directly onto Casablanca Boulevard.
- Active mode connections across QEW and to future GO Station positively received.
- The consideration of a right-hand turning lane travelling eastbound on Casablanca Boulevard onto Livingston Avenue was suggested.
- Many agreed that improvements to the corridor are needed (to improve operations, design, and potentially widening the corridor).

Livingston Avenue EA/East-West Connection:

- Concerns were raised about conservation of the 'Irish Grove' woodlot located along the Livingston Avenue Right-of-Way. Main Street West and South Service Road were supported as alternative east-west connections to be considered for improvement to support the transportation network.
- The status of the 'Irish Grove' woodlot as a Specialty Crop area under the Growth Plan for the Greater Golden Horseshoe (2017) provides protections to restrict development including infrastructure, except where no reasonable alternative can be found to support a key need.
- Support was expressed for an east-west connection and for completion of the Livingston Avenue corridor, feeling that Main St. West is becoming more congested and will continue to fill up in future.
- Current speed limits and safety issues related to speeding were a key concern raised particularly along Main St. West.

- The name of the project (Livingston Avenue Extension) was suggested to be reviewed to better represent the nature of the study, which is looking at east-west connections and not only considering the Livingston Avenue extension.
- Positive feedback for a future facility only being two travel lanes with accommodation for active modes on one side (westbound side, adjacent to the Irish Grove Woodlot).
- Concern about protection of the Woodlot and homeowners if Livingston Avenue is extended, with questions about potential safety and buffering measures that would be implemented.
- The potential impacts to the Winston Neighbourhood as a result of a connection to Oakes Road was raised, with concern for potentially increased traffic in an area that is already facing speeding and traffic management issues.

GO Station Design

- Some concern that there are not enough parking spots allocated for opening day.
- Request for improved clarity on whether parking is needed south of the Rail track as part of the modelling for the study.
- Concern about location of access points on South Service Road and Casablanca Boulevard and potential for queueing/accidents.

General Comments

- The criteria that will be used to evaluate the design alternatives and select the preferred alternative were discussed, including environmental, transportation effectiveness, safety, cost, utilities, all branches of engineering, socio-economic, and so on. Suggested additional criteria/focus on criteria for evaluation of alternatives/decision-making included: pedestrian/cyclist safety (make more prominent), noise, societal impacts including lifestyle disruptions and safety, cultural heritage preservation.
- Concern about the linking of the two EA projects and concern about the ability to fully engage the community in decision making particularly on the Livingston Avenue Extension.
- Concern that the space at the intersection of Casablanca Boulevard and Livingston Avenue seems too limited to support the number of lanes being suggested to meet at this point, namely 4 lanes transitioning to 3 lanes south of Livingston Avenue travelling north-south and 2 lanes continuous travelling east-west.
- The implications of the Provincial Elections and potential that service of GO Train to Grimsby may be reviewed was raised as a concern.
- Confirmation that a noise study is being completed was requested and provided

PUBLIC INFORMATION CENTRE #1: SUMMARY

- Note from a community member that the ongoing results of concurrent environmental studies being initiated by the Region related to agriculture and other natural heritage aspects should be included in the EA considerations.
- Information on the cost of the project was requested, with a high level summary provided indicating that both EAs are being completed for approximately \$1 Million and the Livingston Avenue component representing approximately 25% of this cost.
- The importance of community input and a transparent process was highlighted by concerns about providing an impartial process to decision-making.

The comments and feedback received will be utilized to refine the alternative solutions and develop the criteria for assessing the alternative designs as the project moves forward. To submit a comment, please contact:

Carolyn Ryall
Director, Transportation Services
Niagara Region
905-980-6000 ext 3620
carolyn.ryall@niagararegion.ca

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4447 ext 2317
pmacleod@dillon.ca

Stakeholder Workshop Materials



**MOVING
TRANSIT
FORWARD**

STAKEHOLDER WORKSHOP
CASABLANCA BOULEVARD
NORTH SERVICE ROAD TO MAIN STREET
AND GO STATION ACCESS
DRAFT CONCEPTS

THURSDAY SEPTEMBER 27TH, 2018

5:30PM-8:00PM

SOUTHWARD COMMUNITY PARK

GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

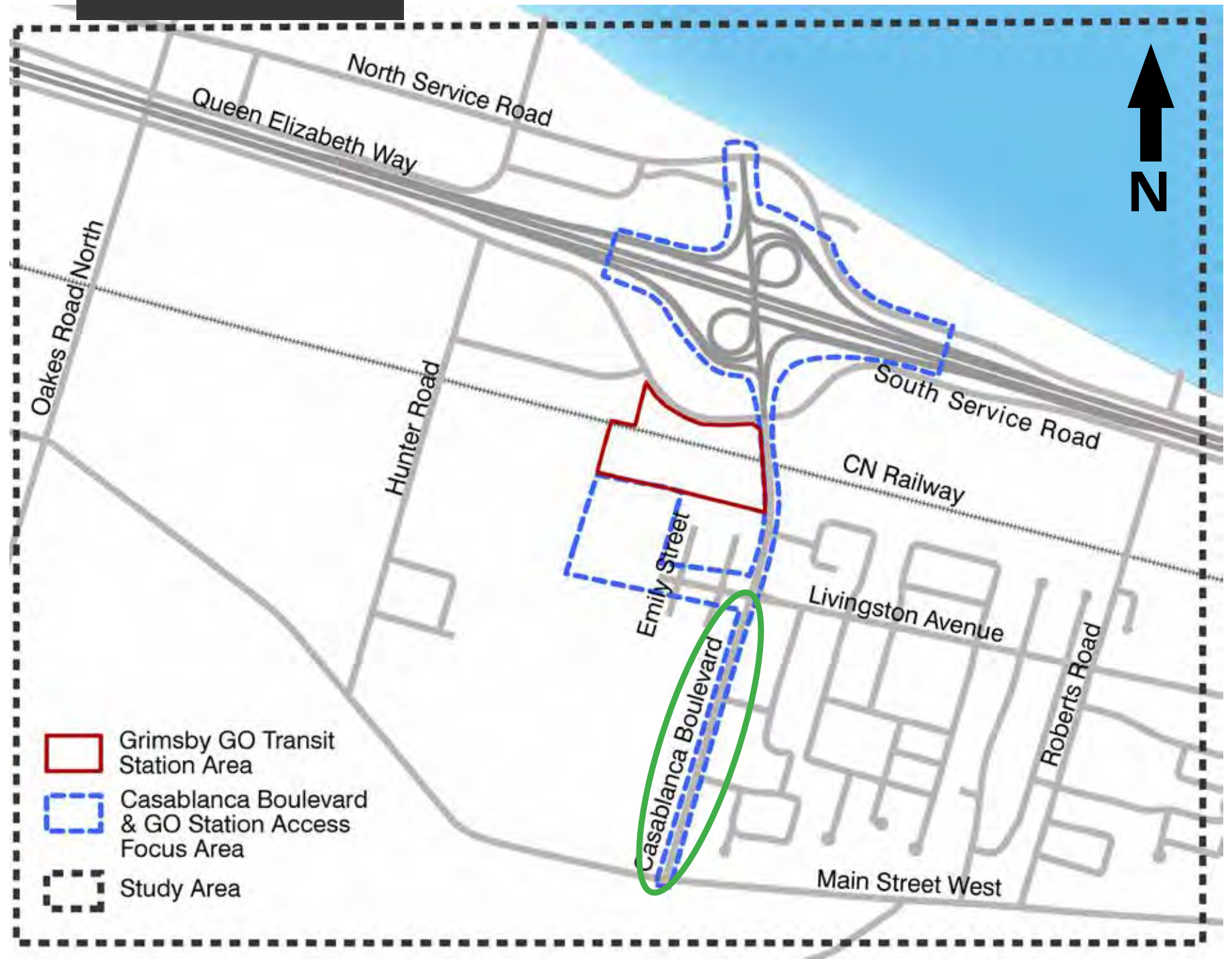
N'agara  Reg'ion

MOVING TRANSIT FORWARD

DRAFT CONCEPTS

Casablanca Boulevard: Main Street West to Livingston Avenue

The following diagrams show the proposed improvements to Casablanca Boulevard between Main St West and Livingston Avenue, as indicated by the green circle on the diagram to the right.



MOVING TRANSIT

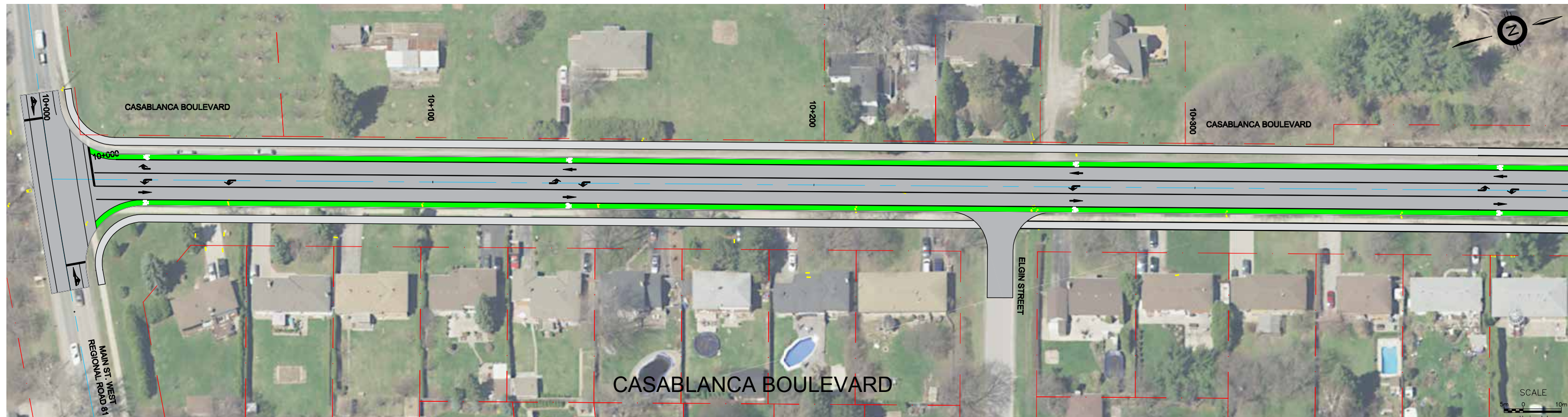


MOVING TRANSIT FORWARD

DRAFT CONCEPT

Casablanca Boulevard - Urbanized
View: North of Main Street West

- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED VEHICLE TRAVEL LANES
- PROPERTY BOUNDARY



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

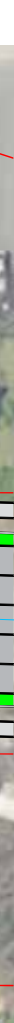
MOVING TRANSIT FORWARD

DRAFT CONCEPT

Casablanca Boulevard - Urbanized

View: Just South of James Street to North of Livingston Avenue

- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED VEHICLE TRAVEL LANES
- PROPERTY BOUNDARY



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

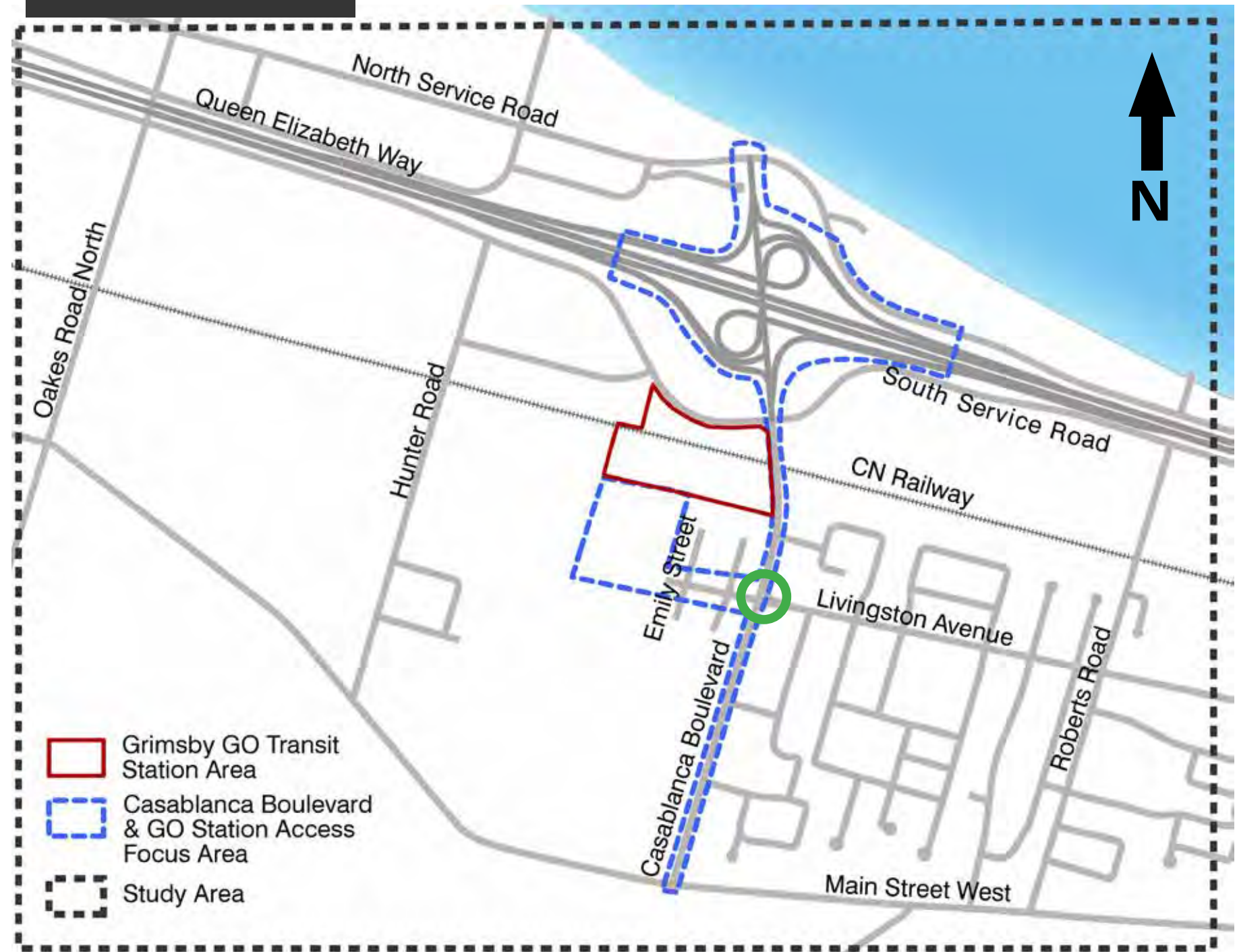
Niagara  Region

MOVING TRANSIT FORWARD

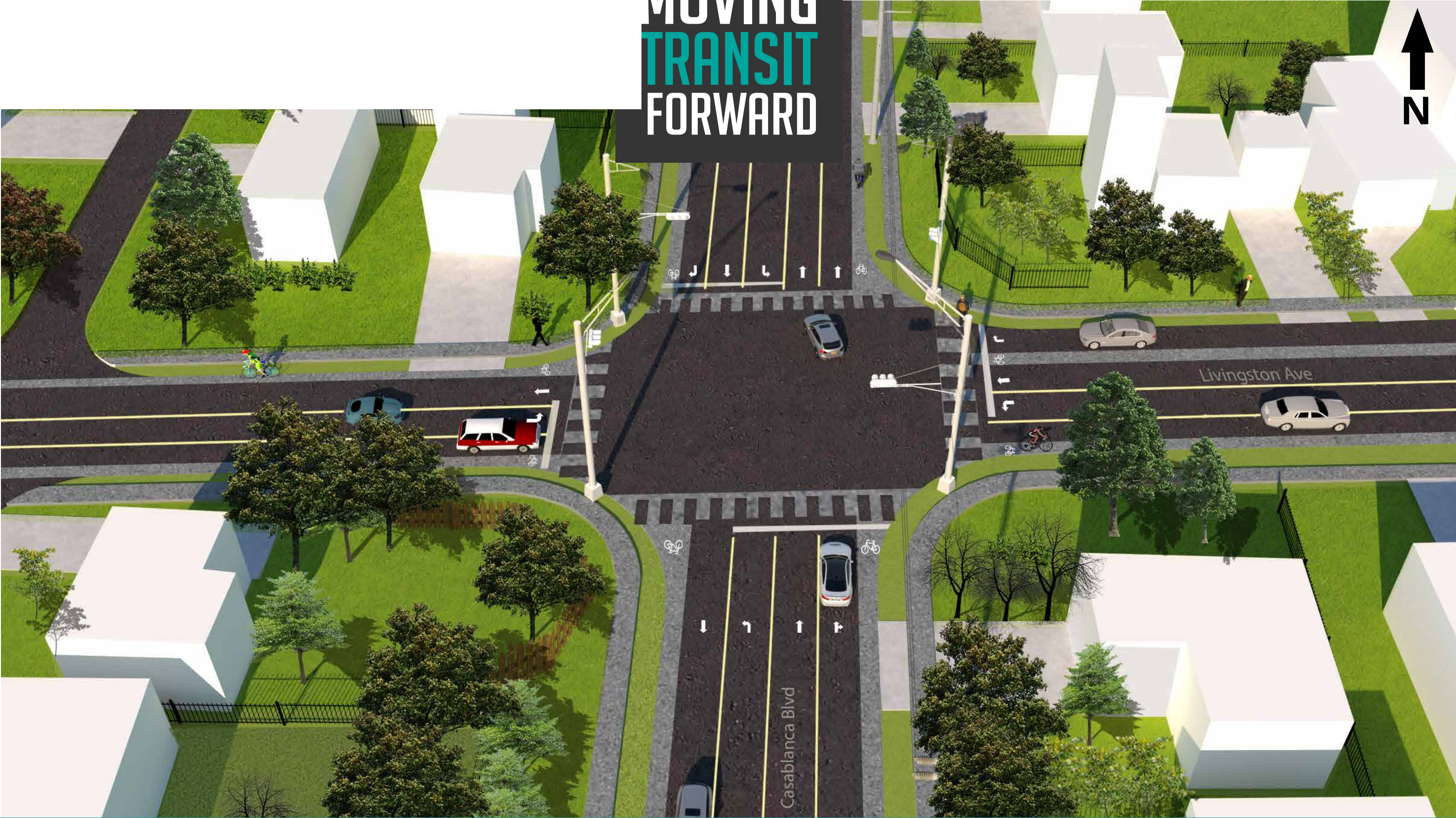
DRAFT CONCEPTS

Casablanca Boulevard: Intersection of Casablanca Boulevard and Livingston Avenue

The following diagrams show the proposed roadway improvements to the intersection of Casablanca Boulevard and Livingston Avenue, as indicated by the green circle on the diagram to the right.



MOVING
TRANSIT
FORWARD

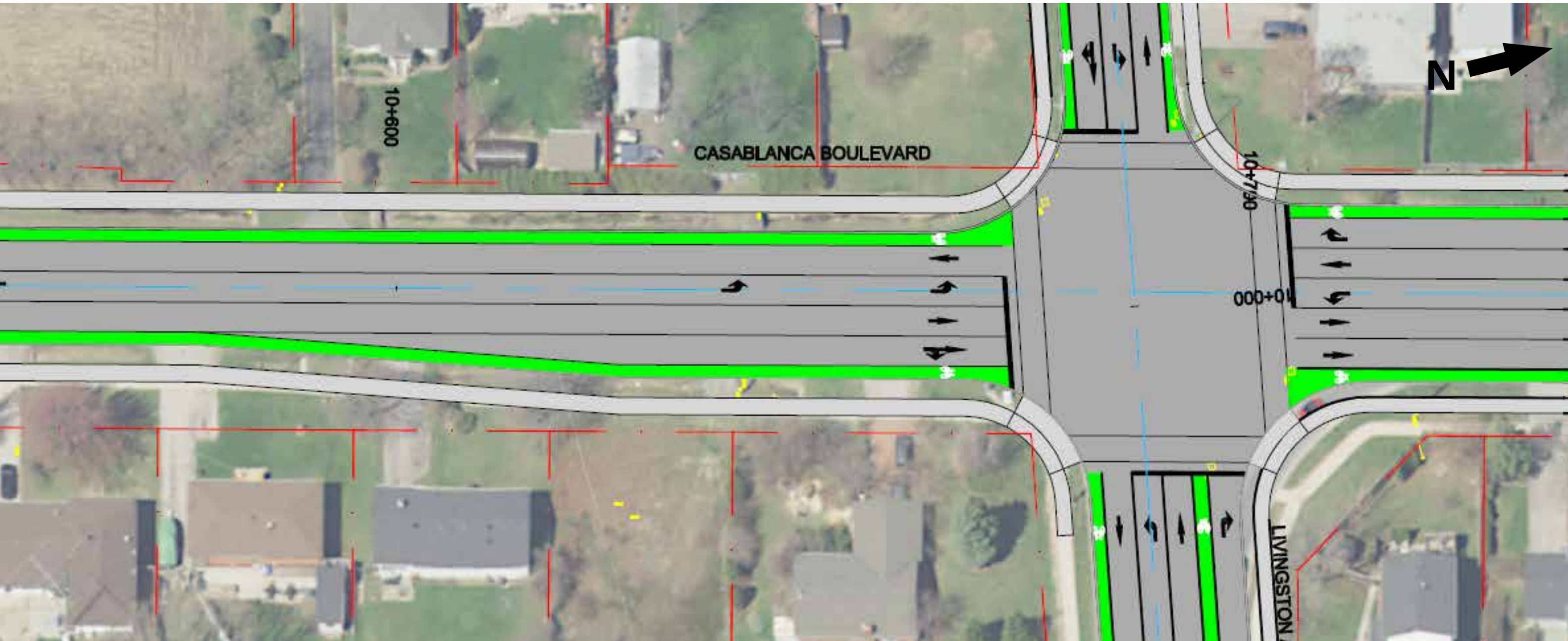


DRAFT CONCEPT

Intersection of Casablanca Boulevard and
Livingston Avenue

MOVING
TRANSIT
FORWARD

- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED VEHICLE TRAVEL LANES
- PROPERTY BOUNDARY



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

DRAFT CONCEPTS

Casablanca Boulevard: Proposed GO Station South Access

The following schematic shows the proposed roadway improvements for a new local road to connect Livingston Avenue to the south portion of the GO Transit Station, as indicated by the grey dashed line on the diagram to the right.



DRAFT CONCEPT

GO Station South Access Road
View: Looking South

**MOVING
TRANSIT
FORWARD**



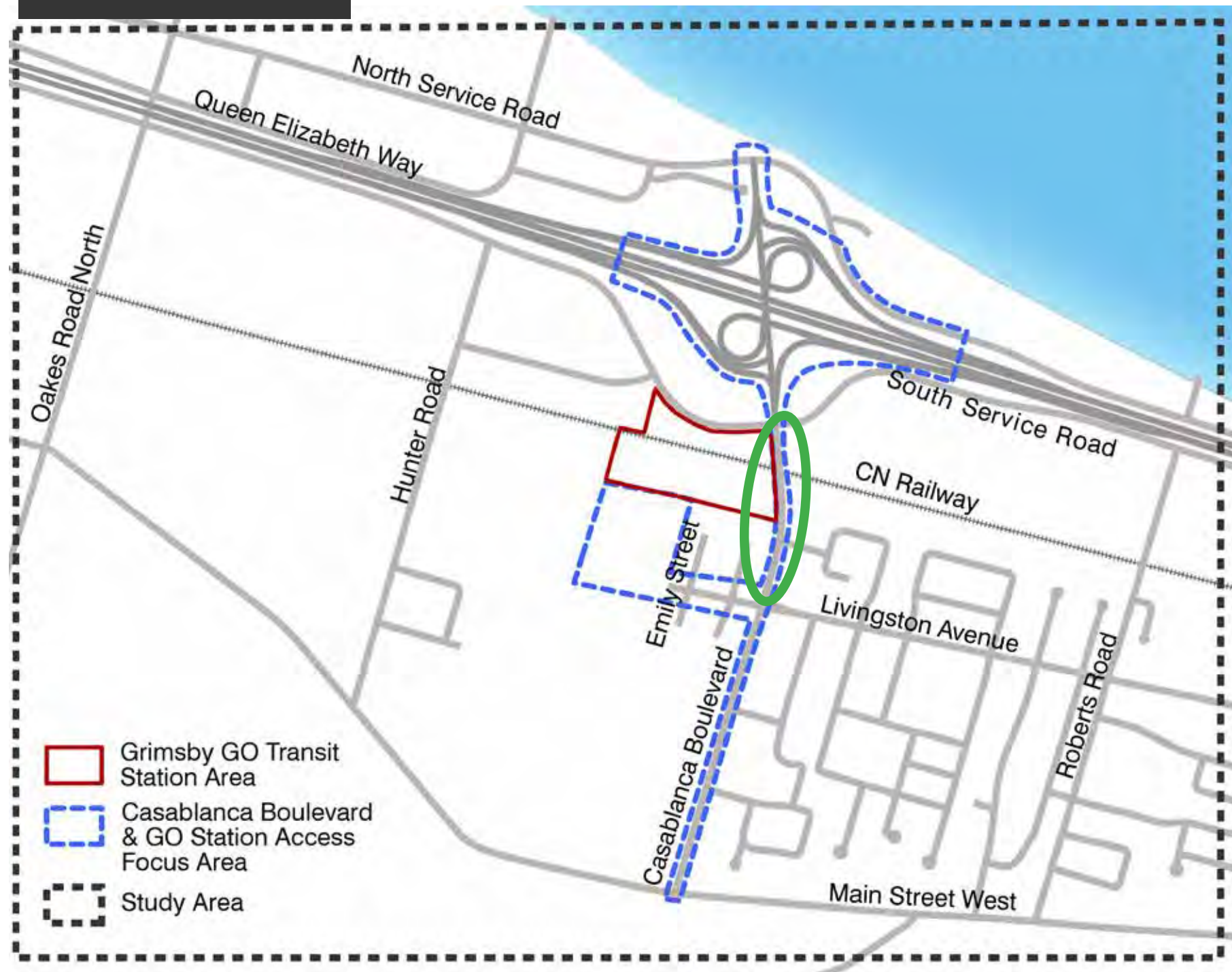
CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

MOVING TRANSIT FORWARD

DRAFT CONCEPTS

Casablanca Boulevard: Livingston Avenue to South Service Road

The following diagrams show the proposed roadway improvements for the section of Casablanca Boulevard from Livingston Avenue to South Service Road, as indicated by the green circle on the diagram to the right.

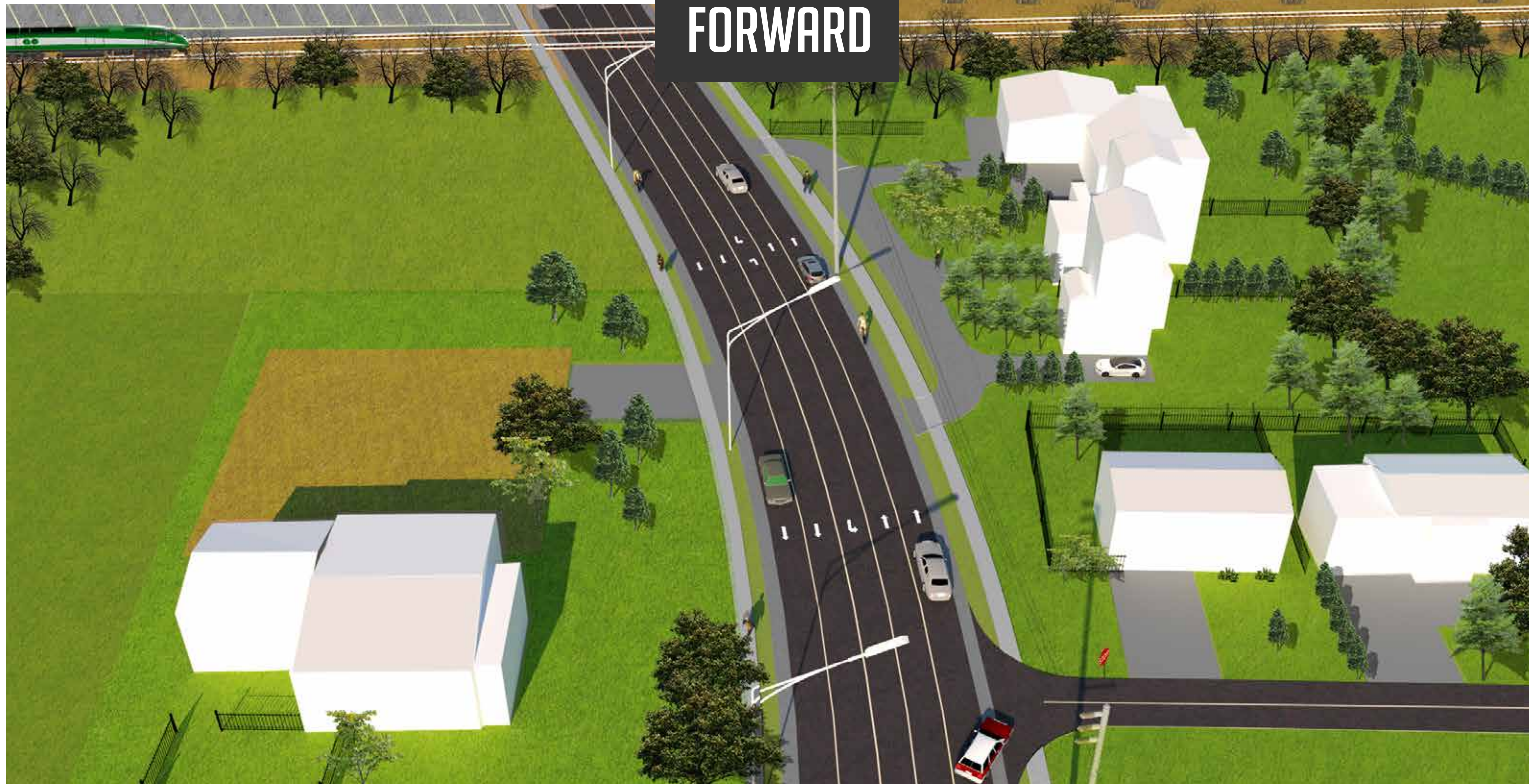


DRAFT CONCEPT

Casablanca Boulevard - Urbanized

View: Looking North Towards CN Rail Crossing

MOVING
TRANSIT
FORWARD

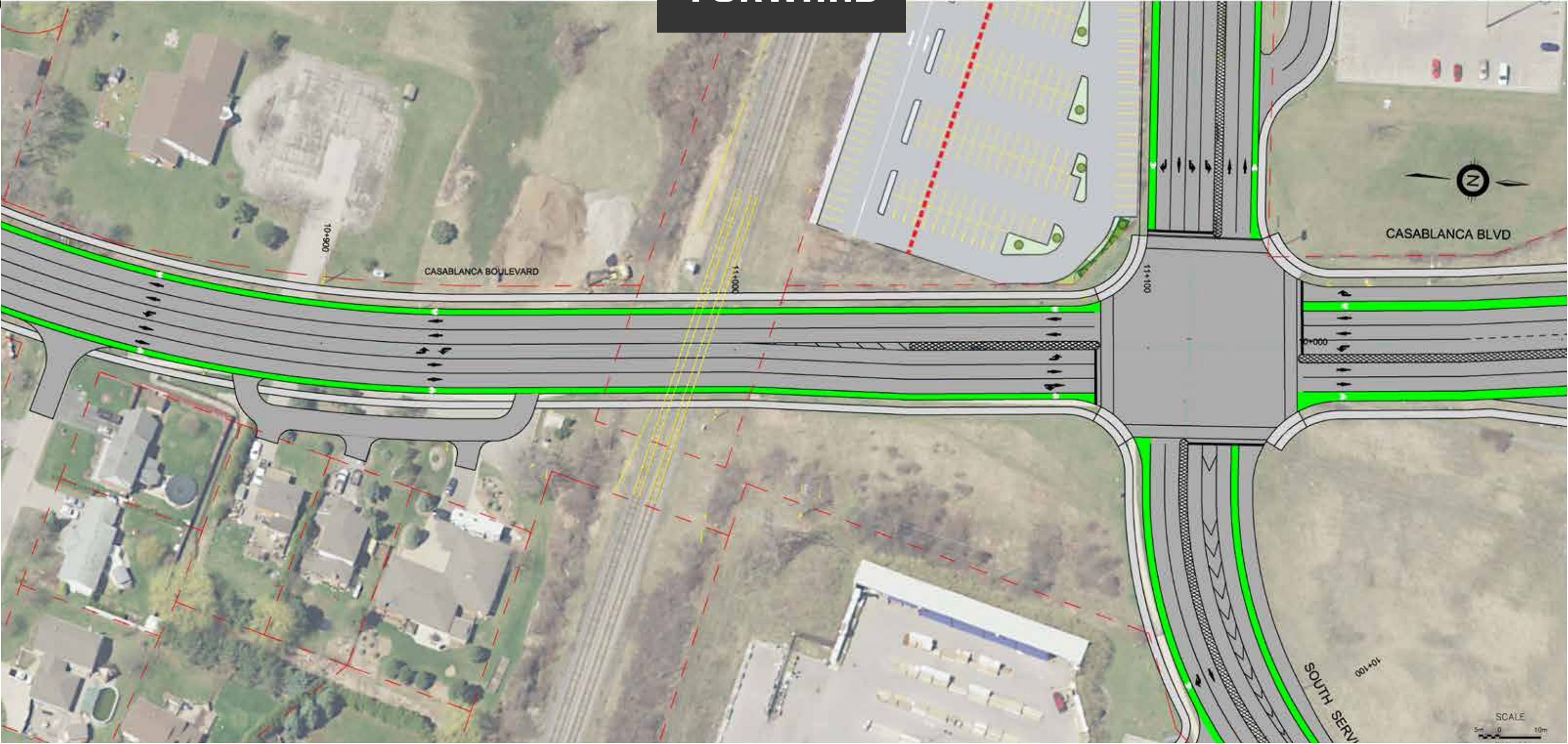


CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

DRAFT CONCEPT
Casablanca Boulevard from Livingston

**MOVING
TRANSIT
FORWARD**

- PROPOSED SIDEWALK
- PROPOSED BIKE LANE
- PROPOSED VEHICLE TRAVEL LANES
- PROPERTY BOUNDARY



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

CASABLANCA BOULEVARD & GO STATION ACCESS

CLASS ENVIRONMENTAL ASSESSMENT

STAKEHOLDER WORKSHOP

Thursday September 27th, 2018

5:30PM – 8:00PM

WORKSHOP PURPOSE

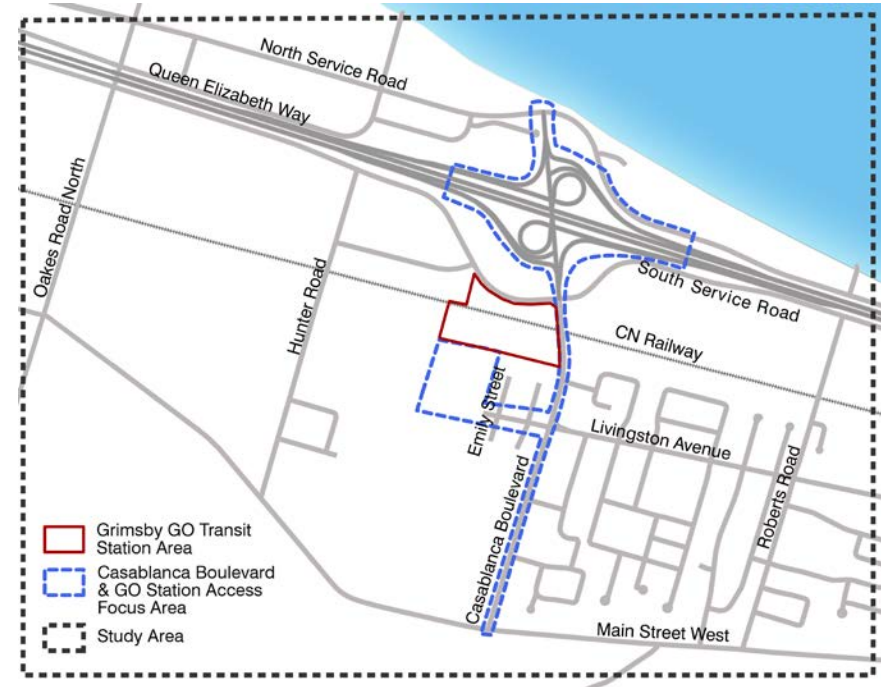
- Provide an overview of the Design Alternatives being considered for the Casablanca Boulevard and GO Station Access EA
- Get input on the advantages and disadvantages of the Alternative Designs and discuss impacts to property owners
- Receive feedback to improve the Alternative Designs

AGENDA

ITEM	TIMING
Presentation	5:30 p.m. – 6:00 p.m.
Working Table Discussions	6:00 p.m. – 7:30 p.m.
Summary and Wrap-up	7:30 p.m. – 8:00 p.m.

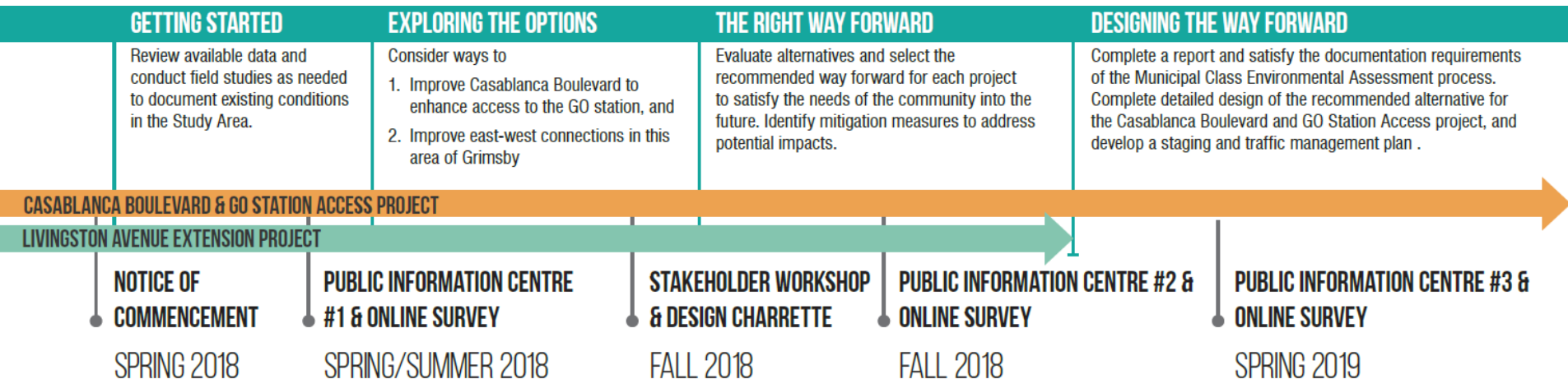
CASABLANCA BOULEVARD ENVIRONMENTAL ASSESSMENT

- Improvements are needed to address **traffic operations, access and capacity issues** related to the planned new GO Rail Station and development activity in the Study Area.
- The improved transportation corridor will **support the planned GO Rail station, improve the transportation network to better serve** the surrounding area, and **support area growth to 2040**.
- The project also provides an opportunity to support the Region's active transportation objectives through the **provision of pedestrian and cycling facilities**.



THE PROJECT PROCESS

WE ARE HERE



WHAT WE HAVE HEARD: CASABLANCA BOULEVARD

- PIC # 1 – June 20, 2018 – Over 70 attendees, opportunities and issues noted include:



**LIMIT IMPACTS TO
ADJACENT PROPERTIES**



**REDUCE CONGESTION ON
CASABLANCA BLVD & AT
INTERSECTIONS**



**ADDRESS GO STATION
PARKING AND ACCESS**



**ADDRESS WAIT TIME AT
RAIL CROSSING**



**PROTECT ACCESS TO
DRIVEWAYS ALONG
CASABLANCA BLVD**



**LIMIT TRAFFIC SPEED IN
RESIDENTIAL AREAS**



**PLAN FOR GROWTH AND
INCREASED TRAFFIC**



**PROVIDE ACTIVE
TRANSPORTATION
FACILITIES**

BACKGROUND STUDIES COMPLETED/UNDERWAY



- Natural Heritage Survey (Aquatic and Terrestrial)
- Cultural Heritage and Archaeological Assessment
- Utilities Coordination
- Transportation Network and Operations Assessment
- Infrastructure Inventory (including topographic survey and utilities)
- Drainage and Stormwater Management
- Socio-Economic Inventory
- Air Quality Assessment
- Noise Assessment
- Railway Grade Separation Study

STAKEHOLDER CONSULTATION

- September 5, 2018
 - Ministry of Transportation and Metrolinx
- September 6, 2018
 - Utility Providers Meeting
 - Local Agencies Meeting (Town of Grimsby, Ministry of Environment, Conservation, and Parks)
- September 2018
 - Property Owners' Workshop/Meetings
- October 2018
 - Stakeholder Meetings
- November 28, 2018
 - Public Information Centre #2

ALTERNATIVE DESIGNS

QEW Interchange

- Ramp Signalization & Active Transportation Improvements
- Diamond Interchange
- Diverging Diamond Interchange

Casablanca Boulevard Widening: Grade and Treatment Options

- Urban Cross Section: Road Widening with Storm Sewer
- Rural Cross Section: Road Widening with Side Ditches

CN Rail Crossing

- Improved At-Grade Crossing
- Grade Separation: Underpass
- Grade Separation: Overpass

Casablanca Blvd & Livingston Ave. Intersection

- Signalization & New Turning Lanes
- Roundabout

GO Station South Access

- Multi-use Trail
- Two lane road with Cycling Lanes

The 'Do Nothing' Alternative was also considered for each of the above four categories of Designs

ALTERNATIVE DESIGNS: PRELIMINARY EVALUATION

QEW Interchange

- Ramp Signalization & Active Transp. Improvements
- Diamond Interchange
- Diverging Diamond Interchange

Casablanca Boulevard Widening: Grade and Treatment Options

- Urban Cross Section: Road Widening with Storm Sewer
- Rural Cross Section: Road Widening with Side Ditches

CN Rail Crossing

- Improved At Grade
- Grade Separation: Underpass
- Grade Separation: Overpass

Casablanca Boulevard Intersections: South Service Road, Livingston Avenue, and Main Street West.

- Signalization and/or New Turning Lanes
- Roundabout

GO Station South Access

- Multi-use Trail
- Two lane road with Cycling Lanes

DISCUSSION AREAS

INTERCHANGE AND INTERSECTIONS

- Diverging Diamond Interchange
- Ramp Signalized option
- Intersection with South Service Road
- Intersection with Livingston Avenue
- Intersection with Main Street West

CASABLANCA BOULEVARD WIDENING

- Urbanized Casablanca Boulevard – South Service Road to Livingston Avenue
- Urbanized Casablanca Boulevard – Livingston to Main Street

CN RAIL CROSSING & GO STATION SOUTH ACCESS

- At Grade Crossing
- Grade Separation: Underpass
- South Access to GO Station – off Livingston Avenue

NEXT STEPS

EA/Design Process

- Public Information Centre #2: November 28th, 2018
- Design phase work start in November (some preliminary work already underway)
- December 2018
 - EA Completion/Submission (Casablanca Boulevard EA Project)
- Q3 2019
 - Construction Commencement (Casablanca Boulevard EA Project)



Stakeholder Workshop with Property Owners

CASABLANCA BOULEVARD

Main Street to North Service Road

THURSDAY SEPTEMBER 27, 5:30 PM TO 8:00 PM - SOUTHWARD COMMUNITY PARK

SUMMARY OF COMMENTS

The stakeholder workshop was held for the **Casablanca Boulevard and GO Access Environmental Assessment** on September 27th, 2018 at the Southward Community Park in Grimsby. The purpose of the session was to engage adjacent property owners on the updated designs for Casablanca Boulevard and the GO Access area and obtain feedback regarding property impacts and/or concerns.

A total of 30 people signed in to the event, and 1 comment form was received. A number of comments were also received via written and verbal feedback to members of the project team, and as part of the Question & Answer session that was held following the presentation from the Consulting team's Engagement Lead, Karla Kolli. This document provides a summary of the event and the key feedback discussed with the community. The following sections summarize comments based on the three working table discussion areas that were set up: CN Rail Crossing and GO Station Access; Casablanca Boulevard (Main Street to North Service Road), and Intersection and Interchange Options. The comments described in the following section will be brought forward for consideration as the project progresses towards the preferred design and development of the Environmental Study Report.

Comments Heard:

General:

- A concern was raised over whether other roads adjacent to Casablanca Boulevard had been considered for widening instead of Casablanca Boulevard. There was concern that Casablanca is a primarily residential neighbourhood, and widening South Service Road or Livingston Avenue may be more appropriate to address traffic flows.
- A point was raised that South Service Road has existing commercial and industrial uses, and so would be less impacted by a road widening.



- People accessing the GO Station from Downtown Grimsby would be using Livingston Avenue to get to Casablanca Boulevard, and thus there is a need for widening of Casablanca to accommodate this traffic.
- A question was posed regarding the budget of this project for all the Design and EA process and implementation.

GO Station Access:

- Stemming from concerns about worsening traffic on the busy Casablanca – South Service intersection, there were suggestions regarding moving the GO station to a different location such as to the south side of the rail tracks, or potentially to the east of Casablanca.
- There were also some concerns about the reliability of the assumption that there will be a GO train station built, and questions about the current and future projected GO ridership.
- Concern was raised regarding weaving through the double lefts at the Casablanca - South Service Road intersection and Go Station Access entrance, and there was a request for signage to guide traffic.
- A need to enforce parking regulation on Emily Street was identified, so that individuals accessing the GO station do not park here.

Casablanca Boulevard:

- There was a concern about increased traffic all along Casablanca Boulevard, and the implications this would have on the neighbourhood. In particular, some residents were worried about being able to access their driveways. Particular areas of concern highlighted include immediately south of the Casablanca Boulevard and Livingston Avenue intersection, where backed up traffic may make it difficult to access driveways, and the right turn from Livingston Avenue heading north on Casablanca Boulevard where motorists tend to speed over the posted limit.
- There was also a concern regarding speeding as a result of a greater number of lanes and cars incoming fast from the highway. This is particularly a concern in light of existing speeding of pick-up trucks, and young adults racing dirt bikes. Traffic calming measures were suggested that included better speed enforcement, a need for speed bumps, lowering the speed limit, installing stop signs, and narrowing lanes. These concerns were primarily identified north of the Casablanca Boulevard and Livingston Avenue intersection and along Main Street West.
- Concern over increased noise was heard from a number of residents, particularly along Casablanca Boulevard north of Livingston Avenue. Comments were made that this noise is aggravated by the curvature of Casablanca Boulevard. Noise abatement measures suggested by the community included sound barriers.



- The impact of the road on the existing tree line was brought up by several property owners. While these trees do not lie on their property they are an integral part of the community and questions were raised about their protection and potential replacement.
- One resident inquired about ability for visitors to park along Casablanca Boulevard once the improvements are made (currently the shoulder of the road is used for parking).

Between Main Street and Livingston Avenue

- Concerns were brought up regarding increased lighting and traffic speed on Main Street.
- There was a strong sense of support for the removal of the open ditches along this stretch of road. These ditches have become a site for garbage disposal, removing them was appreciated.
- There was a belief that there is no need for a separate left turning lane onto Eglin Street. There is no problem currently turning, and a third lane would be redundant.
- A question was raised about the need for sidewalks along the west side of Casablanca. Since there are very few driveways facing the road from the west there may not be a need for a sidewalk in the short term.

Between Livingston Avenue and South Service Road

- There were several noise/ speed / driveway access / privacy concerns raised along this stretch of Casablanca.
- There was a question regarding the need for improvements to Livingston Avenue east of Casablanca Boulevard, to reflect greater traffic coming from the Downtown.
- There were many questions regarding the need for a sidewalk along the west side of Casablanca Boulevard north of the Casablanca- Livingston intersection given that there are no driveways that face this section and a lack of current pedestrian use. This was supplemented with concerns regarding whether this pedestrian path would be used by pedestrian traffic to the Go Station, and if it would encourage jaywalking across Casablanca Boulevard for those attempting to access the Go Station.
- There was a concern raised regarding the use of Vine Street as a bypass route, and a suggestion to consider turning it into an inbound one-way street or a bike and pedestrian-only street.
- There was concern expressed regarding the number of lanes along this street and ways to reduce them. The public was generally uncomfortable with the idea of five lanes in a residential neighbourhood. There was a suggestion for one travel lane in each direction, and a centre turning lane. There was another suggestion to either remove bike lanes altogether as they made them feel unsafe or move them to one side on the road so that they were more protected.
- Residents approved of the driveway access road on the east of Casablanca just south of the railway crossing (east side). They believed it increased safety, access for garbage/ snow removal, and access to driveways.



- There was a suggestion to coordinate signalized intersections with signals at the CN Rail Crossing.

North of South Service Road

- There were questions about a new 6-10 storey building on North Service Road that was not shown on the aerial imagery. There is a need to update aerial imagery on base maps (currently doesn't display new building) and consider its entrance onto North Service Road.
- There was a question regarding whether the new "Fifth Wheel" truck shop was considered in the model.

Intersections

- There were suggestions for alternative roadway configurations for the Casablanca Boulevard – South Service Road intersection to alleviate traffic at the intersection. These included a possible underpass or traffic circle at the intersection.
- There was a need expressed for wayfinding to and from the highway, particularly north of the intersection from Winston Road; an area that currently lacks signage.

QEW Interchange

- There were two options presented for the QEW Interchange. For the first signalised ramp option, there was some confusion regarding the placement of the signals, and a need for greater visual clarity on the concept.
- Regarding the second diverging diamond option, there were some concerns regarding the implementation of this concept. There was a lack of clarity on whether there will be signalised ramps, pedestrian crossings at the ramps, and the number of lanes that would be leading from the bridge towards the South Service and North Service Roads. Concern was also raised about if this new idea was appropriate for the demographics of the neighbourhood and if the community would be able to adapt to it. Some community members felt it looked like an interesting concept that could improve pedestrian and cyclist safety.

Public Information Centre #2

Materials



**MOVING
TRANSIT
FORWARD**

WELCOME!

PUBLIC INFORMATION CENTRE

**CASABLANCA BOULEVARD
NORTH SERVICE ROAD TO MAIN STREET WEST
AND GO STATION ACCESS**

**WEDNESDAY JANUARY 16, 2019
5:30PM - 8:30PM
CASABLANCA WINERY INN AND SPA
GRIMSBY, ONTARIO**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

CONTENTS

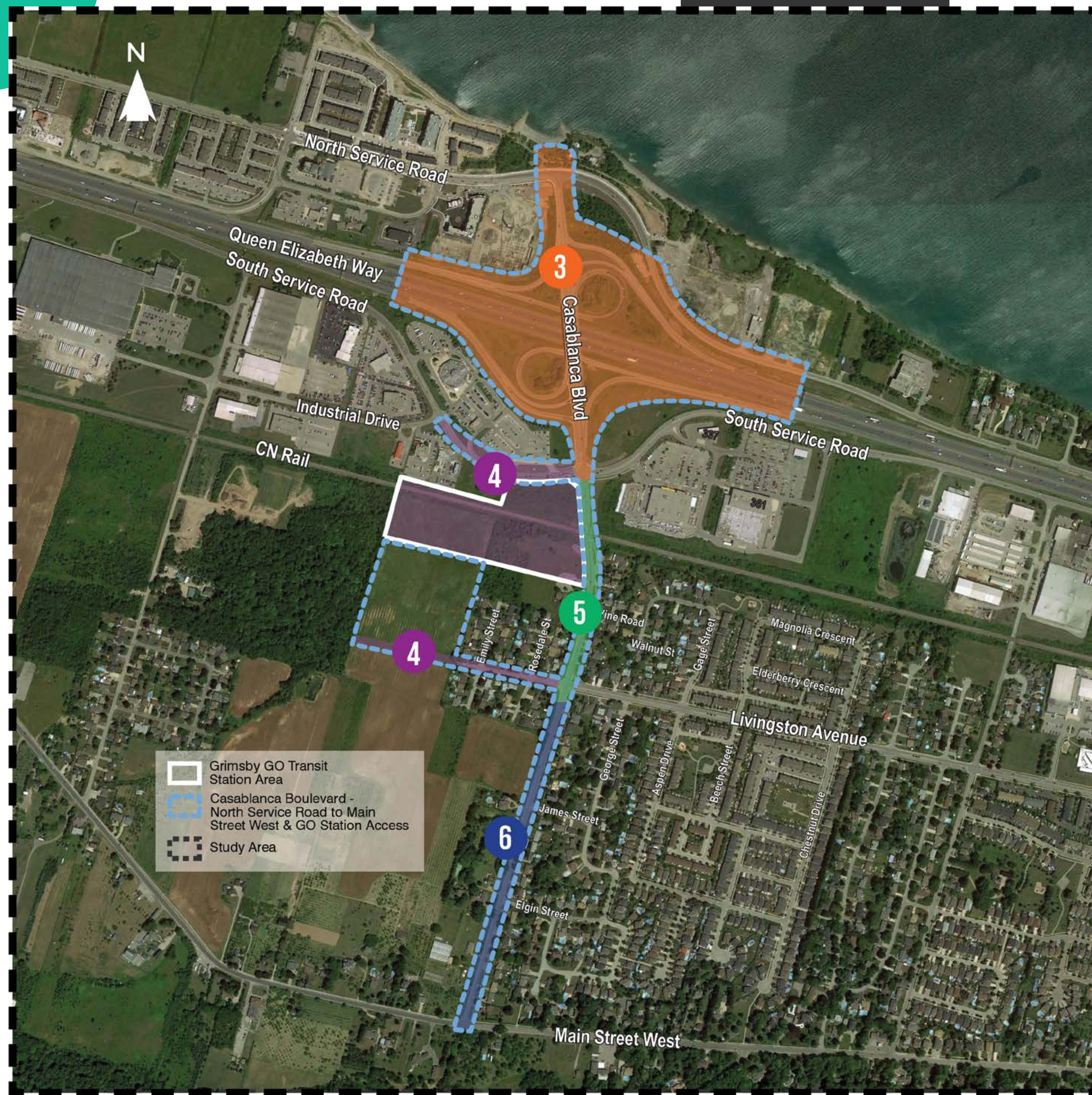
Welcome & Project Overview	iii
Existing & Future Conditions	4
Considering the Alternatives:	9
North Service Road to South Service Road	9
GO Station Access	14
The Way Forward:	17
South Service Road to Livingston Avenue	17
Livingston Avenue to Main Street West	20
Presenting the Preferred Alternative	22
Next Steps	26



INFO STATION

Welcome & Project Overview

OVERVIEW OF TONIGHT'S INFORMATION STATIONS



- 1** EVENT & PROJECT OVERVIEW
- 2** EXISTING & FUTURE CONDITIONS
- 3** QEW INTERCHANGE
- 4** GO STATION & ACCESS POINTS
- 5** CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE
- 6** CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST
- 7** THE WAY FORWARD
- 8** NEXT STEPS



MOVING TRANSIT FORWARD

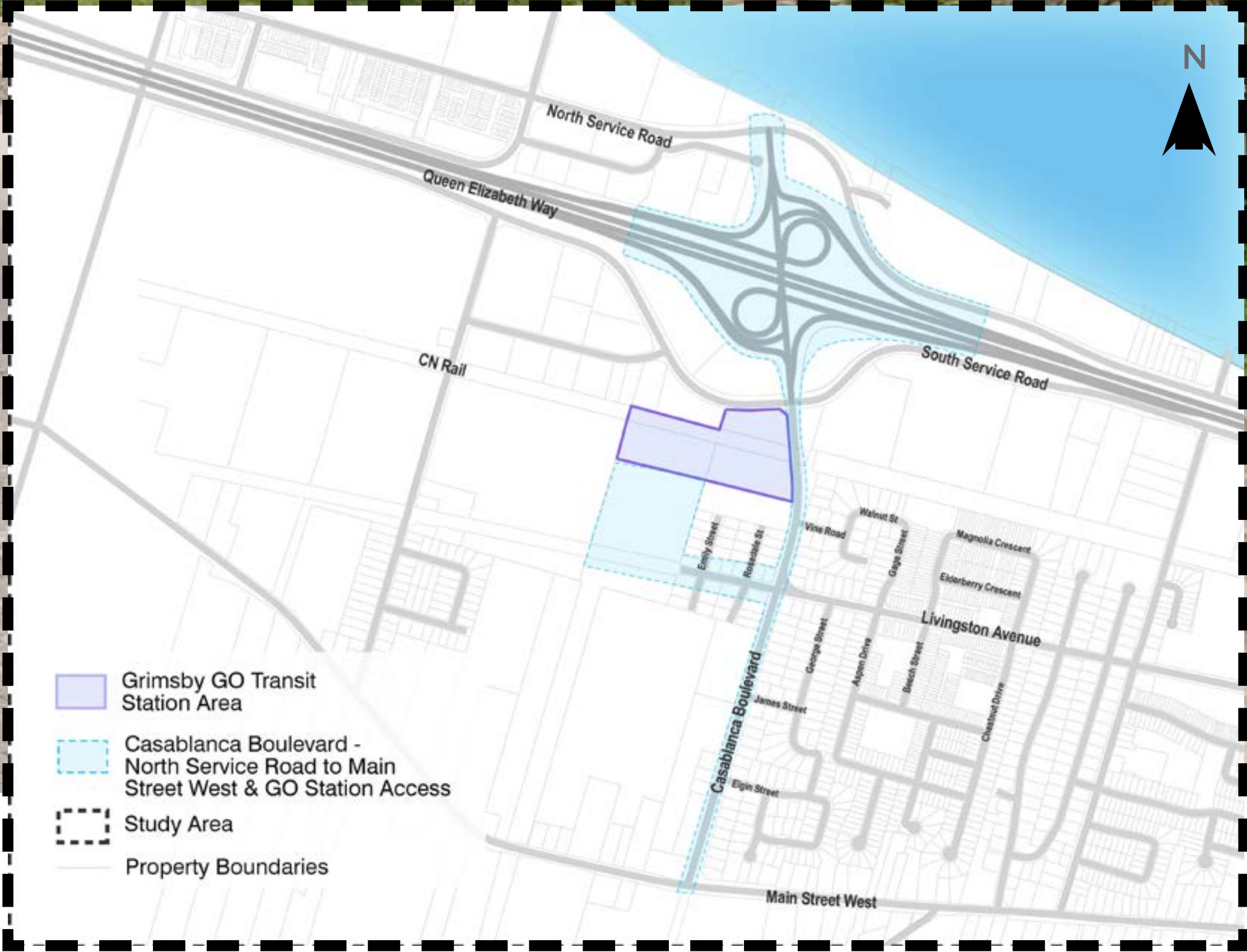
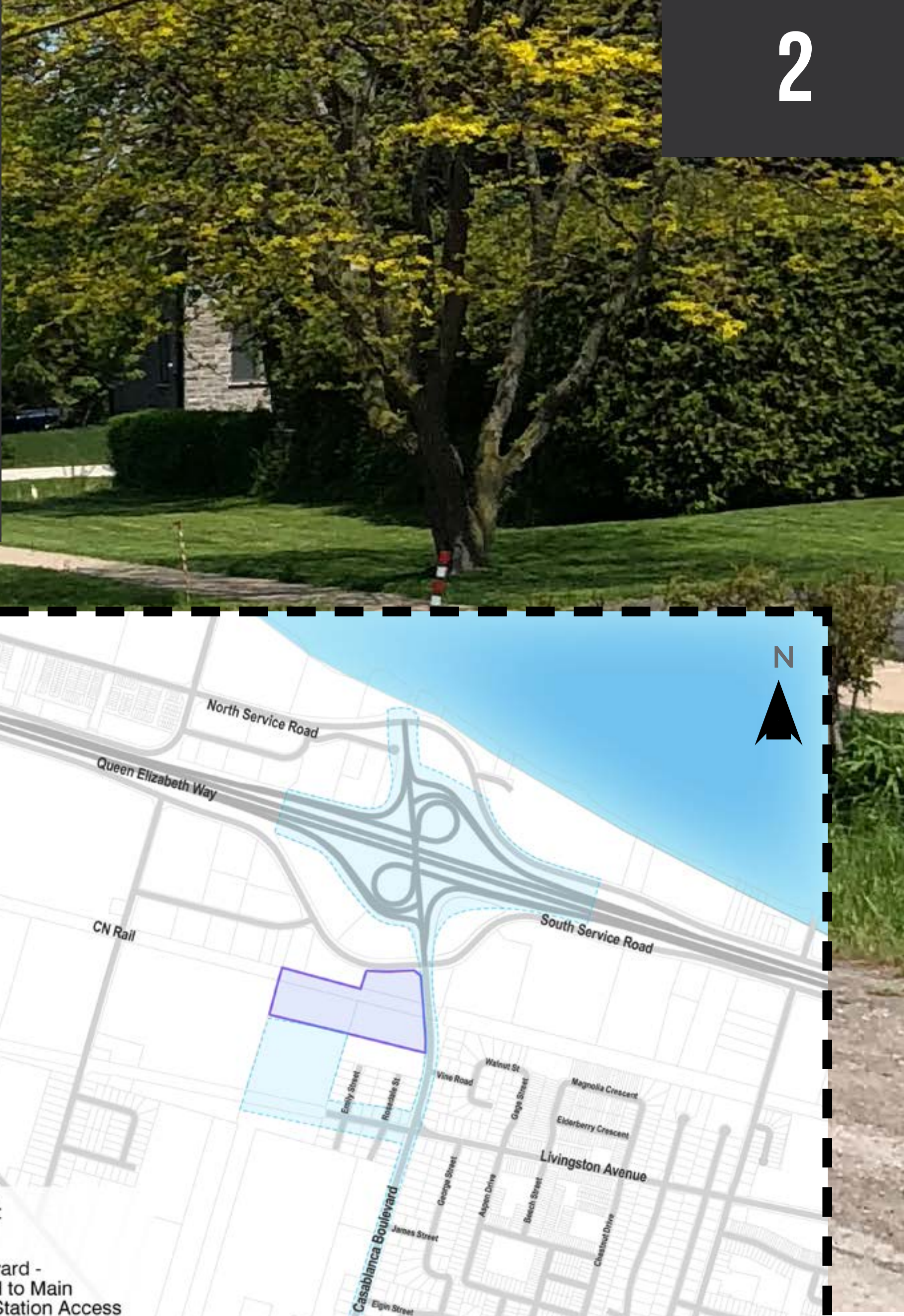


FIGURE 1: CASABLANCA BOULEVARD AND GO STATION ACCESS - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

ABOUT THE STUDY

The Region of Niagara is conducting a Municipal Class Environmental Assessment (EA) to confirm the improvements required for Casablanca Boulevard (from North Service Road to Main Street West) and ways to provide access to the GO Transit Station via South Service Road and Livingston Avenue. The GO Transit Station is set to open in 2021.

Defining the Problem:

Improvements to the Casablanca Boulevard corridor are needed to address traffic operations, access and capacity issues related to the planned new GO Transit Station and development activity in the Study Area. The improved transportation corridor will support the planned GO Rail station, serve the needs of the transportation system for the surrounding area, and support area growth to 2041. The project also provides an opportunity to support the Region’s active transportation objectives through the provision of pedestrian and cycling facilities.

This Public Information Centre presents the assessment of existing traffic conditions in the Study Area, as well as the alternative solutions and potential preferred alternative for changes to Casablanca Boulevard, South Service Road, and the segment of Livingston Avenue within the blue focus area shown in Figure 1 above.

We invite you to share your thoughts, ideas and concerns about the information presented. Feedback from the community and stakeholders will be considered in finalizing the evaluation and design of the preferred alternative, so tell us what matters to you!

TIMELINE & PROCESS

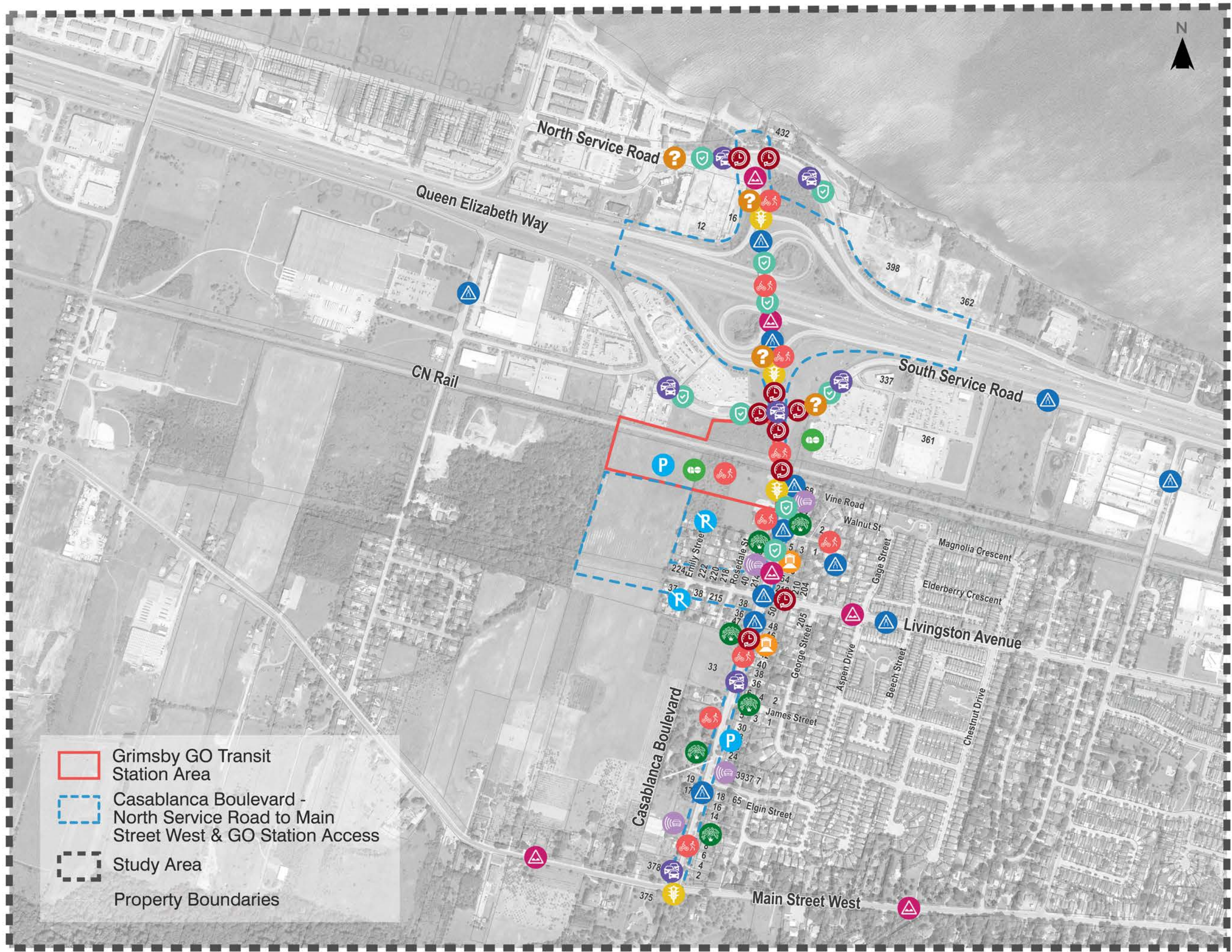
GETTING STARTED		EXPLORING THE OPTIONS	THE RIGHT WAY FORWARD	DESIGNING THE WAY FORWARD	
Review available data and conduct field studies as needed to document existing conditions in the Study Area.		Consider ways to <ol style="list-style-type: none">1. Improve Casablanca Boulevard and2. Enhance access to the GO station	Evaluate alternatives and select the recommended way forward to satisfy the needs of the community into the future. Identify mitigation measures to address potential impacts.	Complete a report and satisfy the documentation requirements of the Municipal Class Environmental Assessment process. Complete detailed design of the recommended alternative for the Casablanca Boulevard and GO Station Access project, and develop a staging and traffic management plan.	
NOTICE OF COMMENCEMENT	PUBLIC INFORMATION CENTRE #1	STAKEHOLDER WORKSHOP & ONLINE SURVEY	PUBLIC INFORMATION CENTRE #2 & ONLINE SURVEY	ENVIRONMENTAL STUDY REPORT FILING	PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY
SPRING 2018	SPRING/SUMMER 2018	FALL 2018	FALL 2018 (SURVEY) WINTER 2019 (PIC #2)	WINTER 2019	SPRING 2019

WHAT WE HAVE HEARD

Public consultation has provided insights into issues and opportunities for the study area. Below is a summary of some of the key themes identified from public consultation to date.

MOVING TRANSIT FORWARD

LOCATION OF COMMENTS WITHIN STUDY AREA



COMMUNICATION CHANNELS

Events

- Public Information Centre #1: June 20th, 2018
- Notifications:
Notice – Hand Delivery to Residents and Businesses
- Newspaper Notices
- Stakeholder Email Blast
- Stakeholder Workshop with Property Owners: September 27th, 2018
- Notifications: Hand Delivery to Residents along Casablanca Boulevard
- Public Information Centre #2: THIS EVENT
- Notifications:
Notice – Hand Delivery to Residents and Businesses
- Newspaper Notices
- Stakeholder Email Blast
- Public Information Centre #3: Spring 2019

Surveys

- Online Survey #1: September - October 2018
- Online Survey #2: October - December 2018

Website and Email

- Mailing List and Email Correspondence
- Project Website

Agency Meetings

- Town of Grimsby
- Ministry of Transportation
- Metrolinx
- Ministry of Environment, Conservation and Parks
- Ministry of Natural Resources and Forestry
- Utility Providers

PUBLIC COMMENTS

Safety

Driveway Access

Traffic speeds

Noise

Road Configuration

Delays

GO Transit Station

Traffic Signals

Active Transportation

Traffic Volumes

Wayfinding

Vegetation & Drainage

Parking

For information on how these comments have been addressed, please tour the focus area stations.



INFO STATION

Existing & Future Conditions

MOVING TRANSIT FORWARD

EXISTING CONDITIONS

The Casablanca Boulevard roadway corridor includes both urban (residential) and rural (agricultural) adjacent land uses. Other notable features that have been considered in the EA include the QEW interchange, intersection with South Service Road and at Livingston Avenue, and a CN Rail crossing. The roadway is rural with ditches for storm drainage. A sidewalk exists on the east side of the corridor. Baseline condition studies that have been completed include the following:

- Transportation Network and Operations Assessment
- Traffic and Safety Assessment
- Infrastructure Inventory (including utilities and stormwater management)
- Natural Heritage Field Surveys & Assessment
- Cultural Heritage & Archaeology Assessment
- Socio-Economic Inventory
- Air Quality Assessment
- Noise Assessment
- Railway Grade Separation Study
- Geotechnical and Soils Investigation

FUTURE CONDITIONS

In order to plan for the future development and traffic conditions in the area, a series of studies were undertaken, including:

- Transportation Modeling for 2021 and 2041
- Drainage Analysis for 2041
- Air Quality Assessment
- Noise Assessment for 2021 and 2031



MOVING TRANSIT FORWARD



NATURAL HERITAGE

The Casablanca Boulevard corridor has drainage ditches running north to south, which are occasionally filled during rainy periods and usually have some amount of water flowing through them. No fish were identified, and the drainage ditches do not provide suitable fish habitat. Lands along Casablanca Boulevard and South Service Road within the study area contain no significant terrestrial habitat areas.

West of Emily Street along Livingston Avenue, the lands owned by the Region and designated as the 'West Niagara Transit Terminal' in the Grimsby GO Transit Station Secondary Plan feature a fallow agricultural field overgrown with grasses and some shrubs.

No Species at Risk (SAR) were identified in the lands that may be impacted by the project. This will be reconfirmed prior to commencing construction.



FALLOW AGRICULTURAL LANDS - PLANNED WEST NIAGARA TRANSIT TERMINAL



SHRUBS AND LOW GROWTH AT THE INTERCHANGE (LEFT)
AND NEAR THE RAIL CORRIDOR (RIGHT)

AIR QUALITY

With future growth in the Study Area, there will be additional traffic that will cause some air quality impacts from vehicle emissions which are not directly related to the widening of Casablanca Boulevard.

Air quality impacts such as dust and air pollutants released during the construction of the proposed improvements to Casablanca Boulevard, South Service Road, and Livingston Avenue will be mitigated through best management practices implemented as a requirement of the contracting process. For more information on impact mitigation, see Information Board No. 17-18 (Info Station 7).

NOISE

A noise assessment was undertaken with modeling of the impacts of added traffic to Casablanca Boulevard and South Service Road, as well as the widening of road segments that would bring road traffic slightly closer to residences in some locations. The noise level with the introduction of the proposed improvements as well as 10 years after construction completion (2031) were investigated.

The widening of Casablanca Boulevard will create an overall change in noise levels of less than 5dB, which is the regulatory change for impact mitigation to be required.

For more information on impact mitigation during construction, see Information Board No. 17 (Info Station 7).



CULTURAL HERITAGE

The cultural heritage study identified one heritage property at 377 Main Street West within the main area of influence of the Project. No heritage properties were identified along Casablanca Boulevard.

No impacts are expected to properties with cultural heritage value as a result of the project.

ARCHAEOLOGICAL HERITAGE

A Stage 1 Archaeological Assessment conducted identified that there was no archaeological potential for Casablanca Boulevard and South Service Road as these corridors had been previously built up.

A Stage 2 investigation would need to be undertaken to confirm no archaeological potential for the segment of the corridor proposed to be extended for Livingston Avenue from just west of Emily Street to the edge of the West Niagara Transit Terminal lands (ending just prior to the Irish Grove Woodlot).

SOCIO-ECONOMIC IMPACTS

An assessment of the potential socio-economic impacts was undertaken. These impacts could include:

- Disturbances to quality of life during construction
- Increased traffic along Casablanca Boulevard during construction
- Change to a more urbanized environment along the Casablanca Boulevard corridor, changing the rural character of the existing street.

Some of the benefits of the Project could include:

- Improved safety for pedestrians and cyclists with dedicated facilities along Casablanca Boulevard, South Service Road, and Livingston Avenue west of Casablanca Boulevard
- Improved safety and access to residences along Casablanca Boulevard and businesses along South Service Road
- Improved traffic flow from the QEW interchange down to Livingston Avenue, reducing congestion and travel times.

For more information on impact mitigation, see Information Board No. 17-18 (Info Station 7).

WHAT HAPPENS IF WE DO NOTHING?

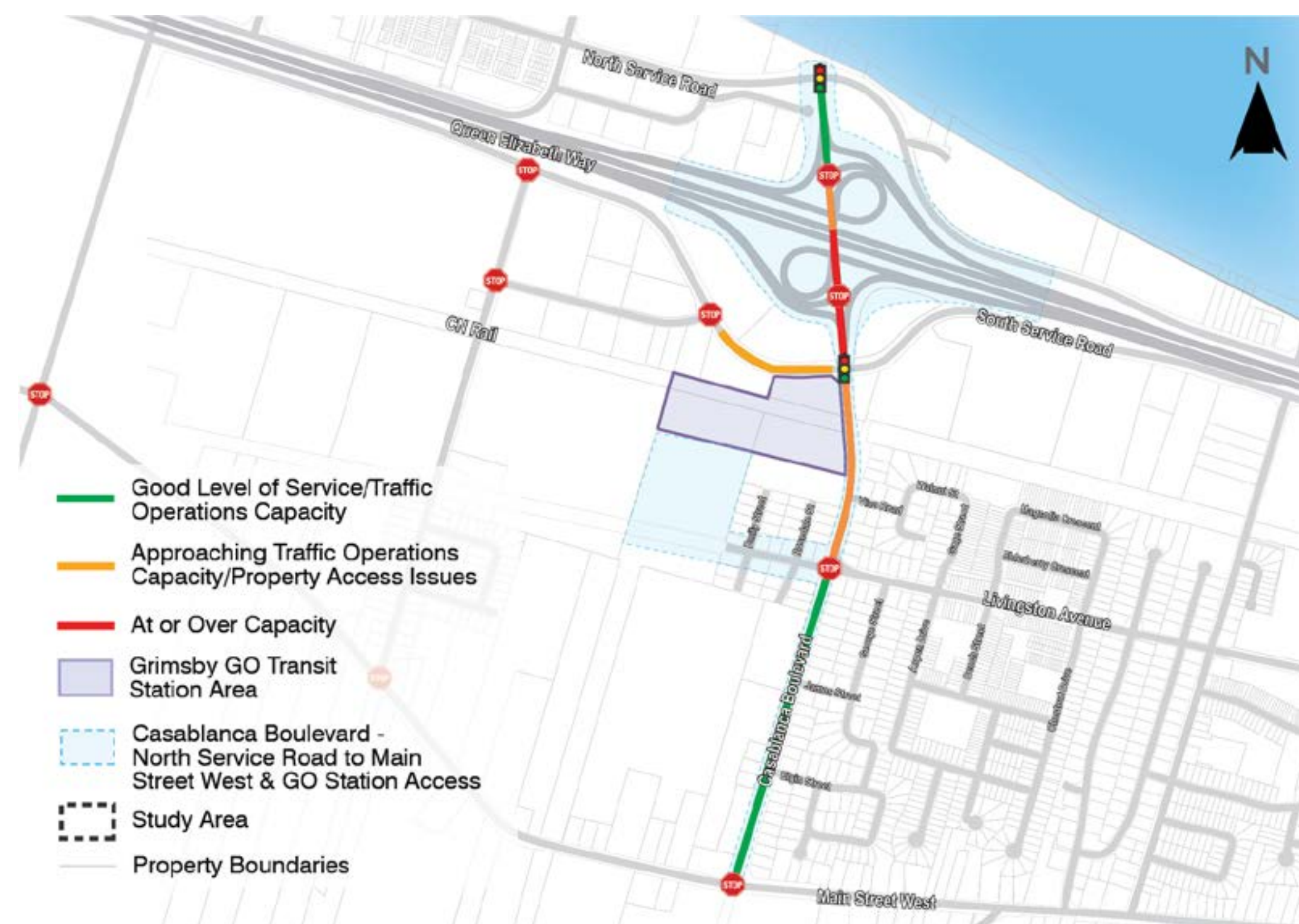
This panel shows the traffic conditions on Casablanca Boulevard and South Service Road **if no improvements are made** between 2018 and 2041, with the introduction of the GO Station set for 2021.

MOVING TRANSIT FORWARD

The 2041 forecast is based on future traffic growth, related to population and employment growth within the Study Area, and regional growth outside the Study Area. In the 'Do Nothing Scenario', traffic volumes for the Study Area assumes that no new roads are constructed, and existing roads are not widened or extended.

MOVING PEOPLE THROUGH THE AREA

EXISTING CONDITIONS



Key Observations

- Significant traffic on the Casablanca Boulevard bridge over the QEW bridge heading south towards South Service Road.
- Congestion at the intersection of Casablanca Boulevard and South Service Road, with delays during the morning and evening peak travel periods.
- Some specific issues highlighted by residents and frequent travelers through the area:
 - Long traffic queues at the CN Rail corridor during train crossing times.
 - Some delays experienced by travelers on South Service Road heading east towards Casablanca Boulevard
 - Property access issues for properties on the east side of Casablanca Boulevard
 - Queuing at the intersection of Casablanca Boulevard and Main Street West.

2041 - DO NOTHING SCENARIO

What's New:

- GO Station in place on the north side of the CN Rail, with some parking and West Niagara Transit Terminal south of CN Rail
- Overall population growth, particularly along North Service Road

Along South Service Road, east and west-bound trips slowed down due to limited room for travelers destined for the GO Station to be accommodated. Intersection of Casablanca Boulevard and South Service Road over capacity in processing large traffic volumes, resulting in a poor operational level of service.



On the QEW Bridge, both north and southbound movements will be significantly slowed down causing impacts to functioning of the interchange.

On Casablanca Boulevard between South Service Road and Livingston Avenue, the existing two lane road would not be able to address vehicle queues at the CN Rail crossing, or efficiently process the vehicles traveling north to the GO Station and QEW Interchange.

On Casablanca Boulevard between Livingston Avenue and Main Street West, travelers would be experiencing some delays and property access issues for homes on the east side of Casablanca Boulevard.



INFO STATION

Considering the Alternatives:
North Service Road to South
Service Road



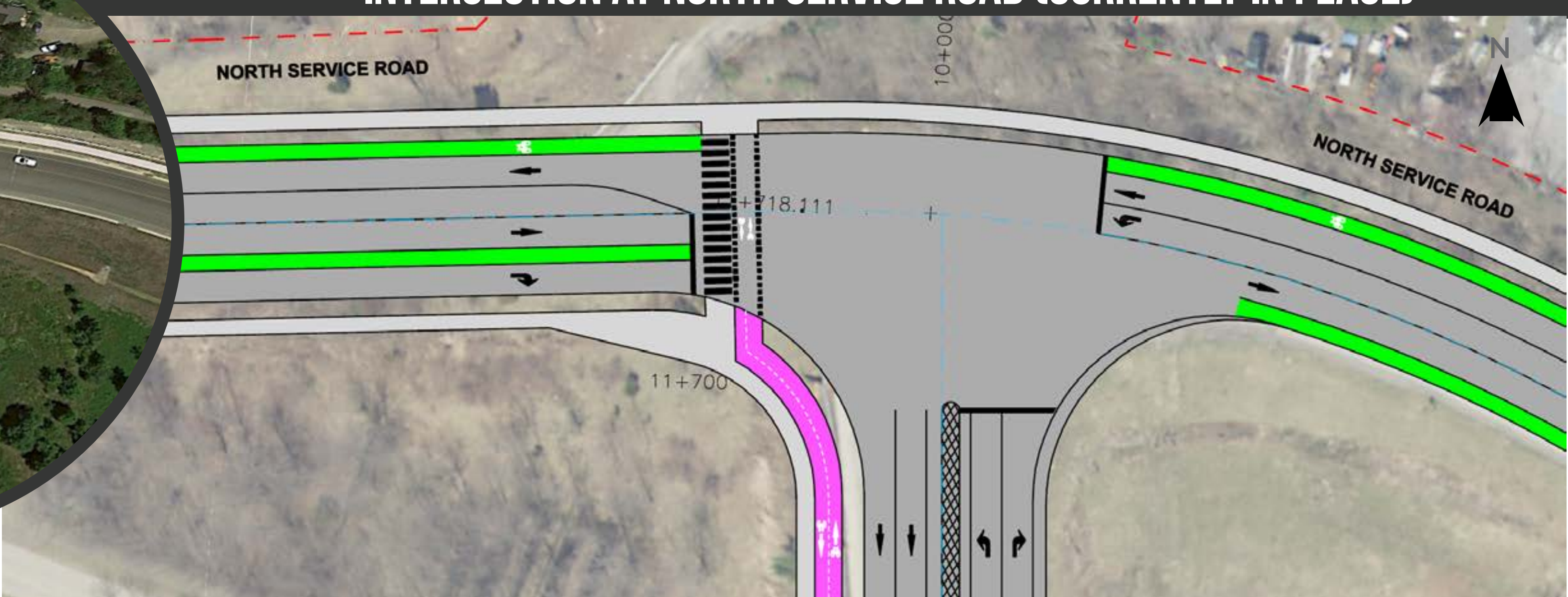
MOVING TRANSIT FORWARD

For each of the intersections in the study area, consideration was given to signaling the intersection or providing a roundabout.

The roundabout alternatives were not carried forward due to the significant space requirements and difficulty integrating safe access for cyclists and pedestrians.

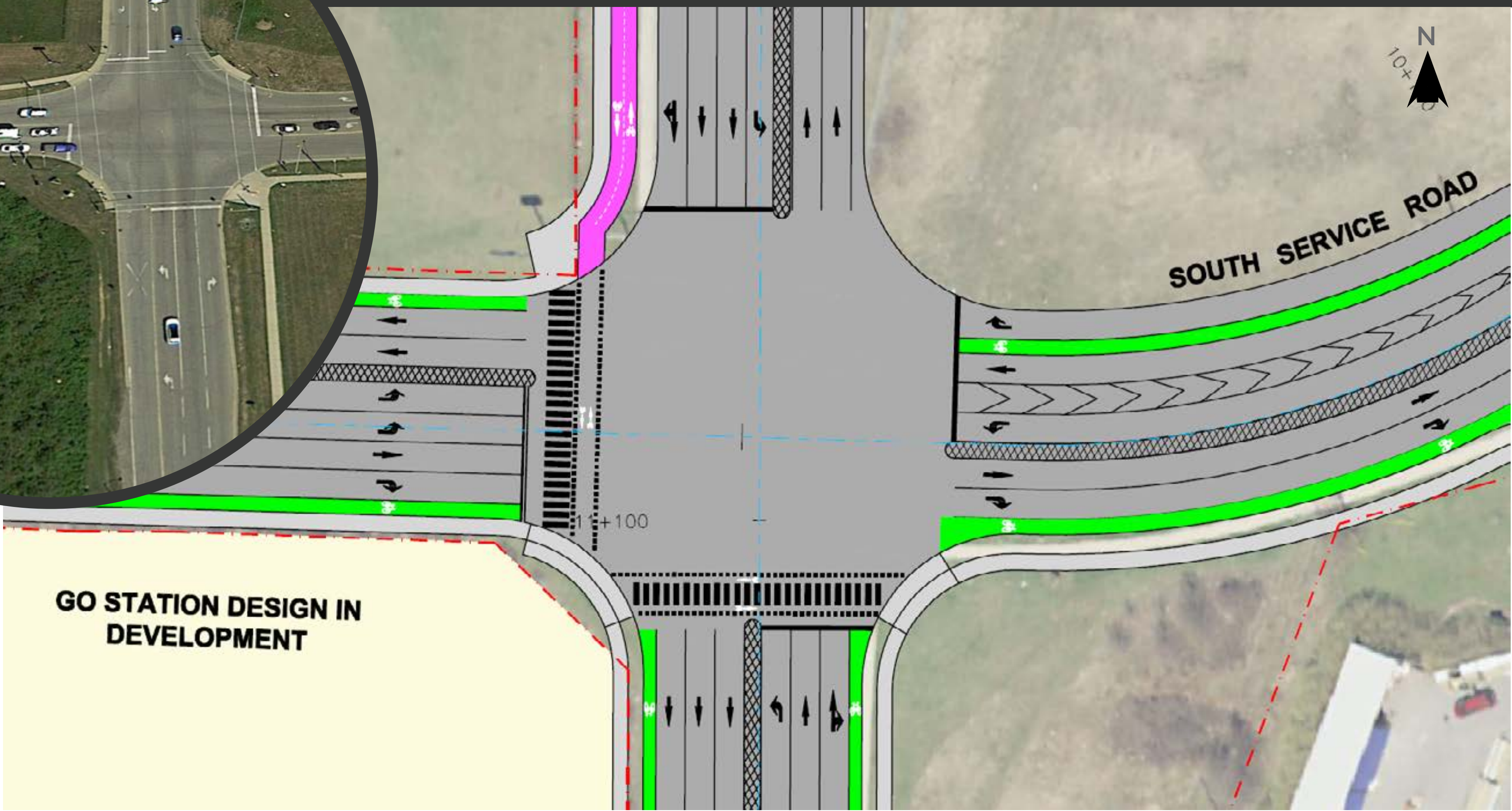
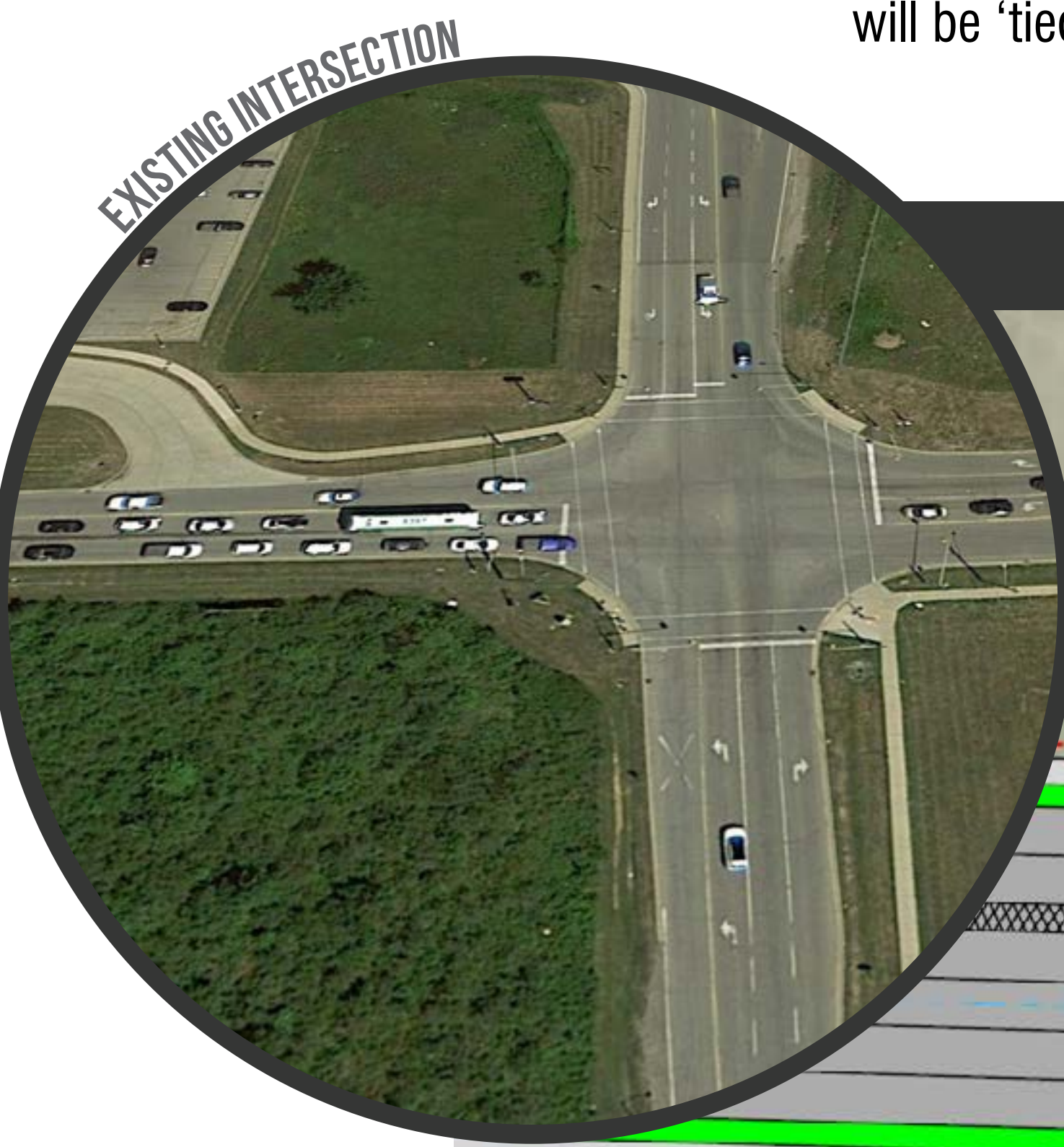
INTERSECTIONS: NORTH SERVICE ROAD & SOUTH SERVICE ROAD

INTERSECTION AT NORTH SERVICE ROAD (CURRENTLY IN PLACE)



The intersection of Casablanca Boulevard and North Service Road was recently improved by the Town of Grimsby to add traffic signals and cycling lanes along North Service Road. These improvements will be 'tied-in' to the improvements being made on the QEW Interchange bridge (see Info Station 3).

PROPOSED SIGNALIZED INTERSECTION WITH SOUTH SERVICE ROAD



The current intersection of South Service Road and Casablanca Boulevard will be expanded to provide space for cycling lanes, add two eastbound left turning lanes on South Service Road to turn north, and accommodate added travel lanes on Casablanca Boulevard.



MOVING TRANSIT FORWARD

QEW INTERCHANGE ALTERNATIVES

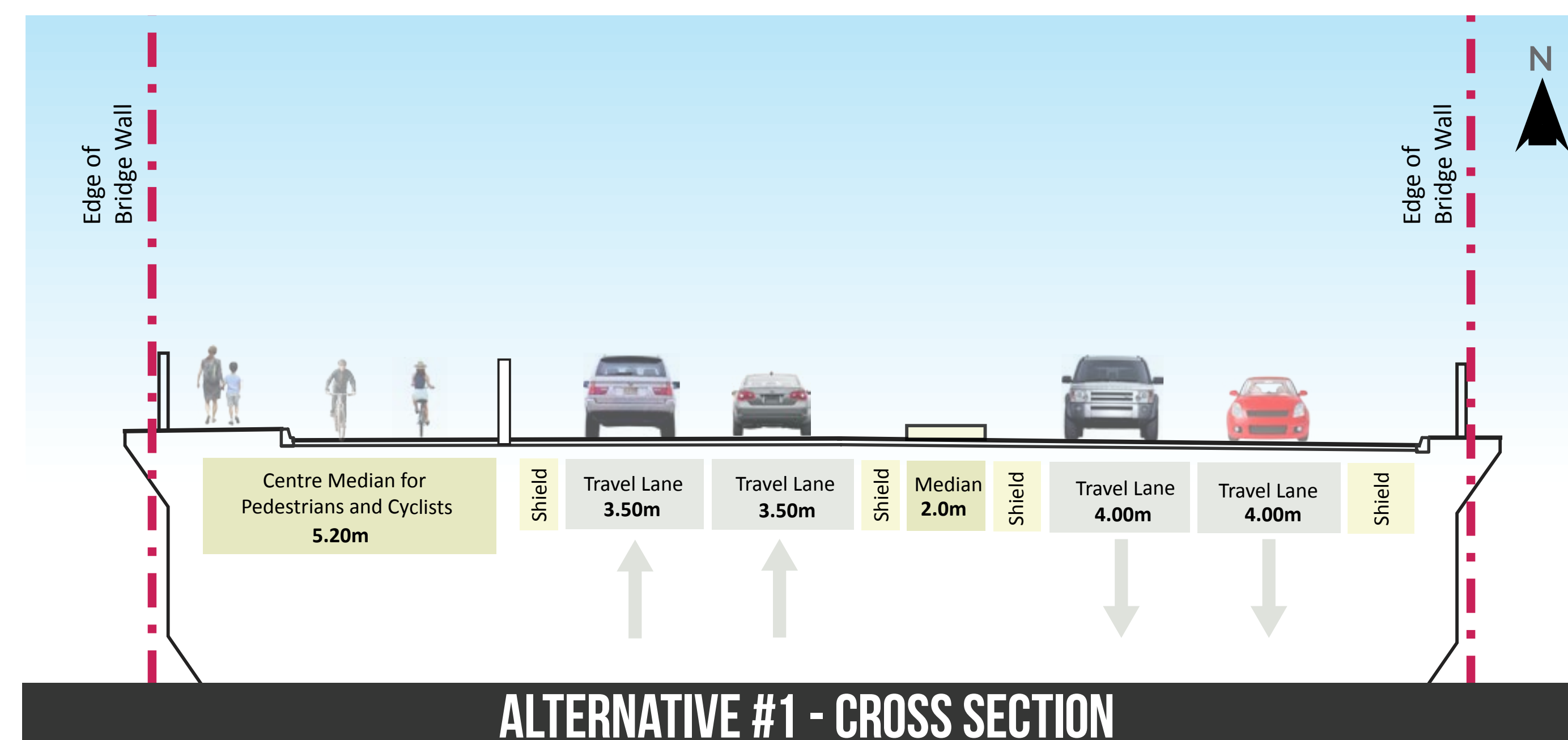
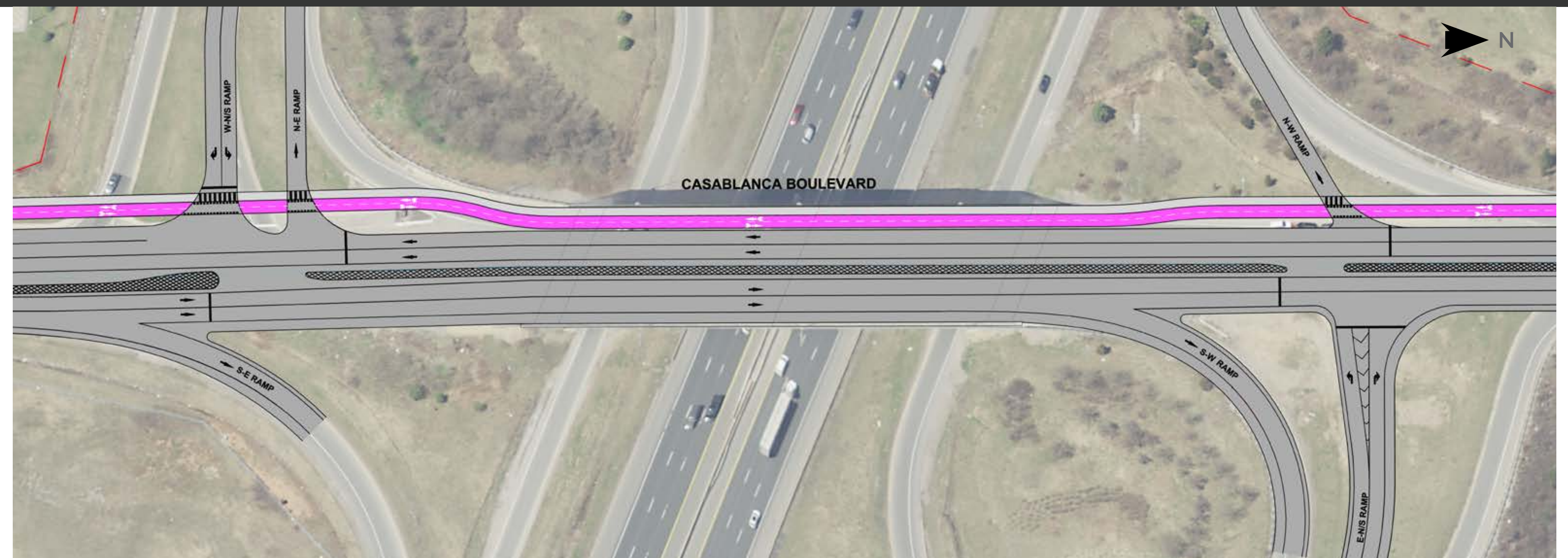


ALTERNATIVE #1: SIGNALIZED RAMPS, WITH TRAVEL LANES, CYCLING LANES & SIDEWALKS

Alternative #1 considers improvements over the existing structure and ramp signalizations and adjustments at the interchange.

KEY IMPROVEMENTS:

- Dedicated pedestrian and cycling facilities added to a protected multi-use path on the west side of the bridge over the QEW.
- Provision of two travel lanes each way going north and southbound on the bridge.
- Signals added at the ramps exiting the QEW onto the Casablanca Boulevard bridge to improve flow and safety. The majority of the ramp intersections with Casablanca Boulevard would be modified to improve safety and access for pedestrian and cyclist crossings.





MOVING TRANSIT FORWARD



QEW INTERCHANGE ALTERNATIVES

ALTERNATIVE #2: DIVERGING DIAMOND INTERCHANGE

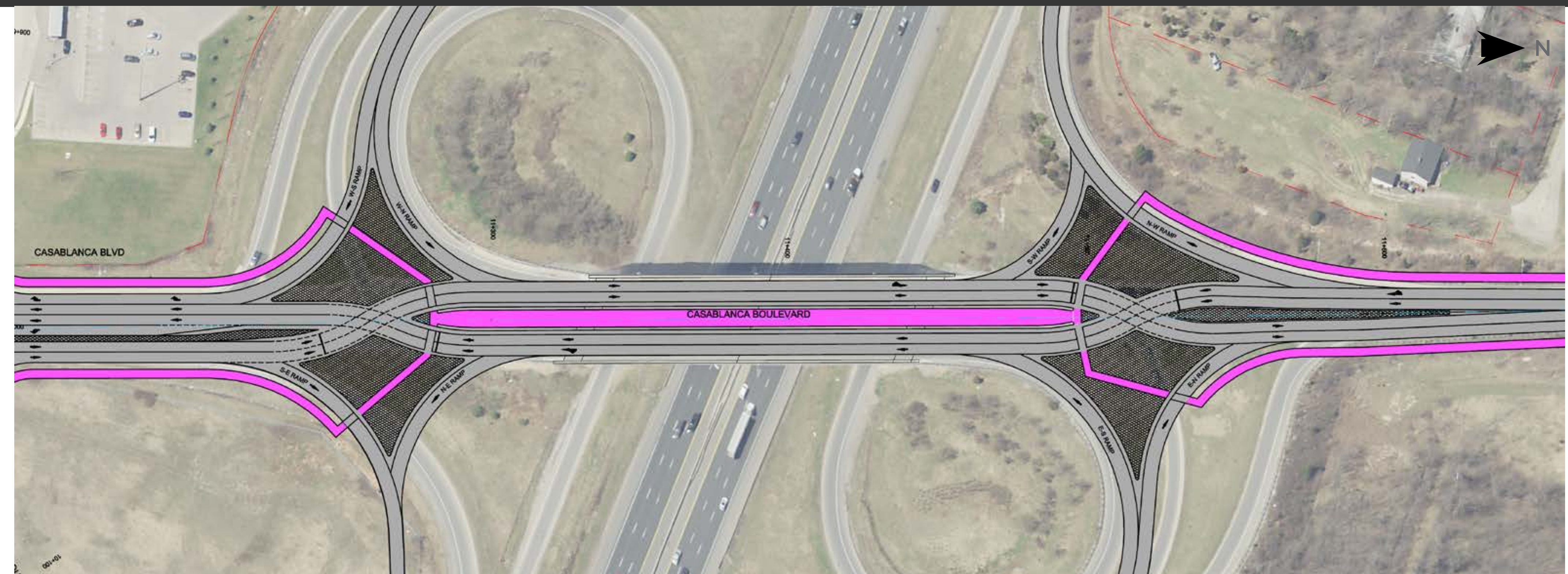
Alternative #2 considers a new configuration for the interchange to eliminate left turns, and bring pedestrians and cyclists to a protected centre multi-use path.

In a Diverging Diamond Interchange, vehicles are directed to swap direction of travel over the centre of the bridge, so northbound travelers would be on the left side and southbound travelers on the right side of the road.

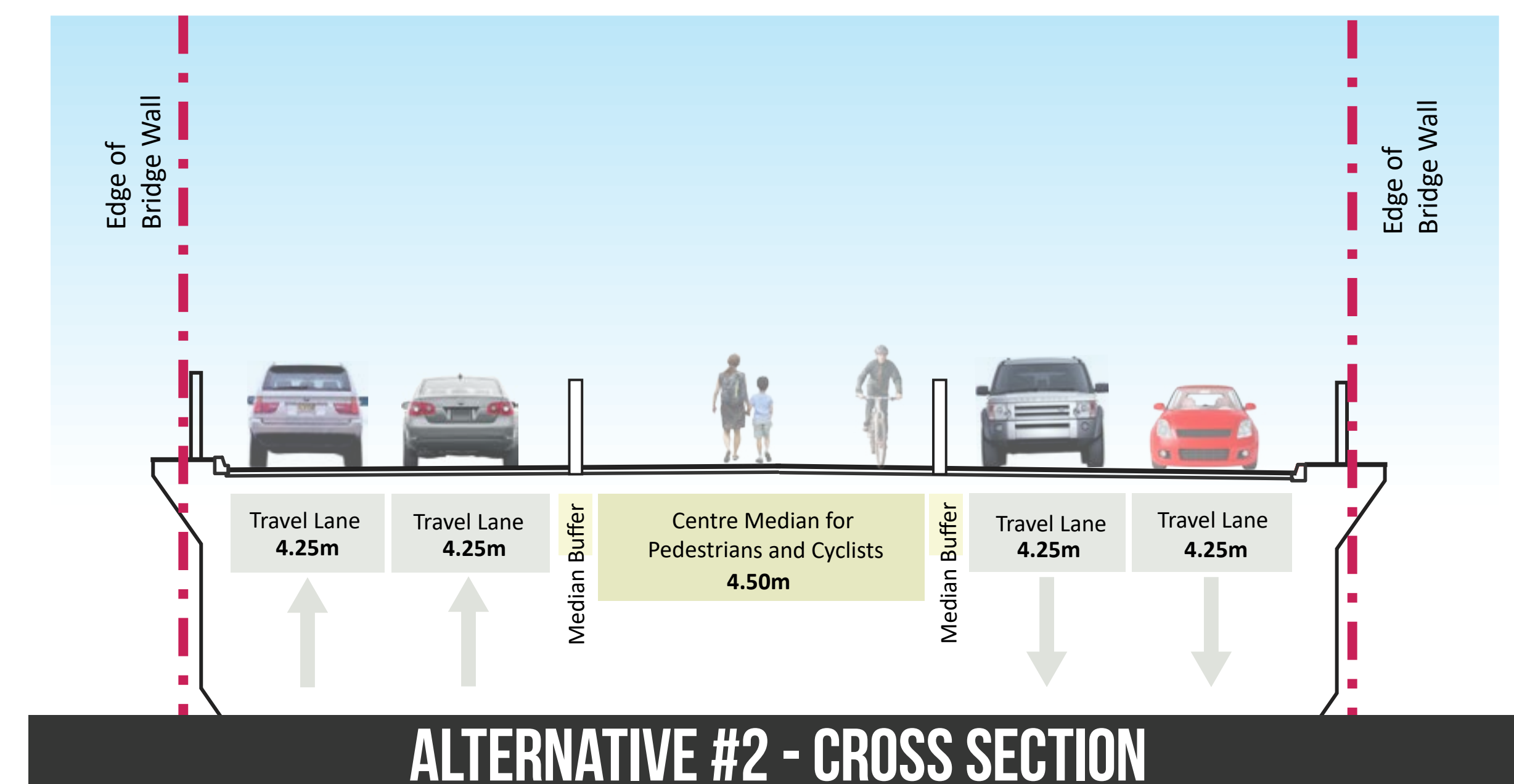
KEY IMPROVEMENTS:

- Pedestrians and cyclists directed to a protected multi-use path along the centre of the bridge over the QEW.
- Lanes of travel are 'crossed over' along the bridge so that left turns are eliminated and safety improved.

Signals added at the 'crossing over' points to provide added safety and control for motorists, cyclists and pedestrians.



SOURCE: TV GWINNETT; KIMLEY-HORN AND ASSOCIATES





MOVING TRANSIT FORWARD

LEGEND

LESS PREFERRED

EQUAL

PREFERRED

QEW INTERCHANGE ALTERNATIVES: EVALUATION SUMMARY

CRITERIA	ALTERNATIVE 1: Ramp Signalization & Multi-Use Pathway on West Side of the Bridge	ALTERNATIVE 2: Diverging Diamond Interchange
Transportation	<div></div> <p>Both alternatives provide protected separation of pedestrians and cyclists from vehicle traffic, as well as signal control at ramps to reduce queues and improve both safety and traffic flow</p>	<div></div>
Natural Environment	<div></div> <p>Both alternatives have the same limited impact on the natural environment. The existing bridge structure is being utilized, and there are no natural heritage assets in the QEW Interchange area</p>	<div></div>
Socio-Economic Factors	<div></div> <p>Both alternatives have the same limited impact on the socio-economic environment. The existing bridge structure is being utilized, and the same amount of traffic and population growth would be supported by either alternative</p>	<div></div>
Cultural and Archaeological Heritage	<div></div> <p>There are no cultural or archaeological assets in the QEW Interchange area</p>	<div></div>
Engineering and Road Design	<div></div> <p>Construction could be completed in one calendar year's construction period; Provincial approval agency support for this alternative</p>	<div></div> <p>Construction could potentially require two consecutive calendar year construction periods; Provincial approval agency concerns with this alternative</p>
Cost	<div></div> <p>Less costly to implement</p>	<div></div> <p>More costly to implement</p>
OVERALL	<div></div> <p>PROS: Protected multi-use path for pedestrians and cyclists; lower cost and duration of construction; and crossings of only two unsignalized ramps on the QEW interchange. Approval agency support.</p> <p>CONS: Requires pedestrians and cyclists headed northbound to cross to the west side of Casablanca Blvd. at South Service Road</p>	<div></div> <p>PROS: Protected centre multi-use path provides for a comfortable facility for pedestrians and cyclists; improved safety for motorists through fewer conflict points and no left turns.</p> <p>CONS: Crossing of four unsignalized ramps, longer and more costly construction period. Approval agency concerns..</p>



INFO STATION

**Considering the Alternatives:
GO Station Access**



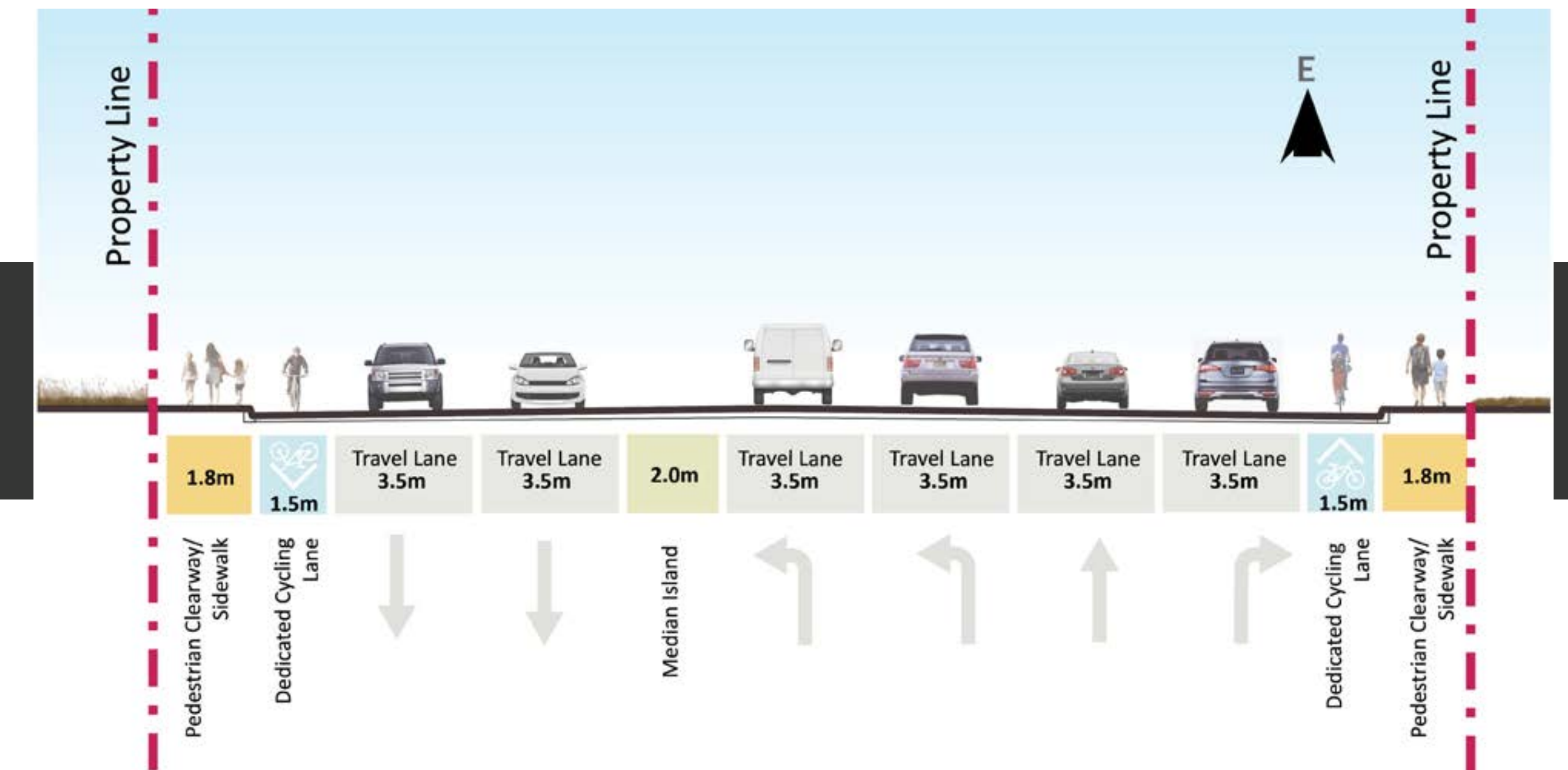
MOVING TRANSIT FORWARD

GO STATION ACCESS

SOUTH SERVICE ROAD

A staged process may be needed to accommodate the short term and long term needs of Station visitors. The final configuration will be refined through Detailed Design (spring 2019) in conjunction with Metrolinx.

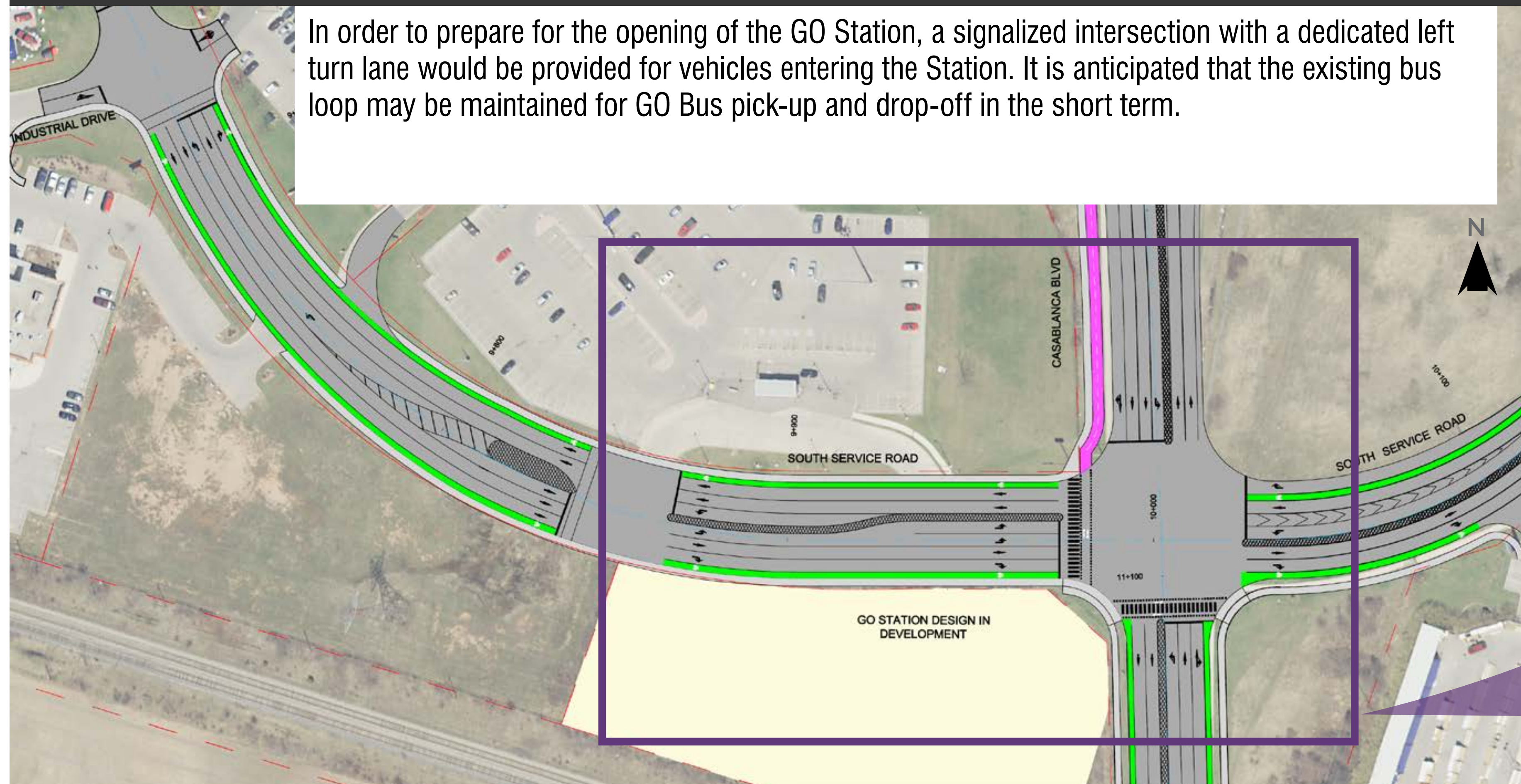
Providing safe and efficient access to the GO Station is a key element of the project. On South Service Road, signals will be added at Industrial Drive and at the GO Station access point to control traffic and support safe pedestrian and cyclist crossing.



PROPOSED SOUTH SERVICE ROAD CROSS-SECTION AT THE INTERSECTION WITH CASABLANCA BOULEVARD

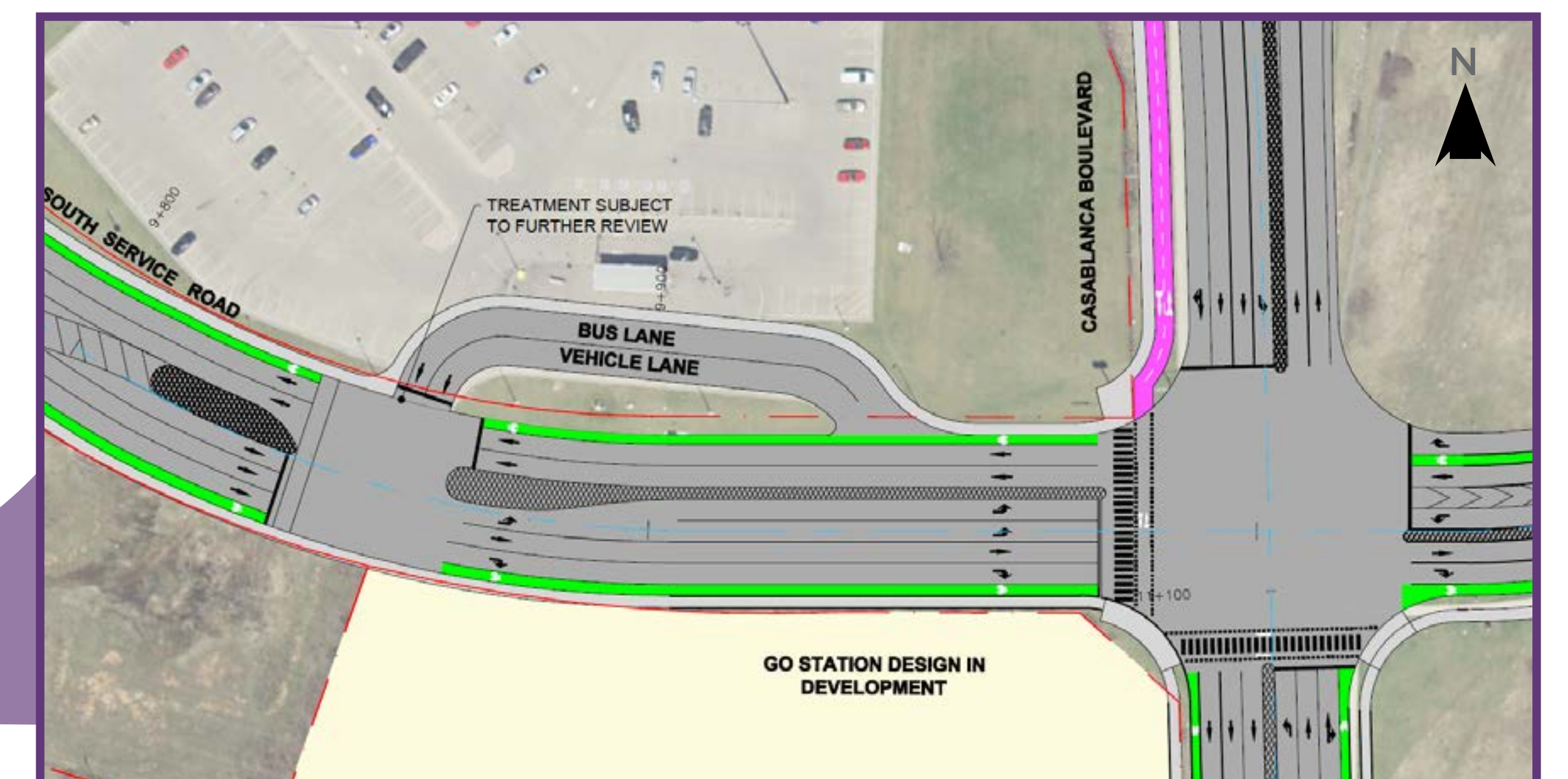
OPENING DAY 2021: EXISTING BUS LOOP MAINTAINED

In order to prepare for the opening of the GO Station, a signalized intersection with a dedicated left turn lane would be provided for vehicles entering the Station. It is anticipated that the existing bus loop may be maintained for GO Bus pick-up and drop-off in the short term.



FUTURE CONDITION: ON-SITE BUS SERVICE PROVIDED

In the longer term, the existing bus loop would be configured to also accommodate vehicles, and signage provided to direct motorists into the loop and then around to a signalized intersection where both buses and vehicles could enter the GO Station. This configuration eliminates any westbound left turns into the GO Station, and reduces the potential for traffic queues to affect the intersection of South Service Road and Casablanca Boulevard or the QEW Interchange.



MOVING TRANSIT FORWARD



GO STATION ACCESS

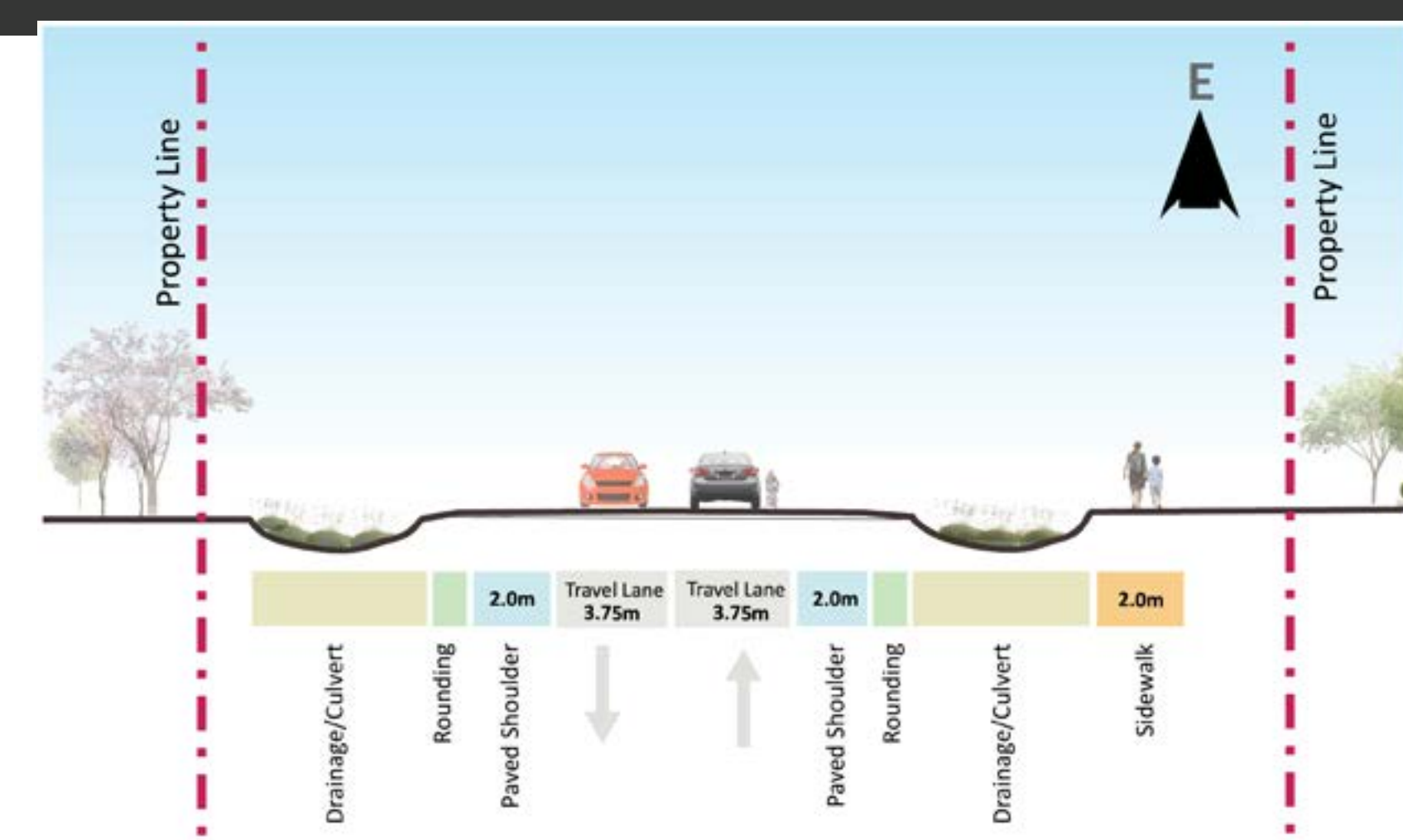
LIVINGSTON AVENUE

A south parking lot for the GO Station as well as future transit infrastructure is planned to be located on the Region-owned lands south of the CN Rail corridor.

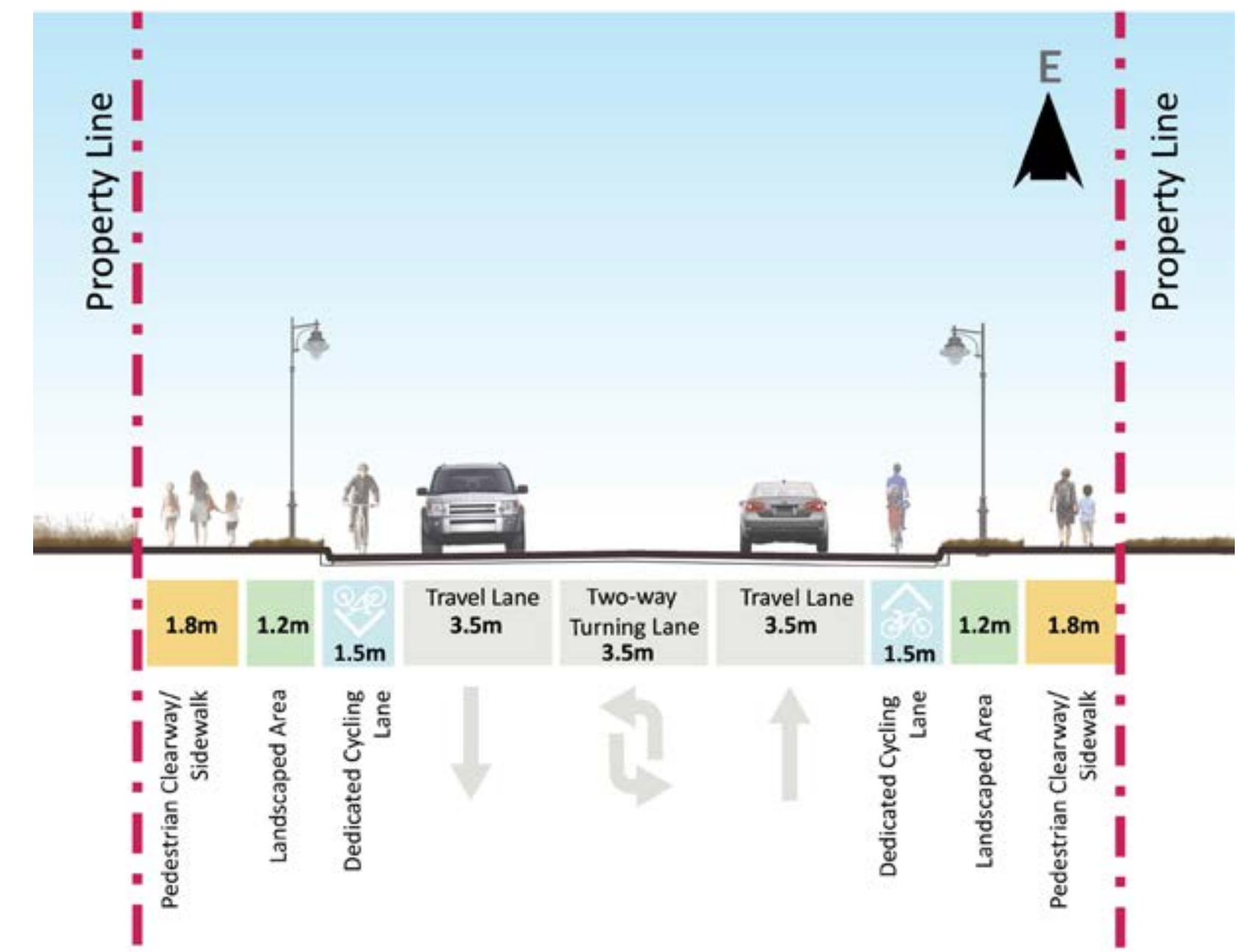
In order to provide access to this site, a short extension of Livingston Avenue is proposed within the Region's road right-of-way along the south side of the Region-owned lands, to allow for a road access or driveway to be constructed extending north from Livingston Avenue.

The existing section of Livingston Avenue west of Casablanca Boulevard is proposed to be urbanized with a centre turning lane, cycling lanes, sidewalks, and a storm sewer to manage drainage.

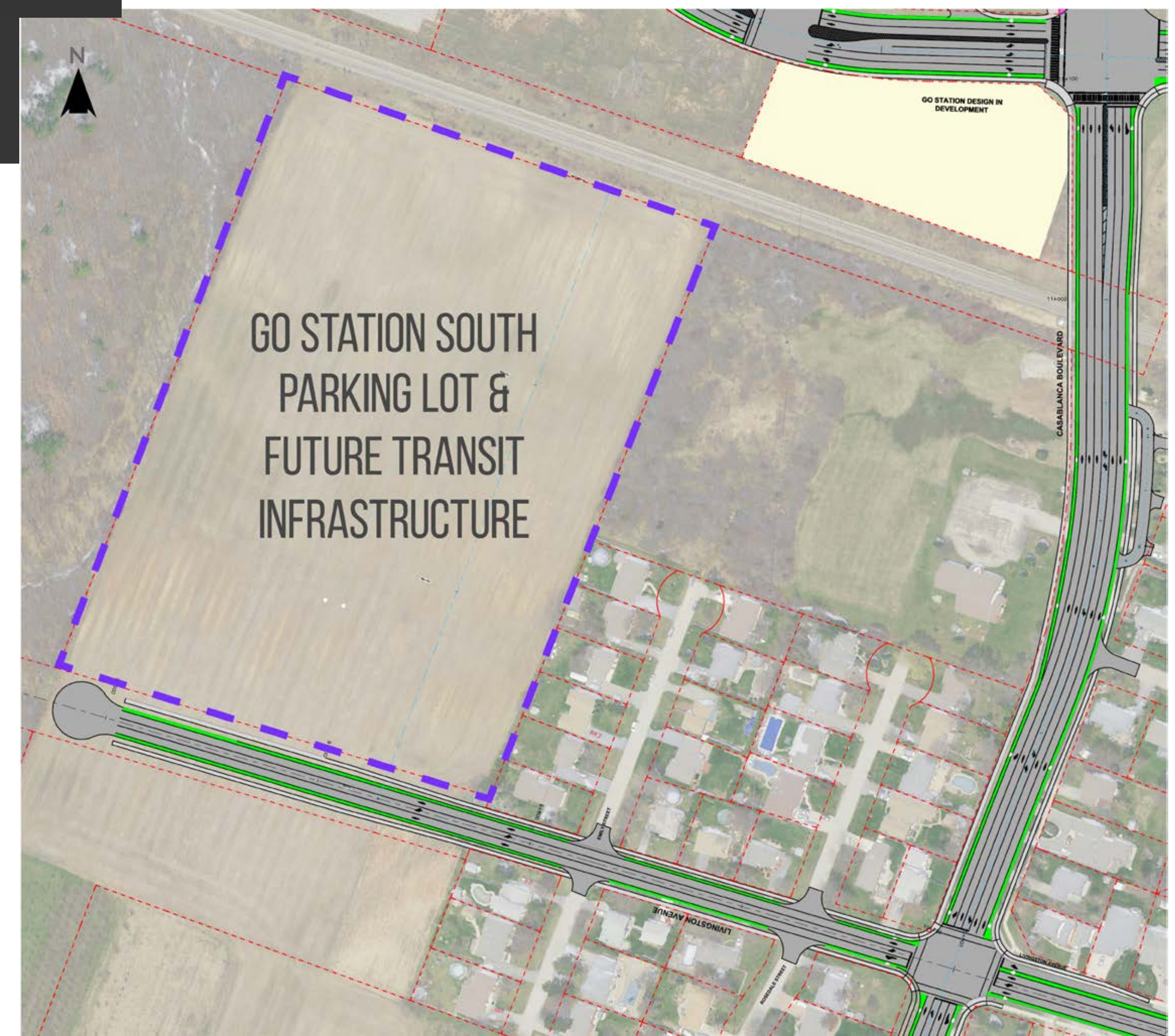
The design for the south parking lot and West Niagara Transit Terminal would be the subject of the Metrolinx Detailed Design study for the GO Station as well as a separate future study to be undertaken by the Region.



EXISTING LIVINGSTON AVENUE WEST OF CASABLANCA BOULEVARD
CROSS-SECTION



PROPOSED LIVINGSTON AVENUE WEST OF CASABLANCA BOULEVARD
CROSS-SECTION



LIVINGSTON AVENUE WEST OF EMILY STREET TO THE
GO STATION SOUTH LOT/TRANSIT TERMINAL

Niagara Region
Property

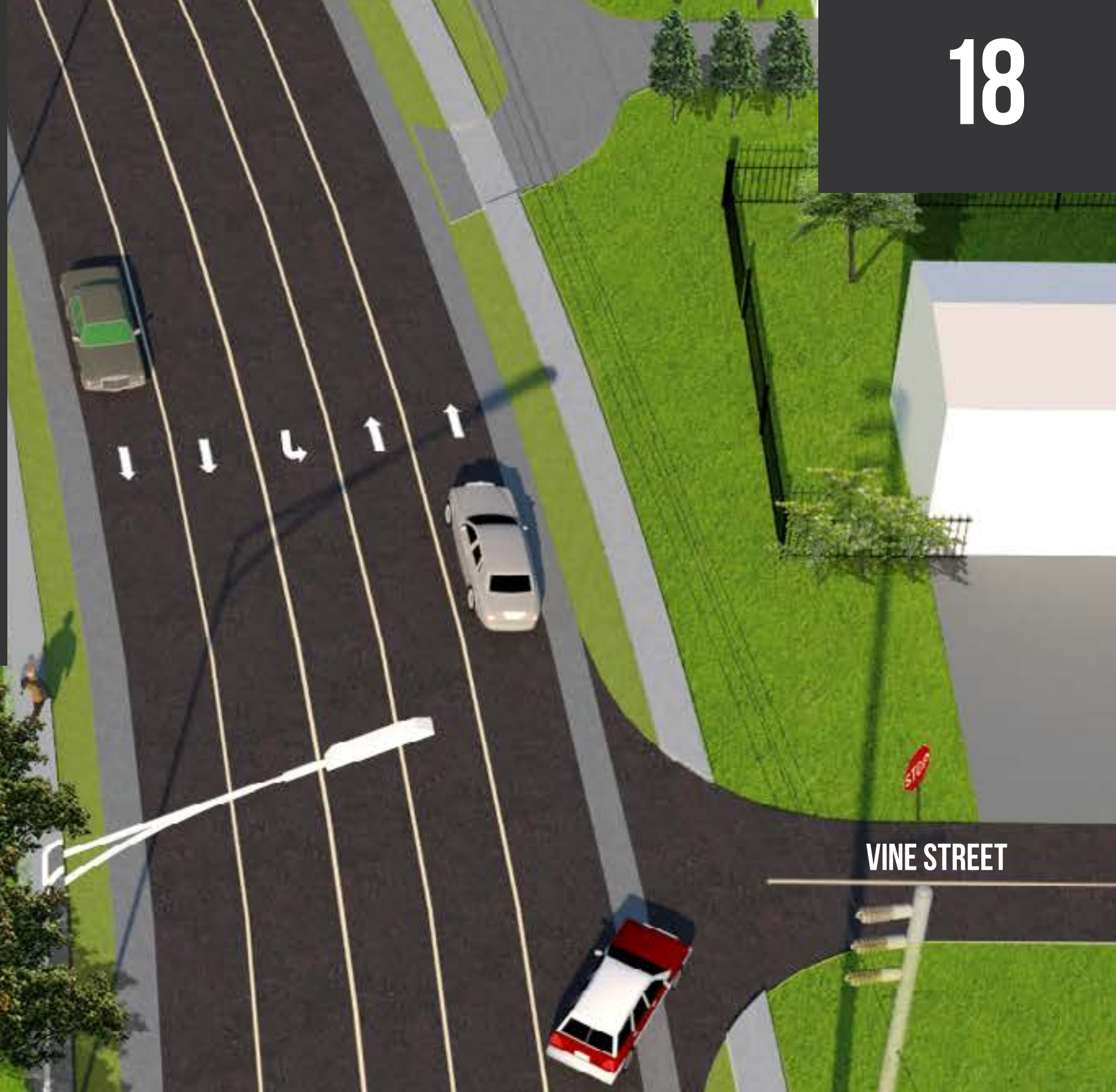


INFO STATION

The Way Forward:
South Service Road to
Livingston Avenue



MOVING TRANSIT FORWARD



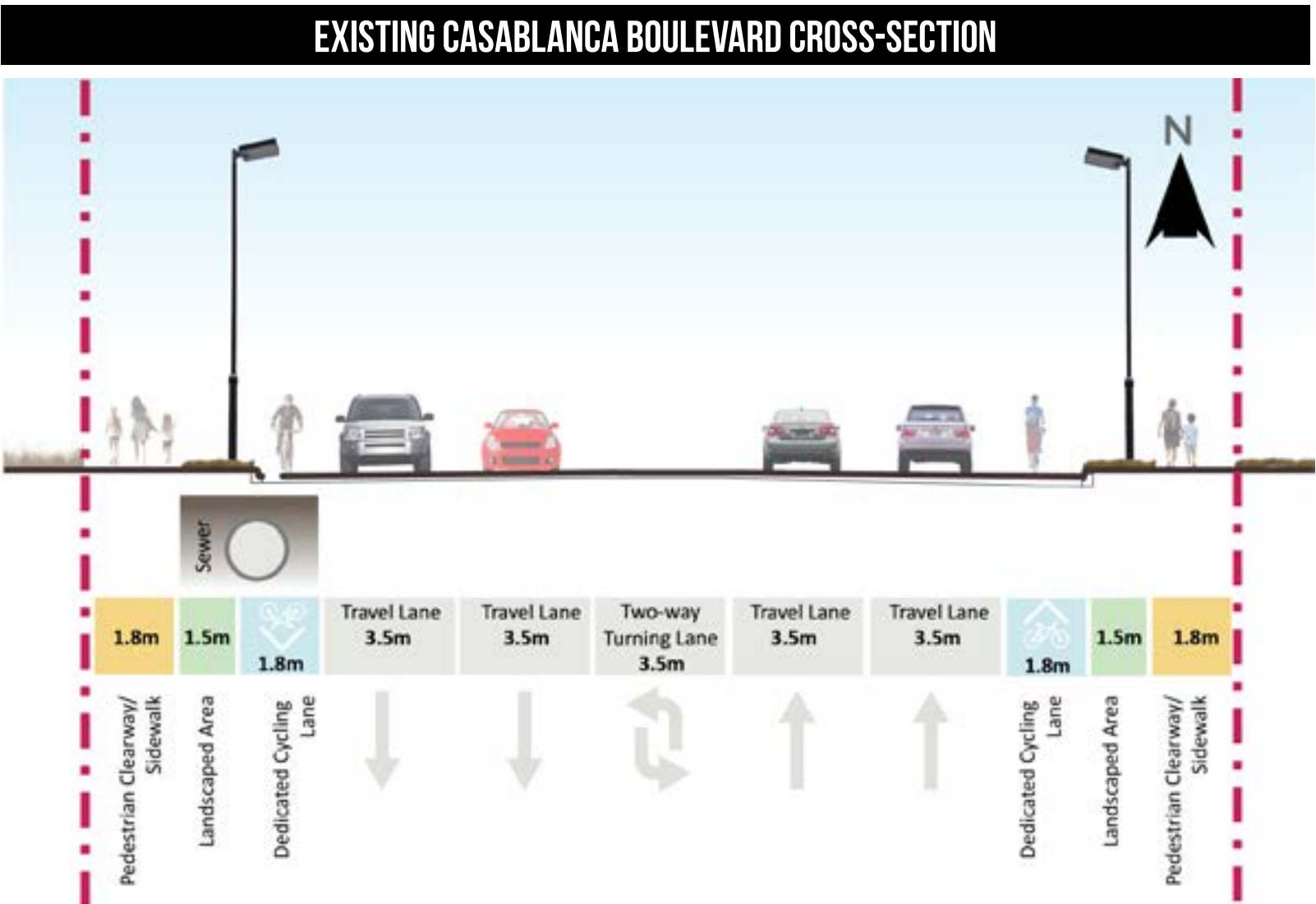
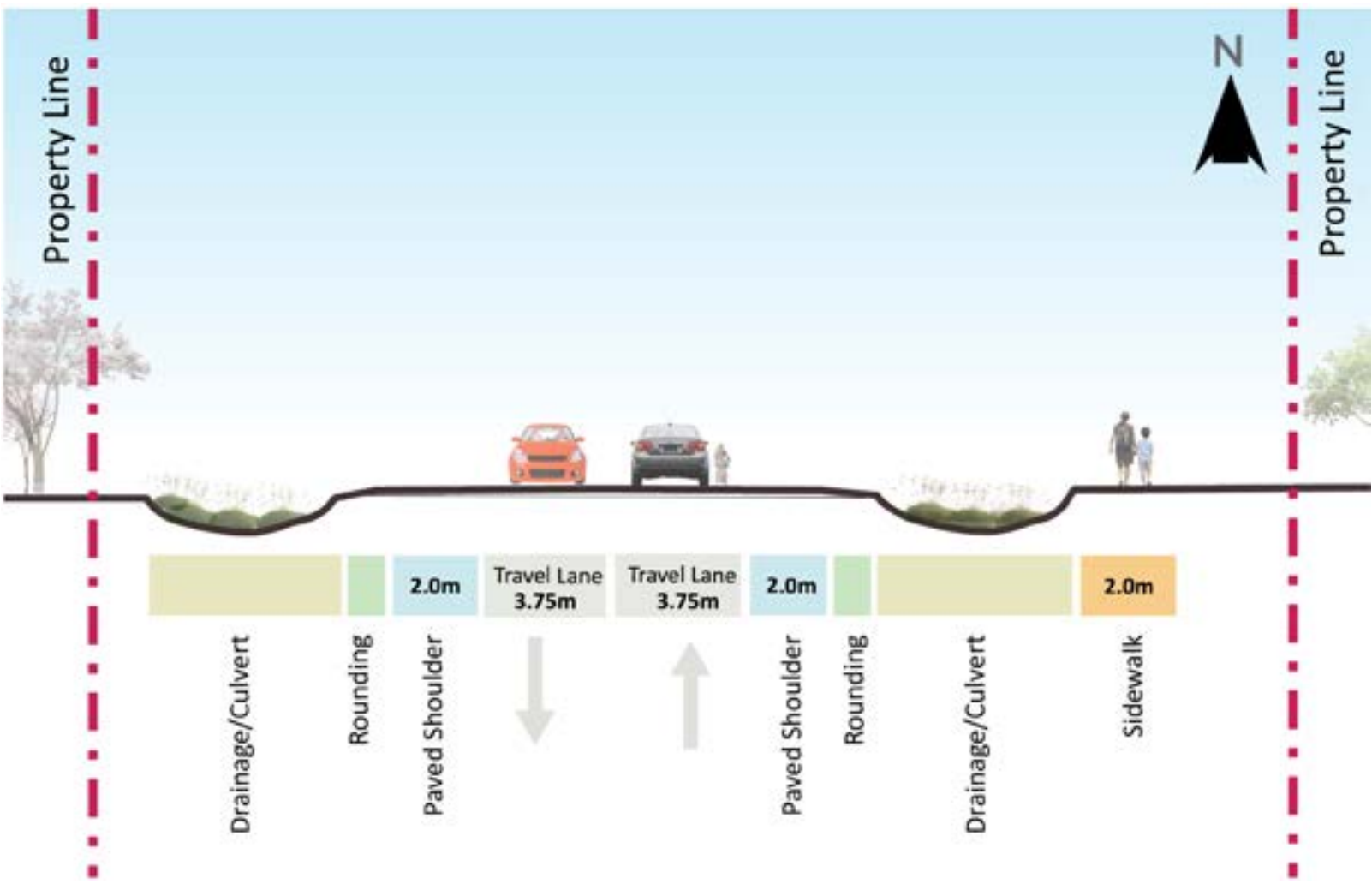
CONCEPTUAL RENDERING OF CASABLANCA BOULEVARD BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE, LOOKING NORTH

CASABLANCA BOULEVARD

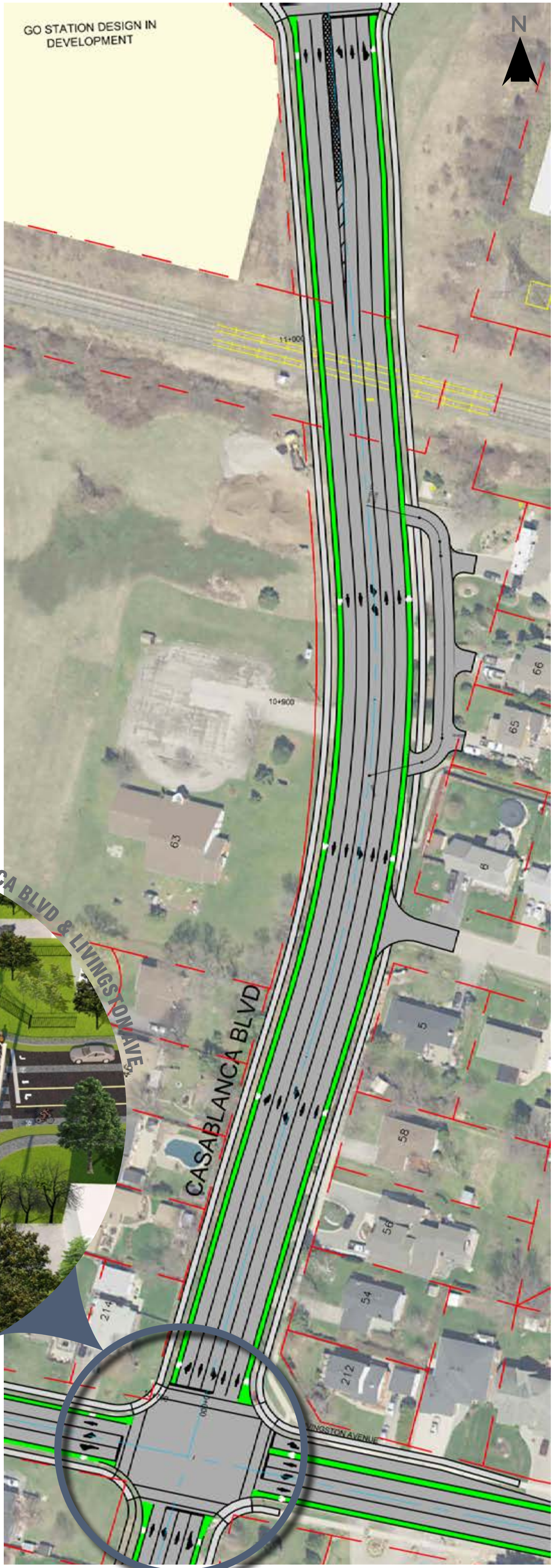
BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVENUE

KEY IMPROVEMENTS:

- Widening of Casablanca Boulevard to two travel lanes in each direction
- Addition of a centre turning lane to facilitate property access on the east side of Casablanca Boulevard
- Provision of an east-side ‘access road’ for the three properties closest to the CN Railway crossing
- Dedicated cycling lanes and sidewalks on both sides of the street
- Urbanization of the road corridor, adding a storm sewer to replace existing open ditches, and consolidation of utility poles
- Low-level landscaping along the road corridor.



PROPOSED CASABLANCA BOULEVARD CROSS-SECTION BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVE.



The intersection of Casablanca Boulevard and Livingston Avenue is proposed to be signalized, as shown in this conceptual rendering. A roundabout was considered for this location but was not carried forward due to the property impacts that would result.



MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD

AT THE RAIL CROSSING MEDIUM TERM - GO TRANSIT STATION OPENING DAY

In the medium term, the at-grade rail crossing is proposed to be improved in time for the GO Transit Station opening day.

Key Improvements:

- Widening of Casablanca Boulevard to two travel lanes in each direction
- Possible addition of a southbound rail queuing lane from South Service Road to the CN Railway crossing, to manage queue lengths at the crossing. This lane would terminate just south of the crossing and only impact two properties on the west side of Casablanca Boulevard.
- Provision of an east-side 'access road' for the three properties closest to the CN Railway crossing
- Signal timing coordination with the intersection at South Service Road and GO Station train arrivals/departures to manage queue wait times.

LONG TERM

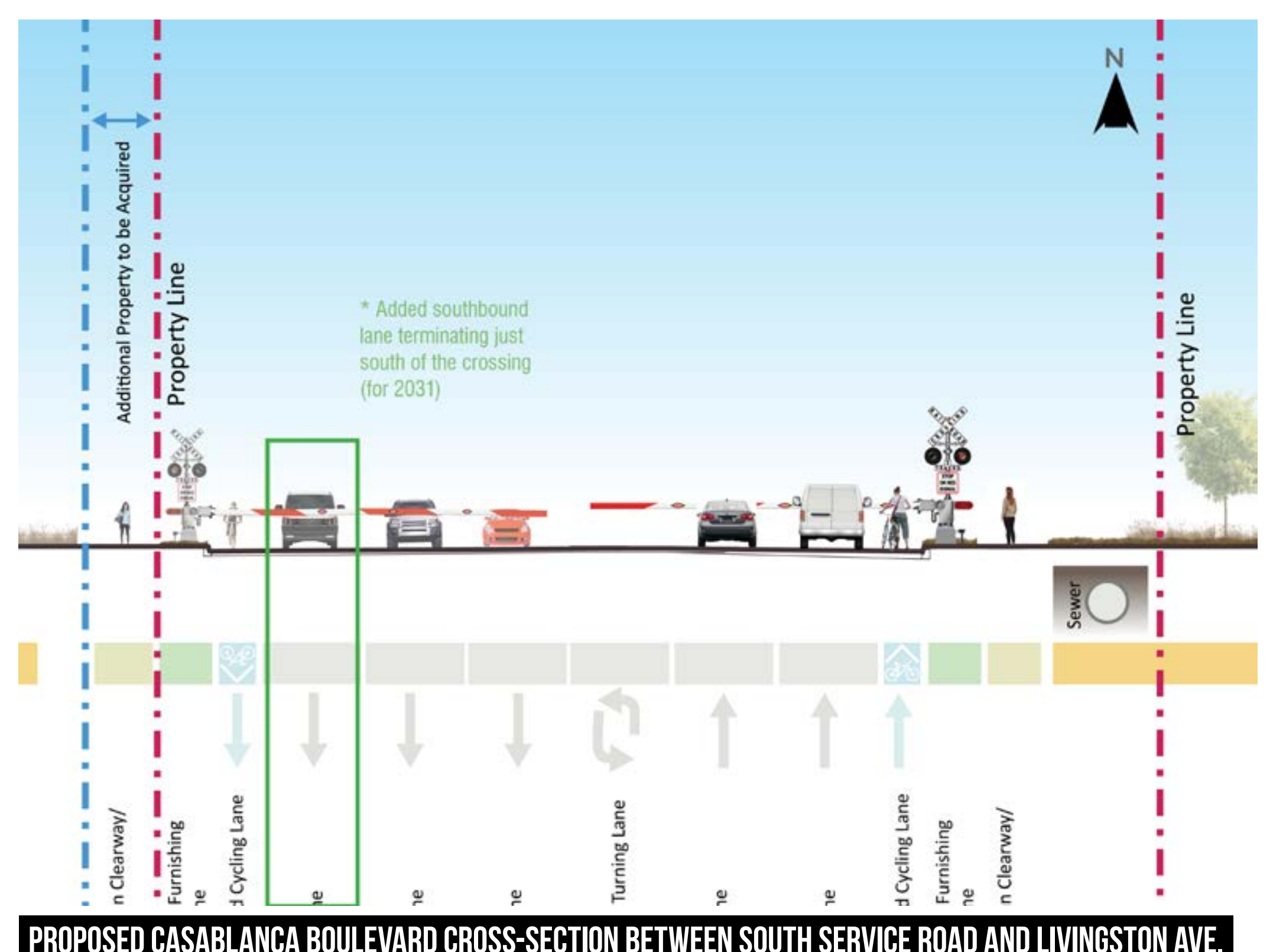
The traffic conditions at the CN Railway crossing will be monitored, and in the long term, a grade separation will be considered if warranted. The timing of the grade separation will be determined by:

- Performance of the crossing related to safety and queuing impacts
- Consultation with CN Rail and government agencies.

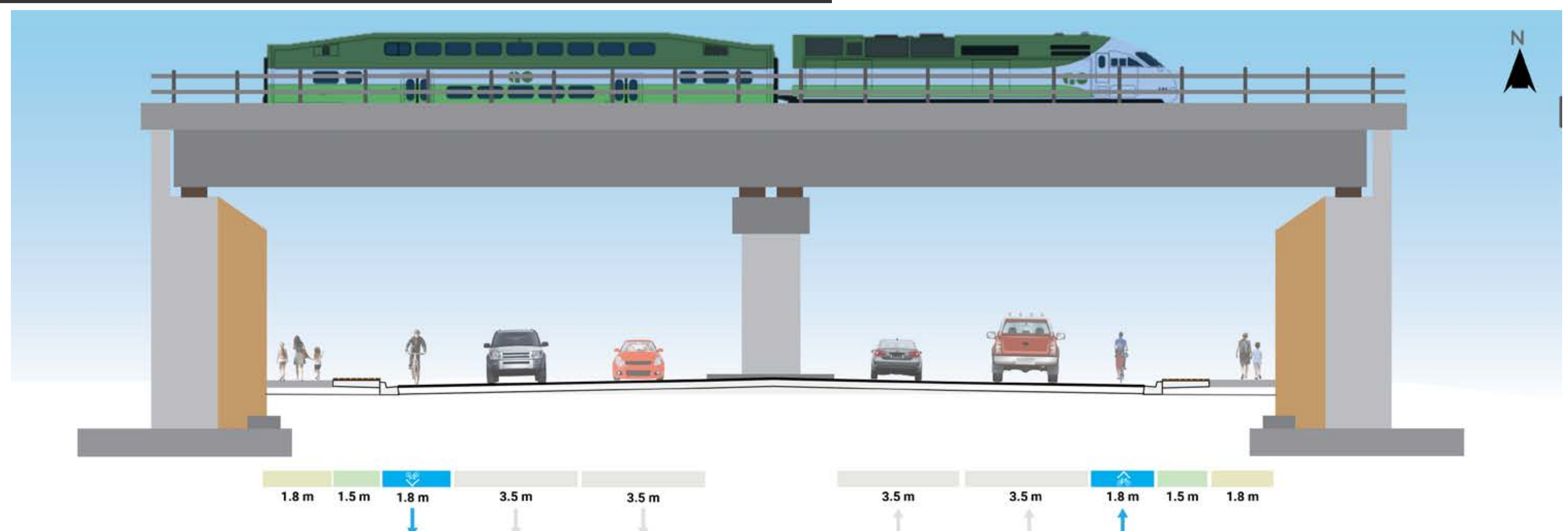
Two grade separation options were considered, an underpass and an overpass. Based on the space constraints and property impacts, an underpass is the only viable type of grade separation. This would allow for free flow of traffic so that there are no queues at the crossing when a train is passing. The community will be consulted at the point in time that the grade separation is deemed necessary, and property impacts will be mitigated through discussion with affected property owners.

Key Improvements:

- Possible implementation of an underpass for motorists, pedestrians and cyclists.
- Separation and protection from vehicle traffic for pedestrians and cyclists (to be further refined through detailed design with community engagement).
- Retaining walls to support the underpass, and access roads for properties adjacent to the CN Railway to access Casablanca Boulevard further south of the crossing.



CONCEPTUAL LAYOUT OF THE CN RAILWAY GRADE SEPARATION (UNDERPASS) IN THE LONG TERM





INFO STATION

The Way Forward:

Livingston Avenue to Main
Street West



MOVING TRANSIT FORWARD

CONCEPTUAL RENDERING OF CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST, LOOKING NORTH

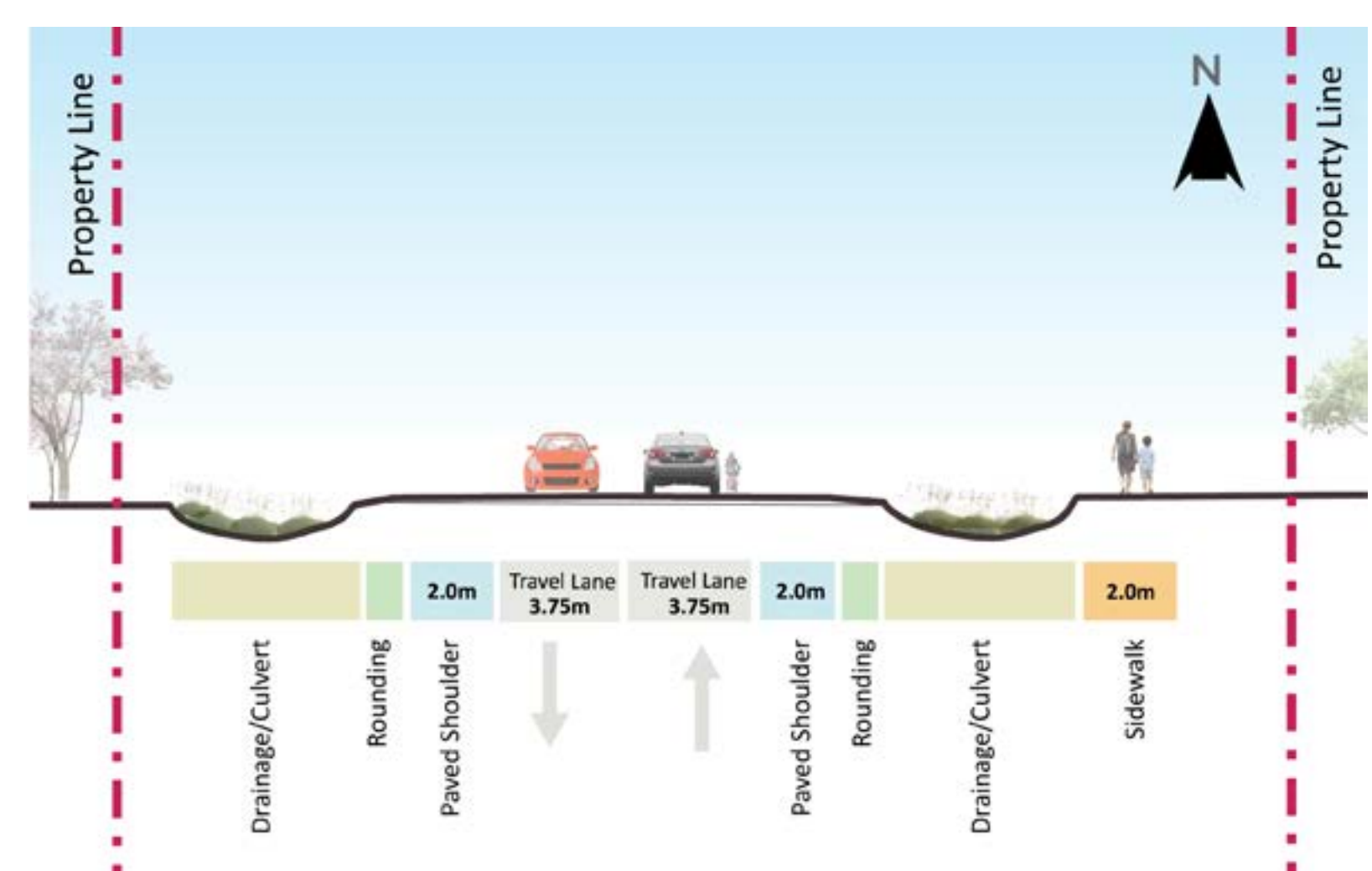


CASABLANCA BOULEVARD

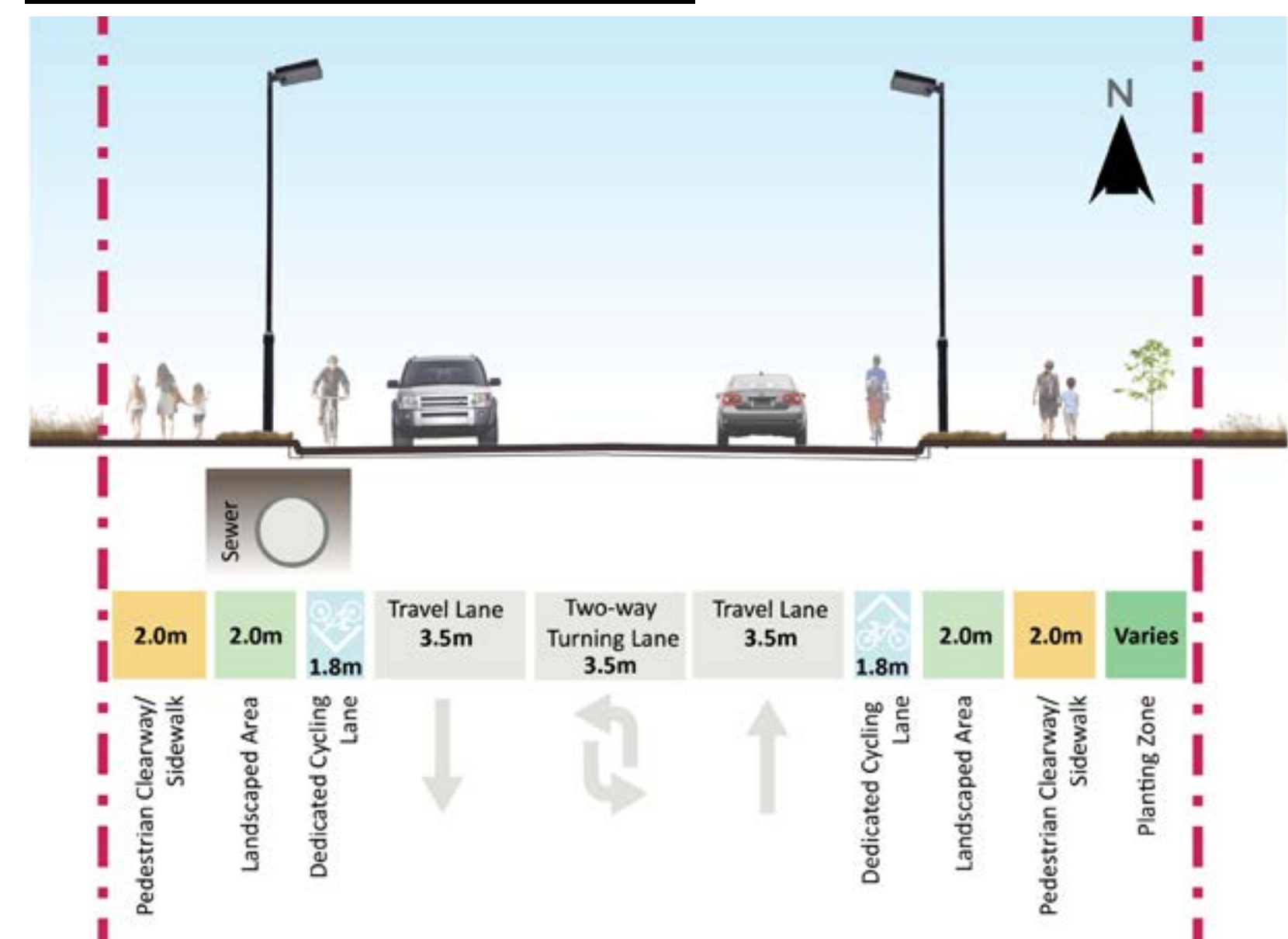
BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST

Key Improvements:

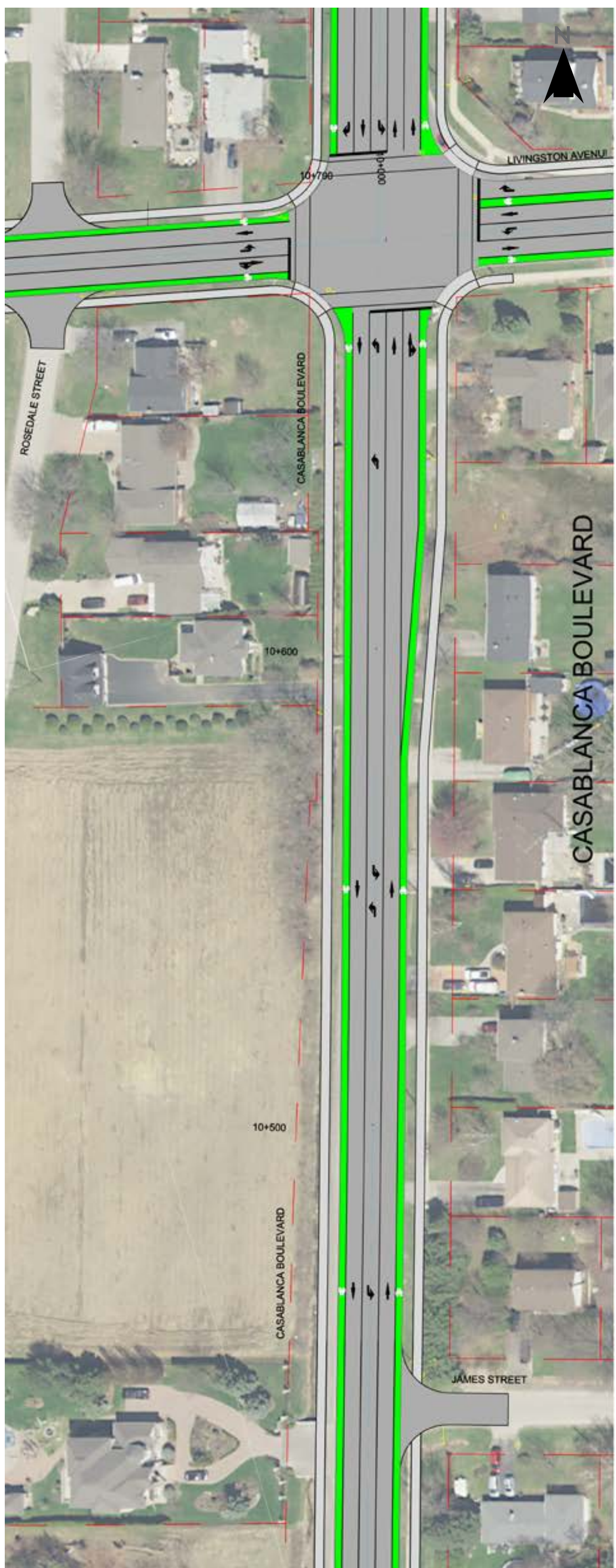
- Addition of a centre turning lane to facilitate property access on the east side of Casablanca Boulevard
- Dedicated cycling lanes and sidewalks on both sides of the street
- Urbanization of the road corridor, adding a buried storm sewer to replace existing open ditches and consolidate utility poles
- Landscaping to promote the public realm and improve the experience of the road corridor.



EXISTING CASABLANCA BOULEVARD CROSS-SECTION



PROPOSED CASABLANCA BOULEVARD CROSS-SECTION BETWEEN SOUTH SERVICE ROAD AND LIVINGSTON AVE.



The intersection of Casablanca Boulevard and Main Street West is proposed to be signalized. A roundabout was considered for this location but was not carried forward due to the property impacts that would result.



INFO STATION

**Presenting the Preferred
Alternative**
















An online survey was conducted from October to December to collect feedback on the Preliminary Design. This board summarizes the feedback received and identifies the issues to be carried forward to be addressed through the Detailed Desgin process to follow in spring 2019.

MOVING TRANSIT FORWARD

Survey Respondent Support: Ranking

Limited	Less than 69%
Good	70% to 85%
Very Good	85% to 100%





PRELIMINARY DESIGN FEEDBACK

ROAD SEGMENT	SURVEY RESPONDENT SUPPORT			ISSUES TO BE ADDRESSED IN DETAILED DESIGN
QEW Interchange Signalized Ramps and added Lanes with Cycling Lanes and Sidewalks	 GOOD	 GOOD	 GOOD	<ul style="list-style-type: none"> • Signage to improve pedestrian and cyclist safety • Separation between cyclists and pedestrians within the multi-use path
CN Rail Crossing Maintain At-Grade Crossing for Medium Term, Underpass for Long Term	 GOOD	 LIMITED	 GOOD	<ul style="list-style-type: none"> • Signage and awareness program to improve pedestrian and cyclist safety • Alignment of signals with intersections to reduce risk and manage queue wait-times
Casablanca Boulevard - South Service Road to Livingston Ave. 4 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	 VERY GOOD	 GOOD	 VERY GOOD	<ul style="list-style-type: none"> • Landscaping design and tree planting plan • Signage and lighting • Utilities consolidation to reduce number of poles • Separation between cyclists and vehicles
Casablanca Boulevard - Livingston Ave. to Main Street West 2 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	 VERY GOOD	 GOOD	 GOOD	<ul style="list-style-type: none"> • Landscaping design and tree planting plan • Signage and lighting • Utilities consolidation to reduce number of poles • Separation between cyclists and vehicles
Livingston Ave./GO Access 2 Travel Lanes and a Centre Turning Lane with Cycling Lanes and Sidewalks on each side	 VERY GOOD	 GOOD	 VERY GOOD	<ul style="list-style-type: none"> • Landscaping design and tree planting plan • Signage to direct motorists for parking and control parking on local streets • Timing of this segment to conincide with need for GO Station/Transit Terminal access

MOVING TRANSIT FORWARD

PROJECT IMPACTS AND MITIGATION MEASURES





CONSTRUCTION IMPACTS

CRITERIA	IMPACTS IDENTIFIED	MITIGATION MEASURES PROPOSED
<div></div> <div>TRANSPORTATION</div>	<p>Traffic delays.</p> <p>Obstruction to entrances/driveways.</p> <p>Delay to school buses and disturbance of students.</p> <p>Delayed response time of emergency access vehicles.</p>	<p>Construction phasing plan/detour plan.</p> <p>Inform property owners, provide alternative parking, construct alternative driveway entrances.</p> <p>Inform school about construction phasing in advance, and avoid using heavy machinery during pick up and drop off periods.</p> <p>Consult with emergency service providers and inform them of construction phasing.</p>
<div></div> <div>ENGINEERING</div>	<p>Short term service utility interruptions due to relocation.</p>	<p>Consult with utility companies to confirm relocations.</p>
<div></div> <div>SOCIO-ECONOMIC ENVIRONMENT</div>	<p>Acquisition of property for road construction.</p> <p>Air quality impacts from construction equipment and soil disturbance.</p> <p>Noise disturbance to residents.</p>	<p>Mostly not required. If required, landowners compensated at fair market value for required property.</p> <p>Develop a dust control plan, use water and dust suppressants during construction, keep idling of construction equipment to a minimum, address and monitor air quality complaints.</p> <p>Develop a noise control plan, construction must conform to Municipal noise-by laws, keep idling on equipment to a minimum, address and monitor noise complaints.</p>
<div></div> <div>NATURAL HERITAGE FEATURES</div>	<p>Re-confirm no presence of/impacts to Species at Risk (SAR) due to removal or encroachment of habitat prior to commencing construction.</p> <p>Wildlife disturbance due to noise, dust and habitat encroachment.</p> <p>Impacts to surface water quality due to sedimentation and introduce of deleterious substances to water bodies.</p>	<p>Re-confirm no presence of/impacts to Species at Risk (SAR), if needed develop mitigation plans, and avoid sensitive time periods for species.</p> <p>Conduct wildlife sweeps prior commencement of construction and isolate wildlife habitat. Develop a dust control plan.</p> <p>Develop an Erosion and Sediment Control Plan (ESCP), include measures for managing water flows into and out of the site, manage fuel, excess materials, and debris appropriately.</p>

MOVING TRANSIT FORWARD

PROJECT IMPACTS AND MITIGATION MEASURES

LONG TERM IMPACTS

CRITERIA	IMPACTS IDENTIFIED	MITIGATION MEASURES PROPOSED
<div></div> <div>CULTURAL ENVIRONMENT</div>	<p>Impact to undisturbed land with archeological potential.</p> <p>Impact on known built heritage resources.</p>	<p>Conduct Stage 2 archaeological investigations on planning extension to Livingston Ave.</p> <p>No cultural heritage features in close proximity to project site, no specific mitigation required.</p>
<div></div> <div>ENGINEERING</div>	<p>Drainage infrastructure improvements (rural ditch to urban drainage system).</p> <p>Increased storm water run-off due to increased impervious area.</p>	<p>Finalise drainage system design.</p> <p>Upgraded draining infrastructure.</p>
<div></div> <div>SOCIO-ECONOMIC ENVIRONMENT</div>	<p>Change in noise levels during operations.</p> <p>Limited loss of agricultural land due to extending Livingston Avenue.</p>	<p>Noise level change would be less than 5dB (the regulatory limit level), therefore no long term noise mitigation is proposed.</p> <p>Area of impact is intended for a transit facility; the right-of-way is owned by the Region. No mitigation measures are proposed.</p>
<div></div> <div>NATURAL HERITAGE FEATURES</div>	<p>Loss of terrestrial vegetation and wildlife habitat, particularly due to ditch removal, vegetation along South Service Road, and tree removal.</p> <p>Impact on fish and fish habitat.</p>	<p>Develop tree compensation and re-planting plan, establish Tree Protection Zones, and avoid vegetation clearing during bird nesting periods.</p> <p>No significant impacts anticipated, no mitigation measure.</p>



INFO STATION

Next Steps



MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS EA

NEXT STEPS

- Integration of feedback received through this public consultation
- Refinement of the Preferred Design concept and documentation of considerations for detailed design to be carried forward in winter 2019
- Filing of the Environmental Study Report for 30-day public review in February 2019.

How you can get involved



Ask questions & provide input today by talking with the team or filing in a comment form (return by January 30, 2019)



Sign up for our contact list



Visit niagararegion.ca



Attend the next event (spring 2019)

LIVINGSTON AVENUE EXTENSION EA

PROJECT UPDATE

The Livingston Avenue Extension EA is at the stage of completing an evaluation of Alternative Solutions. The results of the evaluation as well as the results of the background studies completed during summer and fall 2018 will be presented at a Public Information Centre in mid-winter 2019.

The background studies completed include:

- Transportation Network and Operations Assessment
- Cultural Heritage Assessment
- Stage 1 Archaeological Assessment
- Natural Heritage Assessment and Field Surveys
- Socio-Economic Inventory

Following the PIC, the preferred Alternative Solution will be carried forward for further investigation and development into Alternative Designs, which will be brought forward for discussion with the community, stakeholders, agencies, Indigenous communities, and Agencies.

FOR ANY QUESTIONS OR COMMENTS, PLEASE CONTACT:

CAROLYN RYALL
DIRECTOR, TRANSPORTATION SERVICES
NIAGARA REGION

1815 SIR ISAAC BROCK WAY (FORMERLY 2201 ST. DAVID'S RD.)
P.O. BOX 1042, THOROLD, ON L2V 4T7
T: 905-980-6000 EXT 3620
E: CAROLYN.RYALL@NIAGARAREGION.CA

CASABLANCA BOULEVARD & GO STATION ACCESS

CLASS ENVIRONMENTAL ASSESSMENT & DETAILED
DESIGN

PUBLIC INFORMATION CENTRE #2

Wednesday January 16th, 2019

5:30PM – 8:30PM

MOVING
TRANSIT
FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

PRESENTATION OVERVIEW

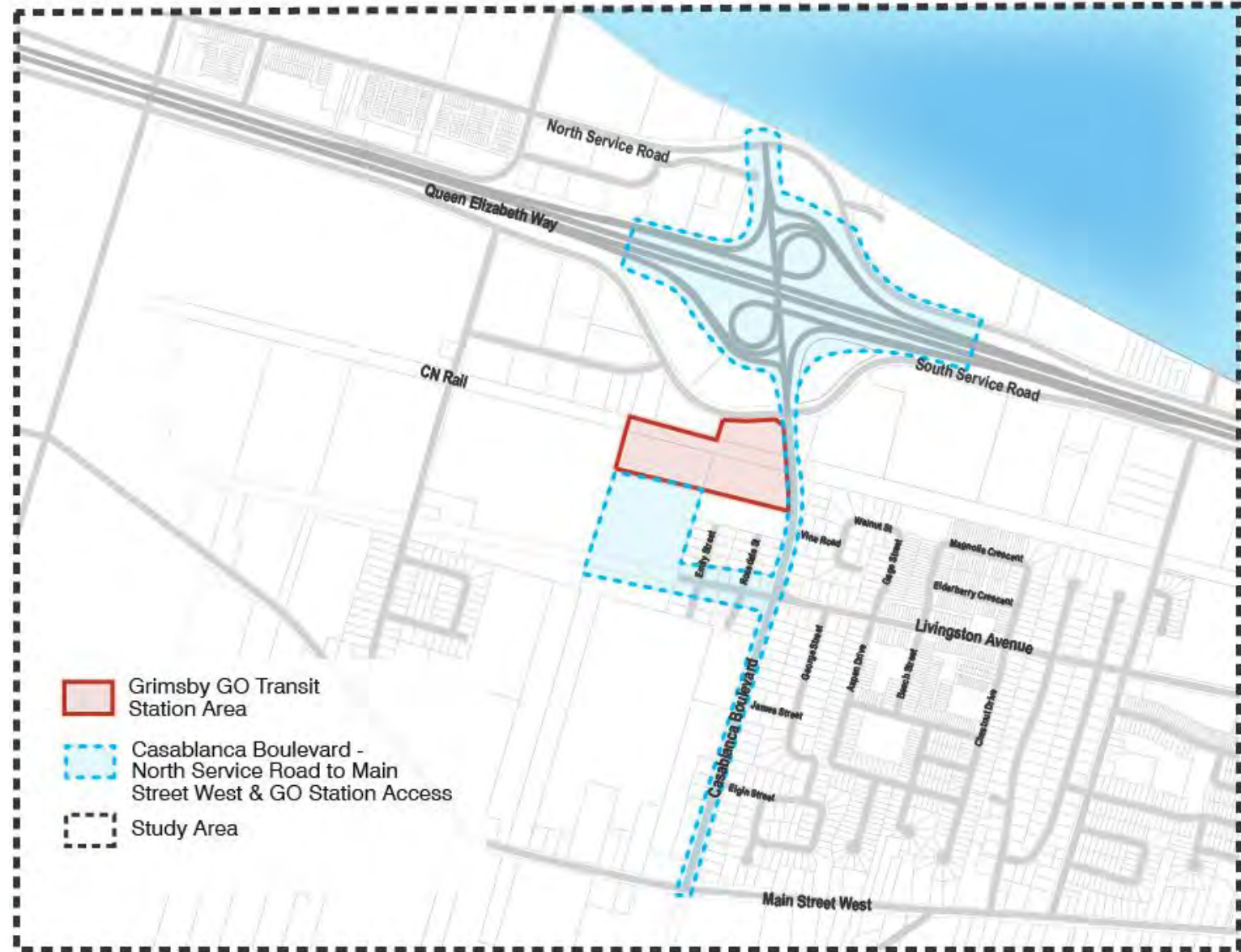
1. Casablanca EA Project Background
2. Traffic Assessment
3. Preferred Alternatives
 - QEW Interchange
 - North Service Road and South Service Road
 - CN Rail Crossing Treatment
 - Casablanca Boulevard
 - Livingston Avenue west of Emily Street
4. Next Steps and Upcoming Work
5. Question & Answer Session

CASABLANCA BOULEVARD & GO STATION ACCESS

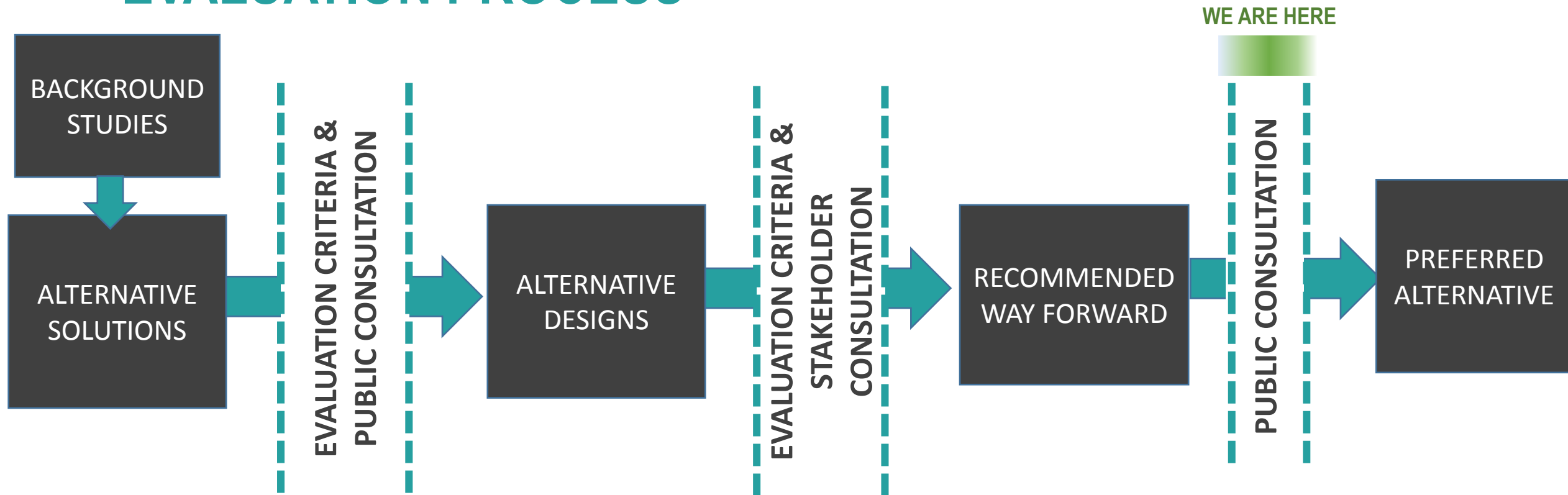
CASABLANCA EA PROJECT BACKGROUND

PROJECT OBJECTIVES

- Address traffic operations, access and capacity issues to 2041.
- Support the planned GO Rail station, improve the transportation network to better serve the surrounding area, and support area growth to 2041.
- Provide safe pedestrian and cycling facilities.



EVALUATION PROCESS



WHAT WE HEARD

Communication Channels

- 2 Public Information Centres
- Workshop with Property Owners
- 2 Online Surveys
- Meetings with Provincial and Local Agencies
- Website and Email

Key Issues



Traffic speeds



Noise



Road Configuration



Delays



GO Transit Station



Traffic Signals



Active Transportation



Traffic Volumes



Safety



Driveway Access



Wayfinding



Vegetation & Drainage

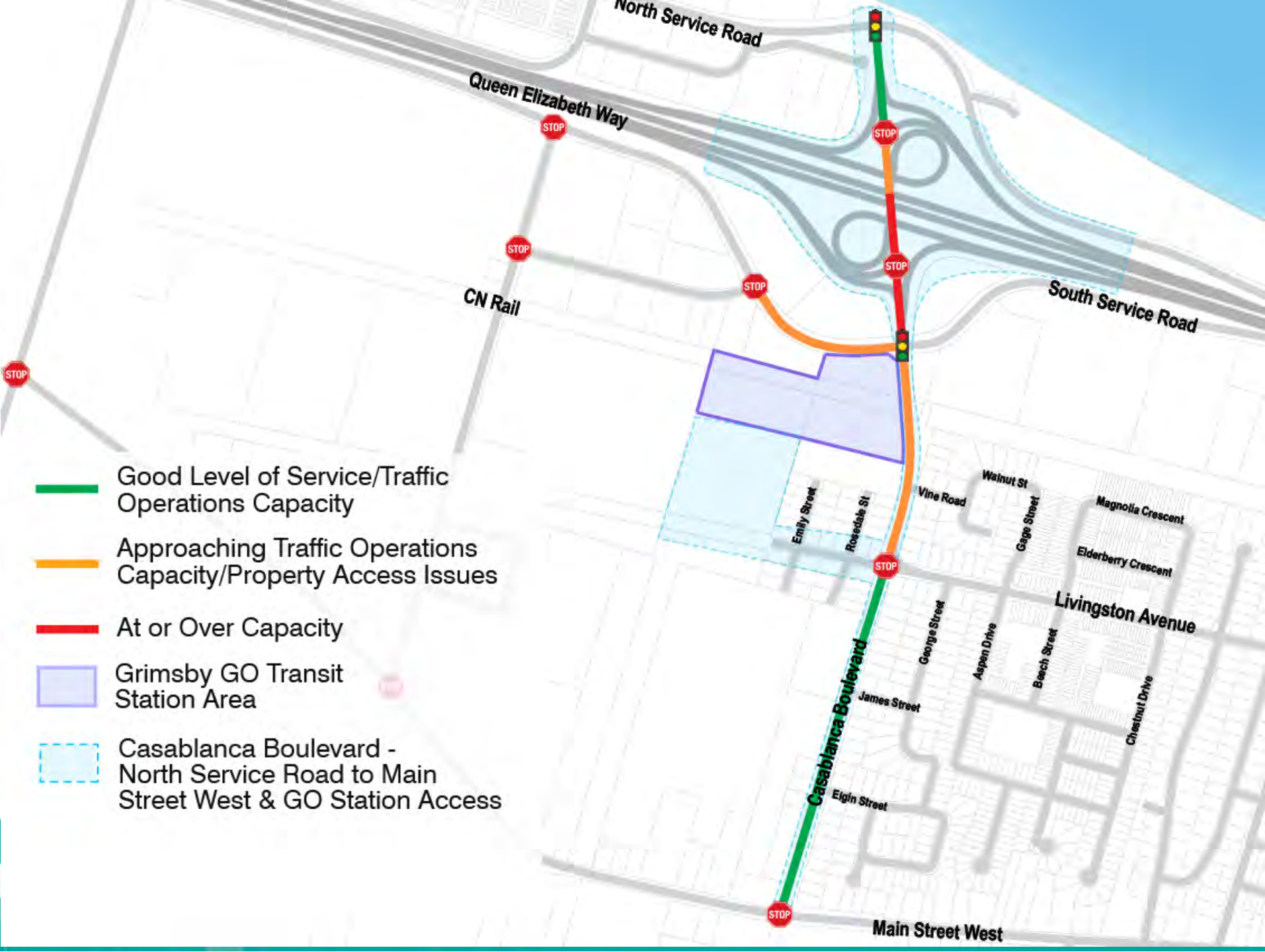


Parking

CASABLANCA BOULEVARD & GO STATION ACCESS

TRAFFIC ASSESSMENT

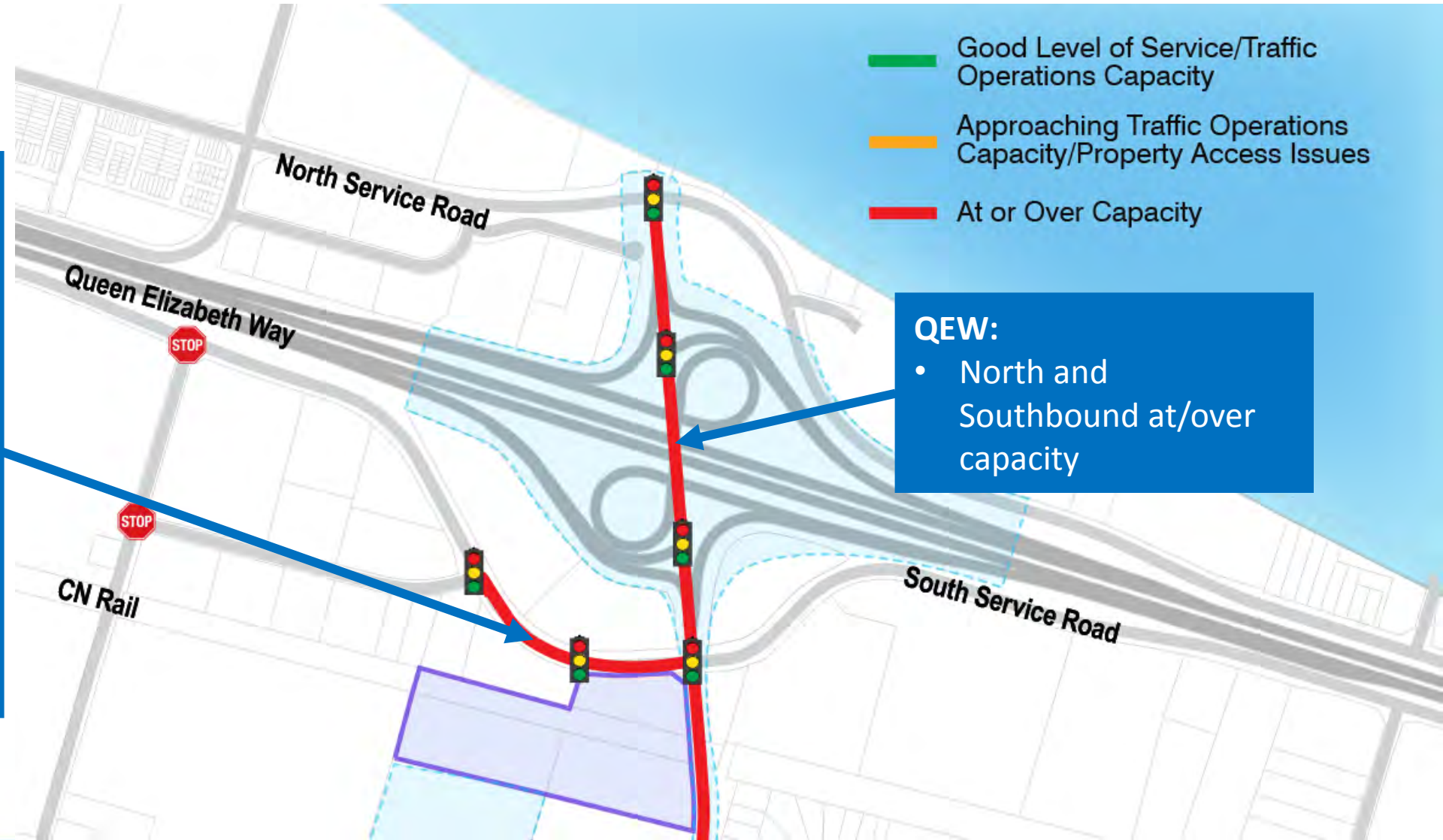
EXISTING CONDITIONS



2041 CONDITIONS: QEW AND SOUTH SERVICE ROAD

South Service Road:

- Slow-downs impacting the QEW Interchange operations
- GO Transit Station access area experiencing queues and delays
- Poor operation at Intersection of South Service Road and Casablanca Boulevard



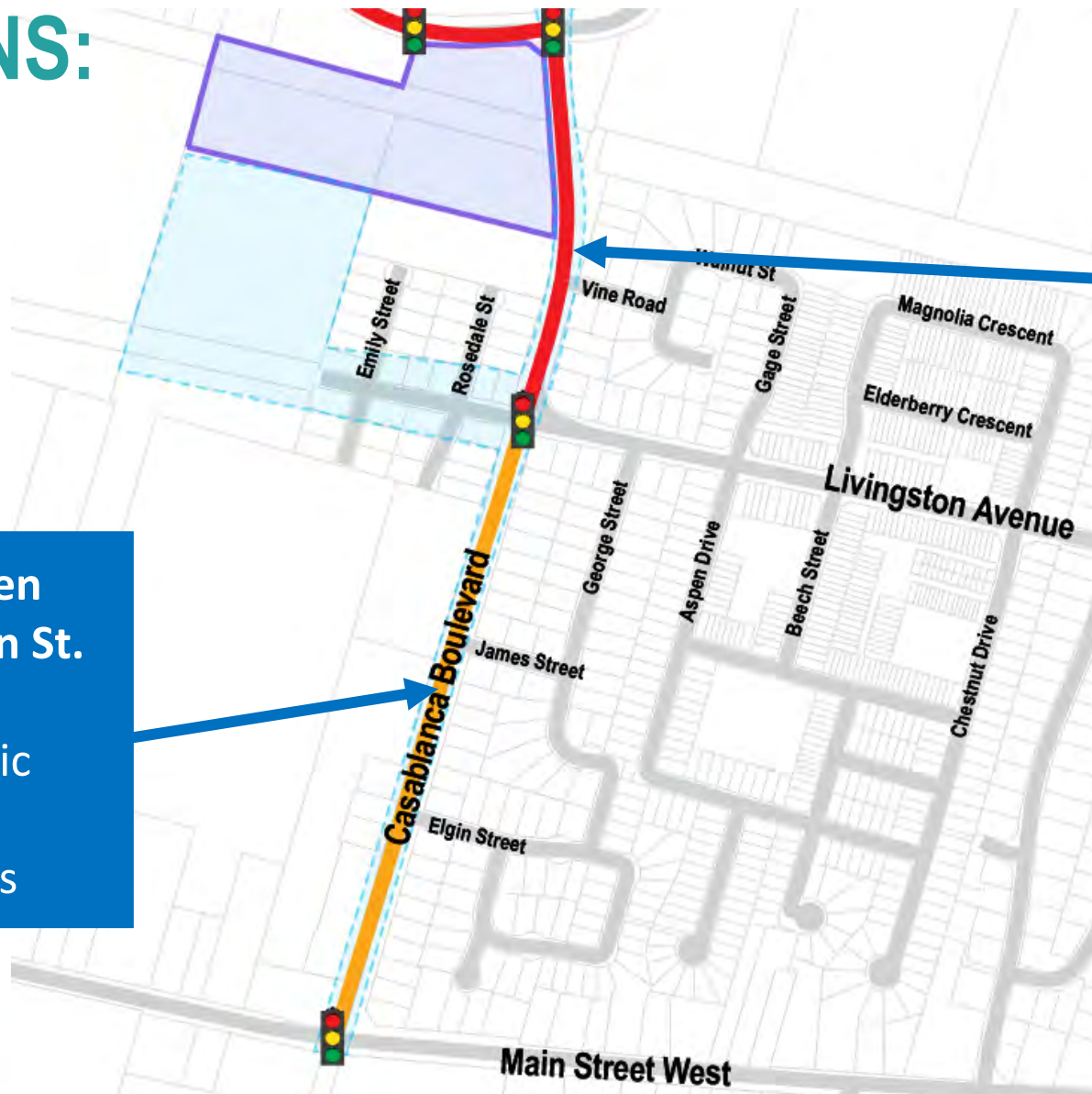
2041 CONDITIONS: CASABLANCA BOULEVARD

Casablanca Blvd. Between Livingston Ave. and Main St. West:

- Slow-downs and traffic delays
- Driveway access issues

Casablanca Blvd. Between South Service Road and Livingston Ave.:

- Queueing at CN Rail Crossing
- Queueing at Intersection with South Service Road
- Driveway access issues



CASABLANCA BOULEVARD & GO STATION ACCESS

PREFERRED ALTERNATIVES

CASABLANCA BOULEVARD & GO STATION ACCESS

QEW INTERCHANGE

QEW INTERCHANGE

Alternative Designs Considered

- ✓ **Ramp Signalization & Active Transportation Improvements – Multi-Use Path**
 - Diamond Interchange
 - Diverging Diamond Interchange

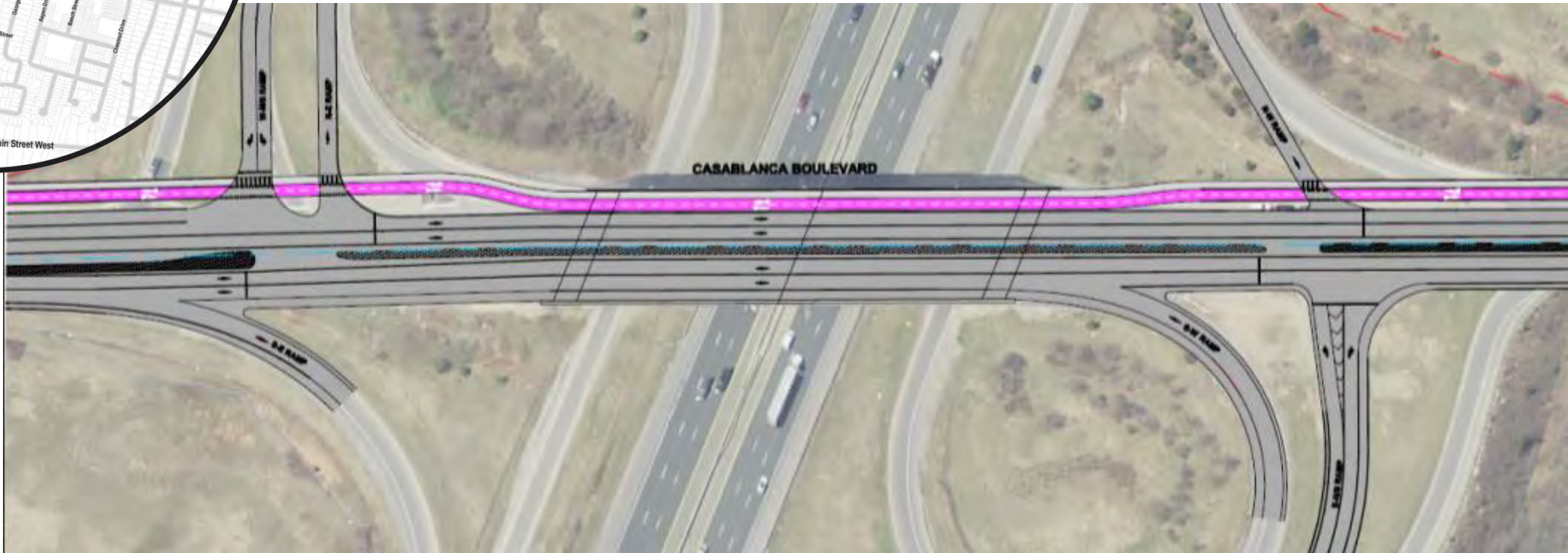
Feedback on Preliminary Design - Survey #2

Segment	Support from Survey Respondents			Concerns/Comments to be Addressed through Detailed Design
Ramp Signalization with Active Transportation	 Good	 Good	 Good	<ul style="list-style-type: none">• Safety for pedestrians• More traffic lanes• Sharing the road
Diverging Diamond Interchange	 Limited	 Limited	 Limited	<ul style="list-style-type: none">• Safety for cyclists and pedestrians• Design seems confusing for drivers



RECOMMENDED DESIGN

RAMP SIGNALIZATION WITH ACTIVE TRANSPORTATION IMPROVEMENTS – MULTI-USE PATH ALONG THE WEST SIDE



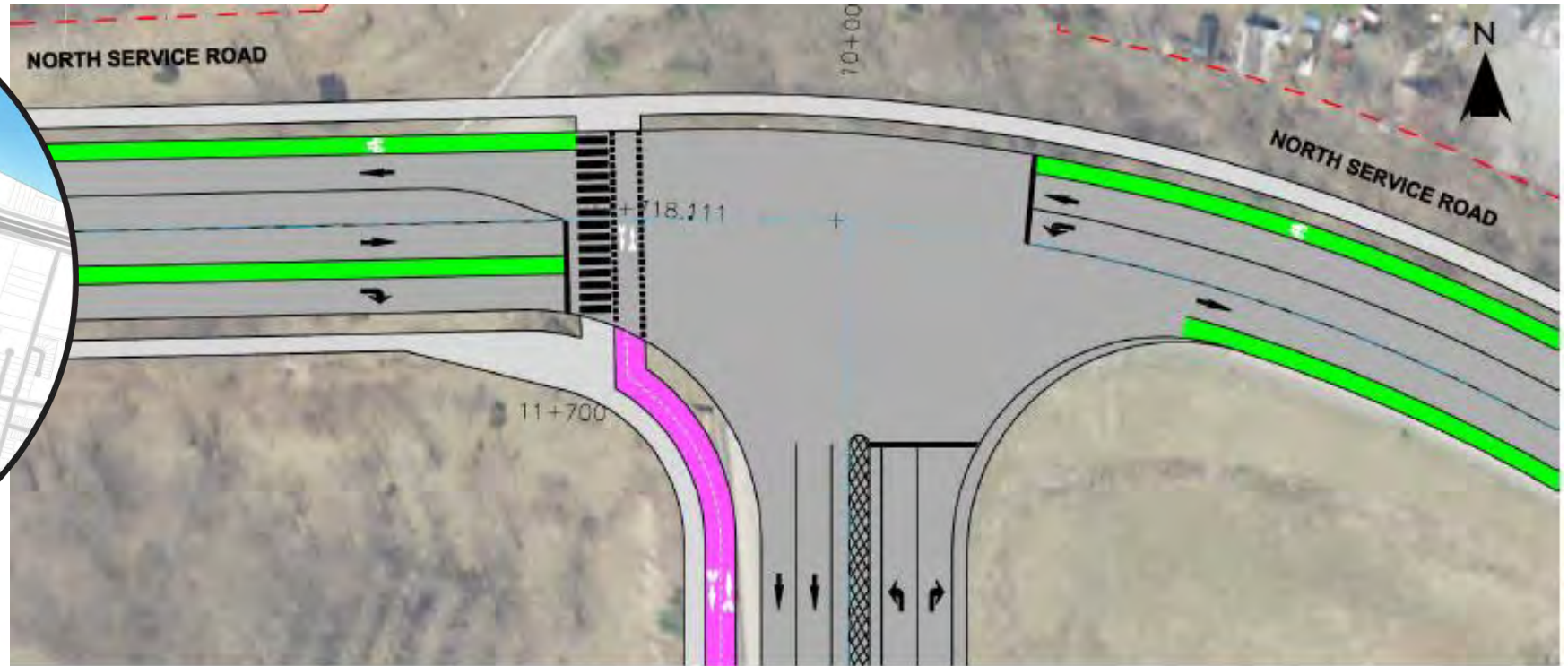
CASABLANCA BOULEVARD & GO STATION ACCESS

NORTH SERVICE ROAD AND SOUTH SERVICE ROAD

CASABLANCA BLVD. / NORTH SERVICE ROAD INTERSECTION

Alternative Designs Considered

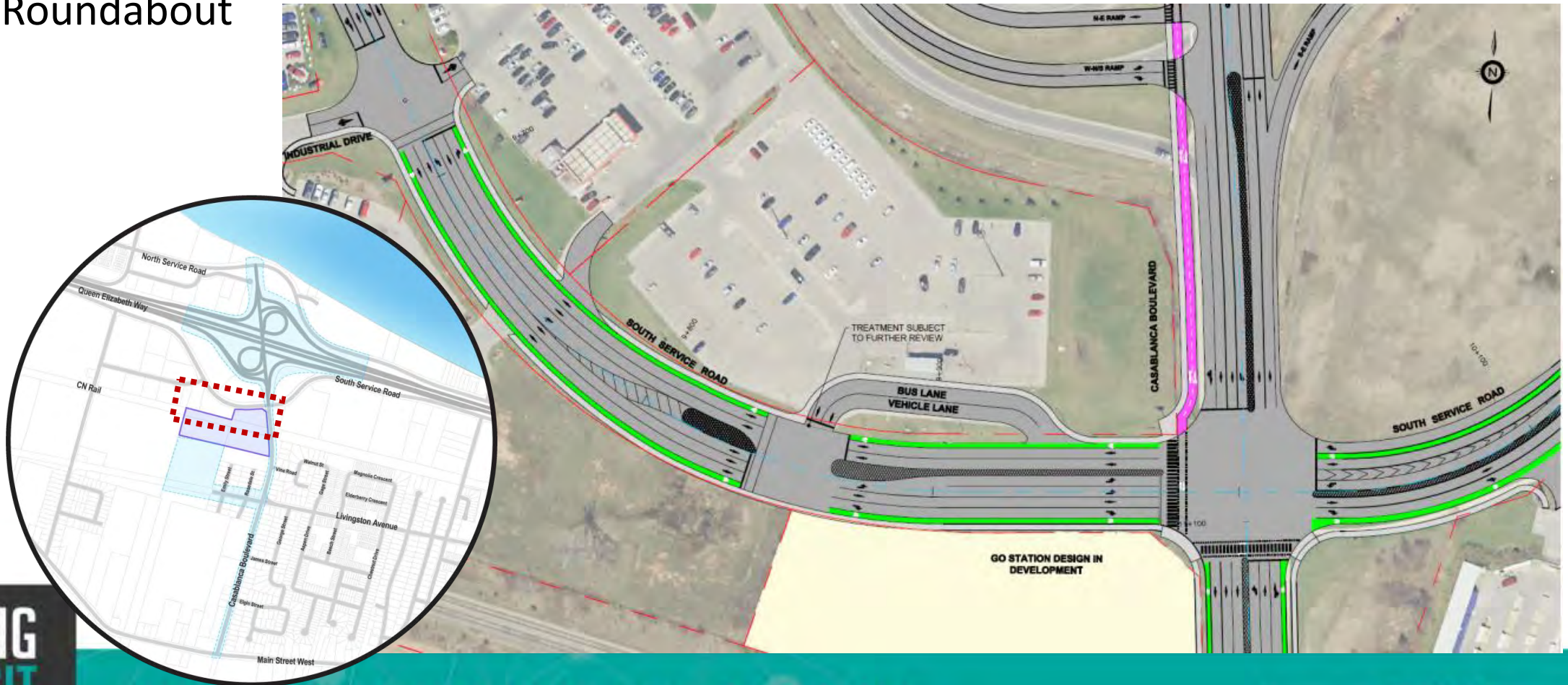
- ✓ **Signalized Intersection**
- Traffic Roundabout



SOUTH SERVICE ROAD – DESIGN AND TRAFFIC SIGNALS

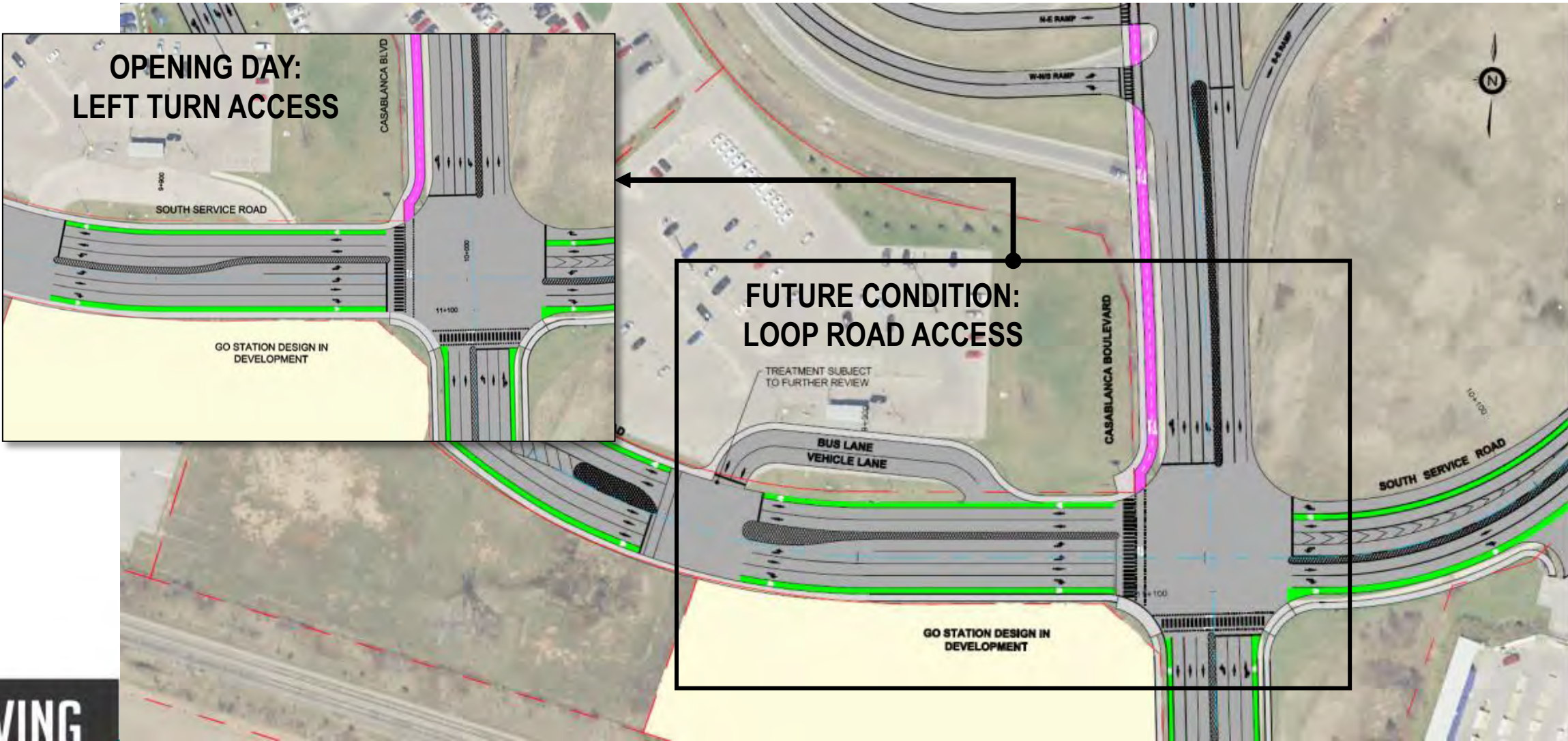
Alternative Designs Considered: Intersection at Casablanca Boulevard

- ✓ **Signalized Intersection**
- Traffic Roundabout



SOUTH SERVICE ROAD ACCESS

Alternative Designs Considered



CASABLANCA BOULEVARD & GO STATION ACCESS

CN RAIL CROSSING TREATMENT

CN RAIL CROSSING TREATMENT **Alternative Designs Considered**

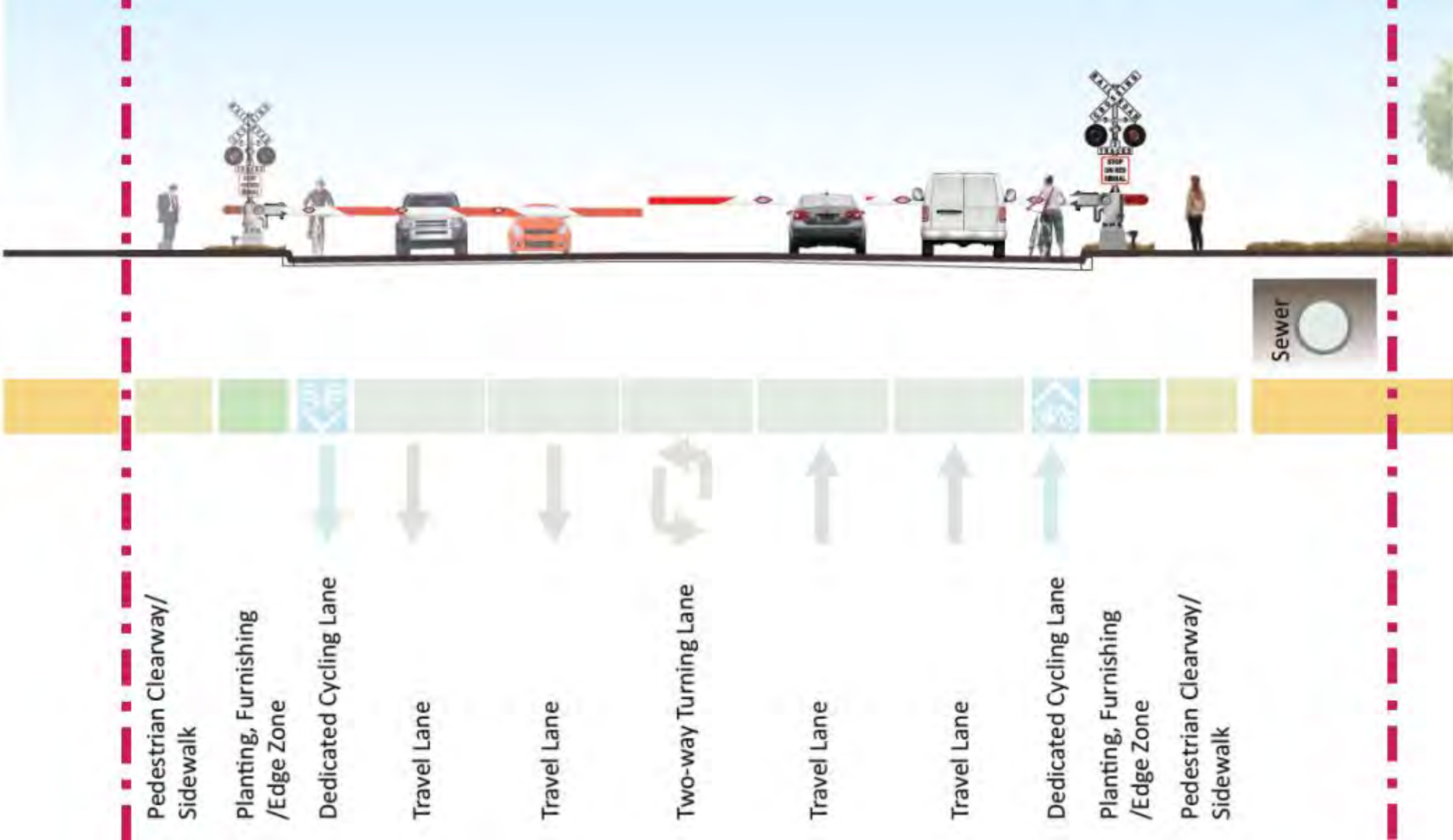
- ✓ Improved At-Grade Crossing (2021)
- ✓ *Improved At-Grade Crossing with 3rd SB lane (2031)*
 - Grade Separation: Underpass
 - Grade Separation: Overpass

Note: Consultation with Rail corridor owner CN Rail will be required during the Detailed Design process

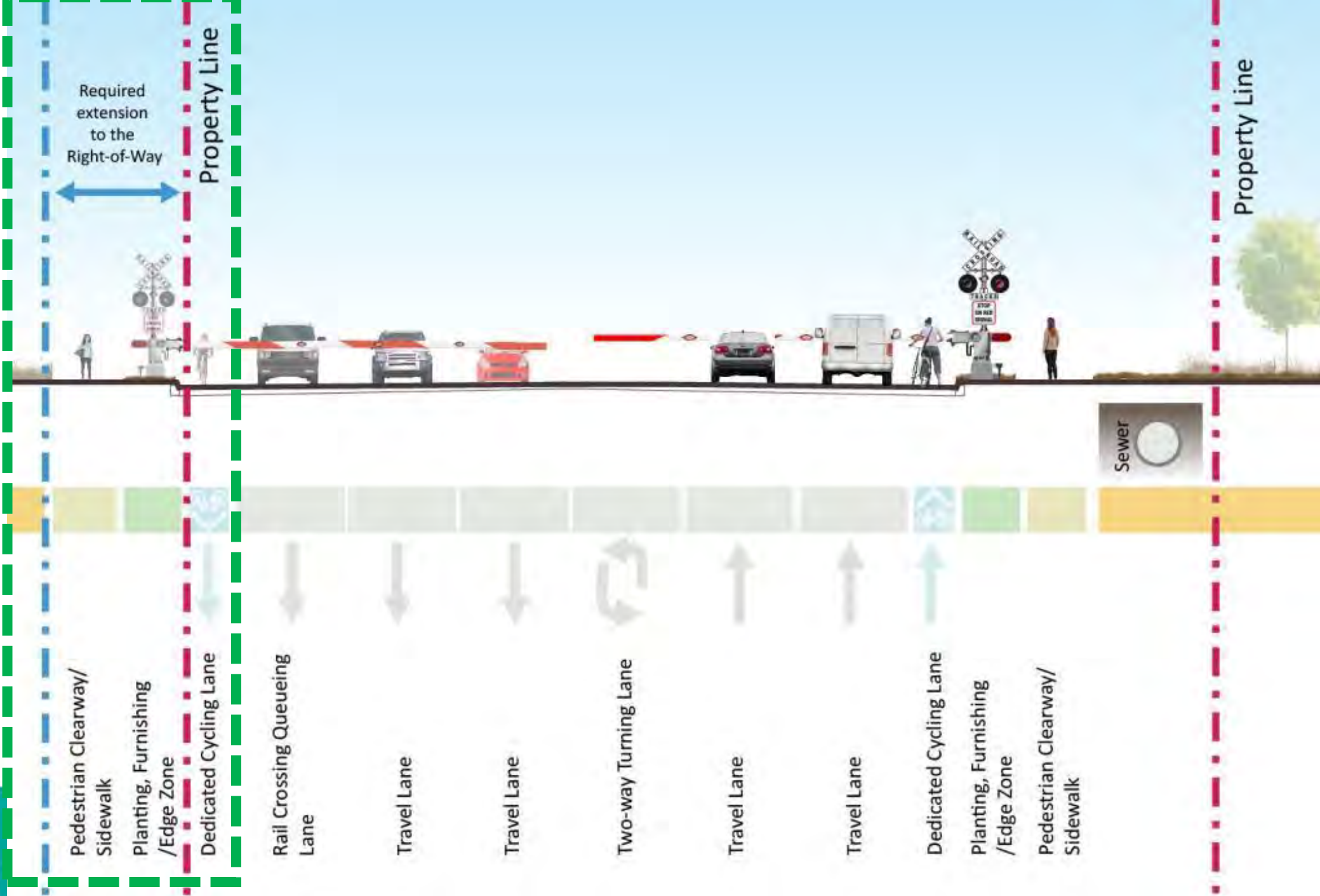
Feedback on Preliminary Design - Survey #2

Segment	Support from Survey Respondents			Concerns/Comments to be Addressed through Detailed Design
Maintain At-Grade Crossing (Medium Term)	 Good	 Limited	 Good	<ul style="list-style-type: none">• Underpass supported• Number of lanes at crossing
Protect and Plan for Grade Separation (Long Term)	 V. Good	 Good	 V. Good	<ul style="list-style-type: none">• Number of lanes• Speeding• Noise impacts

2021
OPENING
DAY
AT-GRADE
TREATMENT



2031 INTERIM AT-GRADE TREATMENT






CASABLANCA BOULEVARD & GO STATION ACCESS

CASABLANCA BOULEVARD

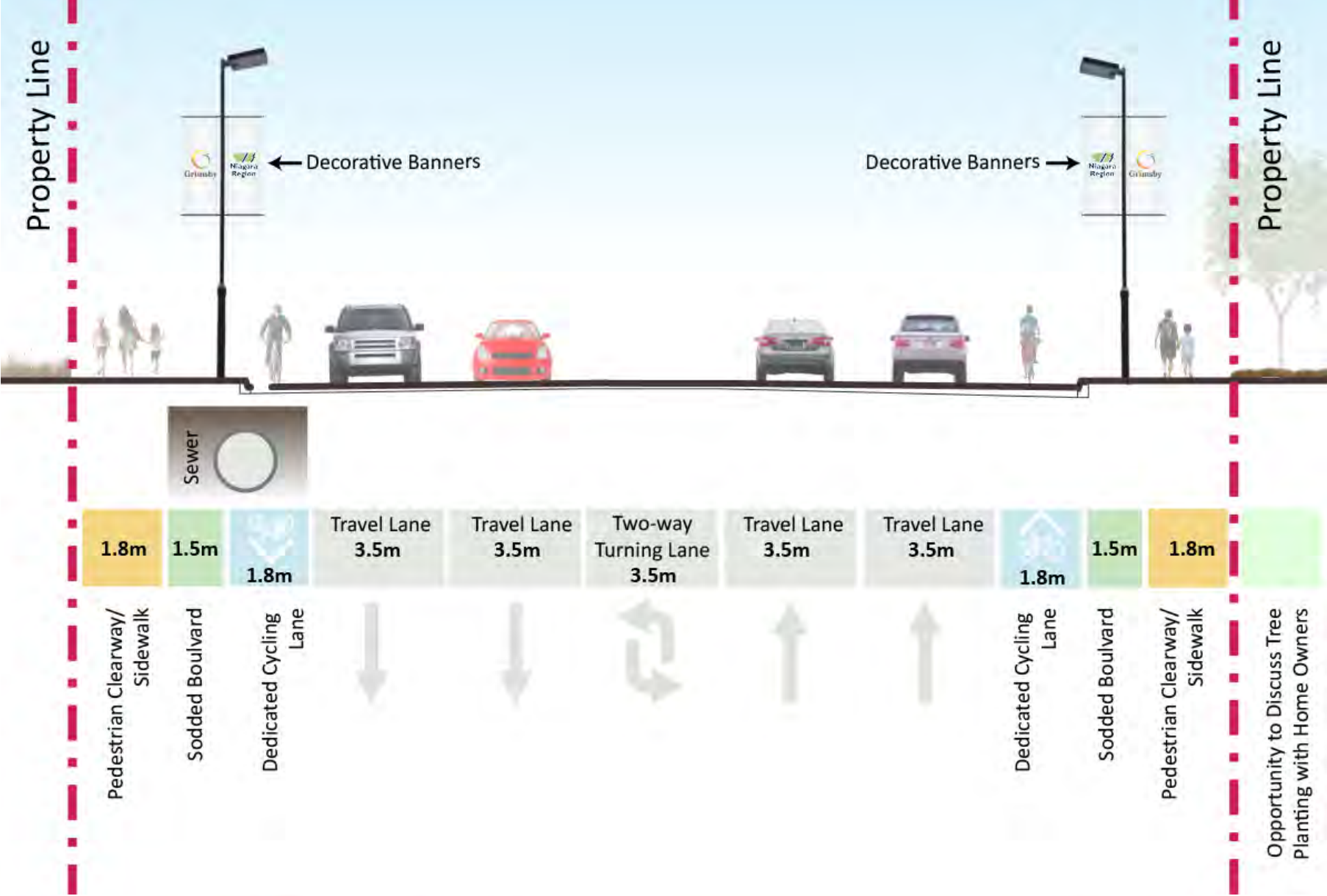
CASABLANCA BLVD – BETWEEN SOUTH SERVICE RD AND LIVINGSTON AVE. Alternative Designs Considered

- ✓ **Widening: 5 Lanes Between South Service Road and Livingston Avenue**
- Rural Cross Section: Road Widening with Side Ditches

Feedback on Preliminary Design - Survey #2

Segment	Support from Survey Respondents			Concerns/Comments to be Addressed through Detailed Design
4 Travel Lanes + Centre Turning Lane, sidewalk and cycling lanes on each side of the street	 V. Good	 Good	 V. Good	<ul style="list-style-type: none">• Driveway access• Sidewalks• Cyclist safety• Speeding• Landscaping/tree planting

Casablanca Boulevard Between South Service Road and Livingston Avenue



CASABLANCA BLVD – BETWEEN LIVINGSTON AVE. AND MAIN STREET WEST

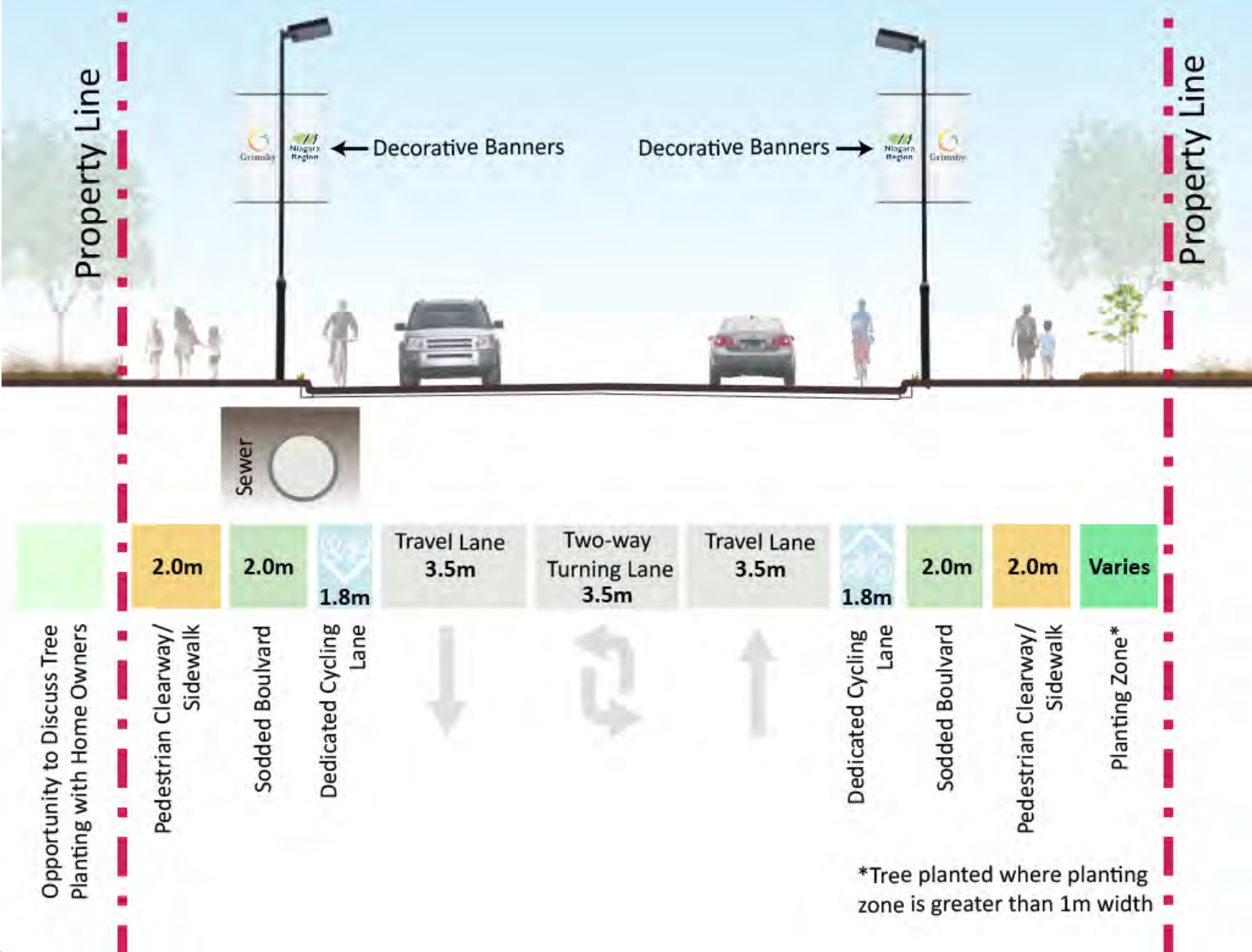
Alternative Designs Considered

- ✓ **Widening: 3 Lanes Between Livingston Avenue and Main Street West**
- Rural Cross Section: Road Widening with Side Ditches

Feedback on Preliminary Design - Survey #2

Segment	Support from Survey Respondents			Concerns/Comments to be Addressed through Detailed Design
2 Travel Lanes + Centre Turning Lane, sidewalk and cycling lanes on each side of the street	 V. Good	 Good	 Good	<ul style="list-style-type: none">• Driveway access• Sidewalks• Cyclist safety• Speeding• Landscaping/tree planting

Casablanca Boulevard Between Livingston Avenue and Main Street West

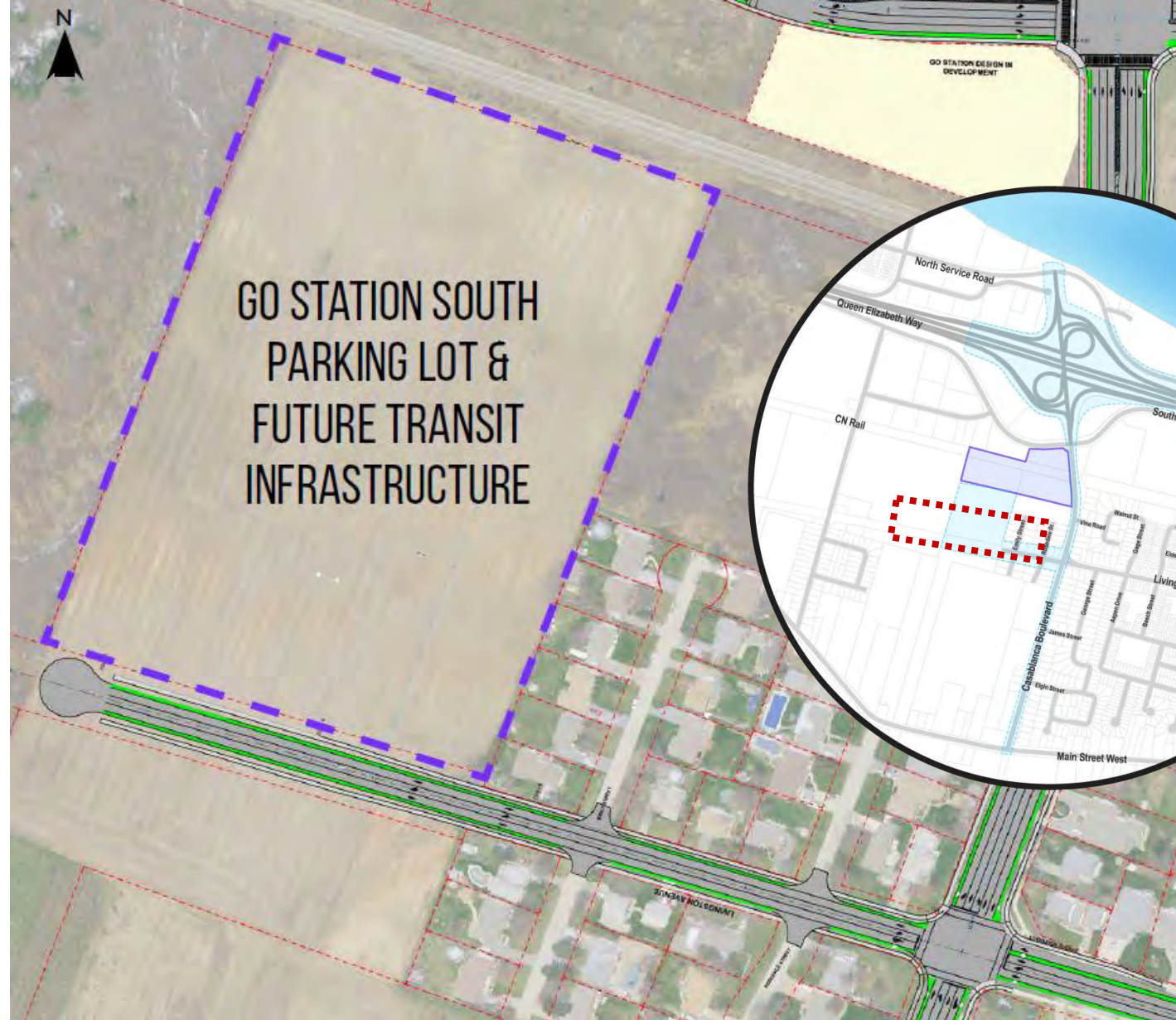


CASABLANCA BOULEVARD & GO STATION ACCESS

LIVINGSTON AVENUE WEST OF EMILY

BETWEEN CASABLANCA BOULEVARD AND EDGE OF REGION-OWNED LANDS

- Design of Future Site of Transit Infrastructure to be determined
- Road access needed to the Future Site of Transit Infrastructure and future potential south GO Transit Station Parking
- Two travel lanes with a centre turning lane, with sidewalks and cycling lanes on each side



LIVINGSTON AVE. WEST OF EMILY STREET

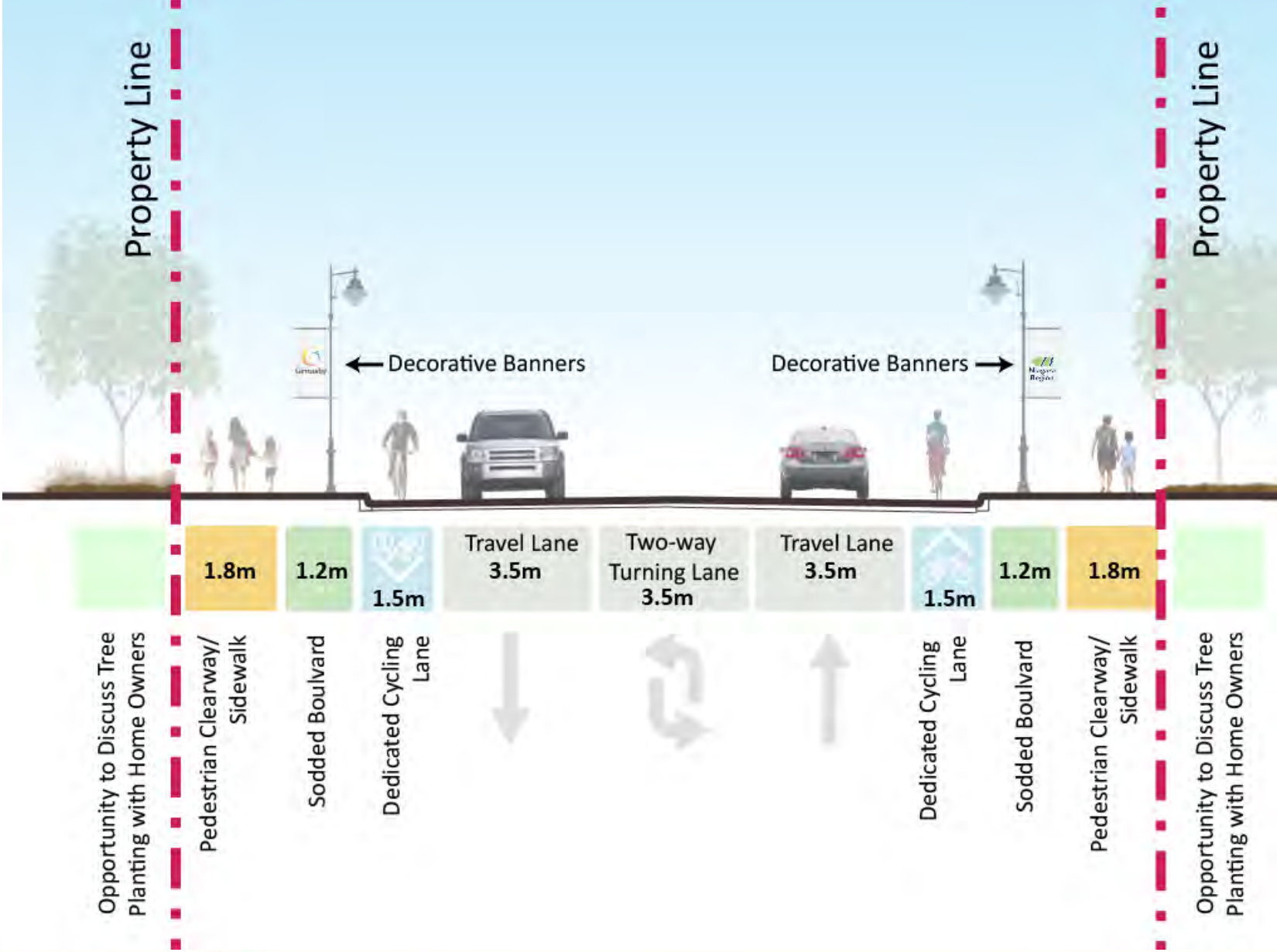
Alternative Designs Considered

- ✓ **Widening: 3 Lanes Between Casablanca Blvd. and Region-owned Lands**
 - Rural Cross Section: Road Widening with Side Ditches

Feedback on Preliminary Design - Survey #2

Segment	Support from Survey Respondents			Concerns/Comments to be Addressed through Detailed Design
2 Travel Lanes + Centre Turning Lane, sidewalk and cycling lanes on each side of the street	 V. Good	 Good	 V. Good	<ul style="list-style-type: none">• Driveway access• Sidewalks• Cyclist safety• Speeding• Landscaping/tree planting

Livingston Avenue –
From Casablanca
Boulevard to the
edge of the Region-
owned lands

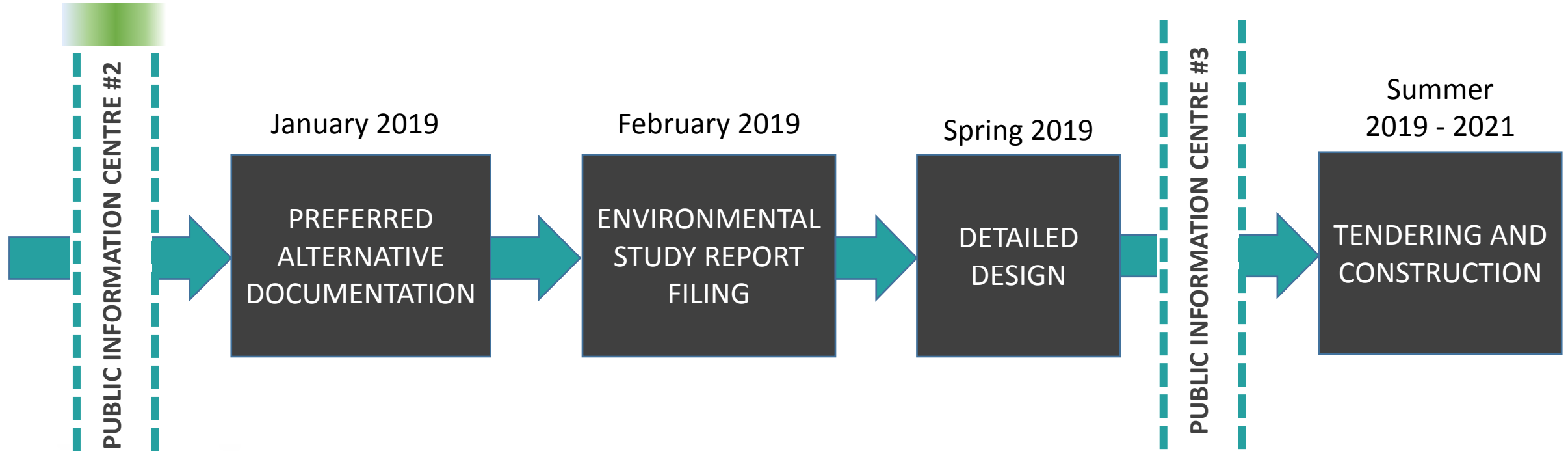


CASABLANCA BOULEVARD & GO STATION ACCESS

NEXT STEPS & UPCOMING WORK

NEXT STEPS

WE ARE HERE



CASABLANCA BOULEVARD & GO STATION ACCESS

THANK YOU



**MOVING
TRANSIT
FORWARD**

**PUBLIC INFORMATION CENTRE #2:
EVENT SUMMARY**

CASABLANCA BOULEVARD

North Service Road To Main Street And Go Station Access

WEDNESDAY JANUARY 16th, 5:30 PM TO 8:30 PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO

The second Public Information Centre for the **Casablanca Boulevard and GO Access Environmental Assessment (EA)** was held on Wednesday January 16th, 2019 at the Casablanca Winery Inn and Spa in Grimsby. The purpose of the event was to report back on the findings of the background studies completed for the Project, and present the Preferred Design for each segment of the Project along Casablanca Boulevard, South Service Road, and short segment of Livingston Avenue. **Figure 1** shows the Study Area for this EA.

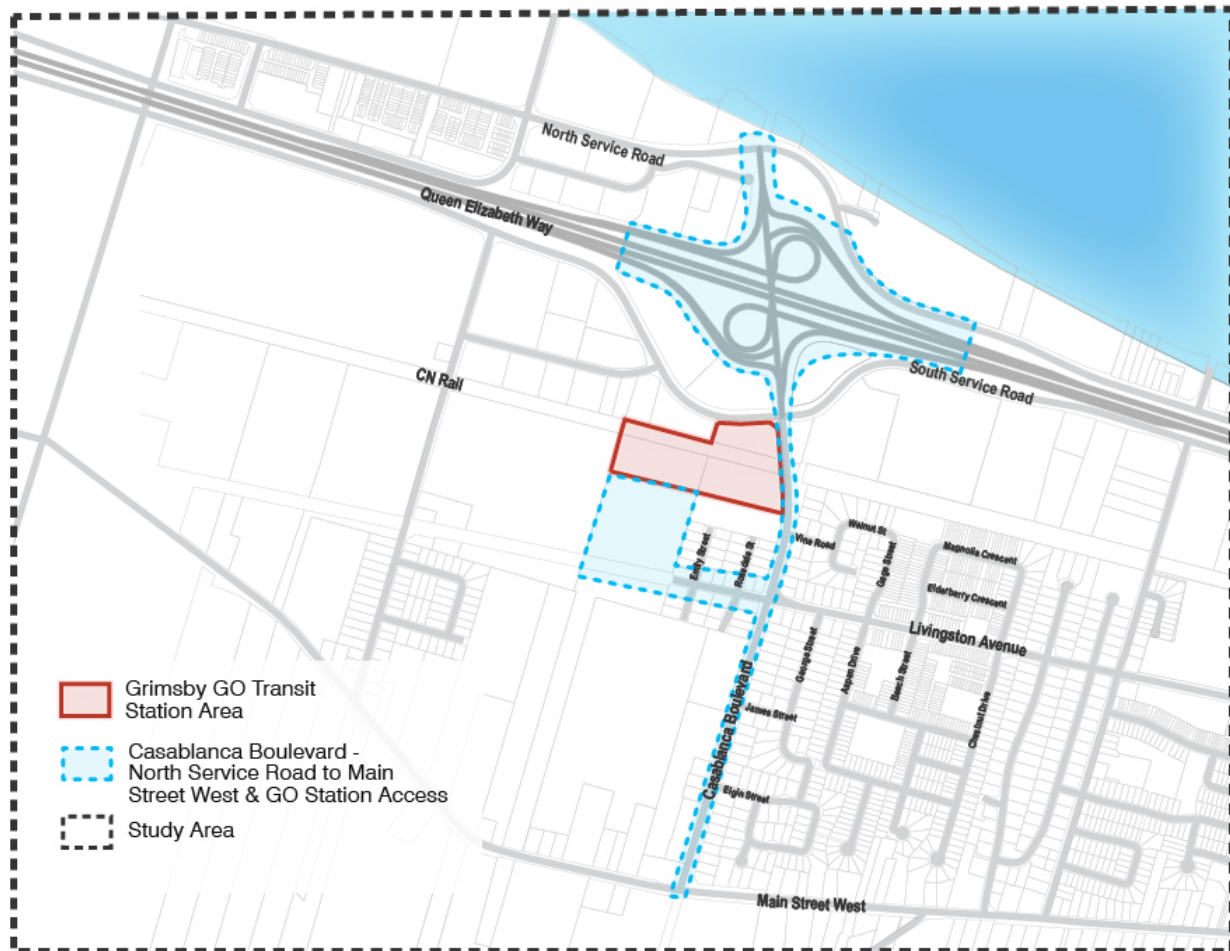


Figure 1 Study Area for the Casablanca Boulevard and GO Access EA

A total of 39 people signed in to the event, and 4 comment forms were received along with two comments submitted as separate handwritten notes. Approximately 50 people attended the event, in addition to representatives from the Region of Niagara, the Town of Grimsby, the

Consulting Team, and Metrolinx. A number of comments were also received via verbal feedback to members of the project team, and as part of the Question & Answer session that was held following the presentation from the Region's Director of Transportation Services, Carolyn Ryall, as well as the consulting team Project Manager, Paul Macleod, and the Transportation Assessment Lead, Paul Bumstead. The following sections summarize these comments based on the particular segment of the Project they pertain to.

Comments Heard

Note: Please refer to the PIC #2 Display Panels and PIC #2 Presentation on the [Project Website](#) for more information.

QEW Interchange Design:

- Support for the Preferred Design presented (please see the PIC Information Boards and Presentation), providing a protected multi-use path along the west side of the bridge over the QEW, and signals at the ramps on the west side.
- The need for signage directing drivers to the appropriate lane to access the QEW exit ramps was identified, and will be a part of Detailed Design.
- The potential issues with functioning of the road network and QEW Interchange in the event of an accident or other traffic delay was raised. The Region noted that the system will be monitored and an Emergency Detour Route confirmed for such events as part of Detailed Design.

Casablanca Boulevard:

- Existing speeding concerns were a key issue along the corridor. The Region noted the concern and that mitigation of this issue through design of the roadway and reduction of the posted speed limit will be considered in the Detailed Design process to follow.
- Concerns about the impact of a widened road on safety and security for children playing in their front/back yards facing Casablanca were raised, with a suggestion to limit the widening to a total of three lanes between South Service Road and Livingston Avenue. The Region expressed a commitment to mitigating property impacts to adjacent land owners and staying within the existing Right-of-Way as much as possible. The transportation assessment completed for the EA identified the need and justification for the number of proposed lanes.
- Some support for a widening to three lanes (center turning lane) south of Livingston Avenue, with concern about how this might cause increased noise and property impacts. The Region noted this concern, and the roadway design makes every effort to limit the impact to adjacent property owners from the widening (see next comment).

- Noise was a particular concern given the potential significant increase in traffic along Casablanca Boulevard. A noise study was undertaken that concluded that the noise impacts were within the range identified by the Ministry of Environment, Conservation, and Parks without a need for physical barriers for mitigation. The consideration of a reduction in posted speed limit and design of the road for active transportation will aid in mitigating traffic noise. The Region will be consulting with property owners who have additional concerns.
- Security concerns with the addition of a sidewalk on the west side of Casablanca Boulevard for properties with yards facing this road were raised. The Region's Complete Streets guidelines are being applied to the roadway design, which provides for full active transportation connectivity along the corridor.
- Tree removal was a key concern for residents along the corridor, with respect to the loss of mature trees through the widening. The Region will be developing a mitigation and planting plan as part of the Detailed Design stage to limit the number of trees removed from the Right-of-Way and plant new trees in consultation with property owners.
- Concerns regarding the placement of utility poles closer to residences as a result of the road widening was raised. The Region noted that there will be some consolidation of utility poles, as well as effort made to limit impacts to property owners in their placement.
- The need to provide signals at the intersections along the corridor and implement signal coordination with the CN Rail crossing was noted, with attention to be paid to sightlines. The intersections of Casablanca Boulevard at North Service Road, South Service Road, Livingston Avenue, and Main Street West are proposed to be signalized, as well as on South Service Road at the GO Station access and at Industrial Drive. Signal coordination will be investigated further as part of the Detailed Design process.
- Consideration of a roundabout at intersections, particularly at Casablanca Boulevard and South Service Road was requested. The Region noted that a roundabout was considered and a layout plan developed, that identified issues with supporting safe access for cyclists and pedestrians and some spacing challenges due to the size of the roundabout.
- The visual impact of public realm design elements such as poles with signage along the corridor was noted, and this will be further looked at through the Detailed Design process to avoid increased visual noise or distractions for motorists.
- The need for the CN Rail grade separation (underpass) was raised as a potential immediate need. The Region is looking at maintaining the at-grade crossing and monitoring its performance for safety and efficiency. The grade separation is anticipated to be needed close to or beyond 2041.

- The next steps for the EA include bringing the completed Environmental Study Report to Regional Council prior to filing this winter.
- Many agreed that improvements to the corridor are needed (to improve operations, design, and potentially widening the corridor).

Livingston Avenue segment west of Casablanca Boulevard to the edge of the Region-owned lands:

- Concern that the extension of Livingston Avenue will introduce more traffic to this area of the neighbourhood was raised. The Region noted that traffic calming and a sensitive design of the roadway will be integrated through the Detailed Design process to follow.
- The extent of the extension was questioned, as to whether this could be provided only to just west of Emily Street where the residential area currently ends. The Region noted the need to provide flexibility as to where the access point to the Region-owned lands is ultimately located, with attention paid to avoiding impacts to the Woodlot.
- Alternative access points to the Region-owned lands were suggested, including connecting directly to Casablanca Boulevard. The Region noted issues with proximity to the CN Rail corridor with implementing a road access onto Casablanca Boulevard, and will investigate whether such an access could be considered.

South Service Road and GO Station Access

- The access to the GO Station on South Service Road was noted as needing to be appropriately signed to aid drivers in utilizing the 'bus loop' located opposite the entrance to the Station.
- A suggestion to create an underpass to connect the MTO Carpool lot on the north side of South Service Road to the GO Station parking on the south side of South Service road. The Region noted that this had been considered, with a number of implementation challenges identified by MTO. This option will be further looked into.
- In the short term, the existing GO Bus loop will continue to operate as is with respect to GO Bus service, and buses will not enter the GO Station.

**General Comments**

- The information was presented in a clear and legible way.
- General support from residents for the Preferred Design, with some key concerns noted in comments above.

The comments and feedback received will be utilized to refine the Preferred Design and integrated into the Detailed Design stage of the project that will follow the completion and filing of the Environmental Study Report this winter. A Notice of Completion will be posted once the document is available for public review. For more information please contact:

Carolyn Ryall
Director, Transportation Services
Niagara Region
905-980-6000 ext 3620
carolyn.ryall@niagararegion.ca

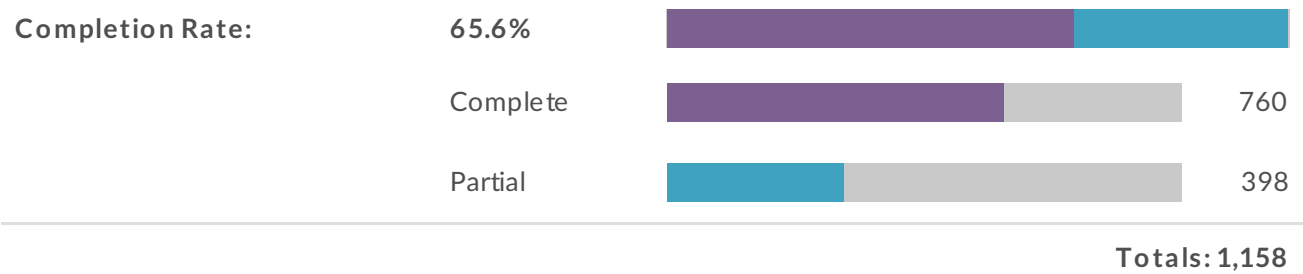
Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4447 ext 2317
pmacleod@dillon.ca

Online Surveys

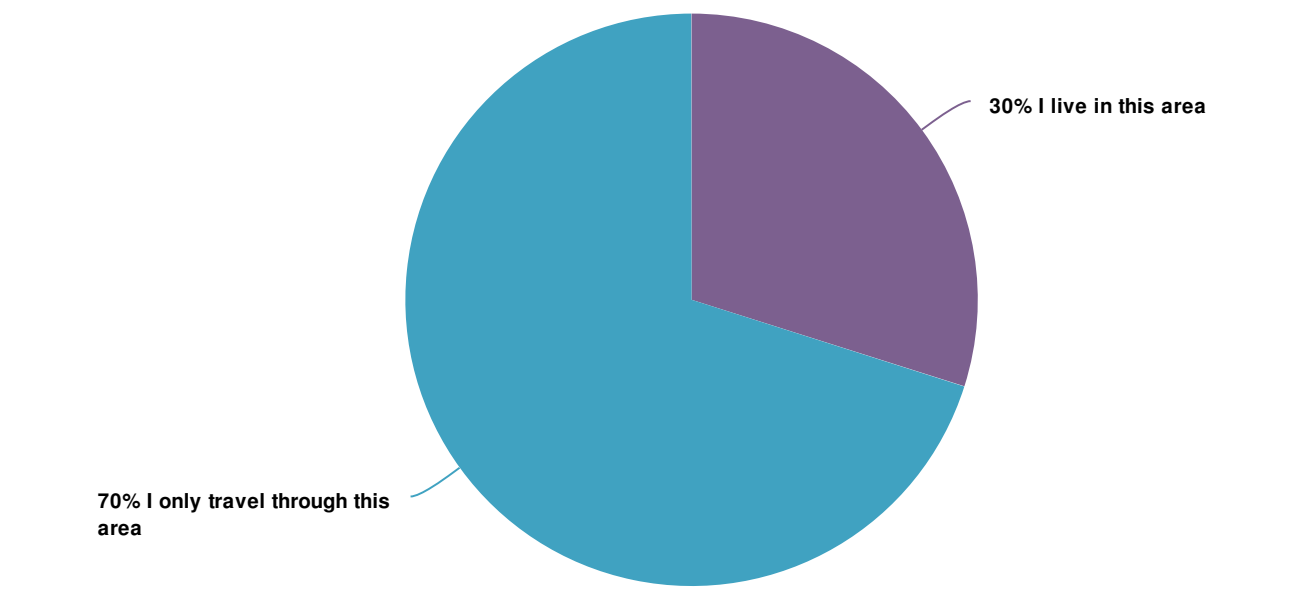
Survey#1 Response Summary

Report for Casablanca Boulevard - Environmental Assessment

Response Counts

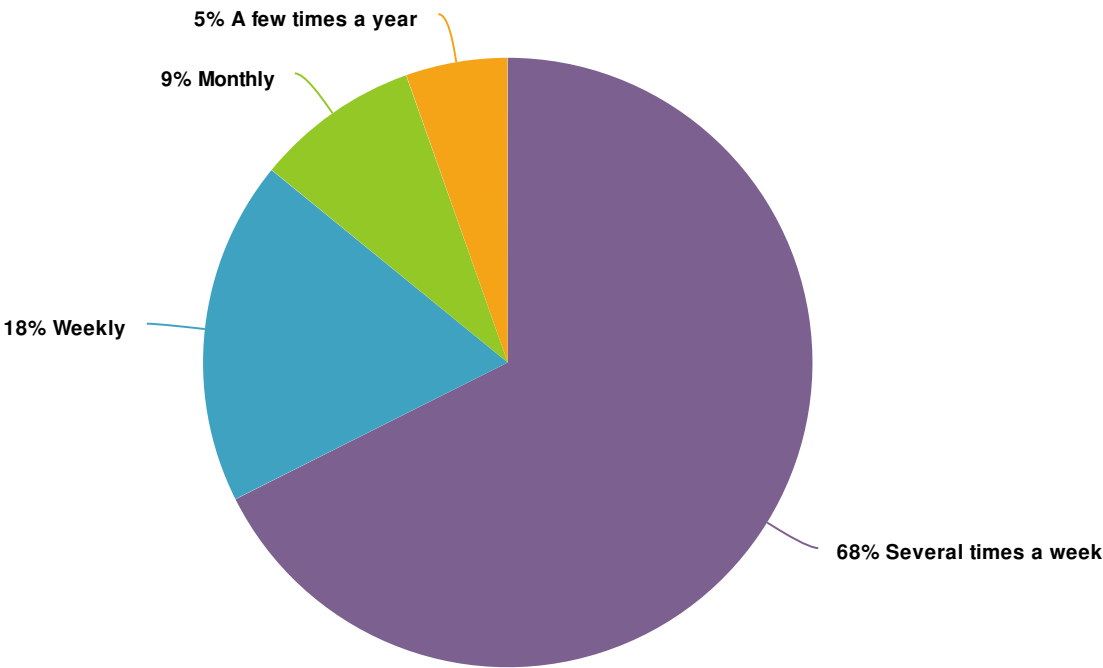


1. The study area is North Service Road / Lake Ontario to Roberts Road to Main Street to Oakes Road North in Grimsby. Do you live within the study area, or travel through this area?



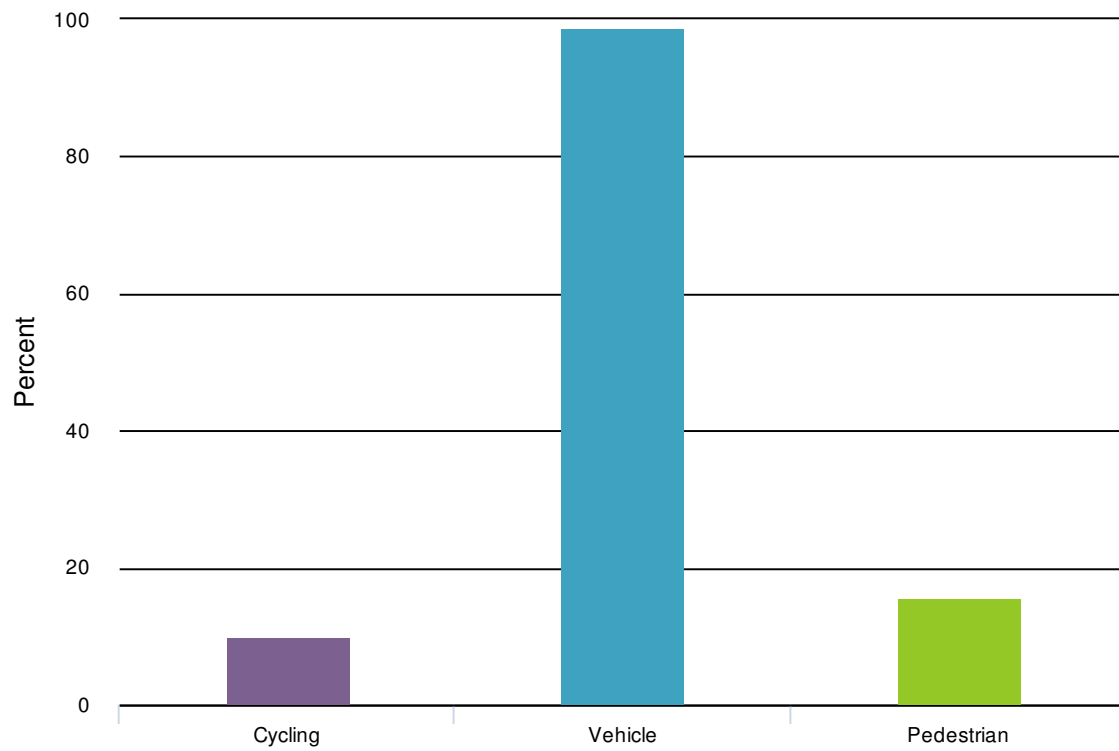
Value		Percent
I live in this area	<div><div></div><div></div></div>	29.9%
I only travel through this area	<div><div></div><div></div></div>	70.1%

2. How often do you travel along Casablanca Boulevard?



Value		Percent
Several times a week	<div><div></div></div>	67.6%
Weekly	<div><div></div></div>	18.3%
Monthly	<div><div></div></div>	8.7%
A few times a year	<div><div></div></div>	5.4%

3. What is your mode of transportation when travelling along Casablanca? (select all that apply)



Value

Percent

Cycling



9.9%

Vehicle



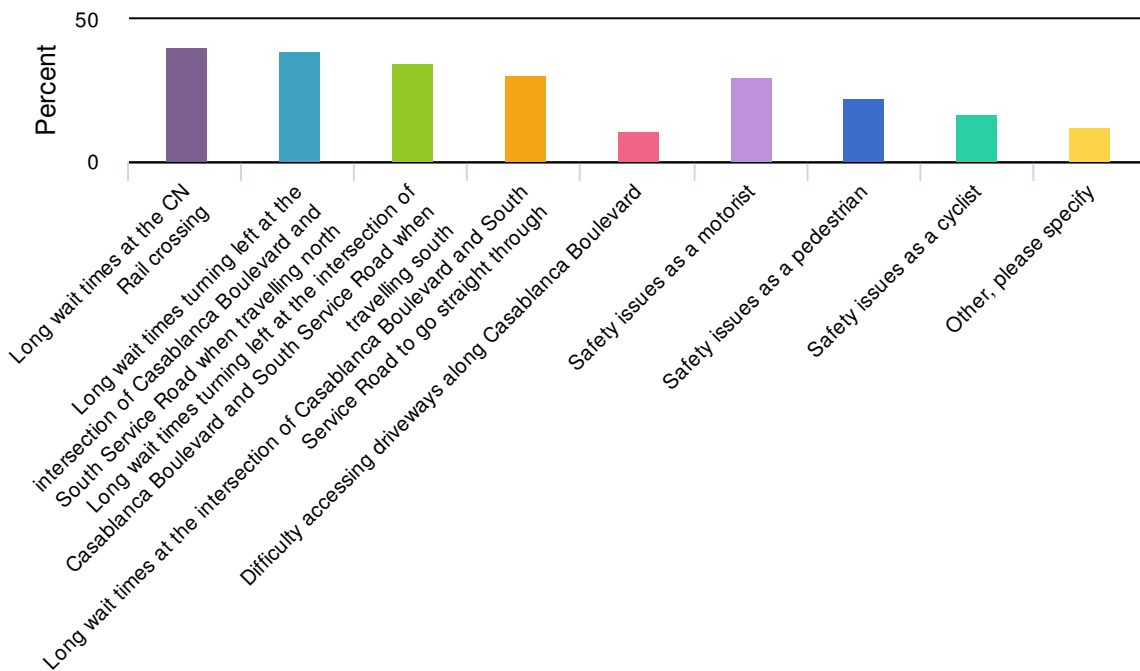
99.0%

Pedestrian



15.5%

4. The following issues have been identified through public consultation and the technical analysis to date. What key issues have you faced when travelling along Casablanca Boulevard? (select all that apply)



Value

Percent

Long wait times at the CN Rail crossing



40.3%

Long wait times turning left at the intersection of Casablanca Boulevard and South Service Road when travelling north



39.3%

Long wait times turning left at the intersection of Casablanca Boulevard and South Service Road when travelling south



34.7%

Long wait times at the intersection of Casablanca Boulevard and South Service Road to go straight through



30.5%

Difficulty accessing driveways along Casablanca Boulevard



11.2%

Safety issues as a motorist



30.3%

Safety issues as a pedestrian



22.3%

Safety issues as a cyclist



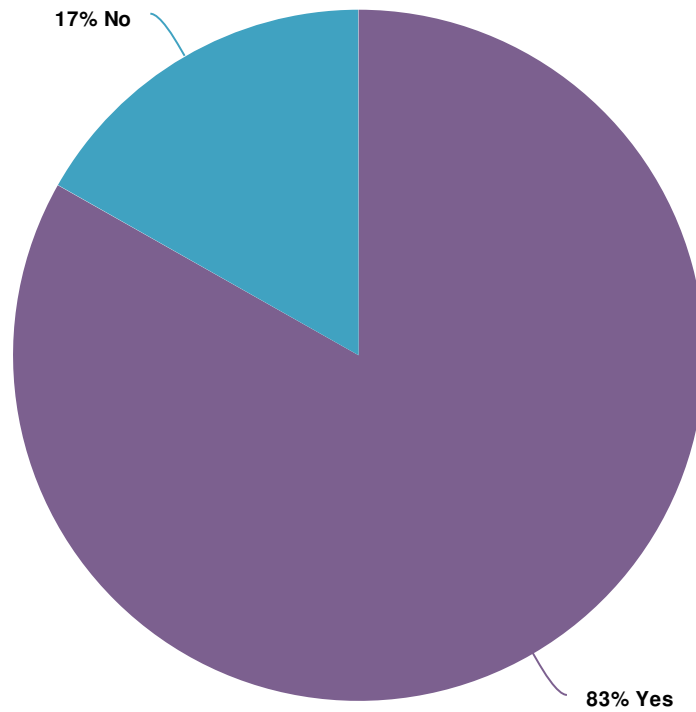
16.9%

Other, please specify



12.6%

5. We will now ask some questions about the GO Transit Station that is currently being designed by Metrolinx. Would you be supportive of an additional parking lot located south of the CN Rail corridor?

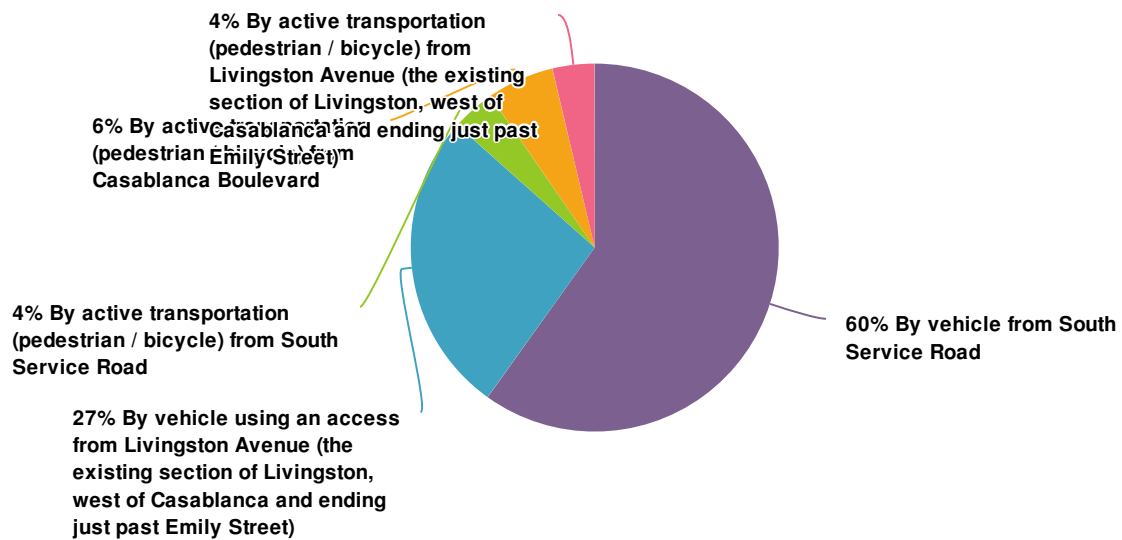


Value		Percent
Yes	<div><div></div></div>	83.2%
No	<div><div></div></div>	16.8%

6. We will now ask some questions about the GO Transit Station that is currently being designed by Metrolinx. Would you be supportive of an additional parking lot located south of the CN Rail corridor? - comments



7. How would you prefer to access the GO Station?



Value

Percent

By vehicle from South Service Road



59.9%

By vehicle using an access from Livingston Avenue (the existing section of Livingston, west of Casablanca and ending just past Emily Street)



26.7%

By active transportation (pedestrian / bicycle) from South Service Road



3.8%

By active transportation (pedestrian / bicycle) from Casablanca Boulevard



5.9%

By active transportation (pedestrian / bicycle) from Livingston Avenue (the existing section of Livingston, west of Casablanca and ending just past Emily Street)



3.7%

Survey#2 Response Summary

QEW Bridge / Interchange						
Ramp Signalization with Active Transportation 4 travel lanes with sidewalk and bike lanes on each side	Good	Good	Good	Good	Ramp terminal traffic signals; Consider Multi Use Path; Improved signage and illumination	Ramp/pedestrian safety; Cycle lanes not needed - share the road; More traffic lanes required
% Support		78.00%	72.00%	72.00%		
Diverging Diamond Interchange 4 travel lanes with Multi Use path (pedestrian and cycle facilities) in centre median	Limited	Limited	Limited	Limited	Improved signage and illumination	Require barrier between pedestrians & cyclists; Center multi-use path not safe; Cyclists will stay on travel lanes - not safe; Driver confusion with this design
% Support		61.00%	59.00%	57.00%		
Casablanca Boulevard						
South Service Road to Livingston Avenue 4 travel lanes + Centre Turning Lane with sidewalk and bike lanes on each side	Very Good	Very Good	Good	Very Good	Barrier between cyclist and pedestrians; Improve signage at rail crossing; No parking on Casablanca Blvd; Improved tree planting; Use multi-use path; Need gateway feature at SSR	Exiting driveway onto 5 lanes; Suggest 2 lane plus centre turning lane; Sidewalks not required both sides; Dedicated bike lanes - waste of money; Barrier between cyclists and vehicles; Reduce lane widths to lower speed
% Support		88.00%	75.00%	87.00%		
Livingston Avenue to Main Street 2 travel lanes + centre turning lane with sidewalk and bike lanes on each side	Good	Very Good	Good	Good	Support 2 travel lanes plus centre turning lane; Narrow travel lanes - reduce speed; Use multi-use path; Add more trees	Barrier between cyclists and vehicles; Safety concerns of centre turning lane Sidewalk not required west side
% Support		89.00%	78.00%	83.00%	No parking on Casablanca Blvd	

CN At-Grade Crossing						
Maintain At-grade Crossing - Short Term 4 travel lanes + centre turning lane with sidewalk and bike lanes on each side	Good	Good	Limited	Good	Pedestrian control at tracks required; Improve rail signal barriers; Need to address traffic queues at rail	Support underpass now; Suggest 2 lane plus centre turning lane
% Support		70.00%	69.00%	70.00%		
Protect & Plan for Grade Separation - Long Term 4 travel lanes with sidewalk and bike lanes on each side	Very Good	Very Good	Good	Very Good	Use multi-use path; Barrier between motorists and cyclists; Elevate sidewalk and cycle path; Improved signage and illumination	Suggest 2 lane plus centre turning lane; 3.5m lanes encourage speeding; Increased noise
% Support		88.00%	84.00%	91.00%		
GO Station Access - South Entrance						
2 travel lanes + centre turning lane with sidewalk and bike lanes on each side	Very Good	Very Good	Good	Very Good	Use multi-use path; Barrier between motorists and cyclists	Do not support extending Livingston Avenue; Increased traffic impacts existing homes; Where is public transit
% Support		88.00%	80.00%	88.00%		

E-Bulletins

#1, #2, and #3

[Subscribe](#)[Past Issues](#)[Translate ▼](#)[View this email in your browser](#)

MOVING TRANSIT FORWARD

E-BULLETIN #1 Environmental Assessments for Casablanca Boulevard and the Livingston Avenue Extension

September 2018

Project Update

The Casablanca Boulevard and Livingston Avenue Environmental Assessments were initiated in early summer this year. Following a Public Information Centre held on June 20th, the project team has been working to integrate community feedback in developing the alternatives for each of these EA projects.

We will be consulting with property owners, Provincial authorities, the Town of Grimsby, and local agencies through the fall, and will be back to present on progress at the next Public Information Centre in November. Stay tuned for more details!

Take the Survey!

We need your input to confirm that we have identified the right issues for each of the EA projects so that the solutions can be tailored to suit the needs of the community, now and into the future. Please take a few minutes to complete these quick surveys

[Subscribe](#)

for each of the EA projects, and have your say:

[Past Issues](#)[Translate ▼](#)[Casablanca Boulevard Environmental Assessment - Quick Poll](#)[Livingston Avenue Extension Environmental Assessment - Quick Poll](#)

If you have any questions, please contact:

Carolyn Ryall,

Director Transportation Services - Niagara Region

T: 905-980-6000 ext 3620, E: carolyn.ryall@niagararegion.ca

or

Paul MacLeod,

Project Manager - Dillon Consulting Limited

T: 416-229-4647 ext 2317, E: pmacleod@dillon.ca

Copyright © 2018, Niagara Region, All rights reserved.

You are receiving this email because you have indicated interest in the Casablanca Boulevard Environmental Assessment and/or the Livingston Avenue Extension Environmental Assessment.

Please visit the [Region's Project Website](#) for more information.

Our mailing address is:

Niagara Region

1815 Sir Isaac Brock Way

Thorold, ON L2V 4T7

Want to change how you receive these emails?

You can [update your preferences](#) or [unsubscribe from this list](#).

This email was sent to <<Email Address>>

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Niagara Region · 1815 Sir Isaac Brock Way · Thorold, Ontario L2V 4T7 · Canada



[Subscribe](#)[Past Issues](#)[Translate ▼](#)[View this email in your browser](#)

MOVING TRANSIT FORWARD

E-BULLETIN #2

Environmental Assessments for Casablanca Boulevard and the Livingston Avenue Extension

January 2019

Project Update

Casablanca Boulevard & GO Transit Station Access Environmental Assessment and Detailed Design

The Environmental Assessment (EA) for this project is now at the stage of completing the evaluation of alternatives to improve Casablanca Boulevard, the QEW Interchange, and sections of South Service Road and Livingston Avenue, in order to provide access to the Grimsby GO Transit Station.

We have been consulting with Provincial authorities, the Town of Grimsby, and local agencies and stakeholders, and will be presenting the results of the evaluation of alternatives and the preferred alternative for discussion with the public at an upcoming event as follows:

**Casablanca Boulevard & GO Station Access EA:
Public Information Centre #2**

[Subscribe](#)[Past Issues](#)**Wednesday, January 16th, 2019**[Translate ▼](#)

Registration: 5:30 p.m. to 6:30 p.m.

Presentation and Q&A: 6:30pm to 7:30pm

Open House: 7:30pm to 8:30pm

Casablanca Winery Inn & Spa
4 Windward Drive, Grimsby, ON L3M 4E8

A Detailed Design stage for the preferred alternative will follow over spring 2019 after the Public Information Centre and subsequent filing of the Environmental Study Report.

Livingston Avenue Extension Environmental Assessment

The Livingston Avenue Extension Environmental Assessment (EA) is at an earlier stage in the EA process, currently working on background studies and evaluating the options to provide improved east-west capacity in the area. We are consulting with Provincial authorities, the Town of Grimsby, and local agencies and stakeholders, and will be back to present on the progress to date at a public event in spring 2019. Stay tuned for more details!

If you have any questions, please contact:

Carolyn Ryall,
Director Transportation Services - Niagara Region
T: 905-980-6000 ext 3620, E: carolyn.ryall@niagararegion.ca

or

Paul MacLeod,
Project Manager - Dillon Consulting Limited
T: 416-229-4647 ext 2317, E: pmacleod@dillon.ca

Copyright © 2018, Niagara Region. All rights reserved.

You are receiving this email because you have indicated interest in the Casablanca Boulevard Environmental Assessment and/or the Livingston Avenue Extension Environmental Assessment.

Please visit the [Region's Project Website](#) for more information.

Our mailing address is:

Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

This email was sent to <<Email Address>>

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)

Niagara Region · 1815 Sir Isaac Brock Way · Thorold, Ontario L2V 4T7 · Canada



[Subscribe](#)[Past Issues](#)[Translate ▼](#)[View this email in your browser](#)

MOVING TRANSIT FORWARD

E-BULLETIN #3

Environmental Assessments for
Casablanca Boulevard and
the Livingston Avenue Extension

January 2019

Reminder: Public Information Centre #2

Casablanca Boulevard & GO Transit Station Access Environmental Assessment and Detailed Design

The Environmental Assessment (EA) for this project is now at the stage of completing the evaluation of alternatives to improve Casablanca Boulevard, the QEW Interchange, and sections of South Service Road and Livingston Avenue, in order to provide access to the Grimsby GO Transit Station.

Join us for the upcoming Public Information Centre (PIC) this Wednesday, January 16th:

**Casablanca Boulevard & GO Station Access EA:
Public Information Centre #2
Wednesday, January 16th, 2019**

Registration: 5:30 p.m. to 6:30 p.m.

[Subscribe](#)[Past Issues](#)

Presentation and Q&A: 6:30pm to 7:30pm
Open House: 7:30pm to 8:30pm

[Translate ▼](#)

Casablanca Winery Inn & Spa
4 Windward Drive, Grimsby, ON L3M 4E8

A Detailed Design stage for the preferred alternative will follow over spring 2019 after the Public Information Centre and subsequent filing of the Environmental Study Report.

Livingston Avenue Extension Environmental Assessment

The Livingston Avenue Extension Environmental Assessment (EA) is at an earlier stage in the EA process, currently working on background studies and evaluating the options to provide improved east-west capacity in the area. We are consulting with Provincial authorities, the Town of Grimsby, and local agencies and stakeholders, and will be back to present on the progress to date at a public event in spring 2019. Stay tuned for more details!

If you have any questions, please contact:

Carolyn Ryall,
Director Transportation Services - Niagara Region
T: 905-980-6000 ext 3620, E: carolyn.ryall@niagararegion.ca

or

Paul MacLeod,
Project Manager - Dillon Consulting Limited
T: 416-229-4647 ext 2317, E: pmacleod@dillon.ca

Copyright © 2018, Niagara Region, All rights reserved.

You are receiving this email because you have indicated interest in the Casablanca Boulevard Environmental Assessment and/or the Livingston Avenue Extension Environmental Assessment.

Please visit the [Region's Project Website](#) for more information.

Our mailing address is:

Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7

Want to change how you receive these emails?
You can [update your preferences](#) or [unsubscribe from this list](#).

[Subscribe](#)[Past Issues](#)[Translate ▼](#)

This email was sent to <<Email Address>>

[why did I get this?](#) [unsubscribe from this list](#) [update subscription preferences](#)
Niagara Region · 1815 Sir Isaac Brock Way · Thorold, Ontario L2V 4T7 · Canada



Agency and Stakeholder Contact List and Official Letters

Regional Municipality of Niagara
Casablanca Boulevard and GO Station Access Environmental Assessment - Environmental Study Report
Appendix A – Consultation Materials – Contact List – Agencies and Indigenous Communities

NAME	POSITION	ORGANIZATION	EMAIL
Derek Basso	Public Works Officer, Eastern Canada Division of Engineering Design and Construction	CN Rail	Derek.Basso@cn.ca
		Haudenosaunee Confederacy	Hdi2@ Bellnet.ca
Linda Norhein	Manager Lands, Resources and Consultation	Metis Nation of Ontario	lindan@metisnation.org
Joseph Costigan Jr.	Senior Project Manager-Corridor Maintenance & Expansion	Metrolinx	joseph.cotigan@metrolinx.com
Carolina Daza Ortiz	Manager, Environmental Programs and Assessment	Metrolinx	Carolina.DazaOrtiz@metrolinx.com
Natalie Seniuk	Project Manager, Environmental Programs and Assessment	Metrolinx	Natalie.Seniuk@metrolinx.com
Laura Filice	Project Coordinator	Metrolinx	Laura.Filice@metrolinx.com
Jocelyn Beatty	Rural Planner	Ministry of Agriculture, Food and Rural Affairs	jocelyn.beatty@ontario.ca
Jackie Van de Valk	Rural Planner	Ministry of Agriculture, Food and Rural Affairs	jocelyn.beatty@ontario.ca
David Denyes	Management Biologist	Ministry of Natural Resources and Forestry	david.denyas@ontario.ca
Barbara Slattery	Environmental Resource Planner & EA Coordinator	Ministry of the Environment, Conservation and Parks	barbara.slattery@ontario.ca
Laura Hatcher	Heritage Planner	Ministry of Tourism, Culture and Sport	laura.e.hatcher@ontario.ca
Katherine Kirzati	Heritage Planner	Ministry of Tourism, Culture and Sport	katherine.kirzati@ontario.ca
Dan Minkin	Heritage Planner	Ministry of Tourism, Culture and Sport	dan.minkin@ontario.ca
Megan DeVries, M.A.	Archaeological Operations Supervisor, Department of Consultation and Accommodation (DOCA)	Mississaugas of the New Credit First Nation	Megan.DeVries@mncfn.ca
David Deluce	Manager, Plan Review & Regulations	Niagara Peninsula Conservation Authority	gfurtney@npca.ca
Martin Sneep	Senior Project Manager-Corridor Maintenance & Expansion	Ontario Ministry of Transportation	martin.sneep@ontario.ca
Hugh Fyffe	Senior Project Engineer	Ontario Ministry of Transportation	Hugh.Fyffe@ontario.ca
Morgan Lawrence	Corridor Management Engineer Corridor Management Section Central	Ontario Ministry of Transportation	Morgan.Lawrence@ontario.ca

Regional Municipality of Niagara
Casablanca Boulevard and GO Station Access Environmental Assessment - Environmental Study Report
Appendix A – Consultation Materials – Contact List – Agencies and Indigenous Communities

NAME	POSITION	ORGANIZATION	EMAIL
	Region		
Sherif Sidky	Head, Structural Section	Ontario Ministry of Transportation	sherif.sidky@ontario.ca
Xin Weng	Senior Project Engineer	Ontario Ministry of Transportation	xin.weng@ontario.ca
Matt Robinson	Director, GO Implementation Office	Region of Niagara	Matt.Robinson@niagararegion.ca
Rino Mostacci	Commissioner, Planning and Development Services	Region of Niagara	Rino.Mostacci@niagararegion.ca
Ron Tripp	Commissioner, Public Works	Region of Niagara	Ron.Tripp@niagararegion.ca
Lonny Bomberry	Director - Lands and Resources	Six Nations of the Grand River Territory	lonnybomberry@sixnations.ca
Bob Leroux	Director of Public Works	Town of Grimsby	bleroux@grimsby.ca
Brandon Wartman	Assistant Director of Public Works	Town of Grimsby	bwartman@grimsby.ca
Michael Cain	Fire Chief	Town of Grimsby	mcain@grimsby.ca
Michael Palomba	Transportation Engineering Technologist	Town of Grimsby	mpalomba@grimsby.ca
Michael Seaman	Director of Planning Services	Town of Grimsby	mseaman@grimsby.ca
Walter Basic	Planner	Town of Grimsby	wbasic@grimsby.ca
Jeff Jordan	Mayor	Town of Grimsby	jjordan@grimsby.ca
Reg Freake	Councillor, Ward 1	Town of Grimsby	rfreake@grimsby.ca
Kevin Ritchie	Councillor, Ward 1	Town of Grimsby	kritchie@grimsby.ca
Dave Kadwell	Councillor, Ward 2	Town of Grimsby	dkadwell@grimsby.ca
Lianne Vardy	Councillor, Ward 2	Town of Grimsby	lvardy@grimsby.ca
John Dunstall	Councillor, Ward 3	Town of Grimsby	jdunstall@grimsby.ca
Randy Vaine	Councillor, Ward 3	Town of Grimsby	rvaine@grimsby.ca
Dorothy Bothwell	Councillor, Ward 4	Town of Grimsby	dbothwell@grimsby.ca
Dave Sharpe	Councillor, Ward 4	Town of Grimsby	dsharpe@grimsby.ca
Ludovic D'Souza	Policy Analyst	Transport Canada	ludovic.dsouza@tc.gc.ca

September 26, 2018

Daniel Bourassa
Dillon Consulting Limited
1155 North Service Road West Unit 14
Oakville, ON L6M 3E3
Dbourassa@dillon.ca

**RE: Municipal Class EA for Casablanca and Livingston Extension
Casablanca Boulevard and Livingston Avenue, Town of Grimsby, ON**

Dear Daniel,

The Ministry of Natural Resources and Forestry (MNRF), Guelph District – Vineland Field Office, has reviewed the natural heritage information available for the above-noted property and surrounding area (the “study area”), and offers the following comments:

WETLANDS

The Ministry notes that there are no provincially significant wetlands (PSWs) or evaluated non-provincially significant wetlands within the study area.

AREAS OF NATURAL AND SCIENTIFIC INTEREST

The Ministry notes that there are no Areas of Natural and Scientific Interest (ANSIs) within the study area.

FISHERIES

The MNRF does not have any detailed fisheries information for any watercourse in the study area.

SPECIES AT RISK

There are records in the area for the following species at risk (SAR):

- Barn Swallow (*Hirundo rustica*) (Threatened)
- Bank Swallow (*Riparia riparia*) (Threatened)
- Eastern Meadowlark (*Sturnella magna*) (Threatened)
- Eastern Flowering Dogwood (*Cornus florida*) (Endangered)
- Canada Warbler (*Wilsonia canadensis*) (Special Concern)

Threatened and Endangered Species receive both individual species and habitat protection under the *Endangered Species Act, 2007* (ESA). SAR habitat prescribed under regulation is listed in Ont. Reg. 242/08 (<https://www.ontario.ca/laws/regulation/080242>).

Please be advised that because the province has not been surveyed comprehensively for the presence of listed species, the absence of a record does not necessarily indicate the absence of SAR from an area. To determine the presence of SAR for a given study area, the District's recommended approach is as follows:

I. Habitat Inventory

The Ministry recommends undertaking a comprehensive botanical inventory of the entire area that may be subject to direct and indirect impacts from the proposed activity. The vegetation communities should be classified as per the "Ecological Land Classification (ELC) for Southern Ontario" system, to either the "Ecosite" or "Vegetation Type" level. For aquatic habitats in the study area, we recommend that you collect data on the physical characteristics of the waterbodies and inventory the riparian zone vegetation, so that these habitats can be classified as per the Aquatic Ecosites described in the ELC manual.

II. Potential SAR within the Study Area

A list of SAR that have the potential to occur in the area can be produced by cross-referencing the ecosites described during the habitat inventory with the habitat descriptions of SAR known to occur within the planning area. The list of SAR known to occur in the **Town of Grimsby** is attached for your reference. The species-specific COSEWIC status reports (<https://www.canada.ca/en/environment-climate-change/services/committee-status-endangered-wildlife.html>) are a good source of information on habitat needs and will be helpful in determining the suitability of the study areas ecosites for a given species.

Please note that the Species at Risk in Ontario (SARO) List is a living document that is periodically amended as a result of species assessment and re-assessments conducted by the Committee on the Status of Species at Risk in Ontario (COSSARO). The SARO List can be accessed on the following webpage: <https://www.ontario.ca/environment-and-energy/species-risk-ontario-list>.

COSSARO also maintains a list of species to be assessed in the future. It is recommended that you take COSSARO's list of anticipated assessments into consideration, especially when the proposed start date of an activity is more than 6 months away, or the project will be undertaken over a period greater than 6 months. This list can be viewed at: <https://www.ontario.ca/page/how-comment-protecting-species-risk>.

III. SAR Surveys

The Ministry recommends that each potential SAR identified under Step II is surveyed for, regardless of whether or not the species has been previously recorded in the area. The survey report should describe how each SAR was surveyed for, and provide a rationale for why certain species were not afforded a survey (e.g., habitat within the study area is not suitable for a specific SAR). Please note that some targeted surveys may require provincial authorizations (e.g., ESA permit or Wildlife Scientific Collector's Permit).

ADDITIONAL INFORMATION

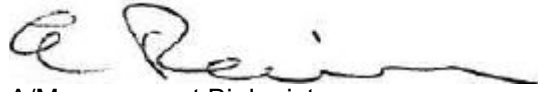
Natural heritage features (e.g. wetlands, ANSIs) can be viewed for a given study area through the MNR's "Make a Map" web application: <https://www.ontario.ca/page/make-natural-heritage-area-map>. Digital data layers can be obtained through the Land Information Ontario (LIO) geowarehouse <https://www.ontario.ca/page/land-information-ontario>.

Additionally, the MNR recommends contacting the municipality and the conservation authority to determine if they have any additional information or records of interest for the study area.

Please be advised that it is your responsibility to comply with all other relevant provincial or federal legislation, municipal by-laws, other MNRF approvals or required approvals from other agencies. If your investigations reveal the presence of Threatened or Endangered species, please contact the MNRF at esa.guelph@ontario.ca for further direction.

I trust that the above information is of assistance.

Sincerely,

A handwritten signature in black ink, appearing to read 'A Rein', with a long horizontal flourish extending to the right.

A/Management Biologist

Amphibian	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
Jefferson Salamander <i>Ambystoma jeffersonianum</i>	END	Species Protection and Habitat Regulation	Inhabits deciduous and mixed deciduous forests with suitable breeding areas which generally consist of ephemeral (temporary) bodies of water that are fed by spring runoff, groundwater, or springs.	Active: March – October Hibernates: October – March Breeding: Late March - Mid April	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
Unisexual Ambystoma - Jefferson-dominated <i>Ambystoma laterale - jeffersonianum</i>	END	Species Protection and General Habitat Protection	Inhabits deciduous and mixed deciduous forests with suitable breeding areas which generally consist of ephemeral (temporary) bodies of water that are fed by spring runoff, groundwater, or springs.	Active: March – October Hibernates: October – March Breeding: Late March - Mid April	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
Bird	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
Bank Swallow <i>Riparia riparia</i>	THR	Species Protection and General Habitat Protection	It nests in a wide variety of naturally and anthropogenically created vertical banks, which often erode and change over time including aggregate pits and the shores of large lakes and rivers.	Migrate South before Winter	Follow Breeding Bird Survey Protocol. Colony and Roost information should be recorded and submitted using Bird Studies Canada's Ontario Bank Swallow Project data forms (2010).
Barn Swallow <i>Hirundo rustica</i>	THR	Species Protection and General Habitat Protection	Prefers farmland; lake/river shorelines; wooded clearings; urban populated areas; rocky cliffs; and wetlands. They nest inside or outside buildings; under bridges and in road culverts; on rock faces and in caves etc.	Migrate South before Winter	Follow Breeding Bird Survey Protocol
Black Tern <i>Chlidonias niger</i>	SC	N/A	Generally prefer freshwater marshes and wetlands; nest either on floating material in a marsh or on the ground very close to water	Migrate South for the Winter	Follow Breeding Bird Survey Protocol

Bobolink <i>Dolichonyx oryzivorus</i>	THR	Species Protection and General Habitat Protection	Generally prefers open grasslands and hay fields. In migration and in winter uses freshwater marshes and grasslands	Migrate South for the Winter	Contact MNR Guelph District Management Biologist to obtain a copy of the protocol
Chimney Swift <i>Chaetura pelagica</i>	THR	Species Protection and General Habitat Protection	Historically found in deciduous and coniferous, usually wet forest types, all with a well developed, dense shrub layer; now most are found in urban areas in large uncapped chimneys	Nesting - Late April to Mid-May Migrate South in September or Early October	Chimney Swift Monitoring Protocol. Bird Studies Canada, March 2009
Common Nighthawk <i>Chordeiles minor</i>	SC	N/A	Generally prefer open, vegetation-free habitats, including dunes, beaches, recently harvested forests, burnt-over areas, logged areas, rocky outcrops, rocky barrens, grasslands, pastures, peat bogs, marshes, lakeshores, and river banks. This species also inhabits mixed and coniferous forests. Can also be found in urban areas (nest on flat roof-tops).	Migrate South for the Winter	Contact MNR Guelph District Management Biologist to obtain a copy of the protocol
Eastern Meadowlark <i>Sturnella magna</i>	THR	Species Protection and General Habitat Protection	Generally prefers grassy pastures, meadows and hay fields. Nests are always on the ground and usually hidden in or under grass clumps.	Migrate South for the Winter	Contact MNR Guelph District Management Biologist to obtain a copy of the protocol
Eastern Whip-poor-will <i>Caprimulgus vociferus</i>	THR	Species Protection and General Habitat Protection	Generally prefer semi-open deciduous forests or patchy forests with clearings; areas with little ground cover are also preferred; In winter they occupy primarily mixed woods near open areas.	Nesting: May - July	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
Eastern Wood-Pewee <i>Contopus virens</i>	SC	N/A	Associated with deciduous and mixed forests. Within mature and intermediate age stands it prefers areas with little understory vegetation as well as forest clearings and edges.	Migrate South for the Winter	Follow Breeding Bird Survey Protocol

Louisiana Waterthrush <i>Seiurus motacilla</i>	THR	Species Protection and General Habitat Protection	Generally inhabits mature forests along steeply sloped ravines adjacent to running water. It prefers clear, cold streams and densely wooded swamps	Migrate South for the Winter	Follow Breeding Bird Survey Protocol or Marsh Monitoring Protocol
Northern Bobwhite <i>Colinus virginianus</i>	END	Species Protection and General Habitat Protection	Generally inhabits a variety of edge and grassland type - habitats including non-intensively farmed agricultural lands.	Active Year Round	Follow Breeding Bird Survey Protocol
Red-Headed Woodpecker <i>Melanerpes erythrocephalus</i>	SC	N/A	Generally prefer open oak and beech forests, grasslands, forest edges, orchards, pastures, riparian forests, roadsides, urban parks, golf courses, cemeteries, as well as along beaver ponds and brooks	Active from May to September	Follow Breeding Bird Survey Protocol
Short-eared Owl <i>Asio flammeus</i>	SC	N/A	Generally prefers a wide variety of open habitats, including grasslands, peat bogs, marshes, sand-sage concentrations, old pastures and agricultural fields	Active Year Round	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
Wood Thrush <i>Hylocichla mustelina</i>	SC	N/A	Nests mainly in second-growth and mature deciduous and mixed forests, with saplings and well-developed understory layers. Prefers large forest mosaics, but may also nest in small forest fragments.	Migrate South for the Winter Arrive in Ontario in mid to late spring	Follow Breeding Bird Survey Protocol
Insect	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
Monarch Butterfly <i>Danaus plexippus</i>	SC	N/A	Exist primarily wherever milkweed and wildflowers exist; abandoned farmland, along roadsides, and other open spaces	Usually migrate south in late September and October	Watch for adults along roadsides and in open fields. Caterpillars feed on milkweeds: Common milkweed grows in open disturbed habitats (fields, roadsides, etc) and swamp milkweed grows in wet habitats (along streams, lakes, marshes) Adults can be spotted from a distance; caterpillars must be looked for carefully on the host plant.

Rusty-patched Bumble Bee <i>Bombus affinis</i>	END	Species Protection and General Habitat Protection	Generally inhabits a range of diverse habitats including mixed farmland, sand dunes, marshes, urban and wooded areas. It usually nests underground in abandoned rodent burrows	Active from early Spring to late Fall	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
--	-----	---	--	---------------------------------------	--

West Virginia White <i>Pieris virginiensis</i>	SC	N/A	Generally prefer moist, deciduous woodlands. The larvae feed only on the leaves of the two-leaved toothwort (Cardamine diphylla), which is a small, spring-blooming plant of the forest floor.	Adult butterfly emerges from pupa in late March; flies only in April and May	Watch for adults within moist, deciduous woodlands Caterpillars feed on the two-leaved toothwort: Toothwort grows in damp, open, rich hardwood woodlands and blooms from April to June. Adults can be spotted from a distance; caterpillars must be searched for carefully by checking host plant
--	----	-----	--	--	---

Mammal	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
--------	------	------------	---------------------	----------------	-----------------

Eastern Small-footed Myotis <i>Myotis leibii</i>	END	Species Protection and General Habitat Protection	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius Maternal Roosts: primarily under loose rocks on exposed rock outcrops, crevices and cliffs, and occasionally in buildings, under bridges and highway overpasses and under tree bark.	Hibernates in caves and mines during winter	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
--	-----	---	--	---	--

Gray Fox <i>Urocyon cinereoargenteus</i>	THR	Species Protection and General Habitat Protection	Generally prefers deciduous forests, marshes, swampy areas, and urban areas	Active Year Round	Opportunistically or by examining tracks in winter and summer
--	-----	---	---	-------------------	---

Little Brown Myotis <i>Myotis lucifugus</i>	END	Species Protection and General Habitat Protection	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius Maternal Roosts: Often associated with buildings (attics, barns etc.). Occasionally found in trees (25-44 cm dbh).	Hibernates during winter	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
---	-----	---	--	--------------------------	--

Northern Myotis <i>Myotis septentrionalis</i>	END	Species Protection and General Habitat Protection	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius Maternal Roosts: Often associated with cavities of large diameter trees (25-44 cm dbh). Occasionally found in structures (attics, barns etc.)	Hibernates during winter	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
---	-----	---	---	--------------------------	--

Tri-colored Bat <i>Perimyotis subflavus</i>	END	Species Protection and General Habitat Protection	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius Maternal Roosts: Can be in trees or dead clusters of leaves or arboreal lichens on trees. May also use barns or similar structures.	Hibernates during winter	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
---	-----	---	---	--------------------------	--

Plant	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
-------	------	------------	---------------------	----------------	-----------------

American Chestnut <i>Castanea dentata</i>	END	Species Protection and General Habitat Protection	Found in deciduous forest communities; this tree prefers arid forests with acid and sandy soils.	Flowers occur in Late Spring and Early Summer	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from similar species Perform detailed floristic inventory Look for distinctive fruits on the ground
---	-----	---	--	---	---

Butternut <i>Juglans cinerea</i>	END	Species Protection and General Habitat Protection	Generally grows in rich, moist, and well-drained soils often found along streams. It may also be found on well-drained gravel sites, especially those made up of limestone. It is also found, though seldomly, on dry, rocky and sterile soils. In Ontario, the Butternut generally grows alone or in small groups in deciduous forests as well as in hedgerows	Flowers from April to June. Fruits reach maturity during the month of September or October	Walk slowly and systematically in grid fashion through suitable habitat pausing every 30 meters for a detailed scan of trees within sight. Areas with dense foliage or many saplings will require a more intensive survey to detect sapling butternut. Use Butternut Health Assessment Protocol if planning on removing trees.
--	-----	---	---	--	--

Cherry Birch <i>Betula lenta</i>	END	Species Protection and General Habitat Protection	Generally grows in moist, well-drained soils, but it is also found on coarse-textured or rocky shallow soils.	Flowering occurs in the spring, before the leaves appear	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from similar species
--	-----	---	---	--	--

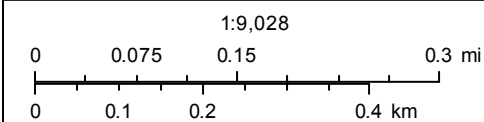
Cucumber Tree <i>Magnolia acuminata</i>	END	Species Protection and General Habitat Protection	Generally grows in rich, well-drained soils in deciduous forest habitats	Flowering occurs in late May Fruits appear in Late Summer	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from similar species
Eastern Flowering Dogwood <i>Cornus florida</i>	END	Species Protection and Habitat Regulation	Generally grows in deciduous and mixed forests, in the drier areas of its habitat, although it is occasionally found in slightly moist environments; Also grows around edges and hedgerows	Flowering occurs in mid-May, just as the leaves begin to develop. Fruit turns red at the end of summer.	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from similar species Easiest to detect during Spring when in flower Also look for distinctive bark
Red Mulberry <i>Morus rubra</i>	END	Species Protection and General Habitat Protection	Generally grows in moist forest habitats. In Ontario, these include slopes and ravines of the Niagara Escarpment, and sand spits and bottom lands; Can grow in open areas such as hydro corridors	Flowering occurs when leaves emerge in late spring. Fruit emerges in Mid-July.	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from the similar White Mulberry Distinguishing Red Mulberry and the hybrid Red and White Mulberry will require the collection of leaves for generic testing, which requires a 17(2)(b) permit
Shumard Oak <i>Quercus shumardii</i>	SC	N/A	Generally grows in deciduous forests, where the soils are poorly drained clay and clay loam. Requires full sunlight.	Acorns germinate easily in the spring	Walk slowly and systematically in grid fashion, pausing to scan for plants every 5 meters Use a plant field guide to distinguish from similar species
Reptile	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol

Blanding's Turtle <i>Emydoidea blandingii</i>	THR	Species Protection and General Habitat Protection	Generally occur in freshwater lakes, permanent or temporary pools, slow-flowing streams, marshes and swamps. They prefer shallow water that is rich in nutrients, organic soil and dense vegetation. Adults are generally found in open or partially vegetated sites, and juveniles prefer areas that contain thick aquatic vegetation including sphagnum, water lilies and algae. They dig their nest in a variety of loose substrates, including sand, organic soil, gravel and cobblestone. Overwintering occurs in permanent pools that average about one metre in depth, or in slow-flowing streams.	Eggs are laid in June, with hatchlings emerging in late September and early October.	Contact MNR Guelph District Management Biologist to obtain a copy of the protocol
Eastern Ribbonsnake <i>Thamnophis sauritus</i>	SC	N/A	Generally occur along the edges of shallow ponds, streams, marshes, swamps, or bogs bordered by dense vegetation that provides cover. Abundant exposure to sunlight is also required, and adjacent upland areas may be used for nesting.	Hibernate: October - April Mating: Early Spring Hatching: Early Fall (September)	Contact MNRF Guelph District Management Biologist to obtain a copy of the protocol
Snapping Turtle <i>Chelydra serpentina</i>	SC	N/A	Generally inhabit shallow waters where they can hide under the soft mud and leaf litter. Nesting sites usually occur on gravelly or sandy areas along streams. Snapping Turtles often take advantage of man-made structures for nest sites, including roads (especially gravel shoulders), dams and aggregate pits.	Nesting: Late May and June Hibernate: October - April	Scan offshore rocks and logs for basking turtles (10am-2pm) Snorkel in desired aquatic habitat Nesting Season: Search known or preferred nesting habitat areas for females

ONTARIO MINISTRY of NATURAL RESOURCES and FORESTRY | GUELPH DISTRICT OFFICE
 1 Stone Road West, Guelph, Ontario, N1G 4Y2 esa.guelph@ontario.ca



- Corporate Watershed Divide NPCA
- Lyons Creek East Administrative Controls Area
- Ontario Road Network**
 - Major Highways
 - Arterial Roads
 - Local Roads
- Railway Network
- Assessment Parcels - Cityview
- 2K Hydrography
 - Natural Areas (Large Scale)
 - Red: Band_1
 - Green: Band_2
 - Blue: Band_3



11/5/2018, 8:53:54 AM

This map is for illustrative purposes only. Information contained hereon is not intended to constitute advice, is not suitable for professional review or a site survey, and is subject to change without notice. The NPCA takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

THIS IS NOT A PLAN OF SURVEY.

Author:
Notes



Jaffer, Zahra <zjaffer@dillon.ca>

Fwd: FW: Request for Natural Heritage Information - Casablanca Blvd and Livingston Ave

Bourassa, Daniel <dbourassa@dillon.ca>

Mon, Nov 5, 2018 at 9:22 AM

To: "MacLeod, Paul" <pmacleod@dillon.ca>, "McKinnon, Don" <dpmckinnon@dillon.ca>, "Jaffer, Zahra" <zjaffer@dillon.ca>

All,

See response below from NPCA wrt Livingston and Casablanca information request.

Regards,

----- Forwarded message -----

From: **David Deluce** <ddeLUce@npca.ca>

Date: Mon, Nov 5, 2018, 8:56 AM

Subject: FW: Request for Natural Heritage Information - Casablanca Blvd and Livingston Ave

To: DBourassa@dillon.ca <DBourassa@dillon.ca>Cc: Darren MacKenzie <DMacKenzie@npca.ca>, Joshua Diamond <jdiamond@npca.ca>, Ryan Kitchen <rkitchen@npca.ca>, Brian Lee <blee@npca.ca>, Sarah Mastroianni <smastroianni@npca.ca>

Hi Daniel,

Sarah forwarded your inquiry to me for response; I apologize for the delay in responding. Unfortunately, I don't believe we have a lot of information available in this particular area related to what you are seeking. I've attached a map showing our screening area, which indicates there are only a handful of watercourses that the NPCA regulates within the study areas. There are no known PSWs within either study area. For additional natural heritage information e.g. ANSIs, Significant Wildlife Habitat, etc., you should contact Jennifer Whitham and the Region of Niagara.

Please note that we are presently conducting a flood plain mapping exercise on one of the watercourses in the Livingston study area, the results of which may help inform your work.

Here is a link to our Natural Area Inventory data: <https://npca.ca/natural-areas-inventory>. This information was collected between 2006 and 2009.

I hope this is helpful. If you have any further questions, please let me know.

Regards,

David Deluce, MCIP, RPP**Manager, Plan Review & Regulations**

Niagara Peninsula Conservation Authority (NPCA)

250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2

905-788-3135, ext. 224

ddeluce@npca.ca

www.npca.ca

From: Bourassa, Daniel [<mailto:dbourassa@dillon.ca>]

Sent: Thursday, August 30, 2018 12:02 PM

To: Sarah Mastroianni <smastroianni@npca.ca>

Cc: 187650 <187650@dillon.ca>

Subject: Request for Natural Heritage Information - Casablanca Blvd and Livingston Ave

Hi Sarah,

Dillon Consulting Limited (Dillon) has been retained by the Municipality of Niagara to undertake work in support of a Municipal Class EA for the widening of Casablanca Blvd and the extension of Livingston Ave, in the Town of Grimsby.

I have attached Figures delineating both the Casablanca Blvd and Livingston Ave Study Areas which are referred to as "Focus Area" in the attached Figures.

In support of the undertakings, Dillon kindly requests the following information from the Niagara Peninsula Conservation Authority (NPCA) in relation to both Study Areas:

- Aquatic fish habitat mapping & fish dot data/community data for watercourses;
- Ecological Land Classification (ELC);
- Natural Heritage Features (PSWs, ANSIs, etc.);
- Significant Wildlife Habitat; and
- Flora and fauna records.

Where possible, if the above information can be provided in GIS format with accompanying supporting documents that would be greatly appreciated.

Please do not hesitate to contact me should you have any questions.

Regards,



Daniel Bourassa

Associate

Dillon Consulting Limited

1155 North Service Road West Unit 14

Oakville, Ontario, L6M 3E3

T - 905.901.2912 ext. 3417

F - 905.901.2918

M - 289.981.9136

Please consider the environment before printing this email

This message is directed in confidence solely to the person(s) named above and may contain privileged, confidential or private information which is not to be disclosed. If you are not the addressee or an authorized representative thereof, please contact the undersigned and then destroy this message.

Ce message est destiné uniquement aux personnes indiquées dans l'entête et peut contenir une information privilégiée, confidentielle ou privée et ne pouvant être divulguée. Si vous n'êtes pas le destinataire de ce message ou une personne autorisée à le recevoir, veuillez communiquer avec le soussigné et ensuite détruire ce message.

The information contained in this communication, including any attachment(s), may be CONFIDENTIAL, is intended only for the use of the recipient(s) named above, and may be legally PRIVILEGED. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure or copying of this communication, or any of its contents, is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender and permanently delete the original and any copy from your computer system. Thank-you.
Niagara Peninsula Conservation Authority.

4 attachments



Casablanca STUDY AREA.pdf
403K



Livingston STUDY AREA.pdf
395K



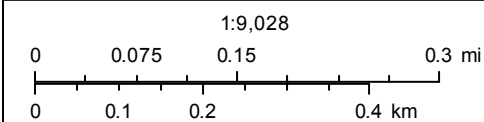
Casablanca-Livingston Study Areas - NPCA Screening.pdf
1104K



NAI Mapping.pdf
1086K



- Corporate Watershed Divide NPCA
- NPCA APPROXIMATE REGULATION LANDS
- Ontario Road Network**
 - Major Highways
 - Arterial Roads
 - Local Roads
- Railway Network
- Assessment Parcels - Cityview
- 2K Hydrography
- Red: Band_1
- Green: Band_2
- Blue: Band_3



9/6/2018, 3:56:12 PM

This map is for illustrative purposes only. Information contained hereon is not intended to constitute advice, is not suitable for professional review or a site survey, and is subject to change without notice. The NPCA takes no responsibility for, nor guarantees, the accuracy of the information contained on this map. Any interpretations or conclusions drawn from this map are the sole responsibility of the user.

THIS IS NOT A PLAN OF SURVEY.

Author:
Notes



Jaffer, Zahra <zjaffer@dillon.ca>

RE: Niagara Expansion - Grimsby GO Station - South Service Rd Access Comments

Paul Bachan <Paul.Bachan@metrolinx.com>

Thu, Nov 1, 2018 at 1:38 PM

To: Zahra Jaffer <zjaffer@dillon.ca>

Cc: Matt Robinson <Matt.Robinson@niagararegion.ca>, "speck@dillon.ca" <speck@dillon.ca>, Joseph Costigan <Joseph.Costigan@metrolinx.com>, Tom Clarke <Tom.Clarke@metrolinx.com>, "Carolyn.Ryall@niagararegion.ca" <Carolyn.Ryall@niagararegion.ca>, Daniel Kucharczuk <Daniel.Kucharczuk@metrolinx.com>, "pmacleod@dillon.ca" <pmacleod@dillon.ca>, "Jack.Thompson@niagararegion.ca" <Jack.Thompson@niagararegion.ca>, "Jordan.Frost@niagararegion.ca" <Jordan.Frost@niagararegion.ca>

Zahra – As requested, please consider this correspondence as Metrolinx's comments pertaining to the Grimsby GO Station - South Service Road GO Station access.

- Metrolinx prefers the option that has station access directly off of South Service Rd and therefore not using the MTO parcel.
- Metrolinx has noted that the Station access/egress off of Casablanca has been removed from the Region's drawings. Metrolinx would like to review to determine if other alternatives from this side of the parking lot can be designed (ie. 'Right-In' only option from Casablanca). This is in an effort to maintain a second access point to alleviate the congestion that has been referenced by the Region on South Service Road.
- With the road widening, the Region's drawing shows the sidewalk and parking tight on the property line. Metrolinx requests further review on the width of the islands (east and west of the GO Station access) as they seem wider than necessary and contributing to the width of the road widening
- Note: Land purchase for the parcel on the north west side of the station (currently shown as the bus-loop/PPUDO) are still in negotiation

Please consider these comments as preliminary comments ahead of completing the Traffic Peer Review. Our full comments to the Niagara Detailed Transportation Assessment will be discussed further upon the completion of the review.

Thanks.

Paul Bachan, BASc

Project Coordinator, Corridor Maintenance & Expansion

Metrolinx | 20 Bay street | 18th Floor | Toronto | Ontario | M5J 2W3

C: 416-433-1819



This e-mail is intended only for the person or entity to which it is addressed. If you received this in error, please contact the sender and delete all copies of the e-mail together with any attachments.

----- Forwarded message -----

From: Joseph Costigan <Joseph.Costigan@metrolinx.com>
To: Paul Bachan <Paul.Bachan@metrolinx.com>
Cc:
Bcc:
Date: Thu, 1 Nov 2018 15:46:36 +0000
Subject: FW: Niagara Expansion - Grimsby Site Plan-pdf

Joe Costigan Jr.

Senior Project Manager-Corridor Maintenance & Expansion

METROLINX

Toronto, Ont

647.228.7612

Building SOLUTIONS to move PEOPLE

From: Joseph Costigan
Sent: October-17-18 6:10 AM
To: 'Matt.Robinson@niagararegion.ca'
Subject: Niagara Expansion - Grimsby Site Plan-pdf

3 attachments



Niagara Region - Grimsby Drawings (combined).pdf
17874K



TPB85104-01_-SK-001-BASE PLAN.PDF
612K



noname.eml
845K



Jaffer, Zahra <zjaffer@dillon.ca>

Declined: Fwd: Invitation: Casablanca Blvd+Livingston Ave. EAs - Update Meeting @ Thu Sep 6, 2018 11am - 1pm (EDT) (gfurtney@npca.ca)

David Deluce <ddeLUce@npca.ca>

Thu, Aug 30, 2018 at 4:05 PM

To: Zahra Jaffer <zjaffer@dillon.ca>

Hi Zahra,

Further to our phone conversation this afternoon, NPCA still will not be in attendance at this meeting. Our primary interest is in the Livingston Ave. EA, which will not be the focus of this meeting. If you have any questions, please let me know.

Regards,

David Deluce, MCIP, RPP
Manager, Plan Review & Regulations
Niagara Peninsula Conservation Authority (NPCA)
250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2
905-788-3135, ext. 224
ddeLUce@npca.ca<<mailto:ddeLUce@npca.ca>>
www.npca.ca<<http://www.npca.ca>>

The information contained in this communication, including any attachment(s), may be CONFIDENTIAL, is intended only for the use of the recipient(s) named above, and may be legally PRIVILEGED. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure or copying of this communication, or any of its contents, is STRICTLY PROHIBITED. If you have received this communication in error, please notify the sender and permanently delete the original and any copy from your computer system. Thank-you. Niagara Peninsula Conservation Authority.

 **invite.ics**
2K



Jaffer, Zahra <zjaffer@dillon.ca>

Casablanca Blvd EA - Casablanca Blvd Crossing CN Rail

Thompson, Jack <Jack.Thompson@niagararegion.ca>

Thu, Feb 7, 2019 at 1:50 PM

To: "Derek.Basso@cn.ca" <Derek.Basso@cn.ca>, "Ryall, Carolyn" <Carolyn.Ryall@niagararegion.ca>, Joseph Costigan <Joseph.Costigan@metrolinx.com>

Cc: "Jaffer, Zahra" <zjaffer@dillon.ca>, "Paul MacLeod (pmacleod@dillon.ca)" <pmacleod@dillon.ca>, "Frost, Jordan" <Jordan.Frost@niagararegion.ca>, "Robinson, Matt" <Matt.Robinson@niagararegion.ca>

Hi Derek

As mentioned at our St. Paul West / CN Bridge replacement meeting, Niagara Region is undertaking an Environmental Assessment for the Casablanca Blvd to determine the transportation Infrastructure required for Grimsby GO Station "Opening Day" as well as addressing long term transportation needs.

The EA Study has identified the widening of Casablanca Blvd to a 5 lane cross-section between South Service Road (SSR) and Livingston Avenue, the widening of SSR to accommodate access / egress to the GO Station and signalization of QEW ramps.

The widening of Casablanca Blvd between SSR and Livingston Avenue results in constructing 5 lanes, bicycle lanes and sidewalks across the CN rail tracks with appropriate signal control and barriers. The future lane requirements crossing CN rail are presented in the attached plan. Note, on-street bike lanes are shown in **green shade**.

It is also of note the storm water drainage requirements associated with the reconstructed roadway will require the construction of a drainage culvert under the CN rail tracks east of reconstructed Casablanca Blvd.

We would appreciate your initial thoughts on the proposed Casablanca Blvd. reconstruction and drainage requirements crossing CN Rail line and what the next steps are with respect to meeting with you to provide additional information, design requirements, PO for CN design/technical review etc.

Your assistance in moving the preliminary design to the detailed design phase is appreciated.

Please call me to discuss possible meeting dates.

Regards,

Jack

Jack Thompson

Niagara Region

Public Works

Transportation Support

Strategic Initiatives and Projects

1815 Sir Isaac Brock Way,

PO Box 1042

Thorold, ON L2V 4T7

905-980-6000 ext. 3482

Jack.thompson@niagararegion.ca

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.



Casablanca Boulevard - Livingston to South Service Road revised.pdf

2737K

**Ministry of
Transportation**

Central Region
Corridor Management Section
159 Sir William Hearst Ave.
7th Floor, Bldg. D
Downsview, ON M3M 0B7
Tel.: 416-235-4572
Fax.: 416-235-4267
Email: hugh.fyffe@ontario.ca

**Ministère des
Transports**

Région du Centre
section de gestion des couloirs routiers
Avenue 159 Sir William Hearst
7^e étage, édifice D
Downsview, ON M3M 0B7
Tél: 416 235-4572
Téléc: 416 235-4267
Email: hugh.fyffe@ontario.ca



February 21, 2019

Zahra Jaffer
Dillon Consulting Limited
Suite 200 – Breithaupt Street
Kitchener, Ontario, N2H 5G5

Re: Draft Casablanca Boulevard and GO Station Access Environmental Assessment (ESR)

Dear Ms. Jaffer:

Thank you for circulating the MTO with the subject report and your request for our review and comments.

Our review of the report was restricted to the immediate interchange area from the North Service Road to the Rail Crossing along Casablanca Boulevard and from the proposed GO Transit Station Entrance to just east of Casablanca Boulevard along the South Service Road.

The MTO agrees with the report's 'Preferred Alternative' featuring normalization of the ramp terminals to 'T' intersections along with:

Signalization of the ramp terminals;

Widening of Casablanca Boulevard as shown on Drawing 7-7; Drawing 8-4 with the option to provide an additional southbound 'thru lane' on Casablanca Boulevard south of the South Service Road (Section 8.3.2);

Grade Separation Option at the rail crossing;

Direct left turn / Bus Loop options for GO Transit Station access;

Multi-Use Path on the west side of Casablanca Boulevard;

Lane arrangement of the Casablanca Boulevard bridge.

8.4.2 At-Grade CN Rail Crossing

"Traffic simulations of the crossing with various future train combinations

(GO train and freight train) have indicated that unacceptable queue lengths and adverse traffic conditions at and upstream of the rail crossing are unlikely."

Based on our review of traffic data, we find the bolded statement questionable and possibly misleading and it should be deleted from the draft.

It is our understanding that geometric refinements will be made during the Detailed Design phase. As well, other areas of MTO concern such as drainage, illumination, traffic etc. will be addressed during this phase.

Yours truly,

Project Manager

TOWN OF GRIMSBY

Office of
DIRECTOR OF PUBLIC WORKS
R. LEROUX, P.ENG.



160 LIVINGSTON AVENUE
P.O. BOX 159
GRIMSBY, ONTARIO L3M 4G3

TELEPHONE: 905-945-9634
FAX: 905-945-5010

PLEASE REFER TO FILE NO.

March 1, 2019

Region of Niagara
Carolyn Ryall
Director of Transportation Services
1815 Sir Isaac Brock Way
P. O. Box 1042
Thorold, ON L2V 4T7

Dear Ms. Ryall:

Re: Casablanca Boulevard EA, Watermain Servicing

We are providing this letter to confirm the Town of Grimsby's servicing requirements with respect to watermain infrastructure impacted as part of the Casablanca Boulevard EA project.

The water servicing requirements are outlined as follows:

1. The Town's existing watermain and associated appurtenances at the intersection of Casablanca Blvd. and Livingston Ave. will need to be replaced. This will consist of:
 - a) The construction of approximately 170m of 250mm diameter PVC watermain (including appurtenances) on Casablanca Blvd. from approximately 75m south of Livingston Ave. to approximately 85m north of Livingston to replace the existing watermain within these limits.
 - b) The construction of approximately 80m of 300mm diameter watermain (including appurtenances) on Livingston Ave. from approximately 40m east of Casablanca Blvd. to approximately 40m west of Casablanca Blvd. to replace the existing watermain within these limits.
2. The Town's existing 250mm diameter DI/CICL watermain on Casablanca Blvd. from approximately 85m north of Livingston Ave. to the South Service Rd. (including the CN crossing) will not need to be replaced, providing that a minimum 1.5m frost cover over the watermain is achieved with the final elevation of new road.

Carolyn Ryall
Director of Transportation Services
Niagara Region

-2-

March 1, 2019

3. The Town's existing 200mm diameter CI watermain on Casablanca Blvd. from Livingston Ave. to CN railway will need to be abandoned. The existing water services, which are presently connected to the 200mm CI watermain, will need to be replaced with new water services within the Regional right-of-way and connected to the existing 250mm DI/CICL and the new 250mm PVC watermain as appropriate.
4. The Town's existing 250mm diameter DI/CICL and 250mm diameter PVC watermain on the South Service Rd. will not need to be replaced.
5. Due to lowering of the road profile elevation on Casablanca Blvd., the 1.5m minimum frost cover over the existing 250mm diameter PVC watermain between Livingston Ave and Main St. W. cannot be achieved. Therefore, the watermain and associated appurtenances will need to be replaced.
6. The Town will be responsible for the construction costs associated with items 1 a) and b) and 3.

We trust this clarifies the Town's watermain servicing requirements for this project.

Sincerely,



Bob LeRoux, P.Eng.
Director Public Works

Public Correspondence Tracking

Regional Municipality of Niagara
Casablanca Boulevard and GO Station Access Environmental Assessment - Environmental Study Report
Appendix A – Consultation Materials – Correspondence Tracker

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response
5/10/2018	Phone Call - Received	Individual wanted to make Region aware that she is not in favour of the woodlot being touched.	Response thanked her for feedback and indicated that it would be included in consultation documentation.
5/10/2018	Phone Call - Received	Individual wanted to make Region aware that she is not in favour of the woodlot being touched.	Region responded to thank the sender for their feedback and indicated that it would be included in consultation documentation.
5/14/2018	Phone Call - Received	Discussion with individual indicating no issues with surveyors accessing Irish woodlot, although access will be dependent on all three landowners approval; requests that a 3 acre lot south of the woodlot be added to the survey.	Response indicated that Region staff are available for a meeting if needed.
5/14/2018	Phone Call - Received	Discussion with individual indicating no issues with surveyors accessing Irish woodlot, although access will be dependent on all three landowners approval; requests that a 3 acre lot south of the woodlot be added to the survey.	Region responded to indicate that Region staff would be available for a meeting if needed.
6/5/2018	Email - Outgoing	Initial correspondence was with Xin Weng at MTO by Jack Thompson, requesting a copy of the Casablanca Blvd. structure GA to assist in understanding existing cross-section dimensions and bridge length and bridge abutments. Email was forwarded to Sidky, who indicated that they live within the study area and had not received notification of the study. Requested further information regarding public consultation.	Region PM responded about the locations of Notice of Project Commencement delivery, when and where it was posted in the local newspaper, the schedule for website initiation, and the next PIC.
6/5/2018	Email - Outgoing	Initial correspondence was with Xin Weng at MTO by Region PM, requesting a copy of the Casablanca Blvd. structure GA to assist in understanding existing cross-section dimensions and bridge length and bridge abutments. Email was forwarded to Mr. Sidky, who indicated that they live within the study area and had not received notification of the study. Requested further information regarding public consultation.	Region responded about the locations of Notice of Project Commencement delivery, when and where it was posted in the local newspaper, the schedule for website initiation, and the next PIC.

Regional Municipality of Niagara
Casablanca Boulevard and GO Station Access Environmental Assessment - Environmental Study Report
Appendix A – Consultation Materials – Correspondence Tracker

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response
6/18/2018	Email - Incoming	Resident is pleased with the extension of the study area for the Livingston EA (vs the original EA in 2014), but has concerns regarding: the combination of the Casablanca EA and Livingston EA studies and public consultation, the extension running through a significant woodlot, lack of response about previous concerns from the 2014 EA study and petitions received, the overall study area for both EAs, lack of time for public consultation due to timing of the study, inability to read maps within Notice of Commencement (NOC) ad. Questioned verbiage in the NOC, including clarification on previous traffic and transportation studies, confirmation of extension through EA study, and addition of trails. He also requested confirmation of review of previous letters sent through to the Region and Municipality and how the Region is handling the flood mapping study being undertaken by the Niagara Peninsula Conservation Authority.	Region provided a comment summary table to respond to the individual. The Region acknowledged many of his comments and previous correspondence, while providing responses to others, including: reasoning behind the pairing of the two EAs as being linked due to common opportunities and challenges; timing of the EAs, as the Casablanca EA will be completed prior to the Livingston EA; awareness of the significance of the woodlot and considerations being made through the EA study; direction on the previous studies alluded to in the NOC; acknowledgement that the EA study will examine all alternatives and recommend a preferred alternative after a thorough analysis; that there will be multiple PICs, not just one; and that the EA will be receiving input from the NPCA on the flood mapping work they are undertaking.
6/27/2018	Email - Incoming	Request for information on EA report and status of study. Also questioned the length of the EA process, when the PIC materials would be available to the public, and date for when construction would begin.	Region staff responded to recommend attendance at the first PIC to obtain information regarding study process, timelines, study background, and existing conditions. Also indicated that the study process will take 18 months, with the Region initiating the recommended road improvement construction program at the completion of the study in August 2019. As the individual was unable to attend the PIC, Region staff emailed the PIC presentation to her.
6/28/2018	Email - Incoming	Individual requested clarification on the EA process, as per the Environmental Assessment Act, particularly the EA's Terms of Reference. Also advised Region that the Appendix 3 - Grimsby GO Transit Secondary Plan was draft and not final. Questions whether a "Do Nothing" option will be	Region responded acknowledging individual's concerns/recommendations and forwarded to consultants for review.

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response
7/9/2018	Email - Incoming	<p>part of the EA alternatives. Suggests that a Do Nothing approach would help to mitigate climate change due to maintaining the woodlot if there is to be increased density and/or GO Transit commuter influxes. Requests that the following be recorded from the MCEA Companion Guide: "The CC Guide suggests, if a class environmental assessment process currently has no climate consideration method or the method does not meet ministry expectations, reference should be made to the CC Guide. Additionally, the CC Guide suggests that climate change considerations be scaled to the significance of the project's potential environmental effects."</p> <p>Individual has concerns regarding turning lanes and driveway access, traffic volumes causing increased noise, speeding, safety, and property values; construction and road widening impacts to environment and property; disruptions and disturbance; potential zoning adjustments; loss of property; loss of privacy; loss of masonry fencing.</p>	Region responded, acknowledging receipt of letter.
9/15/2018	Website/Online (static)	What is the current status of the EA, and what is the expected date for the fall public information centre? Thank you.	Region responded to note that fieldwork has been completed and the team is assessing alternatives within the road allowance. The second PIC is planned for Nov 28th in Grimsby at The Winery Inn and Spa where draft recommended concepts will be presented to the Public for comments.
9/27/2018	Email - Incoming	As candidate for Ward [REDACTED] Alderman, requesting attendance at the September 27th Workshop with Property Owners, inquired if other municipal candidates were invited, and requested to be added to the contact list.	Region responded to welcome attendance at the Workshop, noting that the intent of the Design Workshop is to meet with the property owners directly impacted by required improvements to Casablanca Boulevard to obtain their comments so that we can refine the design concepts prior to going to the Public Information Centre in November 2018.

Regional Municipality of Niagara
Casablanca Boulevard and GO Station Access Environmental Assessment - Environmental Study Report
Appendix A – Consultation Materials – Correspondence Tracker

			<p>No Aldermen were invited to the Design Workshop, but they are welcome to attend as well as any general public individuals that wish to join the meeting.</p> <p>As requested, the name and email address for the individual was added to the distribution list.</p>
9/29/2018	Email - Incoming	<p>In regards to the workshop for property owners on September 27, my husband and I were extremely unhappy that we didn't have the itinerary beforehand as to the breakdown of the evening (agenda) as it appeared to be a drop in session as in the past. So we missed the discussions. Better communication with residents would be appreciated in the future as to breakdown of presentation.</p>	<p>Region responded to thank the sender for the comment, appreciate the interest and attendance at the Workshop, and apologize for not including an Agenda as part of the letter handout delivered to homes along Casablanca Blvd. The response agreed with the suggestion that future stakeholder / public meetings provide information on meeting proceedings including time of presentation.</p>
10/31/2018	Email - Incoming	<p>I am a very concerned citizen of Grimsby. I have attended the meetings re: Casablanca Boulevard. I hear the angst and anger of the impacted populace. I have listened to the Niagara region representatives. They may be politely listening but also show no regard for the suggestions brought forth. This was demonstrated at the next step meetings where the region showed their refined-redrawn maps. There is only the advancement of the Niagara Region's plan. Any input from the impacted citizenry has been ignored.</p>	<p>Region responded to note that the team has been receiving feedback from the community through a variety of channels, including the Public Information Centre #1 held on June 20th, a Stakeholder Workshop for property owners directly affected by the project on September 27th, and two online surveys, in addition to web, email, telephone, and in-person meetings with concerned residents. The feedback heard has been integrated wherever possible, and we continue to listen to the issues raised in order to make every effort to refine the concepts developed to-date. The way in which comments have been integrated is being documented as part of the Environmental Assessment process, and will be available to the public as part of the Environmental Study Report.</p>
10/31/2018	Email - Incoming	<p>The header for the Niagara Region always shows Building Community. Building Lives. This is obviously not taken as a serious commitment. The</p>	<p>The Region responded to explain that the EA recommendations are being proposed to accommodate growth in the community and to</p>

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response
10/31/2018	Email - Incoming	Casablanca re-construction is destroying the community and disrupting lives. I asked previously for the Region to do a pre and post property value assessment by an independent realtor. The expansion of the boulevard with the increase of traffic and pollution; the loss of privacy for the citizens and the loss of property values will severely impact the residents. Compensation should surely be factored into the Region's financials.	support the provincially proposed GO Transit station at Casablanca Blvd. and South Service Road. Casablanca Boulevard is a Regional roadway that is intended for the movement of vehicles through the region. The nature and purpose of this road is not being changed through this project. Work to-date shows that the project can be largely undertaken within existing Region owned rights-of-way. It is not the Region's practice to conduct pre/post property value assessments for projects of this nature. There are many variables that can impact property values including market demand. As well, the introduction of a GO Station in the community may lead to an increase in residential property values in the vicinity of the station as has been the experience in other communities. The EA will examine impacts of the project including for example noise. If there are reasons as to why the project might have a significant impact on property values, these would be described in the EA report.
		I also queried the Region's representatives to forthrightly inform the residents of the surrounding area of the future plans for Main Street West. The representative stated there is nothing on book. I do not accept this. Five lanes of traffic on Casablanca going into two lanes on Main Street West has surely been accounted into the Region's future plans.	Region response noted that this project is not making recommendations for the expansion of Main Street West. The segment of Casablanca Boulevard between Livingston Avenue and Main St West is proposed to include 3 lanes only - two through lanes (as currently exists) and the addition of a centre turning lane to facilitate safe property access. The portion of Casablanca Boulevard from South Service Road to Livingston Avenue is proposed to be widened to five lanes to accommodate traffic, facilitate safe property access, and reduce impacts of queuing at the CN Rail crossing.
10/31/2018	Email - Incoming	I respectfully request the Niagara Region to be forthright, honest and open to the impacted citizenry. Inform us of the future plans that you must have for the area. Listen to the residents and	Region responded to explain that the EA process being conducted is open and transparent. The process is consistent with the requirements of the Class EA process. Opportunities for the public to be

		delay the construction until a less impactful plan can be agreed upon.	informed about the project and provide input are being provided. A second PIC is being planned which will present the recommended improvements for review and comment by the public. The event will be advertised widely in the community. In addition, a third PIC will be held during the 'Detailed Design' phase of the project that will take place during spring 2019.
10/31/2018	Email - Incoming	I want this process to be open and transparent to the public. It should be disclosed to all the Grimsby citizens when it was decided to go forward with the major upheaval to Casablanca Boulevard, North Service Road to Main Street and the Livingston Avenue extension west of Emily Street to Main Street. I would like to know the timeline when the planning committee of Grimsby was made aware of this and who approved of going forward with this major upheaval.	<p>Region responded to note that improvements to Casablanca Boulevard to widen the roadway and improve the QEW interchange were identified and recommended as part of the Region's Transportation Master Plan (initiated in 2015, completed in 2017) and the Grimsby GO Transit Station Secondary Plan (initiated in 2016, completed in 2018). Both documents also identify the extension of Livingston Avenue to be studied through an Environmental Assessment. These documents were approved by Regional Council and the Grimsby GO Transit Station Secondary Plan was adopted by Town of Grimsby Council early this year.</p> <p>In order to implement the recommendations of these aforementioned, the two Environmental Assessments for Casablanca Boulevard and for Livingston Avenue Extension were initiated.</p> <p>The Environmental Assessments are in the development phase. No decision has yet been made. Again, the recommended improvements will be made available to the public to provide comment at the next Public Information Centre. Comments received will be considered and the recommendations confirmed for documentation in the EA report which will also be made available for review and comment.</p>

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response
11/12/2018	Email - Incoming	We will lose a lot of trees. Is there a plan to replace them? What does that plan look like? Will the services be buried? Hydro, cable, telephone. I have some concerns about safe access to the roadway from our driveways. Can the region help us if we are willing to put in a turn around or a double driveway?	<p>Region responded that the project will make every effort to minimize the removal of trees wherever possible. However, some trees will have to be removed as part of the road widening. As part of the detailed design stage (which will follow the completion of the Environmental Assessment), trees will undergo an inventory and those to be removed will be part of a Planting Plan to replace those removed. We will share that information once it is available for discussion with the affected property owners.</p> <p>The direct burying of utilities is very costly, so team will be looking to improve the layout of poles and consolidate overhead utilities to improve the overall aesthetics of the roadway along Casablanca Boulevard and reduce the overall number of utility poles in the area.</p> <p>The Region does not have a policy of providing funding for private property improvements (outside of the Regional Road right-of-way), as these would be the responsibility of the homeowner.</p>
1/17/2019	Email - Incoming	Support for the preferred alternative as presented at the PIC on January 16, particularly for the segment of Livingston Avenue west of Casablanca Boulevard, and sharing of information submitted to MMAH in response to the call for comments on the Affordable Housing plan.	None – Comments acknowledged and recorded.
1/17/2019	Email - Incoming	Appreciation for the materials presented at the PIC on January 16, and further explanation on a comment received from another property owner at the PIC regarding truck traffic on Livingston Ave.	None – Comments acknowledged and carried forward for further consideration.
1/24/2019	Email - Incoming	Support for the preferred alternative as presented at the PIC on January 16th, particularly with	None – Comments acknowledged and recorded.

		respect to traffic management and practical solutions to address the issues identified.	
2/12/2019	Email - Incoming	<p>Is the ESR going to be posted on the Region's website?</p> <p>Can you put me on the mailing list for this project?</p> <p>I would like to attend the PIC in the Spring.</p> <p>Has the project been tendered for the detailed design component yet?</p>	<p>Region responded to advise that the ESR will be posted for a 45-day public review on the Region's website. An email notification as well as a newspaper ad when the documents will be sent out when the documents are posted. Individual was added to the mailing list. The Detailed Design is being undertaken by the team that is completing the ESR. The Detailed Design phase is scheduled to progress over the spring/summer of this year, and will go to construction tender once complete.</p>