APPENDIX A

Consultation Materials

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Project Notices

MOVING TRANSIT FORWARD

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

MOVING ROADS FORWARD

NOTICE OF PUBLIC INFORMATION CENTRE #2

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR:

LIVINGSTON AVENUE EXTENSION (RR512) WEST OF EMILY STREET TO MAIN STREET (RR81)

PURPOSE OF THE STUDY

The Regional Municipality of Niagara (Niagara Region) is completing a Municipal Class Environmental Assessment (EA) for the extension of Livingston Avenue west of Emily Street to Main Street, in the Town of Grimsby.

The purpose of the study is to examine the need and opportunities for providing additional east-west travel capacity in west Grimsby and consider alternative ways to achieve this, including an extension of Livingston Avenue, intersection improvements and new infrastructure to facilitate walking and cycling.

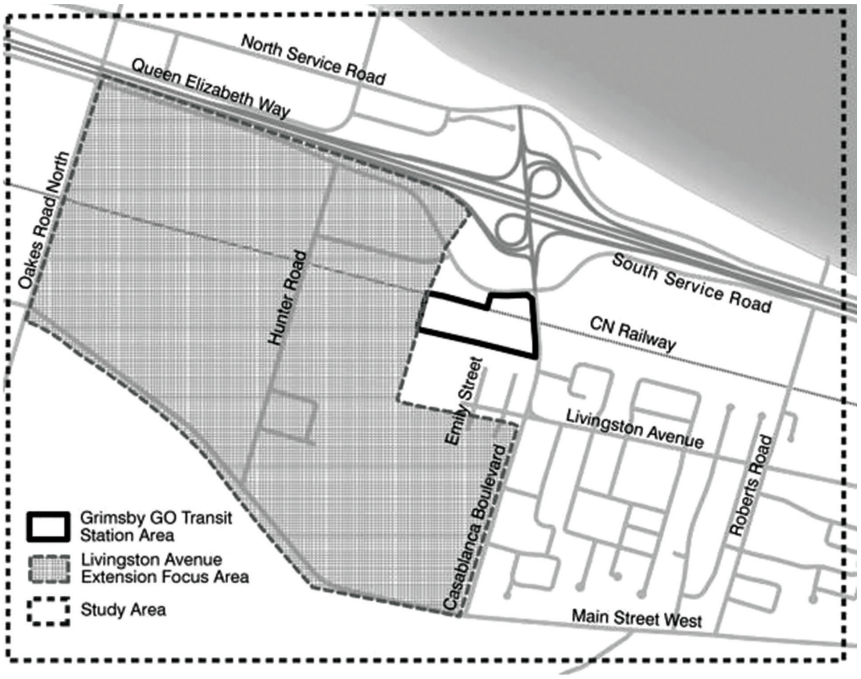
SECOND PUBLIC INFORMATION CENTRE (PIC)

Will present information on:

- A review of the project need and opportunities
- A review of the background studies completed to date
- A review of the preliminary alternative concepts evaluation results for improving east-west connectivity through the study area

The project team will review and consider the comments received at PIC#2, and collect feedback to be carried forward in considering the alternative designs for the preferred concept.

Public Information Centre #2
Tuesday, May 28, 2019
Registration: 6:15 p.m. to 6:30 p.m.
Workshop Session: 6:30 p.m. to 9:00 p.m.
Casablanca Winery Inn & Spa
4 Windward Drive
Grimsby, ON L3M 4E8



FOR MORE INFORMATION

niagararegion.ca/projects/casablanca-livingston-ea/default.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

If you require any accommodations for a disability in order to attend and participate in the May 28, 2019 meeting, please contact Niagara's Accessibility Advisory Coordinator at 905-980-6000, ext 3252 or accessibility@niagararegion.ca to make the appropriate arrangements.

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 **Ann-Marie Norio**, Regional Clerk at **905-980-6000 ext. 3220**.

This Notice issued on May 16 and May 23, 2019.

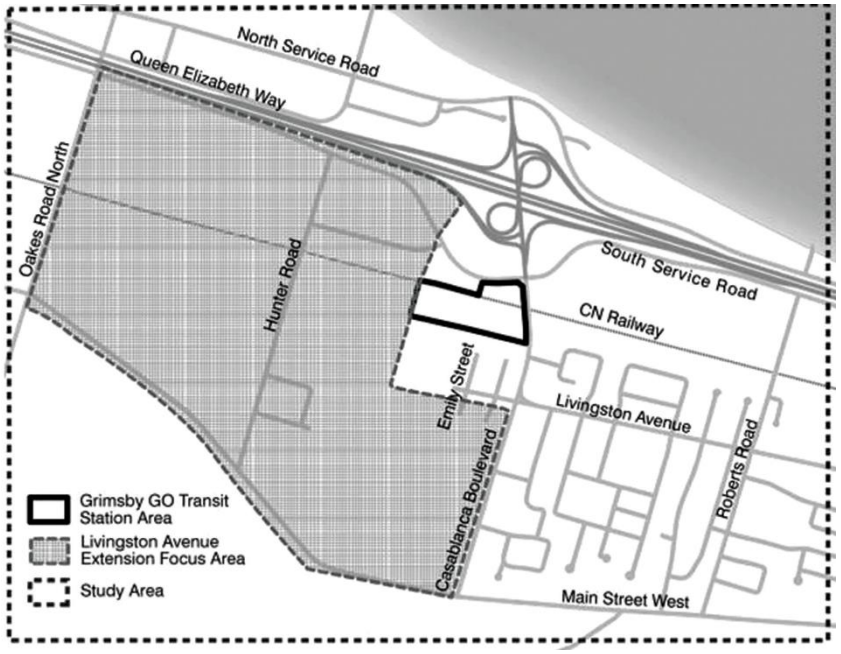
Notice of Public Information Centre #3

Municipal Class Environmental Assessment for:

Livingston Avenue Extension (RR512) West of Emily Street to Main Street (RR81)

Purpose of the Study

The Regional Municipality of Niagara (Niagara Region) is completing a Municipal Class Environmental Assessment (EA), which began in 2018, to assess the need for additional east-west transportation system capacity and identify alternative solutions in the west portion of the Town of Grimsby, Ontario. The alternatives considered include improvements to Main Street West, improvements to the South Service Road, the extension of Livingston Avenue, intersection improvements and new infrastructure to facilitate walking and cycling.



Third Public Information Centre (PIC#3)

PIC #3 is the final formal public consultation event required by the Environmental Assessment process and will present information on:

- An updated review of the background studies completed to date;
- A review of the evaluation of alternative solutions for improving east-west capacity in the Study Area;
- Proposed design concepts for the preferred solution; and
- Next steps to complete the environmental assessment.

The project team will review and consider the comments received at the PIC, and collect feedback to be carried forward in refining the recommendations for the preferred solution and development of the Environmental Study Report. The Report will be provided for public input once complete.

Public Information Centre #3 Monday January 27, 2020
Registration: 6:15 p.m. to 6:30 p.m.
Panel / Overview Discussion: 6:30 p.m. to 7:00 p.m.
Open House: 7:00 p.m. to 9:00 p.m.

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

For more information

Opportunities to provide feedback on the proposed design concepts for the preferred solution will also be made available on the Project Website following the PIC. Please visit niagararegion.ca/projects/casablanca-livingston-ea/default.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

If you require any accommodations for a disability in order to attend and participate in the January 27, 2020 meeting, please contact Niagara's Accessibility Advisory Coordinator at 905-980-6000, ext 3252 or accessibility@niagararegion.ca to make the appropriate arrangements.

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This Notice issued on Jan 9 and Jan 16, 2020.

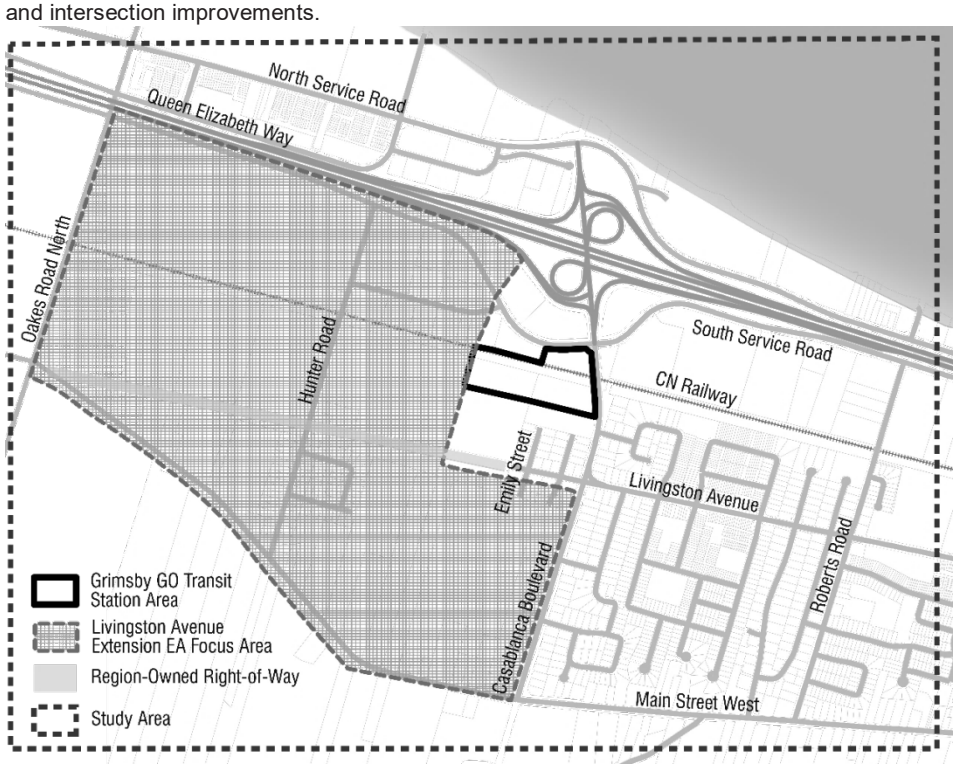
NOTICE OF COMPLETION
SCHEDULE 'C' - MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT FOR:

LIVINGSTON AVENUE EXTENSION (RR512) WEST OF EMILY STREET TO MAIN STREET (RR81)

The Regional Municipality of Niagara (Niagara Region) has completed a Municipal Class Environmental Assessment (EA), to address the need for additional east-west transportation system capacity in the west portion of the Town of Grimsby, Ontario.

The Study Area is shown on the map below. The key objectives of the EA were to address the long term east-west transportation needs for the Study Area to the year 2041, and address future congestion on the South Service Road east of Industrial Drive. The new GO Transit Station and overall growth between today and 2041 will result in a need to provide one additional travel lane in each direction (east and west) between Oakes Road North/Main Street West and Casablanca Boulevard.

The alternatives considered include measures that would broaden the range of travel modes in the Study Area with a goal of reducing the overall demands on the transportation network, shift demands to non-peak times, and encourage the use of other modes of travel such as transit, bicycling and walking, improvements to Main Street West, improvements to the South Service Road, the extension of Livingston Avenue to Main Street West/Oakes Road North, and intersection improvements.



To address the identified transportation capacity needs in the west portion of the Town of Grimsby the Region is proposing a phased approach, as follows:

- **Short Term (by approximately 2021):** A combination of Transportation Demand Management (TDM) measures and implementation of roadway operations improvements and additional roadway lanes along the South Service Road, as per the Casablanca Boulevard and GO Station Access EA (March 2018).
- **Longer Term (by approximately 2031):** A combination of TDM measures and the extension of Livingston Avenue west to Oakes Road North, once the community/traffic growth requires the additional roadway capacity.

Documentation of the development and review of alternatives, the rationale for selecting the preferred alternative, the consultation process undertaken, and measures to minimize potential impacts is provided in the Environmental Study Report (ESR, May 2020), which is available on the Region's website at: **https://www.niagararegion.ca/projects/livingston-ea/default.aspx.** The Region can loan a hardcopy of the ESR by mail within 7business days of receiving the request by phone, email, or mail to one of the contacts provided below.

The ESR is being placed in the public record for a 45-day review period. Interested persons may provide written comments within 45 calendar days from the date of this Notice of May 21, 2020, with the comment period ending on July 6, 2020. 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 July 6, 2020.

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 contact one of the team members below if you have questions and to forward any comments or concerns you may have, in writing, to:

Carolyn Ryall, P.Eng,
Director - Transportation Services Niagara Region
905-980-6000 ext. 3620
carolyn.ryall@niagararegion.ca
1815 Sir Isaac Brock Way,
Thorold, ON, L2V 4T7

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

Personal information 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. Questions should be referred to **Ann-Marie Norio**, Regional Clerk at **905-980-6000 ext. 3220**.

This Notice issued on May 21 and May 28, 2020.

Public Information Centre #1 Materials: June 20, 2018

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

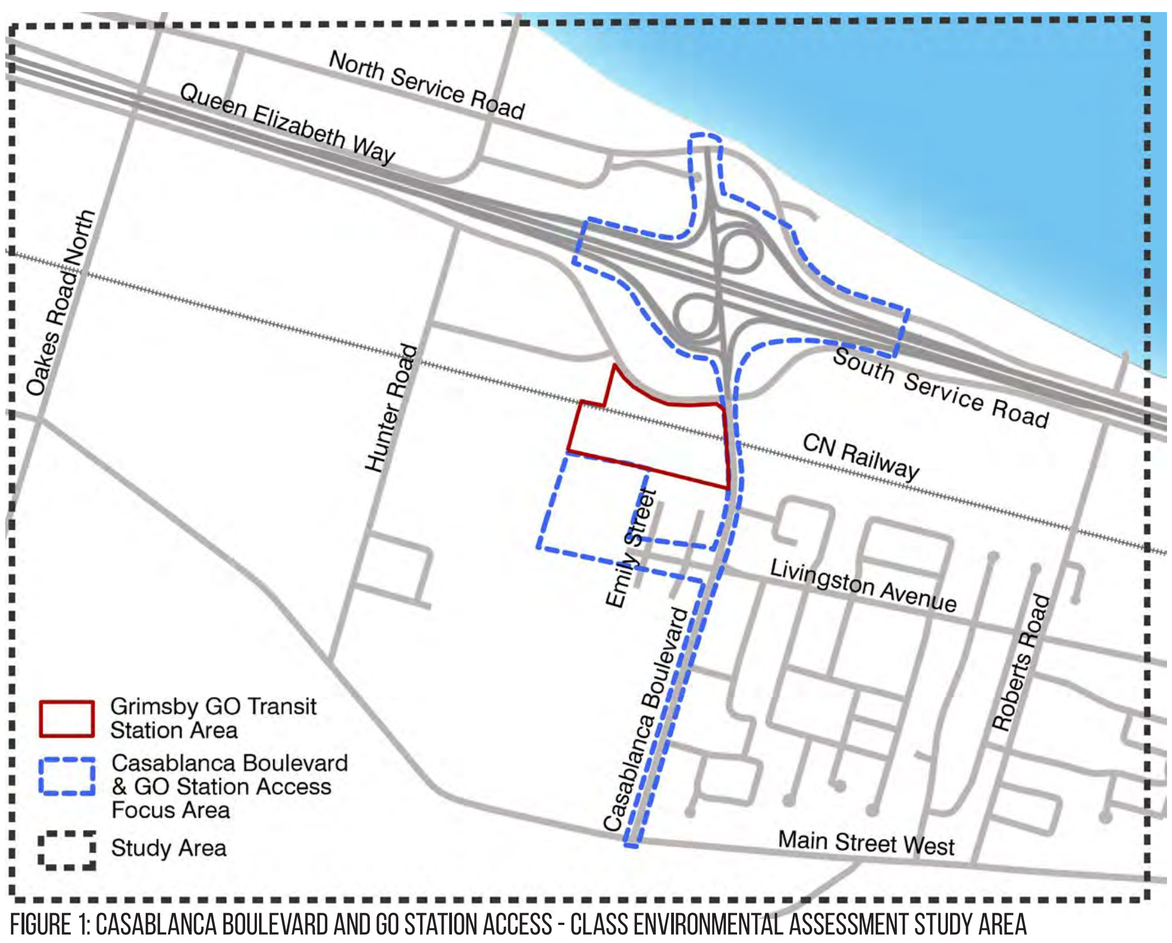


FIGURE 1: CASABLANCA BOULEVARD AND GO STATION ACCESS - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

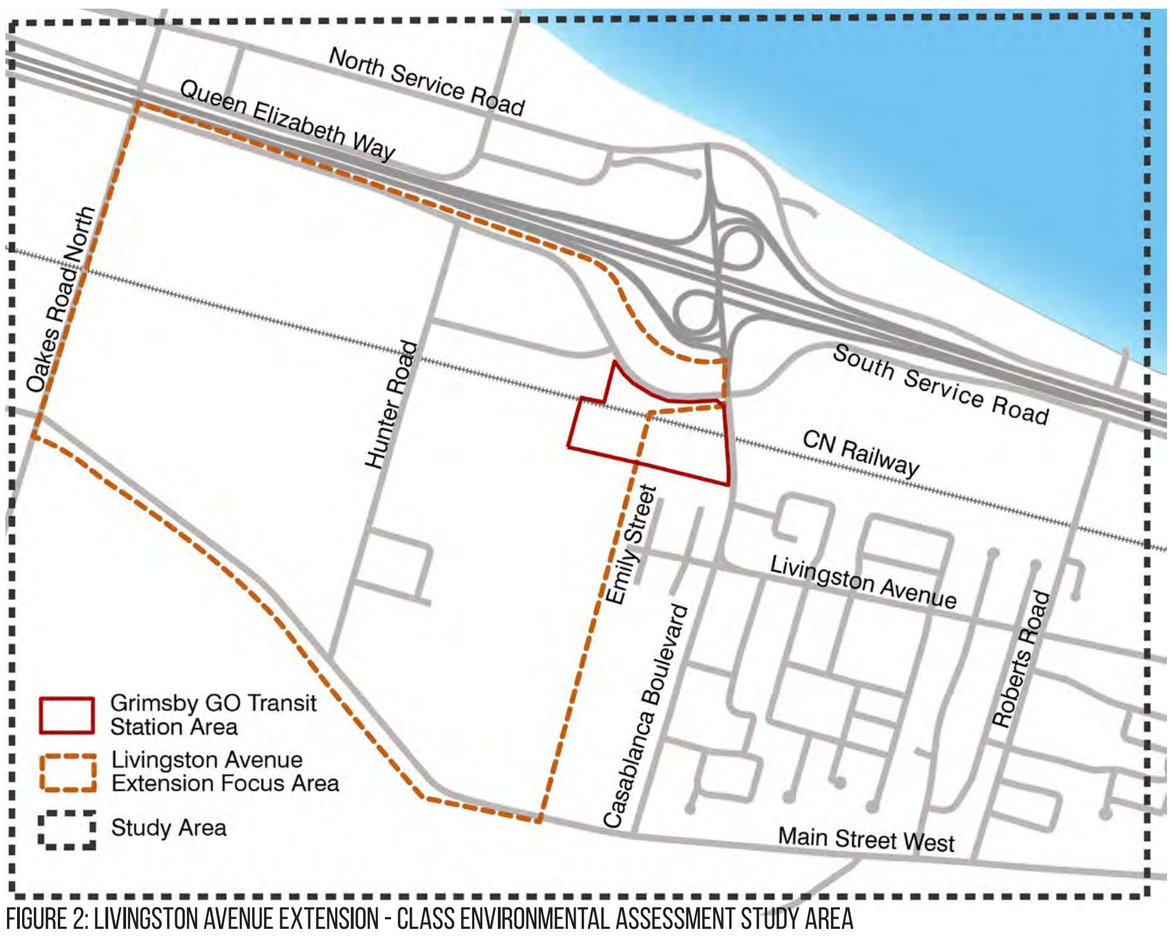


FIGURE 2: LIVINGSTON AVENUE EXTENSION - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

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.

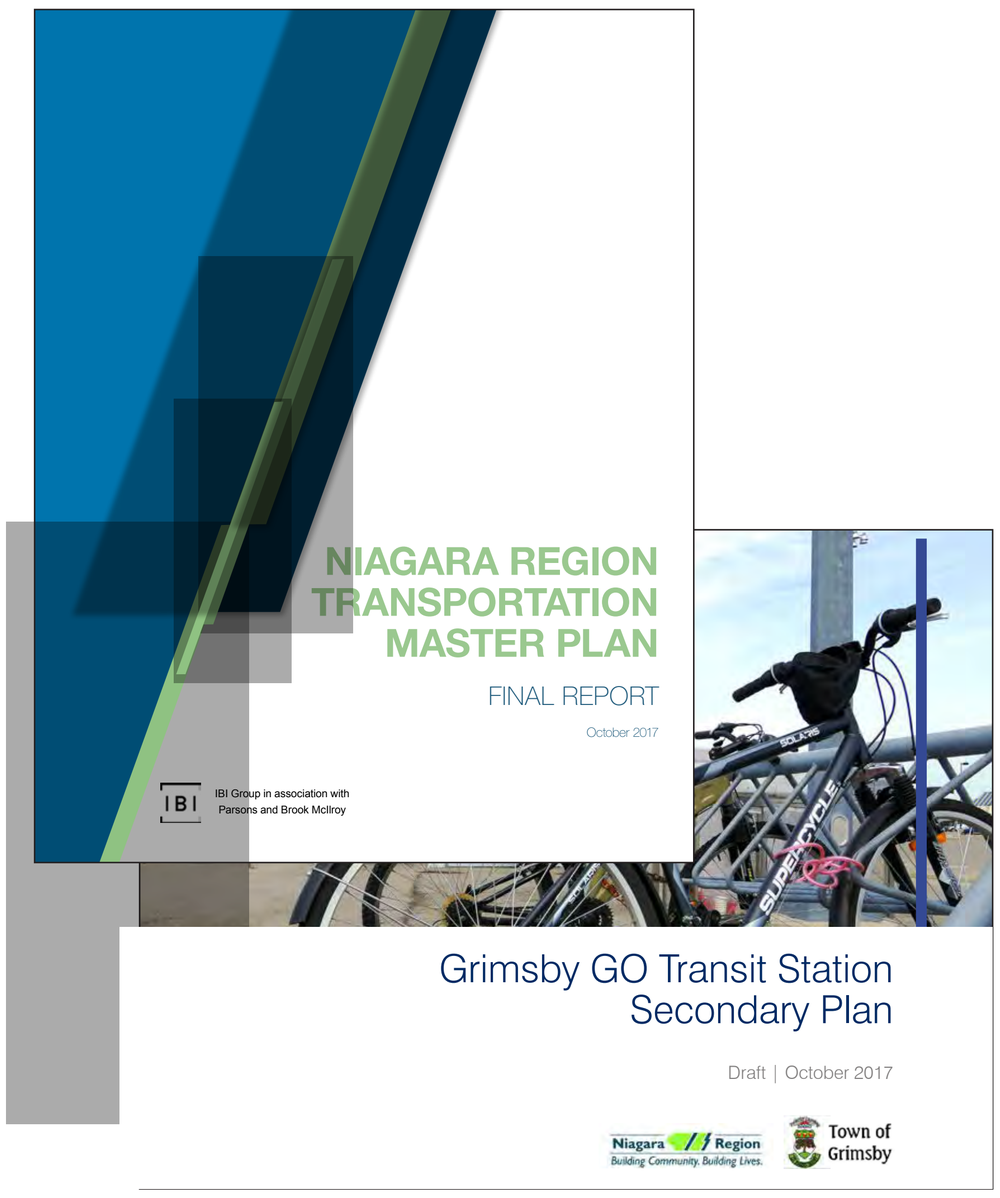
This open house event presents the preliminary assessment of existing traffic conditions in the Study Area, as well as the potential alternative solutions for changes to each of the road corridors.

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.

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.



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

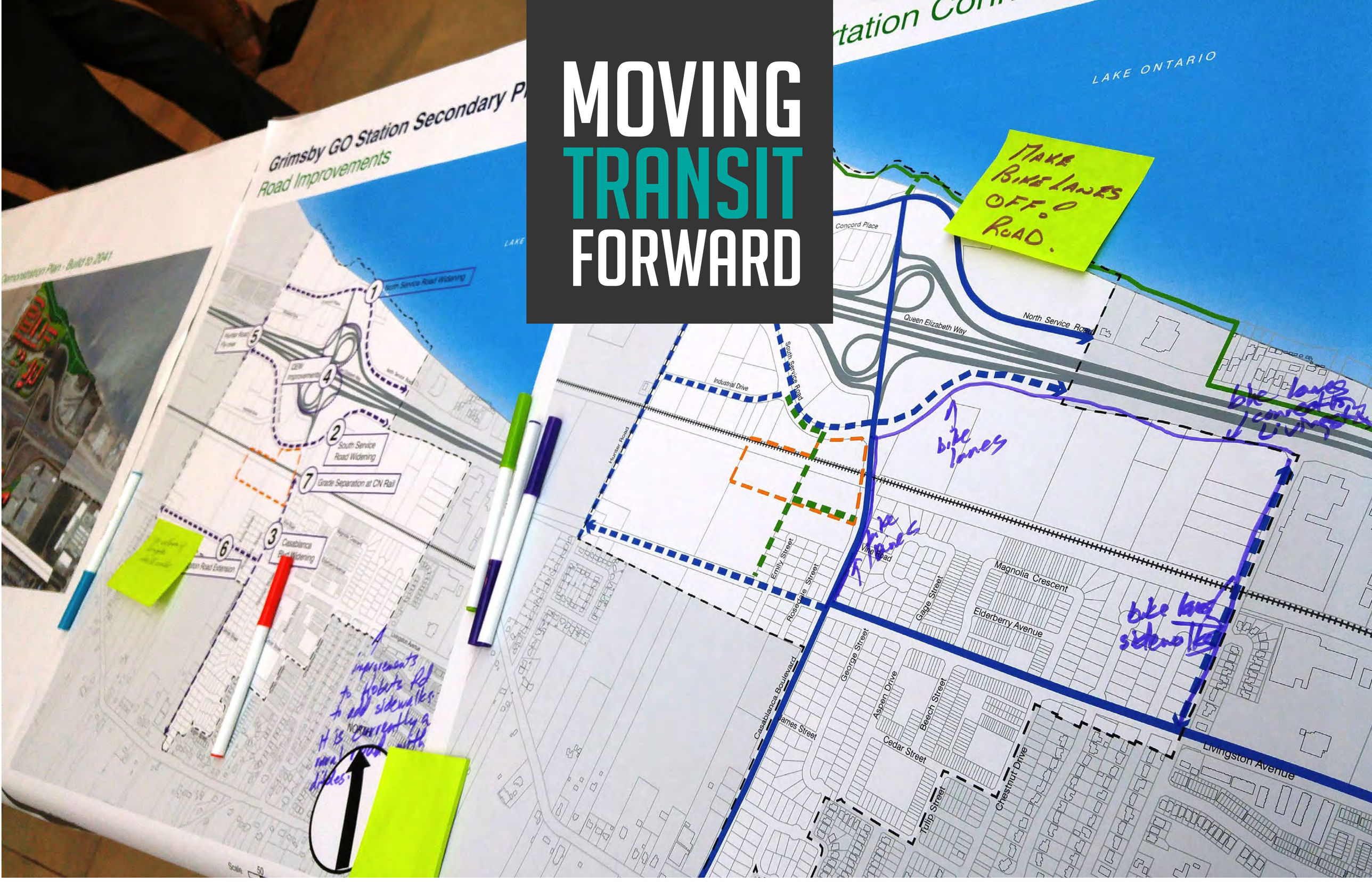
PUBLIC INFORMATION CENTRE #1 & ONLINE SURVEY
SPRING/SUMMER 2018

STAKEHOLDER WORKSHOP & DESIGN CHARRETTE
FALL 2018

PUBLIC INFORMATION CENTRE #2 & ONLINE SURVEY
FALL 2018

PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY
SPRING 2019

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.

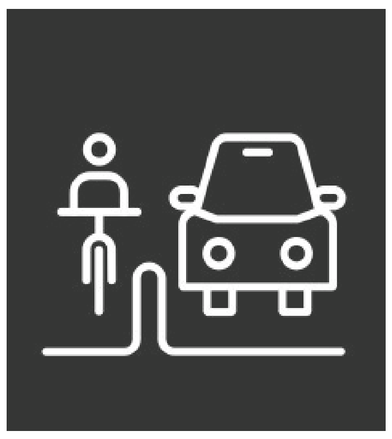
- CONSERVE THE IRISH GROVE WOODLOT
- PROVIDE ACCESS TO THE GO STATION
- REDUCE CONGESTION ON CASABLANCA BLVD
- IMPROVE SAFETY FOR CYCLISTS+PEDESTRIANS
- ADDRESS WAIT TIME AT RAIL CROSSING
- PROTECT ACCESS TO DRIVEWAYS ALONG CASABLANCA BLVD
- LIMIT TRAFFIC SPEED IN RESIDENTIAL AREAS
- PLAN FOR GROWTH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

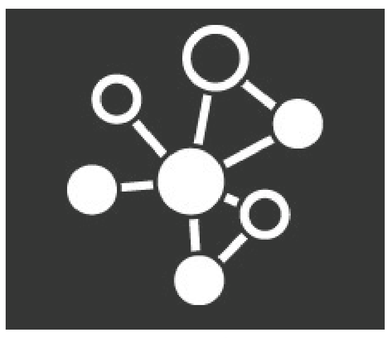
- Potential for loss of residential/ business property/agricultural land
- Potential for disruption effects to residences
- Potential for improved street corridor character

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

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

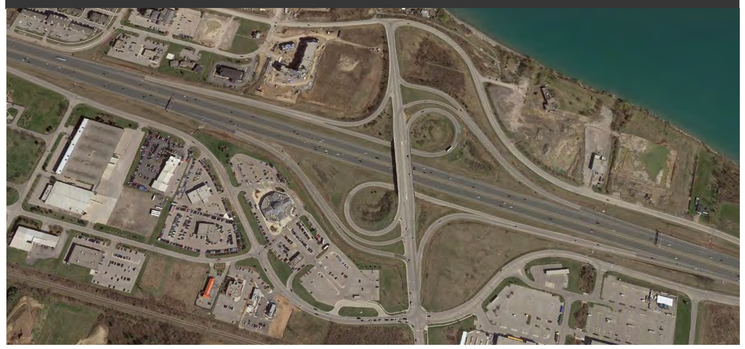
Railway Grade Separation Study

CASABLANCA BOULEVARD & GO STATION ACCESS

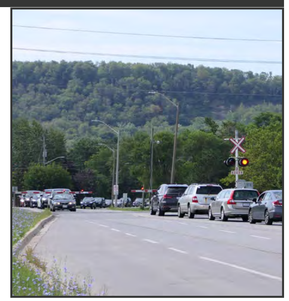
THE STUDY AREA: A CLOSER LOOK

the study area is made up of three main segments.

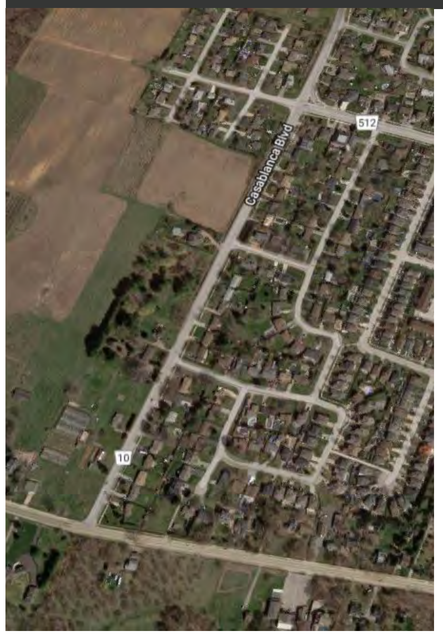
CASABLANCA BOULEVARD BETWEEN NORTH SERVICE ROAD AND SOUTH SERVICE ROAD



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

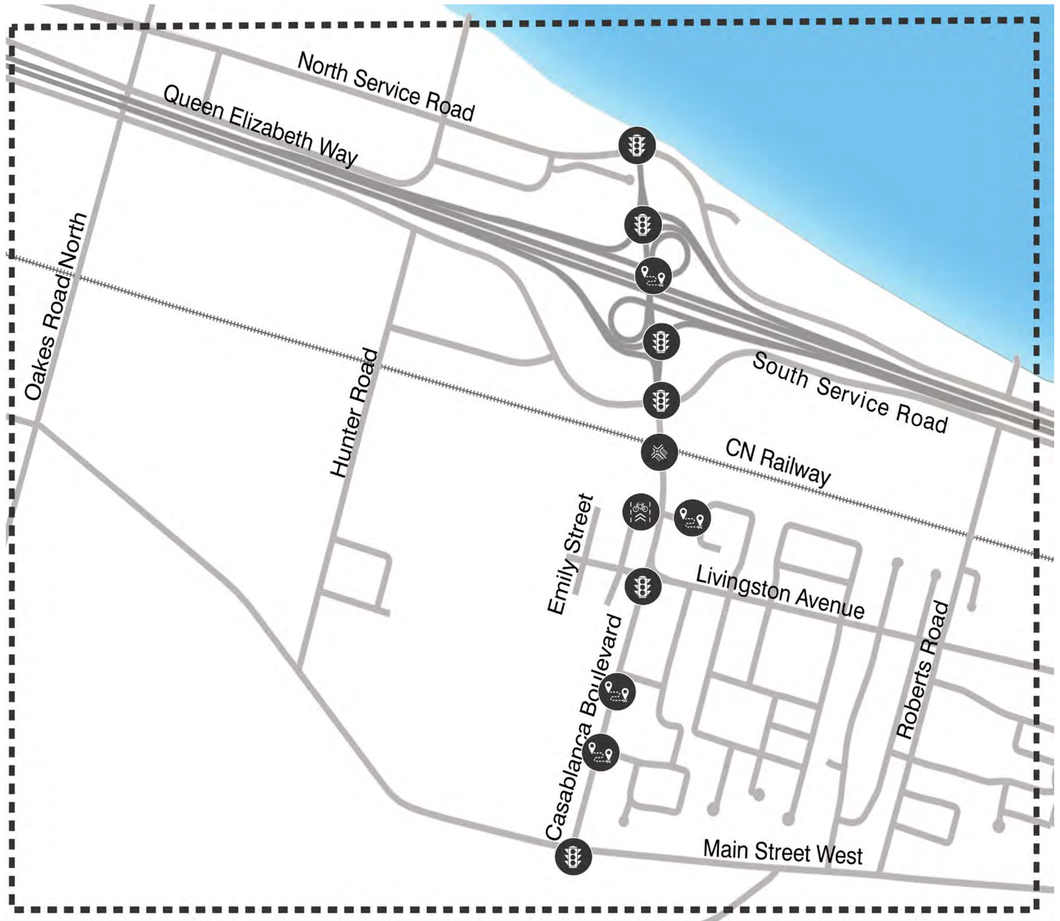


CASABLANCA BOULEVARD BETWEEN LIVINGSTON AVENUE AND MAIN STREET WEST



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

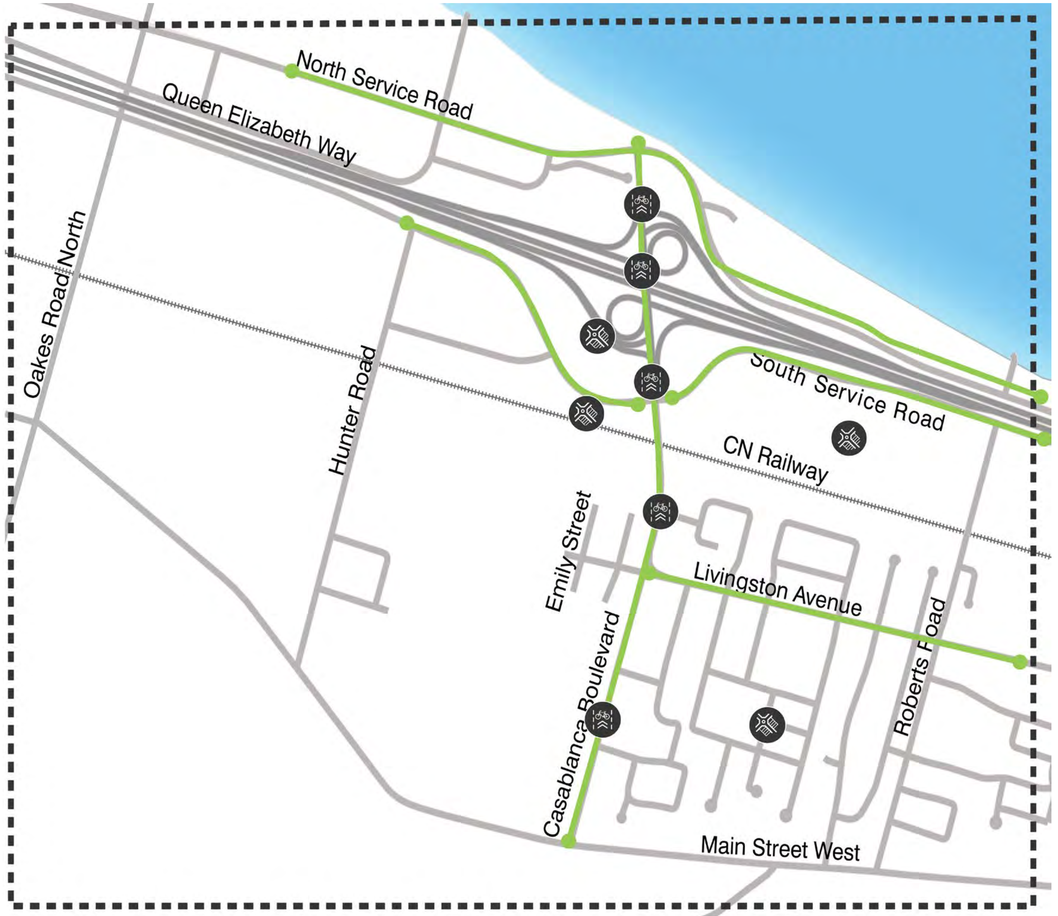
- ✓ Casablanca Boulevard grade-separation
- ✓ QEW interchange improvements

traffic operations issues along casablanca blvd

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

MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS



TRANSPORTATION ISSUES & OPPORTUNITIES
CYCLING NETWORK

Poor active mode realm on Casablanca BOULEVARD

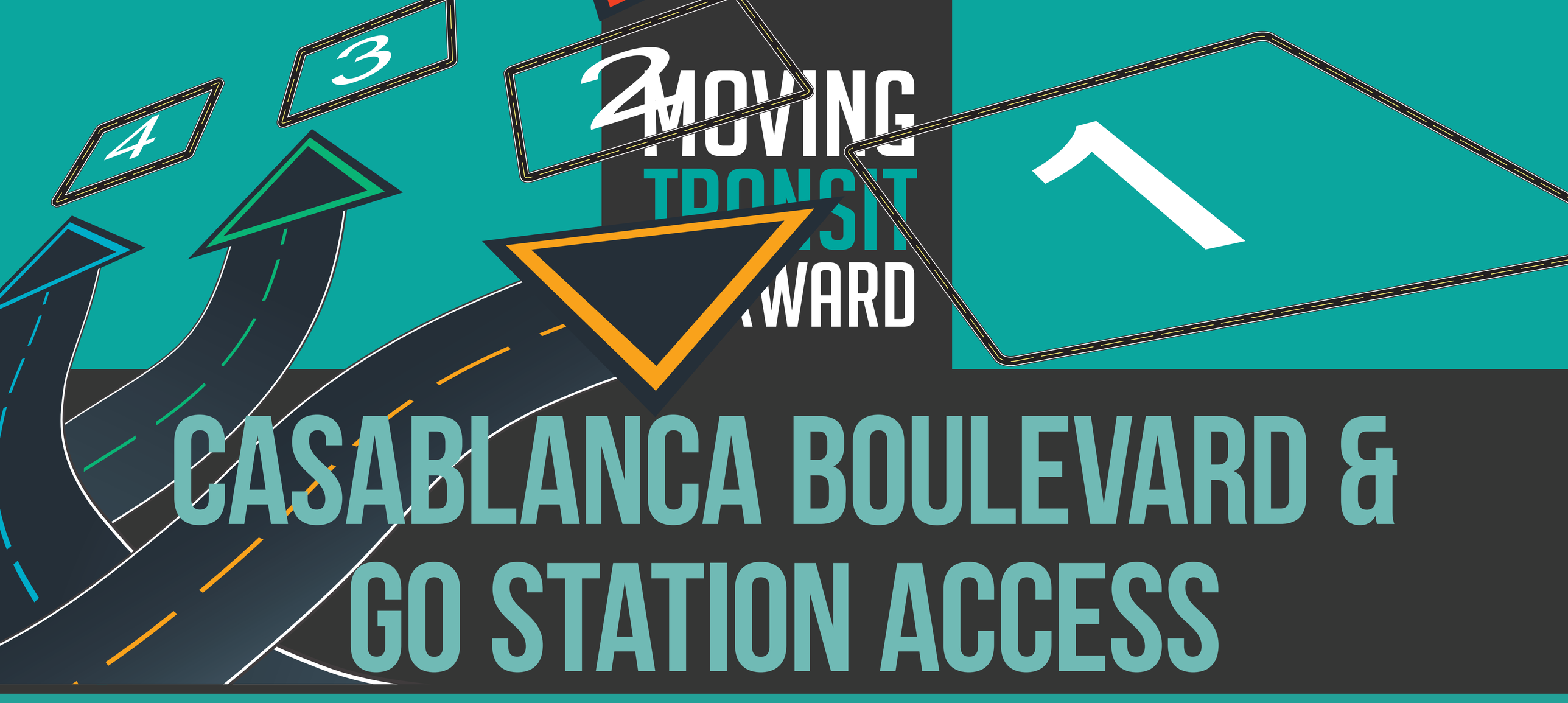
- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes

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



CASABLANCA BOULEVARD & GO STATION ACCESS

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.

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.

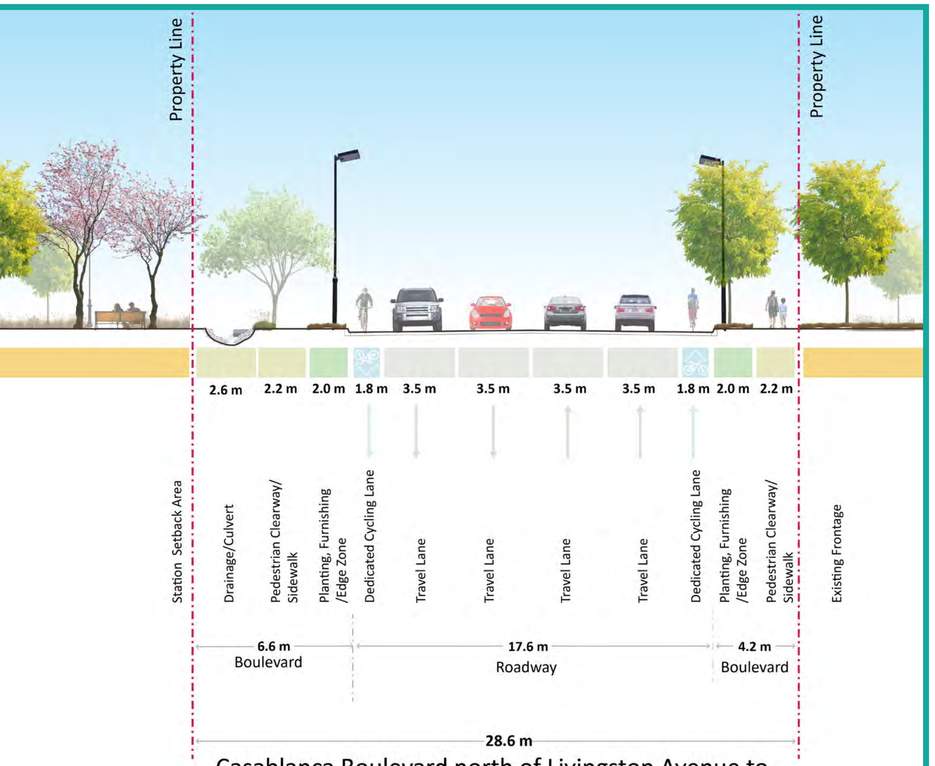
LEGEND

- Carry Forward
- Carry Forward with Other Alternatives
- Do Not Carry Forward

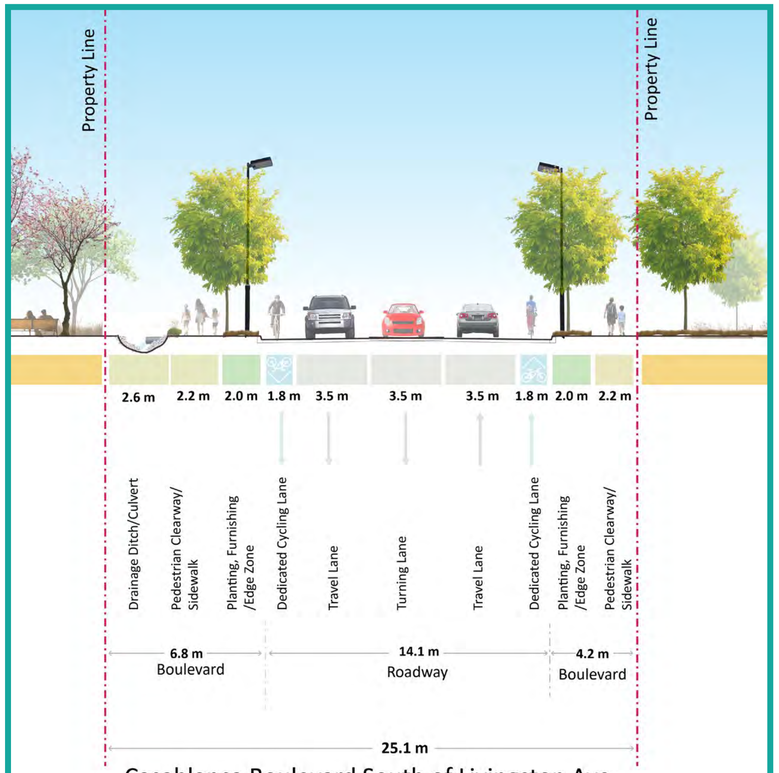
MOVING TRANSIT FORWARD

CASABLANCA BOULEVARD & GO STATION ACCESS

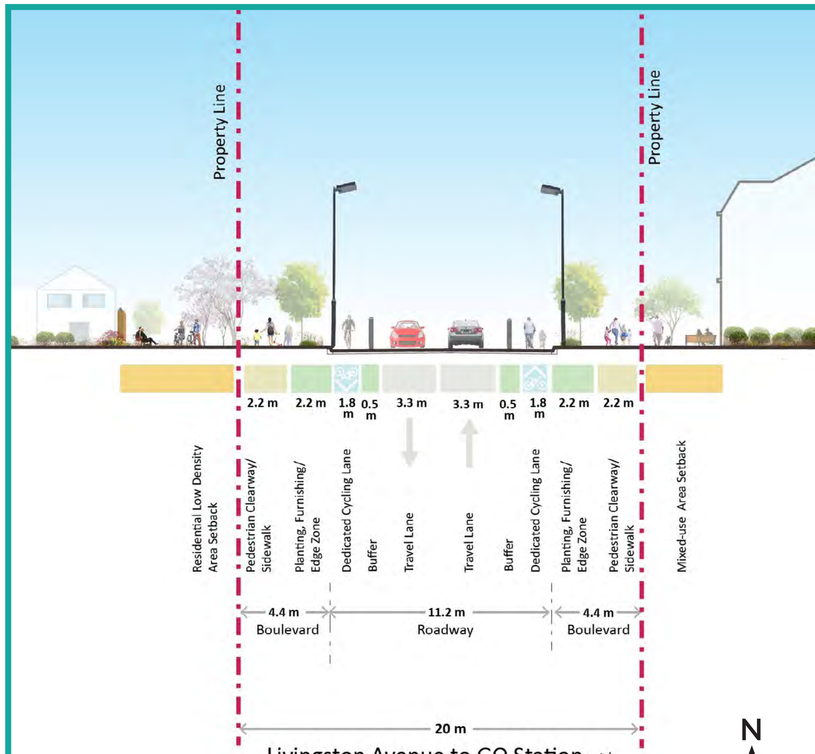
WHAT COULD THE FUTURE LOOK LIKE?



Casablanca Boulevard north of Livingston Avenue to the CN Rail Corridor with four travel lanes and dedicated cycling lanes



Casablanca Boulevard South of Livingston Ave.
with two travel lanes, a center turning lane (two-way) and dedicated cycling lanes



Livingston Avenue to GO Station with two travel lanes and dedicated, protected cycling lanes on both sides of the street

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

LIVINGSTON AVENUE EXTENSION

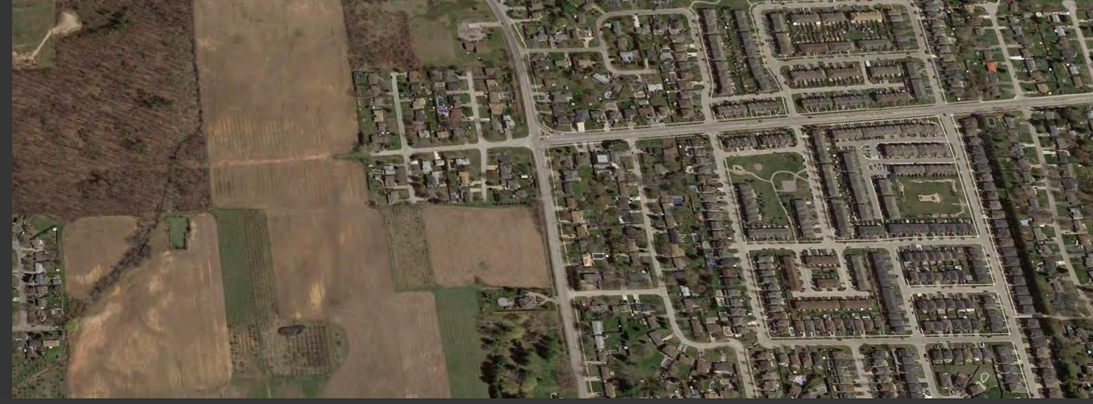
EXISTING CONDITIONS

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

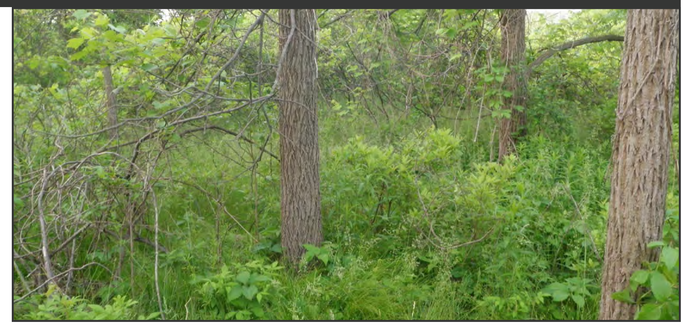


LIVINGSTON AVENUE EXTENSION

THE STUDY AREA: A CLOSER LOOK

the study area is made up of two main segments.

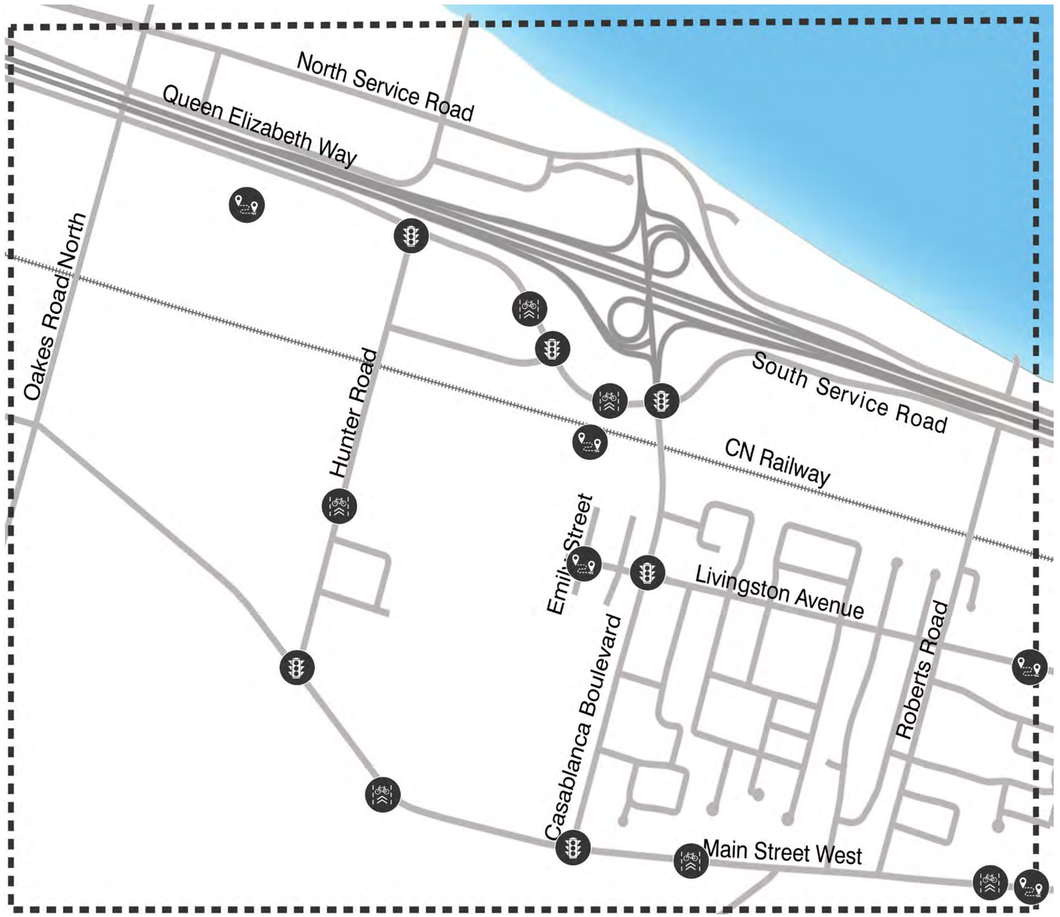
LIVINGSTON AVENUE/OTHER EAST-WEST CONNECTIONS FROM EMILY STREET TO HUNTER ROAD



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

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

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

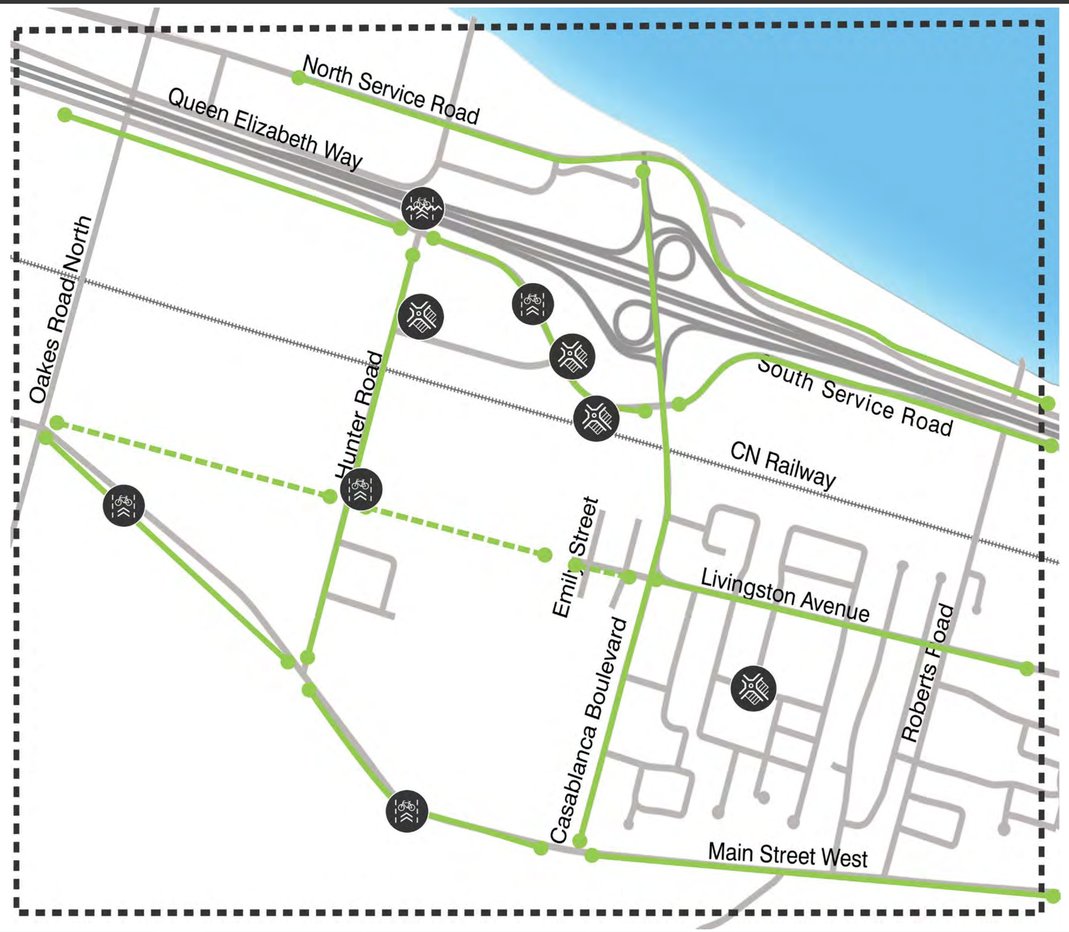
- ✓ Maintain efficient access to/from S. Service Road
- ✓ Maintain access to/from QEW corridor employment uses
- ✓ Provide efficient access to downtown Grimsby as an alternative to Main Street
- ✓ Provide access to/from future GO station

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

MOVING TRANSIT FORWARD

LIVINGSTON AVENUE EXTENSION



TRANSPORTATION ISSUES & OPPORTUNITIES: CYCLING NETWORK

Poor active modes realm

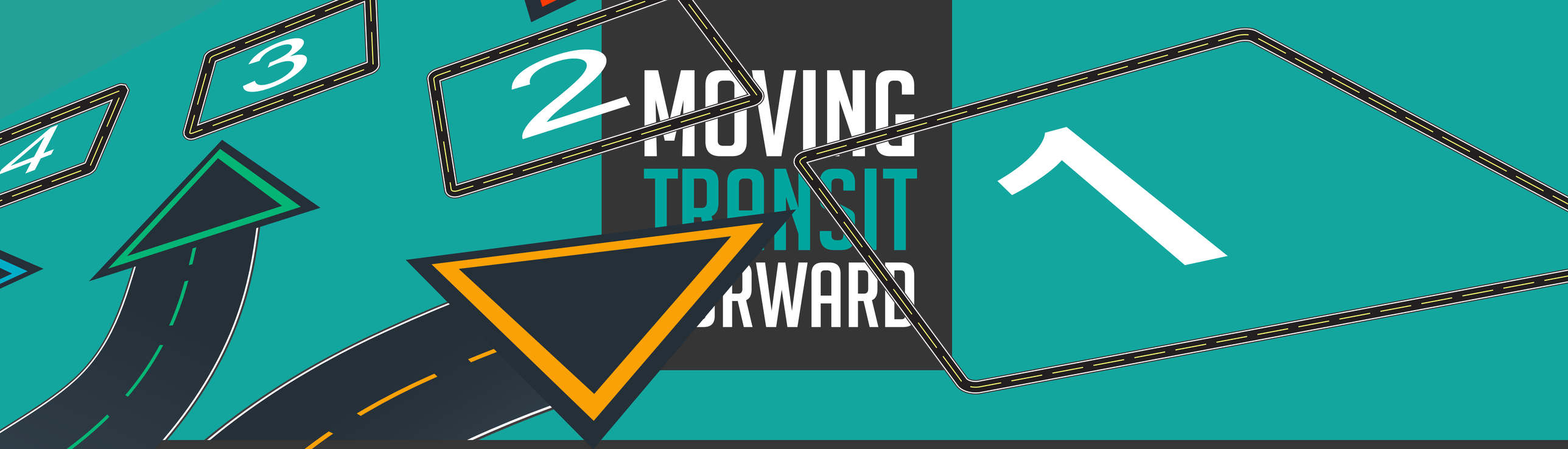
- ✓ Provide sidewalks on both sides
- ✓ Provide dedicated cycling lanes

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



LIVINGSTON AVENUE EXTENSION

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 Grimbsy, 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.

#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.

#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.

#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.

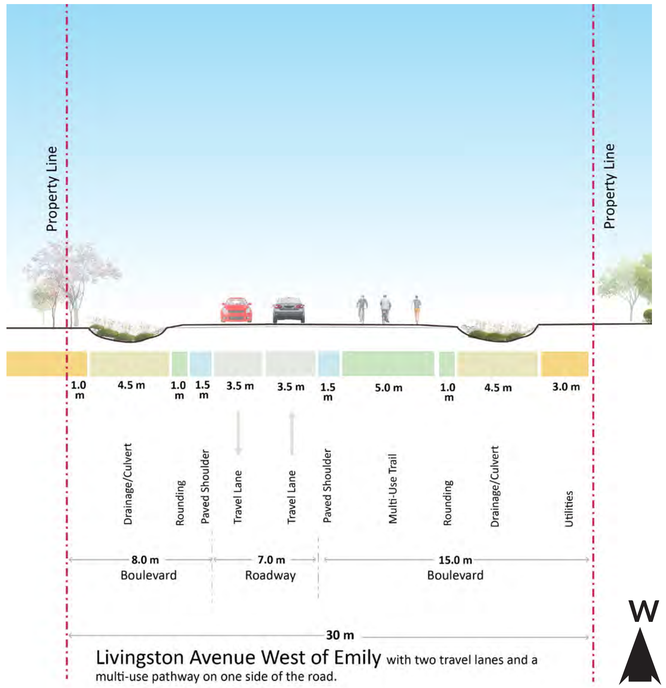
#5 EXTEND LIVINGSTON TO OAKES ROAD/ MAIN ST. WEST

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.

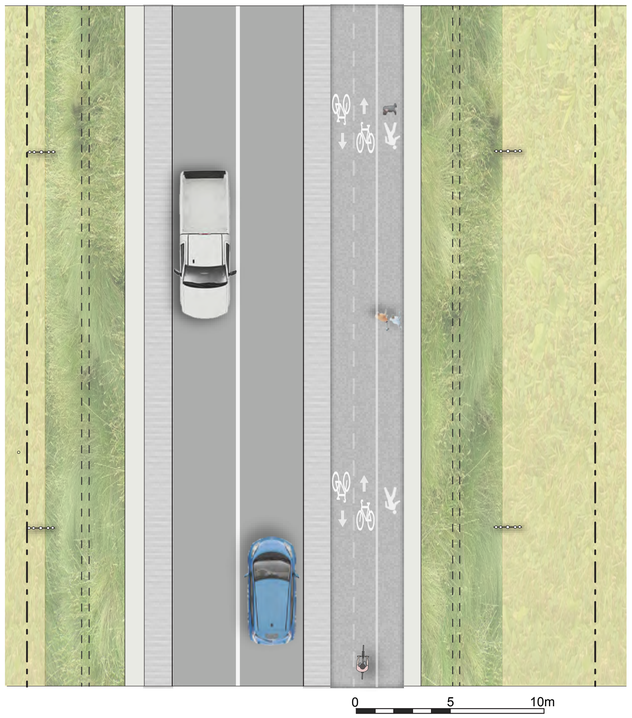
MOVING
TRANSIT
FORWARD

LIVINGSTON AVENUE EXTENSION

WHAT COULD THE FUTURE LOOK LIKE?



Livingston Avenue West of Emily with two travel lanes and a multi-use pathway on one side of the road.



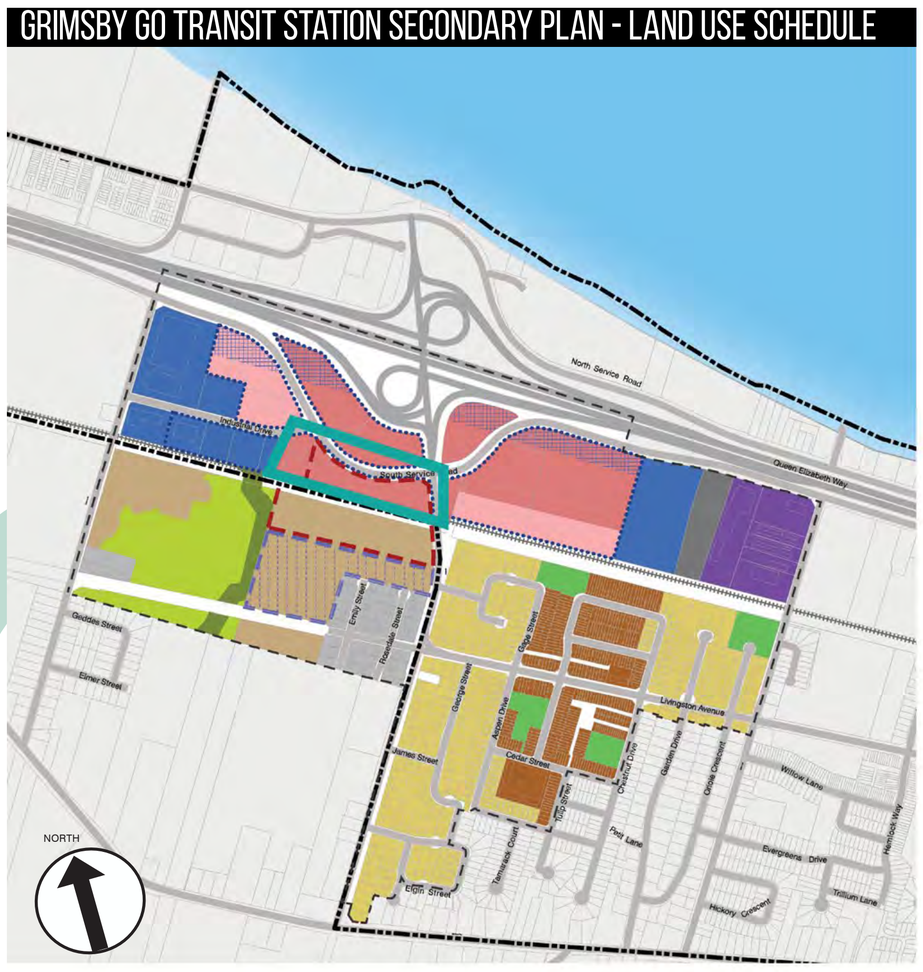
MOVING TRANSIT FORWARD

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

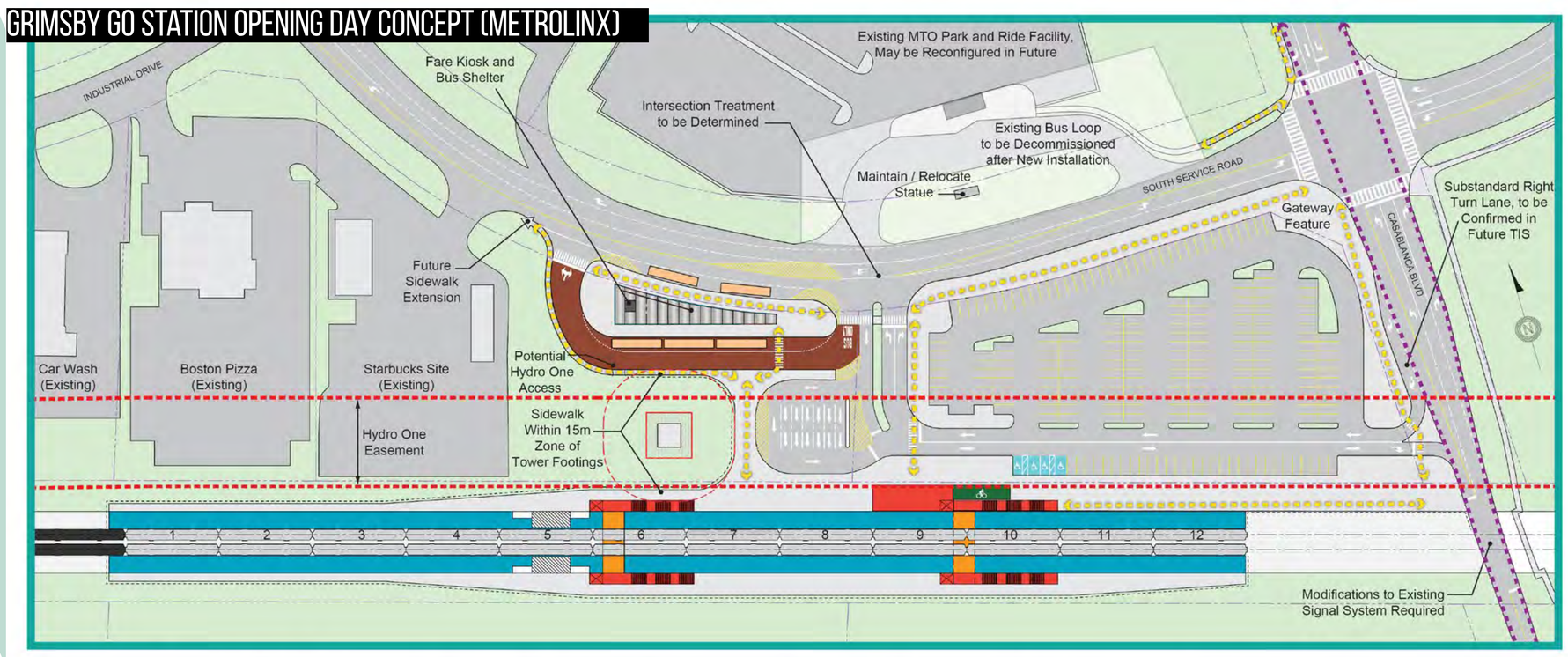
GRIMSBY GO TRANSIT STATION SECONDARY PLAN - LAND USE SCHEDULE



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

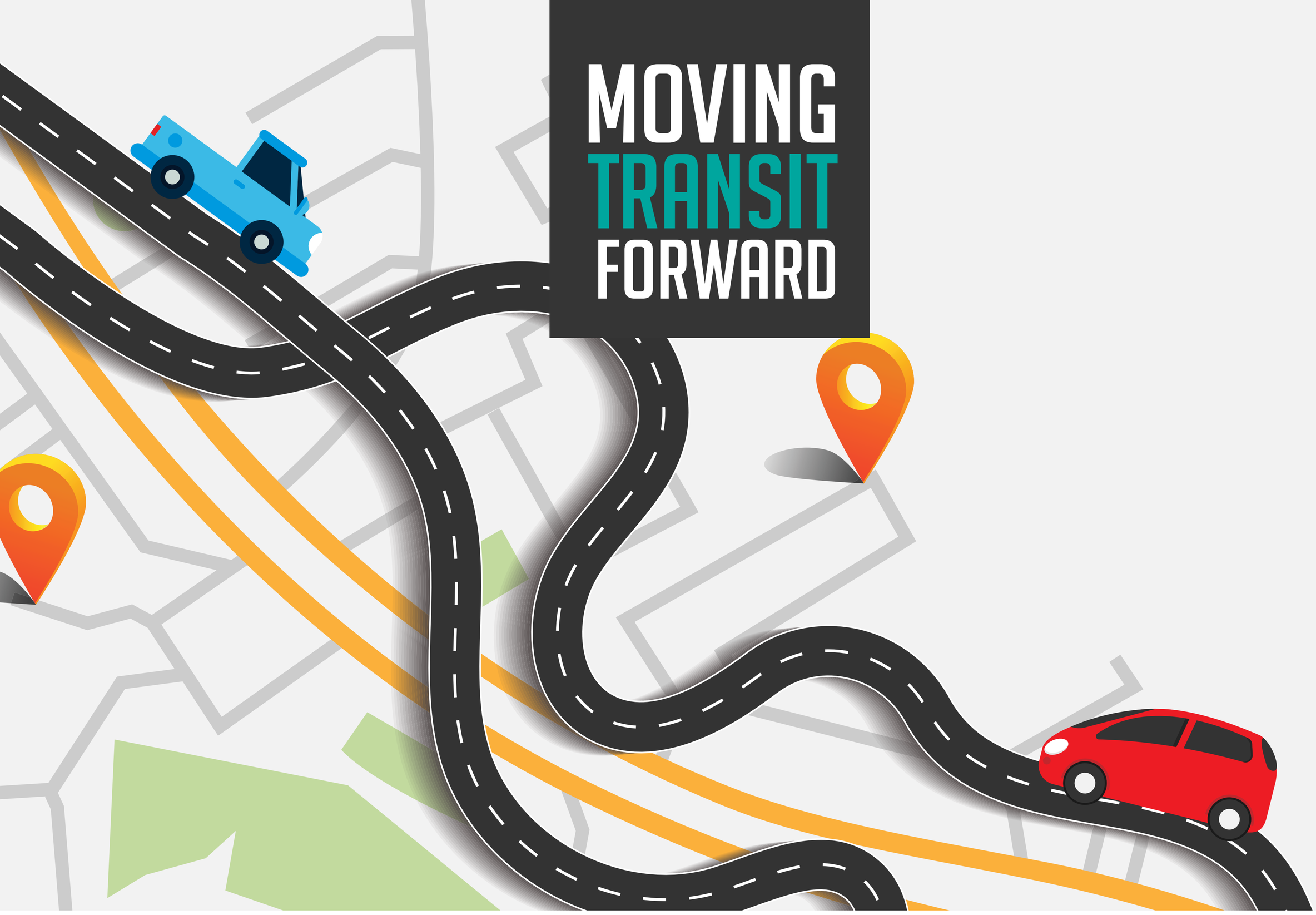
GRIMSBY GO STATION OPENING DAY CONCEPT (METROLINX)



Legend

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

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



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

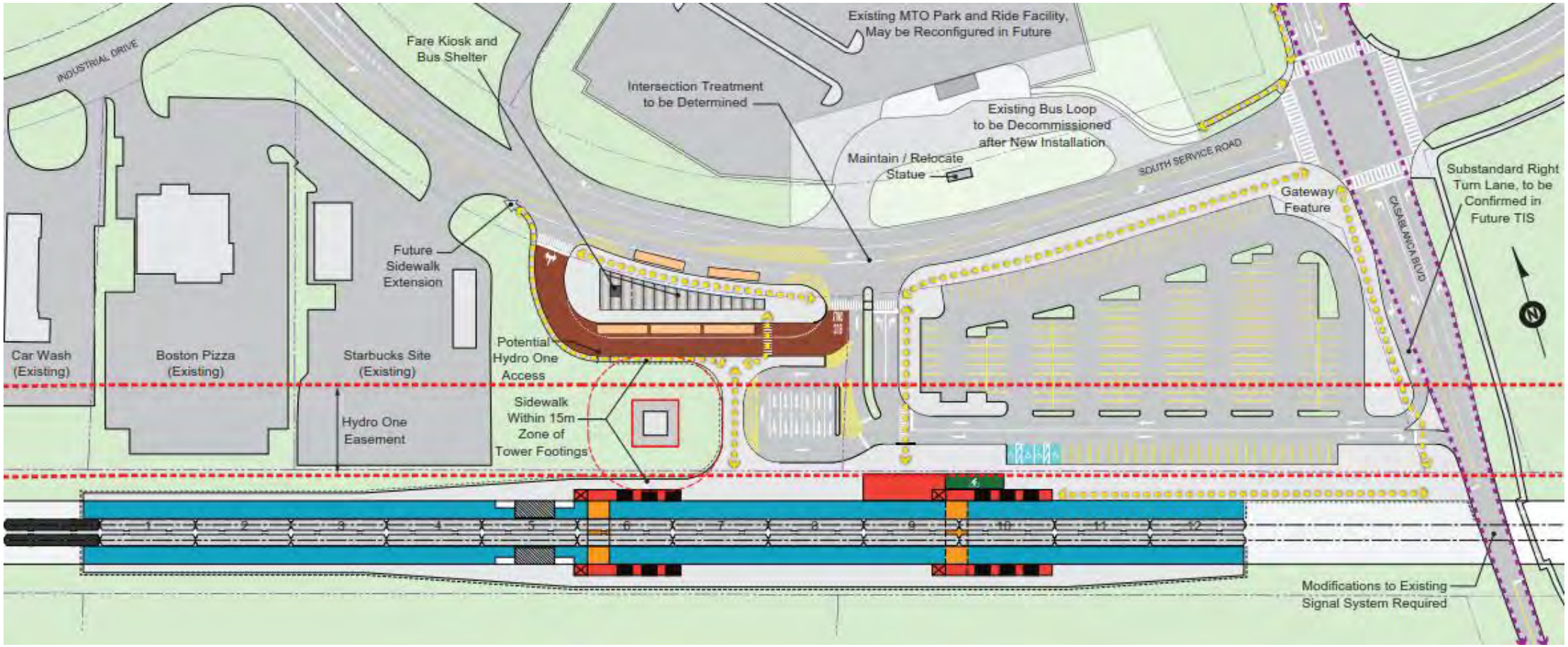
APPROACH

- 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



MOVING TRANSIT FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

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

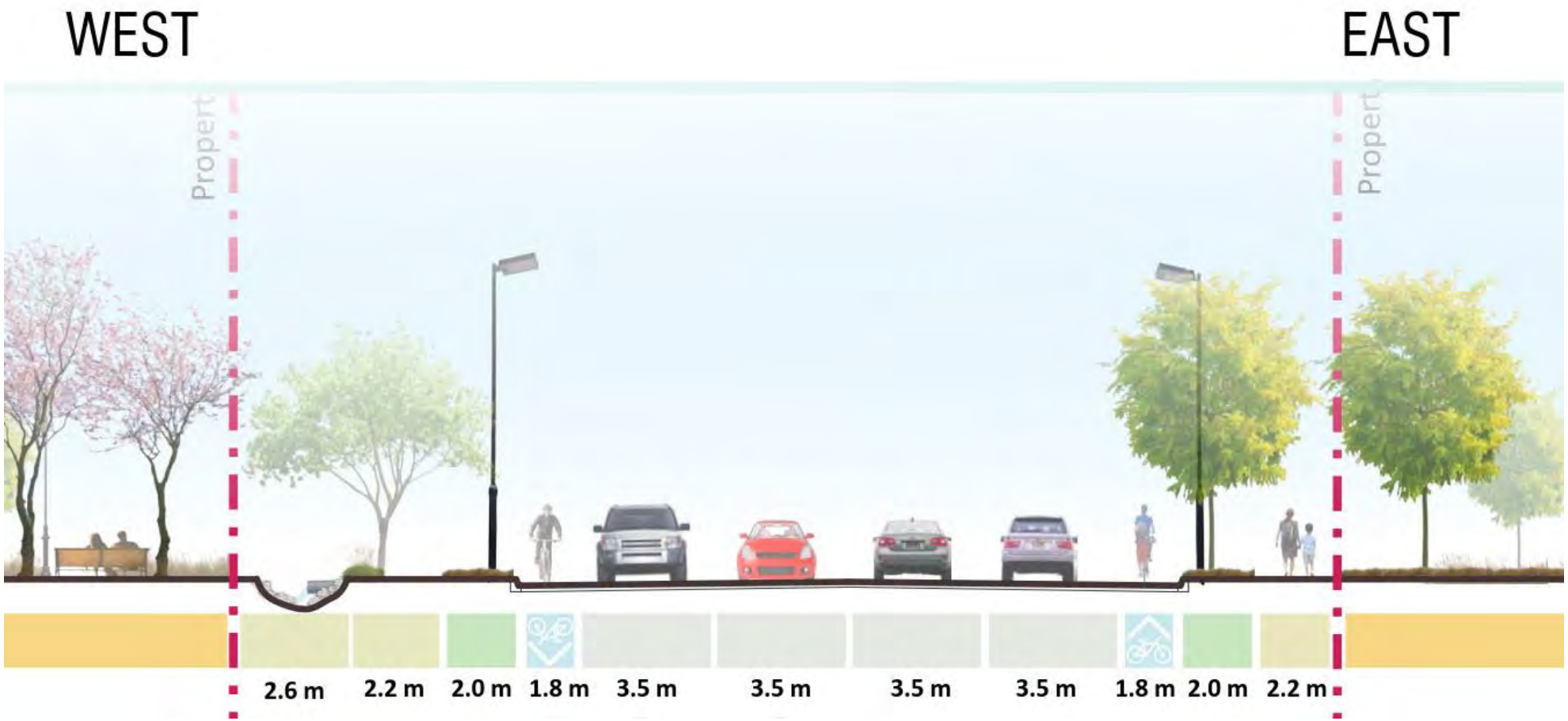
- Notice of Study Commencement
- Town of Grimsby – Public Works
- Land Owners (Irish Woodlot)
- Ministry of Transportation
- Metrolinx
- Region Public Works
- Grimsby Council

CASABLANCA BOULEVARD EA

PRELIMINARY ASSESSMENT - CASABLANCA EA

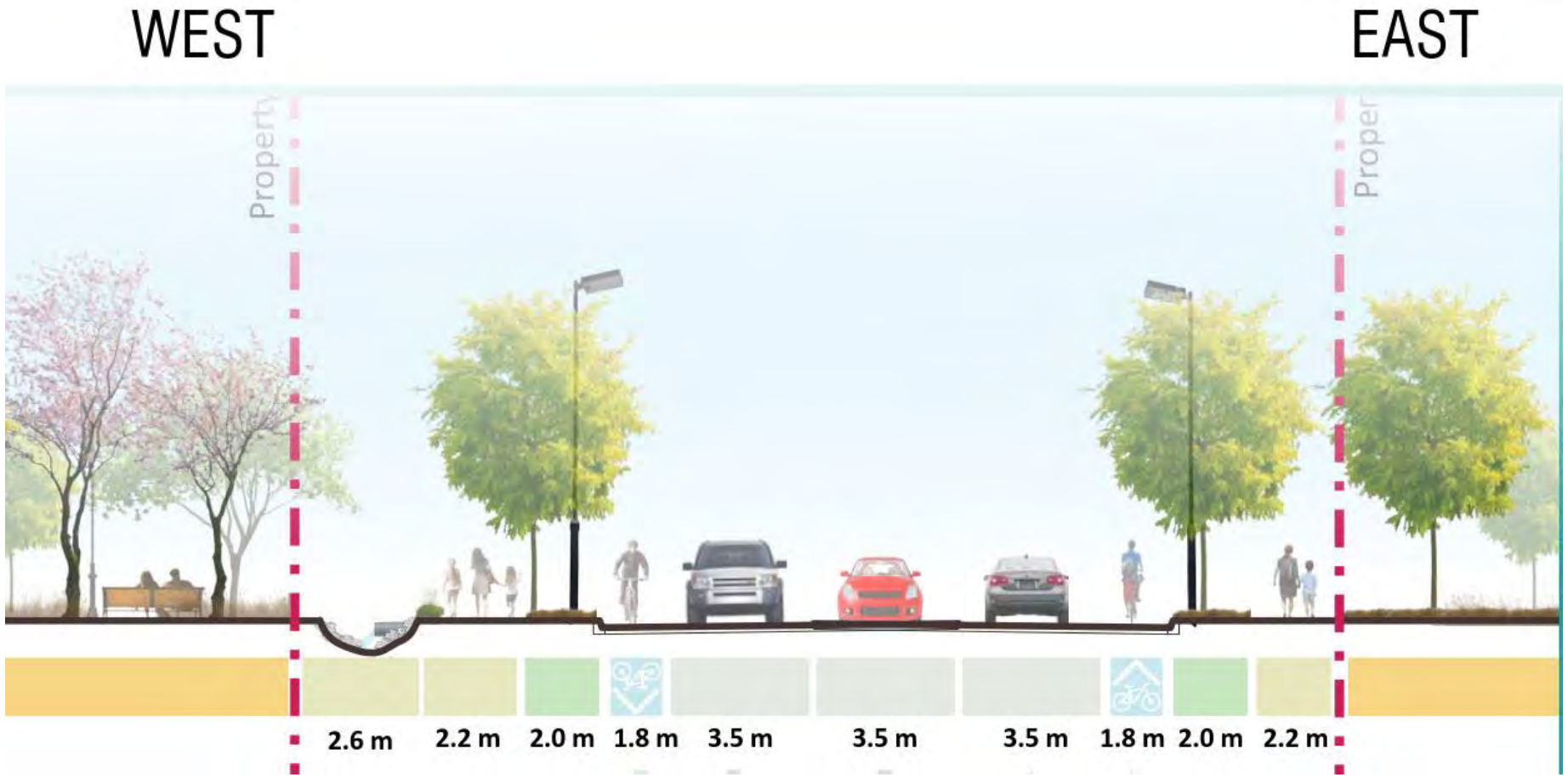
- A preliminary assessment of the possible solutions identified:
  - providing additional two lanes on Casablanca north of Livingston
  - adding a left turn lane south of Livingston
  - combined with local improvements (QEW interchange modifications, railway grade separation)
- Will be undertaking additional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

WHAT COULD THE FUTURE LOOK LIKE?



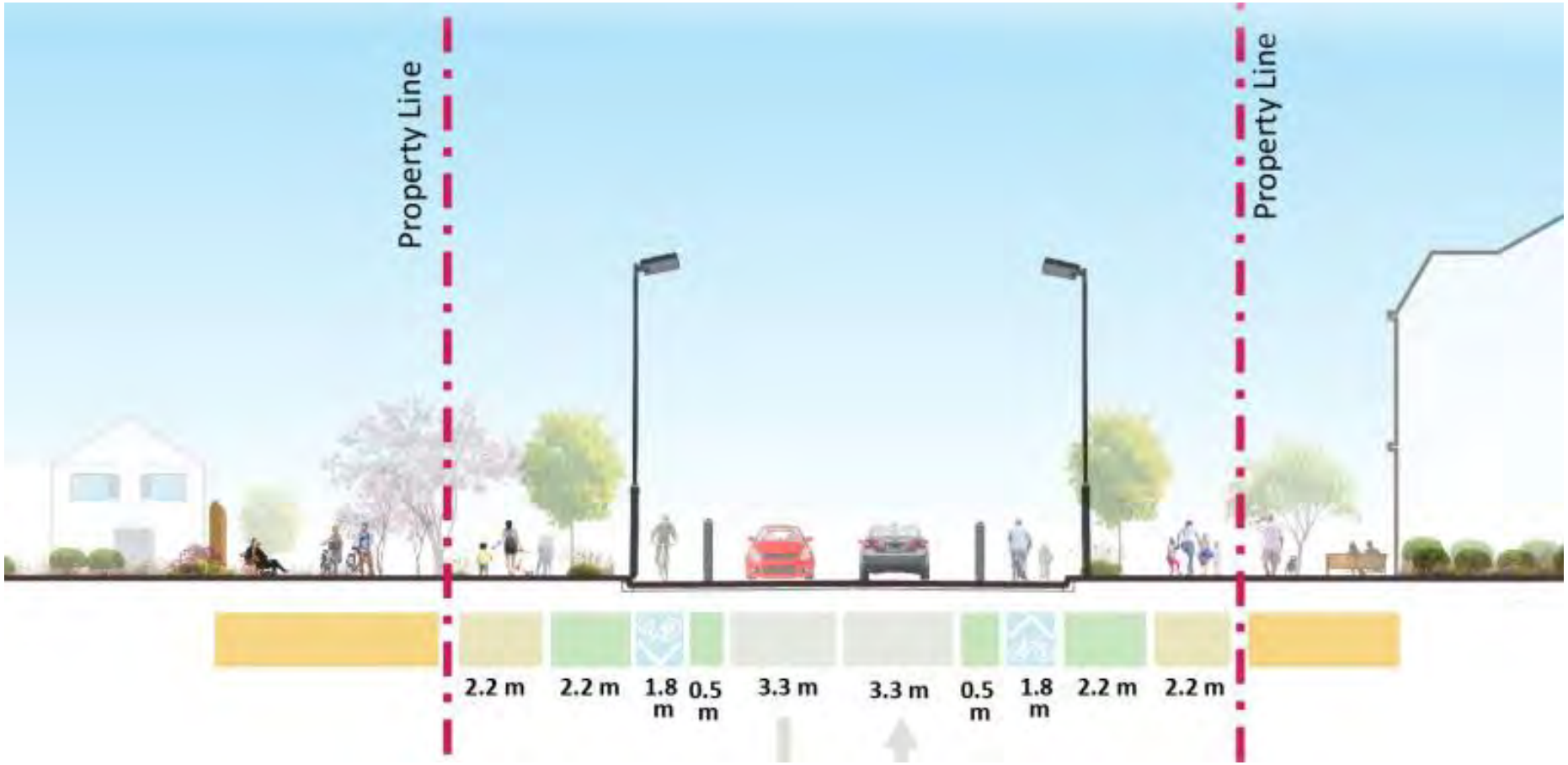
CASABLANCA - NORTH OF LIVINGSTON

WHAT COULD THE FUTURE LOOK LIKE?



CASABLANCA - SOUTH OF LIVINGSTON

WHAT COULD THE FUTURE LOOK LIKE?



LIVINGSTON WEST OF CASABLANCA TO GO STATION ENTRANCE

QEW INTERCHANGE

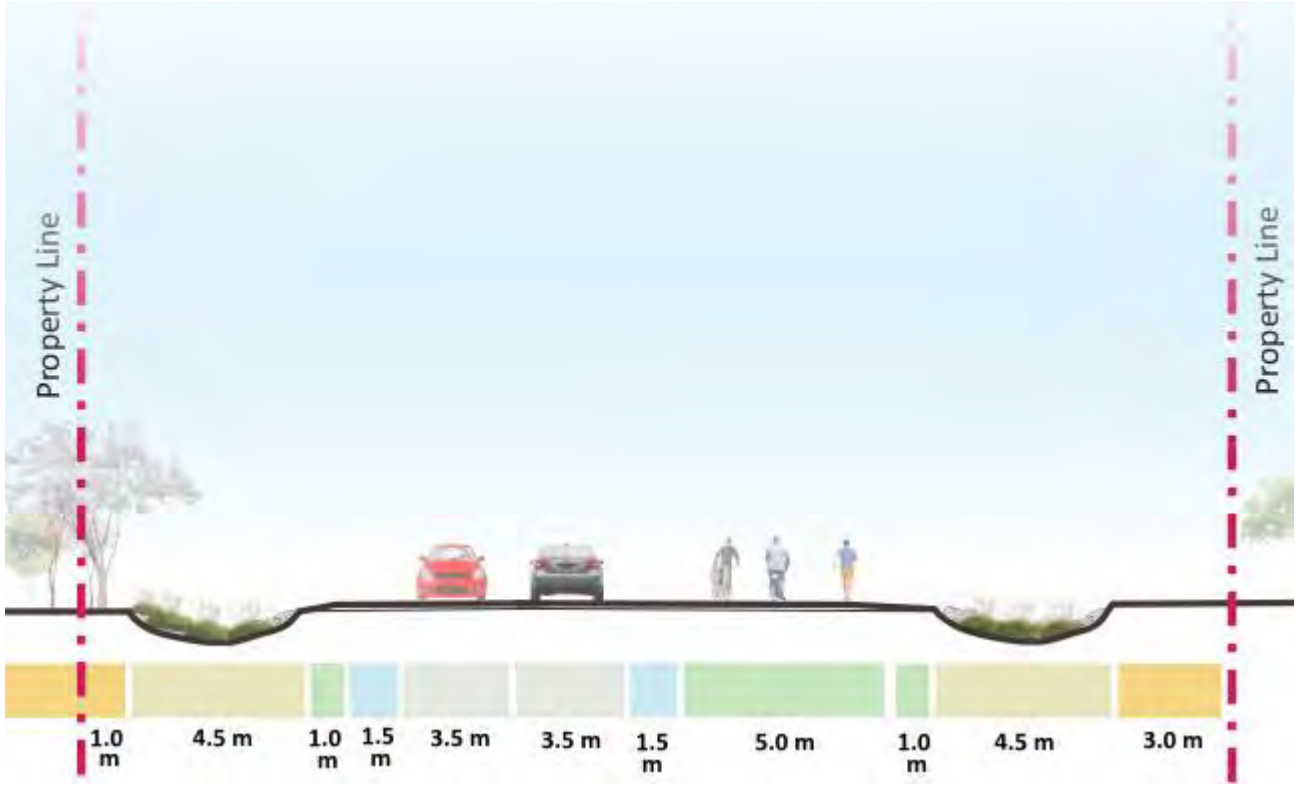
- Will be looking at a range of alternatives at the interchange from ramp intersection modifications/signals to new interchange configurations (diamond/diverging diamond)
- Need for improvements to active transportation/pedestrian facilities
- Address intersection queuing and delays

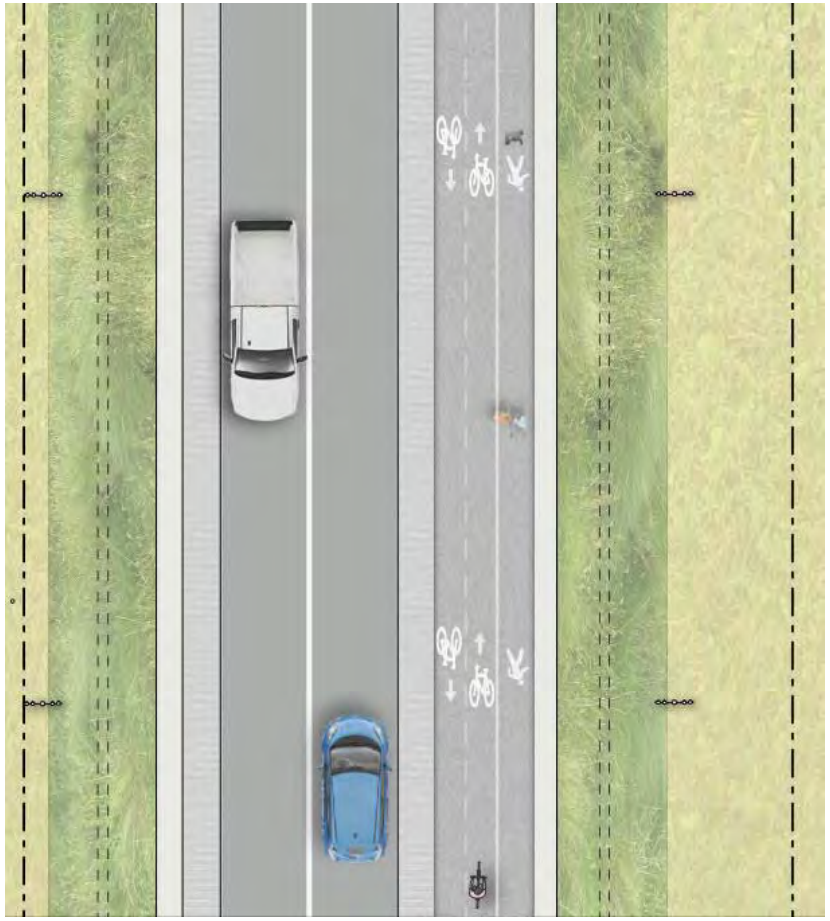
LIVINGSTON AVENUE EA

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

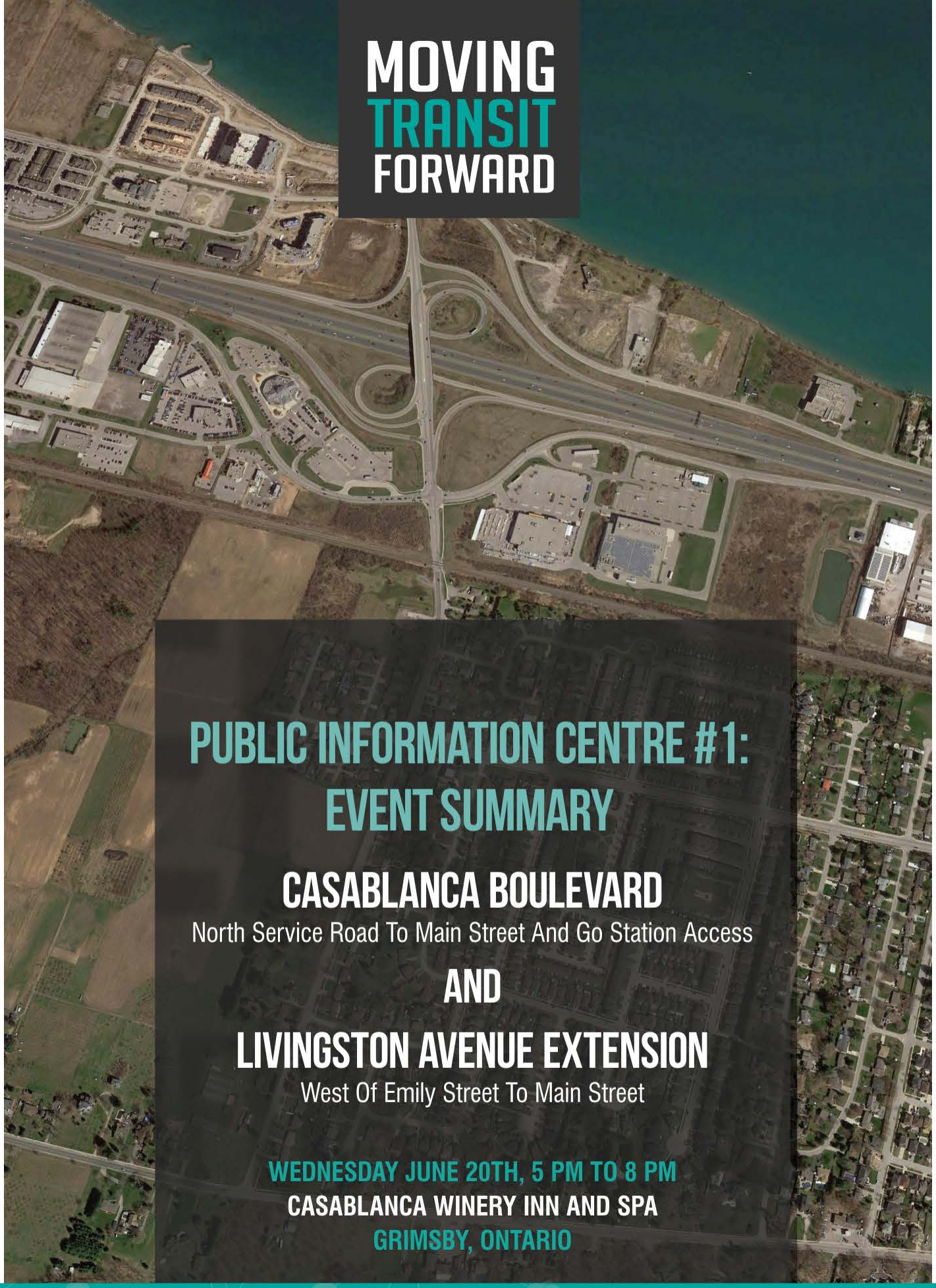
MOVING TRANSIT FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

THANK YOU

- Questions?



MOVING TRANSIT FORWARD

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

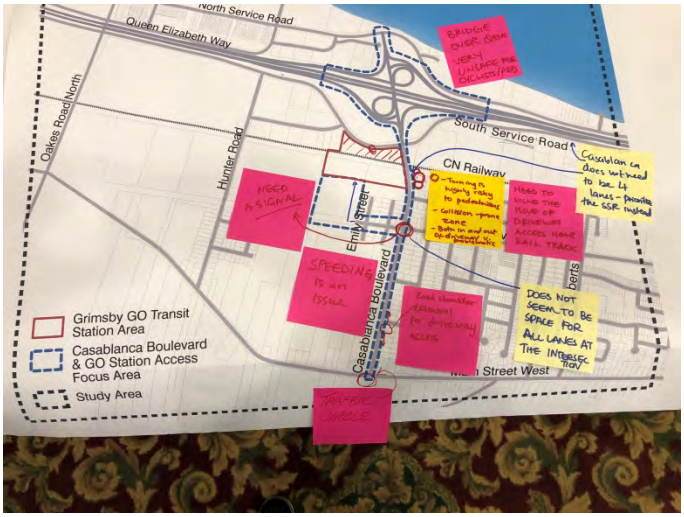
WEDNESDAY JUNE 20TH, 5 PM TO 8 PM

CASABLANCA WINERY INN AND SPA

GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region



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

- 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:

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Niagara Region
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carolyn.ryall@niagararegion.ca

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
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pmacleod@dillon.ca

Public Information Centre #2 Materials: May 28, 2019

MOVING ROADS FORWARD

WELCOME!

PUBLIC INFORMATION CENTRE

LIVINGSTON AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT

WEST OF EMILY STREET TO MAIN STREET WEST

TUESDAY MAY 28, 2019, 6:15PM - 9:00PM

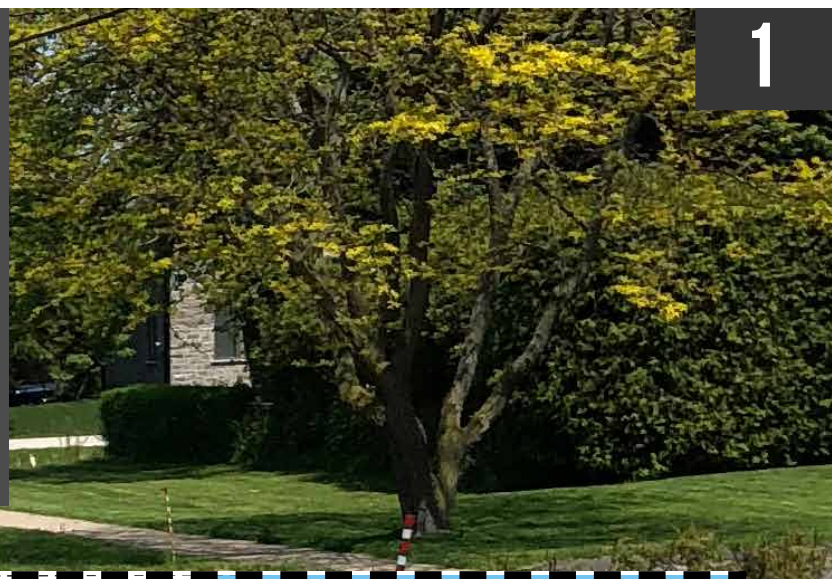
CASABLANCA WINERY INN AND SPA

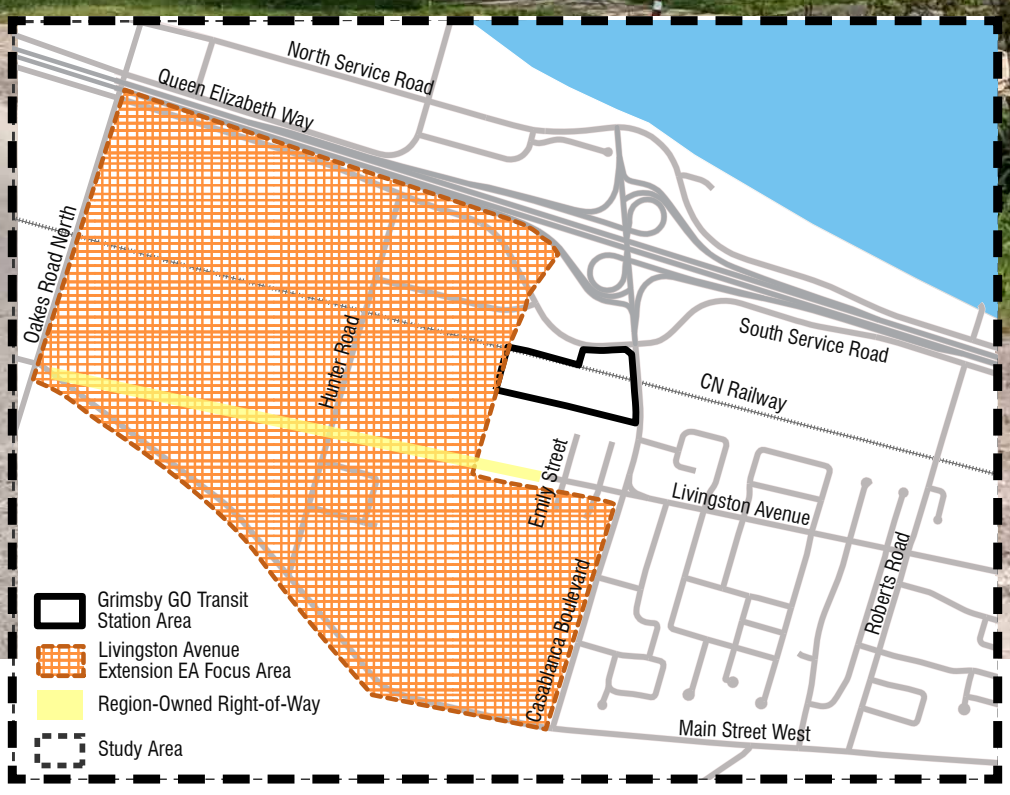
GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

MOVING ROADS FORWARD





LIVINGSTON AVENUE EXTENSION - CLASS ENVIRONMENTAL ASSESSMENT STUDY AREA

ABOUT THE STUDY

The Region of Niagara is conducting a Municipal Class Environmental Assessment (EA) to understand the east-west travel capacity needs in the Study Area to the year 2041.

Defining the Problem:
The Study Area has four main east-west connections: South Service Road, North Service Road, Livingston Avenue, and Main Street West. Livingston Avenue currently terminates just west of Emily Street. The Region of Niagara owns the right-of-way for Livingston Avenue continuing west to Main Street West/Oakes Road. With population growth in the Study Area and surrounding areas as well as the scheduled opening of the Grimsby GO Transit Station in 2021, there is a need to provide adequate road capacity and connectivity to allow for the flow of traffic through the area.

This Public Information Centre presents the results of traffic, natural heritage, and socio-economic assessments for the Focus Area, and features a workshop to discuss the alternative solutions for improving east-west travel capacity in the orange focus area shown in the Figure above. The criteria that will be used to evaluate these solutions will also be discussed.

We invite you to share your thoughts, ideas and concerns about the information presented and help generate solutions to address the problem. Feedback from the community and stakeholders will be considered in developing and evaluating the alternative solutions, so tell us what matters to you!

TIMELINE & 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 east-west traffic capacity and
2. Provide improved road network connectivity through the Study Area

THE RIGHT WAY FORWARD

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. If deemed appropriate, complete a report and satisfy the documentation requirements of the Municipal Class Environmental Assessment process.

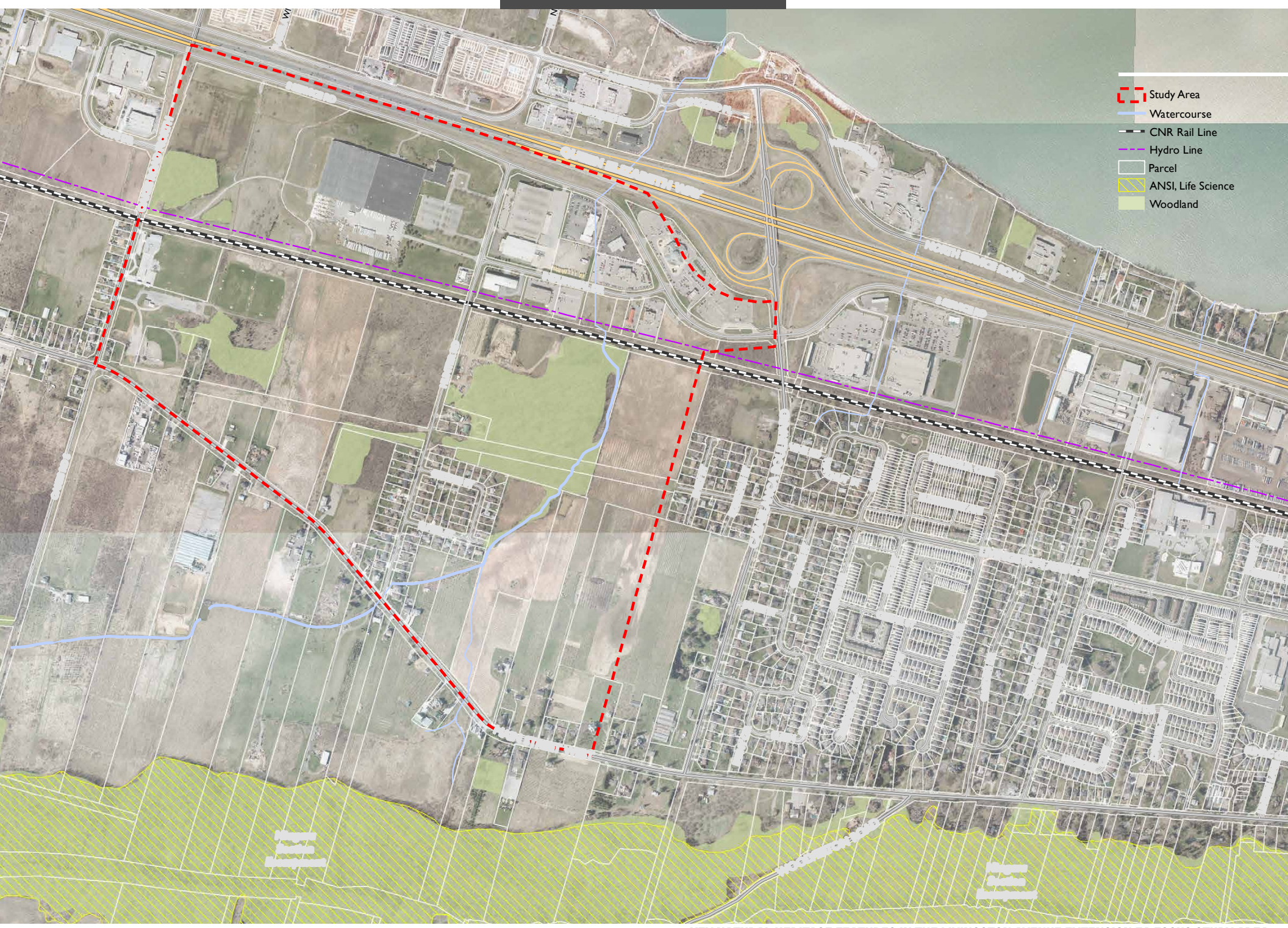
WE ARE HERE

NOTICE OF COMMENCEMENT
SPRING 2018

PUBLIC INFORMATION CENTRE #1
SPRING 2018

PUBLIC INFORMATION CENTRE #2
SPRING 2019

PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY
FALL 2019



KEY NATURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

NATURAL HERITAGE

A natural heritage assessment was undertaken for the Study Area between June and October 2018, that included:

Ecological Land Classification, to assess vegetation in the Study Area using aerial photography and on-site surveys. Four woodlands (A-D) were identified as shown in the Figure above.

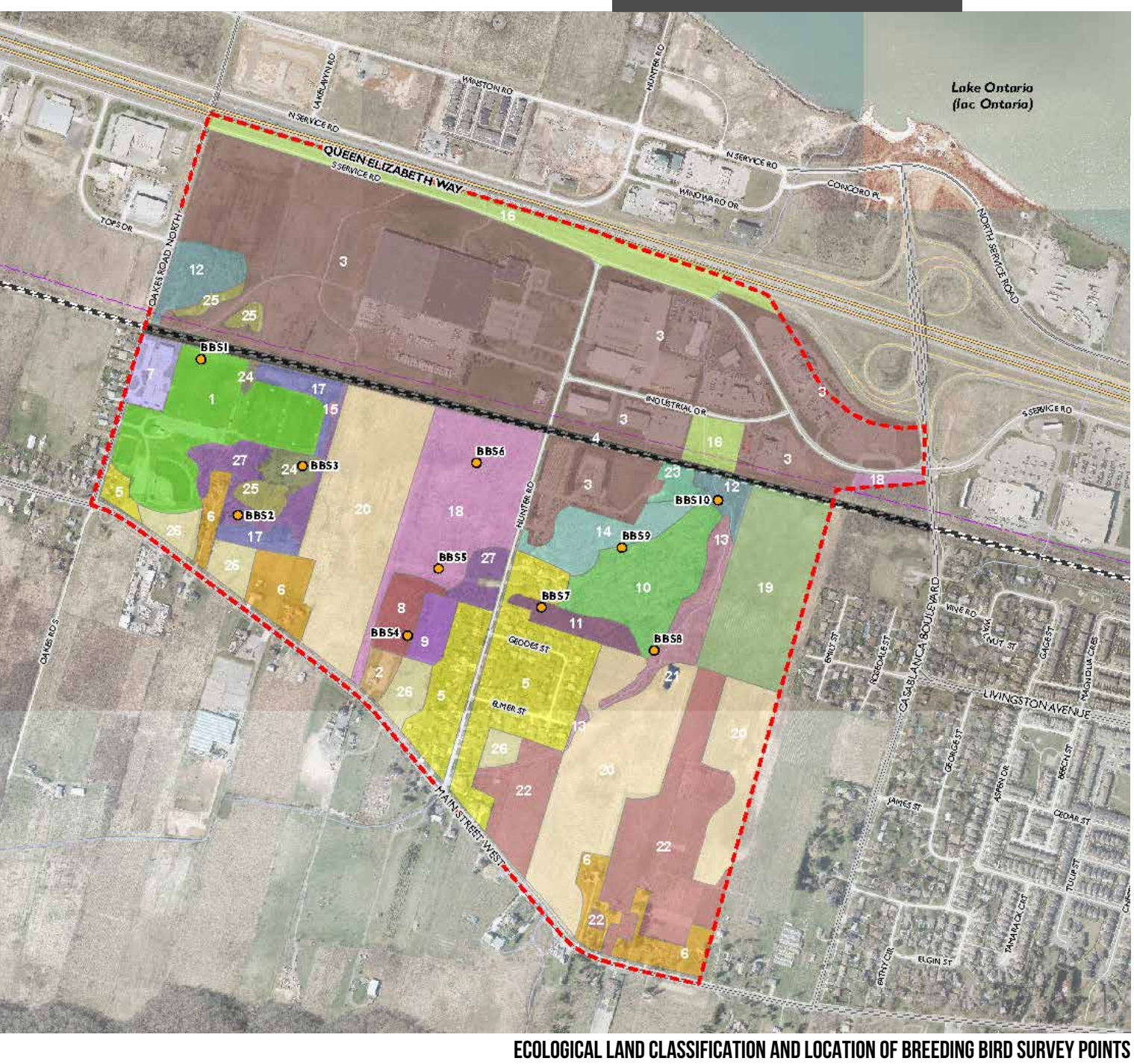
Botanical Inventory, conducted in the spring, summer, and fall of 2018 to determine plant presence, richness, and abundance.

Breeding Bird Survey, to establish whether significant bird species exist in the area.

Wildlife Observations, through the site surveys conducted in the spring, summer, and fall of 2018.

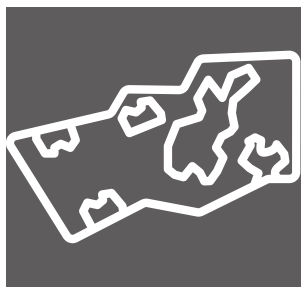
Aquatic Assessment, focusing on the watercourse identified on the Figure above that flows through Woodland D, to understand its form and function.

MOVING ROADS FORWARD



ECOLOGICAL LAND CLASSIFICATION AND LOCATION OF BREEDING BIRD SURVEY POINTS

NATURAL HERITAGE



ECOLOGICAL LAND CLASSIFICATION

A total of 14 natural ecological communities were observed in the Study Area, as well as 11 cultural communities (agricultural, residential, and industrial).

The health of the mature Ash trees dominating Woodland A and D, is significantly affected by the Emerald Ash Borer, resulting in the decline of most of these trees. The Fresh White Ash trees are generally young.

BREEDING BIRD SURVEYS

A total of 10 locations were selected where counts of breeding birds were taken, as shown in the Figure above.

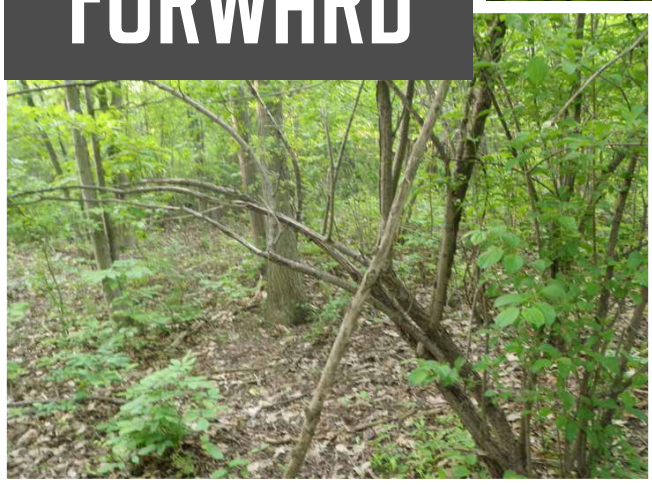
55 bird species were observed, including the following that are at risk or of concern.

Species at Risk (Threatened): Observed in fields and areas outside the Woodlands:

- Eastern Meadowlark (*Sturnella magna*)
- Bank Swallow (*Riparia riparia*)
- Barn Swallow (*Hirundo rustica*)

Species of Special Concern: Observed in Woodland D:

- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Eastern Wood-pewee (*Contopus virens*)



NATURAL HERITAGE

AQUATIC ASSESSMENT

Unnamed Watercourse in Woodland D - Key Features:

- Permanent stream with headwaters located 1.5km south of the Study Area, flowing north to Lake Ontario.
- Channel dimensions when full of water are approximately 3.0 m wide and 1.5 m deep, and otherwise approximately 1.5 m wide and 0.30 m deep.
- The stream provides habitat for fish, reptiles, and amphibians. Signs of erosion were evident along both banks.
- The majority (e.g. 90-100%) of the stream is shaded, and features aquatic vegetation that indicates groundwater input into the watercourse.
- On the downstream end of the property, the watercourse passes through a box culvert at the railway crossing. On the upstream end, the watercourse passes through a corrugated steel pipe (CSP) culvert used as an agricultural crossing.
- Further upstream and outside of the Study Area, the watercourse passes through multiple corrugated steel pipes and the water levels appear low with dense vegetation growing in the streambed.

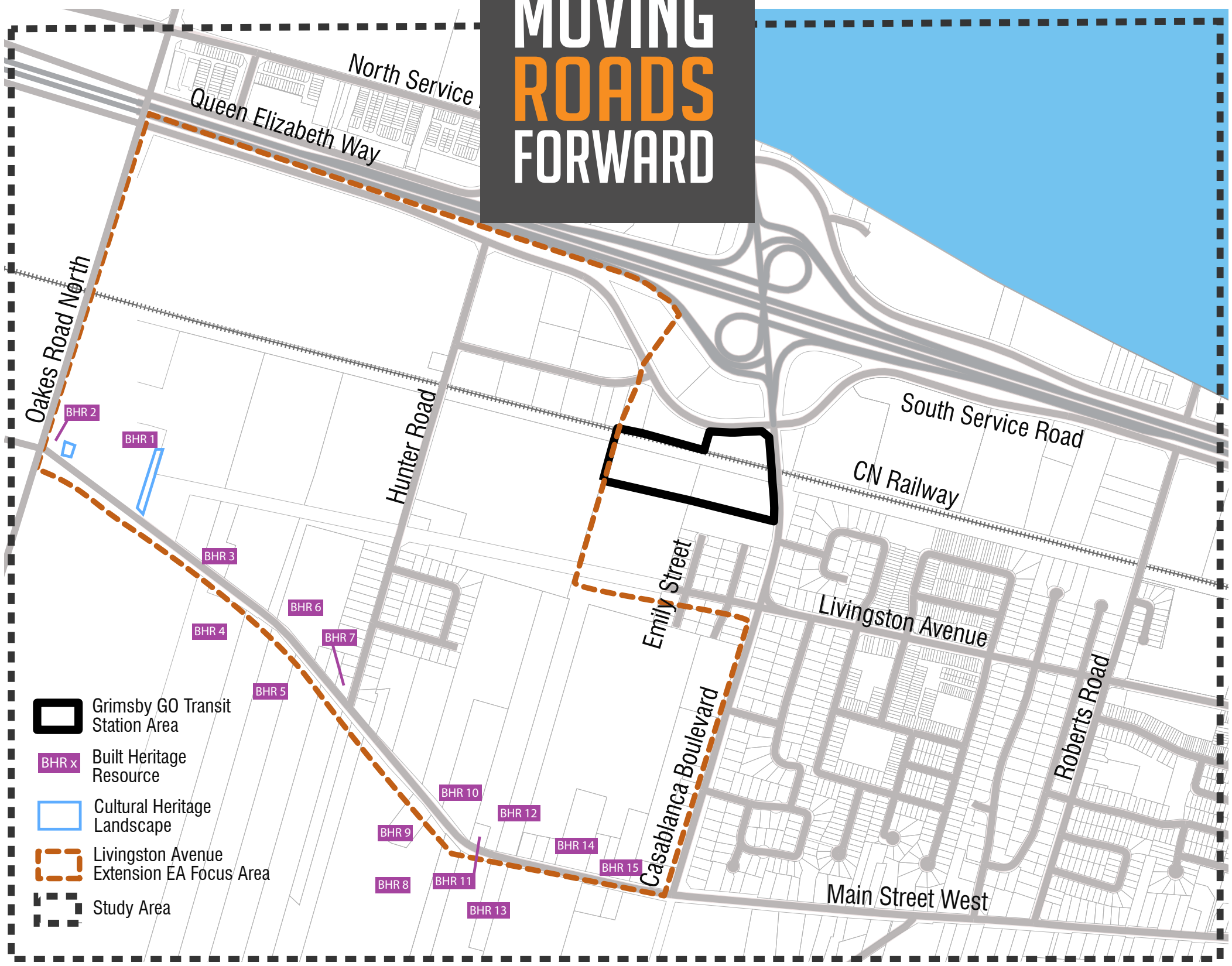
BOTANICAL INVENTORY

A range of plant species were observed as expected for each of the Ecological Land Classifications on Board #3. No botanical Species at Risk or Species of Conservation Concern were observed.

WILDLIFE OBSERVATIONS

No wildlife Species at Risk or Species of Conservation Concern were observed during the course of the field surveys.

MOVING ROADS FORWARD



CULTURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

CULTURAL HERITAGE

A field review of the Livingston Avenue Extension EA Focus Study Area confirmed that there are seventeen cultural heritage resources consisting of fifteen built heritage resources (BHR) and two cultural heritage landscapes (CHL) within or adjacent the study area.

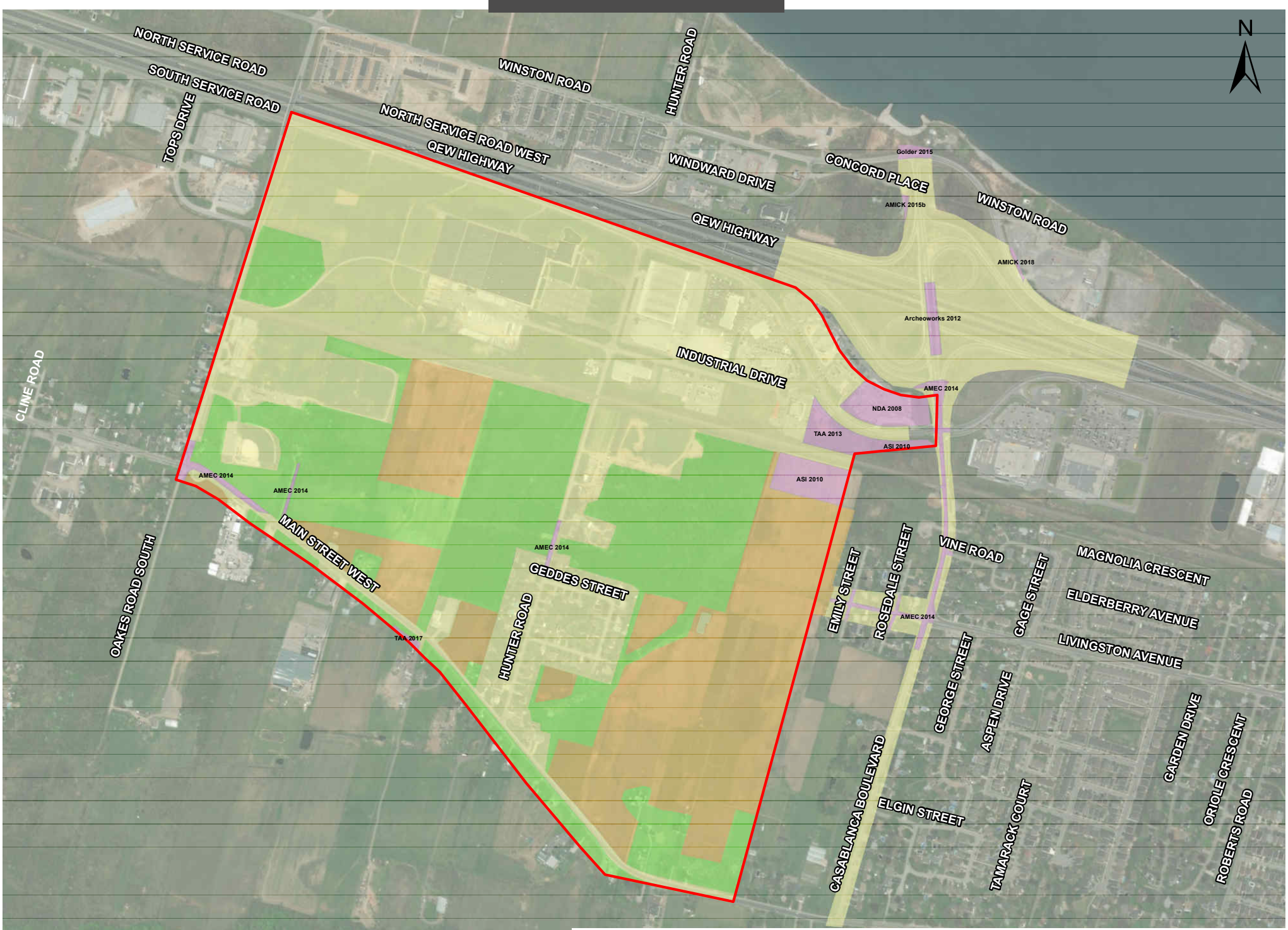
The identified cultural heritage resources in the Livingston Avenue Extension study area include: fifteen residences (BHRs 1-15), one laneway (CHL 1), and one orchard (CHL 2).

The identified cultural heritage resources in the Livingston Avenue Extension study area include one property with an Ontario Heritage Trust Conservation Easement (BHR 14), seven listed properties in the Town of Grimsby's Municipal Heritage Register.

SOCIO-ECONOMIC IMPACTS

The criteria for evaluation of socio-economic impacts include the following items. Additional criteria and the evaluation will be developed through the feedback received in Public Information Centre #2.

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



ARCHAEOLOGICAL HERITAGE ASSESSMENT NEEDS IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

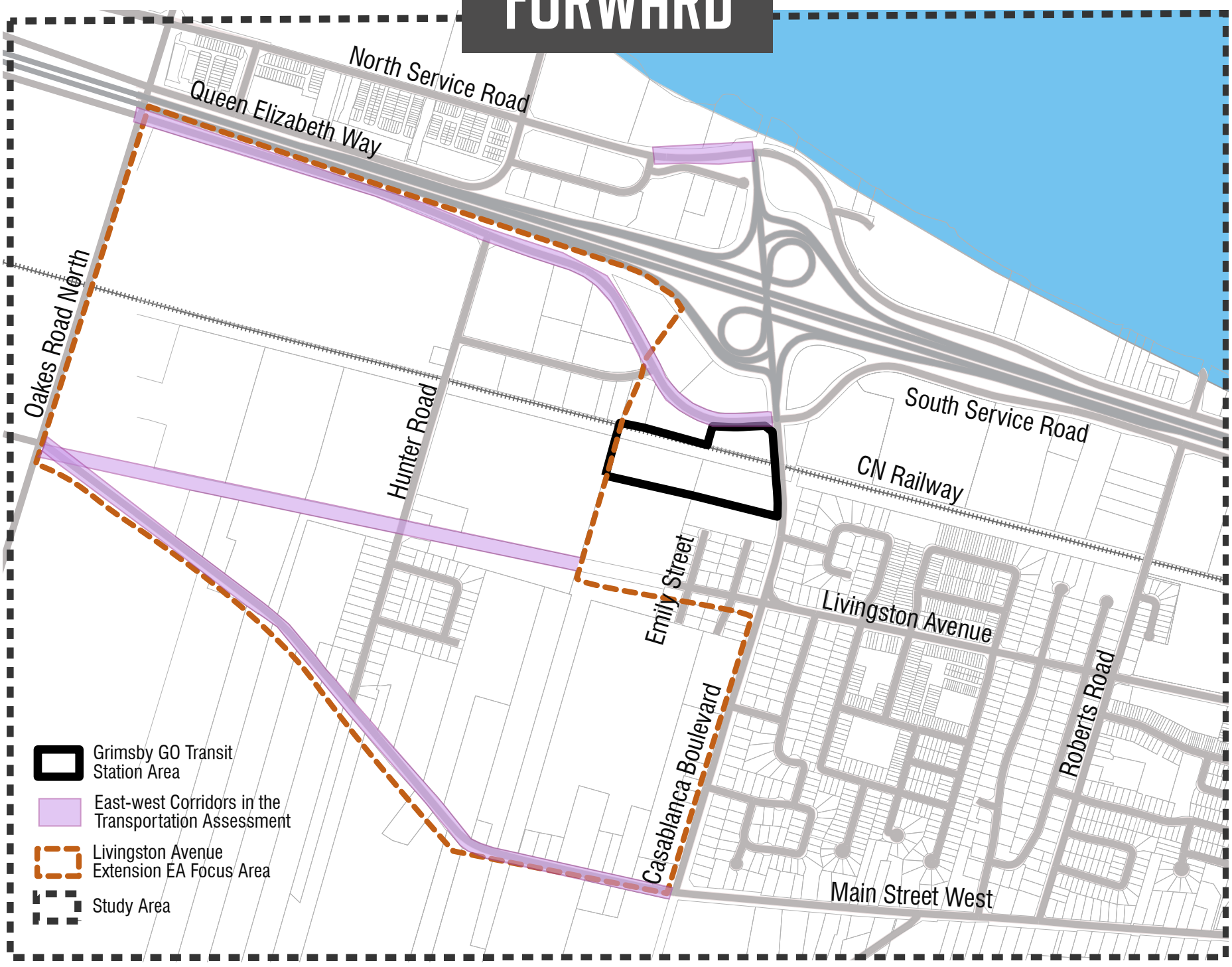
ARCHAEOLOGICAL HERITAGE

A Stage 1 Archaeological Assessment conducted identified that additional study will be needed for a number of portions of the Livingston Avenue Focused Study Area, as identified in the Figure above, as these areas are considered previously undisturbed.

A Stage 2 investigation would need to be undertaken to confirm whether there is archaeological potential for the areas identified in orange (pedestrian survey) and green (test pit survey) on the Figure above.

- Livingston Avenue Extension EA Focus Area
- Disturbed - No Potential
- Pedestrian Survey Required
- Test Pit Required Previously
- Assessed

MOVING ROADS FORWARD



KEY EAST-WEST TRANSPORTATION CORRIDORS IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

TRANSPORTATION ASSESSMENT CONSIDERATIONS

Four main transportation corridors have been identified for assessment in providing east-west capacity through the Study Area:

1. North Service Road, from Casablanca Boulevard west to Windward Drive
2. South Service Road, from Casablanca Boulevard west to Oakes Road North
3. Livingston Avenue, from Casablanca Boulevard west to Emily Street and extended along the Region-Owned Right-of-Way to Main Street West
4. Main Street West, between Casablanca Boulevard and Oakes Road North.

The preliminary transportation assessment results indicate that as South Service Road approaches capacity by approximately 2031, improvements will be needed to support east-west travel through the Study Area.

The Region is seeking community input on these corridors and the improvements to address capacity and road network issues into the future, including widening, new road construction, intersection improvements, and active transportation improvements.

WHAT HAPPENS IF WE DO NOTHING?

This panel shows the existing and future traffic conditions on east-west corridors in the Study Area, with the introduction of the GO Station set for 2021.

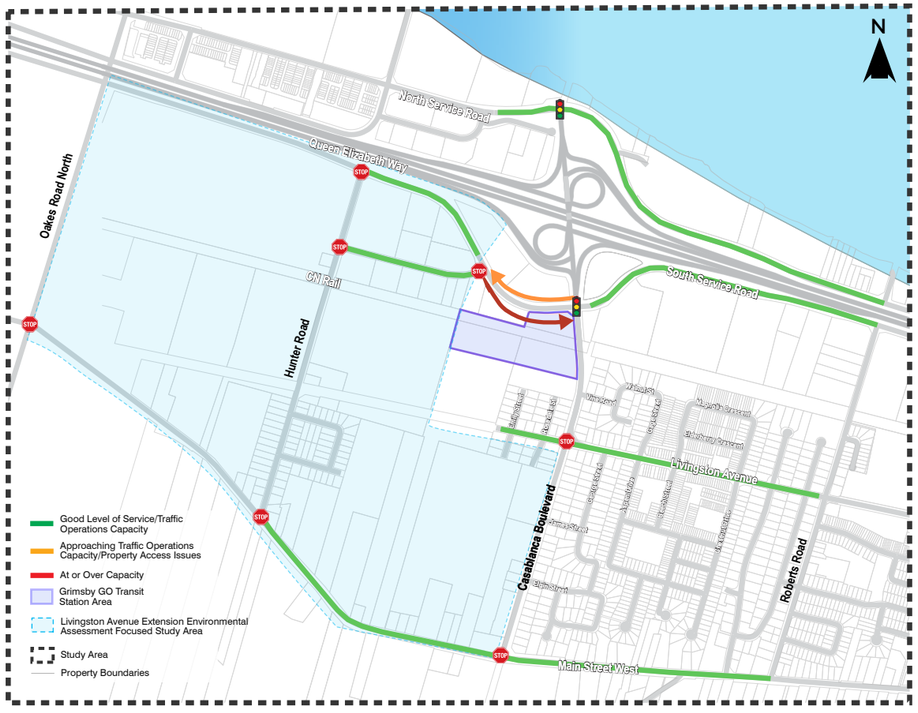
The 2041 traffic volume forecasts were based on population and employment growth within the Study Area, and regional growth outside the Study Area. The 'Do Nothing Scenario' represents the performance of Study Area roads based on future traffic volumes with the existing road network (i.e. no new roads, no road widening, no traffic signals, etc.).

MOVING ROADS FORWARD

Some improvements that were recommended in the Casablanca Boulevard and GO Station Access EA would also contribute to addressing some of the issues in the 2041 'Do Nothing' scenario. These improvements include widening of South Service Road to four lanes west of Casablanca Boulevard to Industrial Drive, and provision of left turning lanes at the intersection of South Service Road and Casablanca Boulevard and at the entrance to the GO Station on South Service Road.

TRANSPORTATION ASSESSMENT SUMMARY : EAST-WEST CORRIDORS

EXISTING CONDITIONS



Key Observations

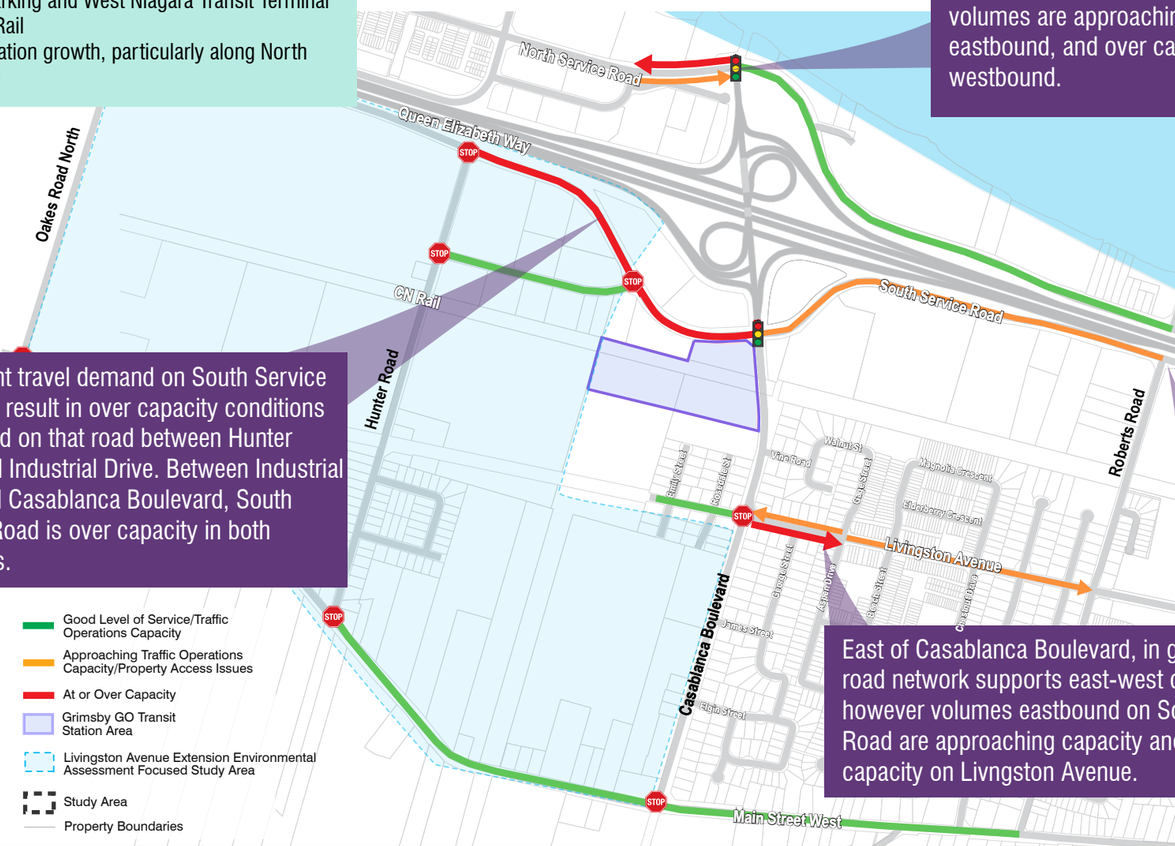
- Generally good flow of traffic east-west between Hunter Road and Roberts Road, along North Service Road, Livingston Avenue, and Main Street West
- Along South Service Road between Industrial Drive and Casablanca Boulevard, traffic conditions are approaching road capacity heading west and are over capacity heading east.

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

2041 - DO NOTHING SCENARIO

On North Service Road, traffic volumes are approaching capacity eastbound, and over capacity westbound.



Significant travel demand on South Service Road will result in over capacity conditions eastbound on that road between Hunter Road and Industrial Drive. Between Industrial Drive and Casablanca Boulevard, South Service Road is over capacity in both directions.

East of Casablanca Boulevard, in general the road network supports east-west capacity, however volumes eastbound on South Service Road are approaching capacity and are over capacity on Livngston Avenue.

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Town of Grimsby

Niagara Region

NEXT STEPS

- Integration of feedback received through this public consultation
- Development of the alternative solutions and completion of the transportation assessment and socio-economic assessment
- Evaluation of the alternative solutions based on criteria presented and feedback received
- Consultation with stakeholders, agencies, Indigenous communities, and Agencies on the evaluation results
- Determination of the way forward

STAY INVOLVED

Ask questions & provide input today by talking with the team or filing in a comment form

Sign up for our contact list

Visit niagararegion.ca

Attend the next event (anticipated for fall 2019)

FOR ANY QUESTIONS OR COMMENTS, PLEASE CONTACT:

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DIRECTOR, TRANSPORTATION SERVICES
NIAGARA REGION
1815 SIR ISAAC BROCK WAY (FORMERLY 2201 ST. DAVID'S RD.)
P.O. BOX 1042, THOROLD, ON L2V 4T7
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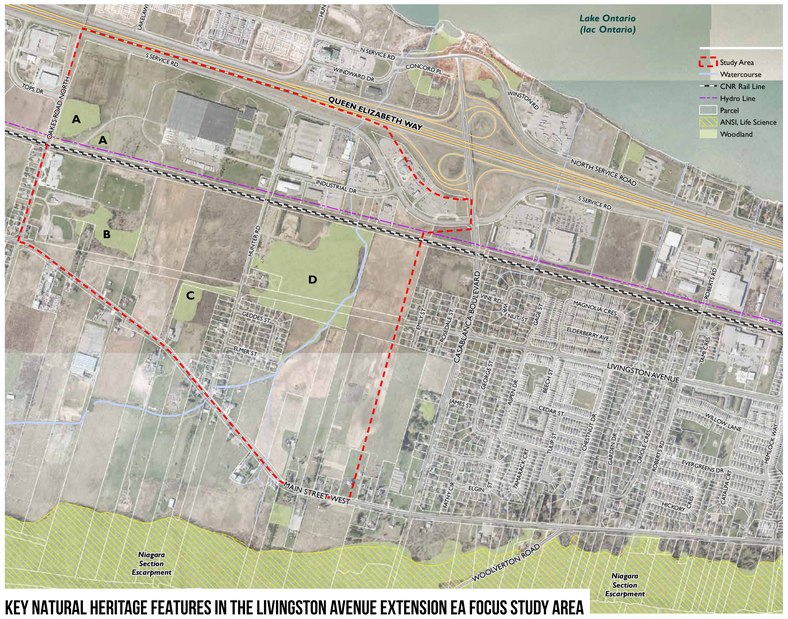
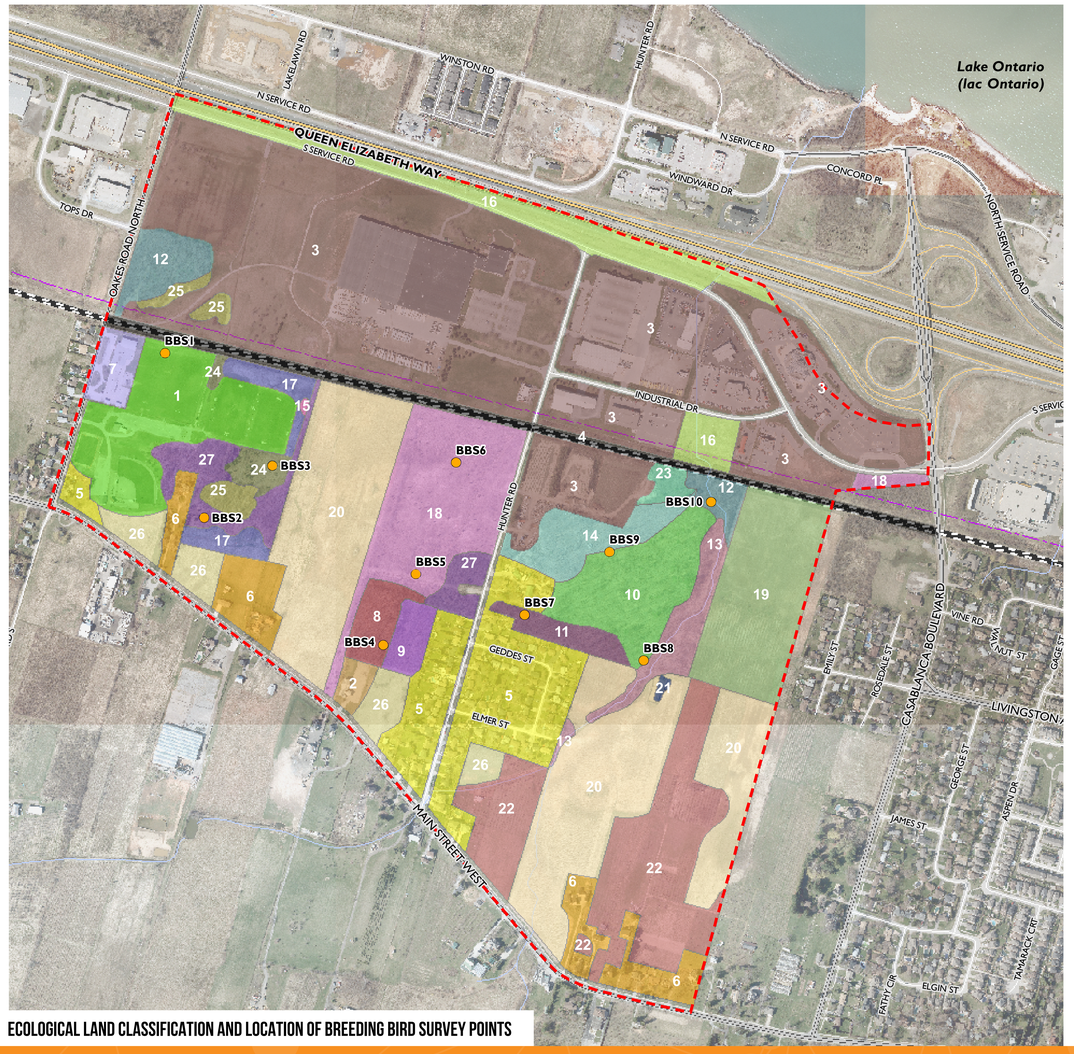
E: CAROLYN.RYALL@NIAGARAREGION.CA

NATURAL HERITAGE



KEY NATURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA



ECOLOGICAL LAND CLASSIFICATION AND LOCATION OF BREEDING BIRD SURVEY POINTS

- Study Area
- Watercourse
- CNR Rail Line
- Hydro Line
- Breeding Bird Survey Locations

Ecological Land Classification

- 1, CGL_4 - Recreational
- 2, CV - Constructed (Church)
- 3, CVC_1 - Business Sector
- 4, CVI_1 - Transportation
- 5, CVR_1 - Low Density Residential
- 6, CVR_4 - Rural Property
- 7, CVS_1 - Education
- 8, FODM2-2- Dry – Fresh Oak – Hickory Deciduous Forest
- 9, FODM4-2- Dry - Fresh White Ash - Hardwood Deciduous Forest
- 10, FODM5-3 - Dry – Fresh Sugar Maple – Oak Deciduous Forest
- 11, FODM5-5 - Dry – Fresh Sugar Maple – Hickory Deciduous Forest
- 12, FODM7-2 - Fresh-Moist Green Ash Lowland Forest
- 13, FODM7-4 - Fresh – Moist Black Walnut Lowland Deciduous Forest
- 14, FODM9-4 - Fresh – Moist Shagbark Hickory Deciduous Forest
- 15, MAMM1-2- Cattail Graminoid Mineral Meadow Marsh
- 16, MEMM3 - Dry - Fresh Mixed Meadow (cultural)
- 17, MEMM3 - Dry - Fresh Mixed Meadow Ecosite
- 18, MEMM3 - Dry - Fresh Mixed Meadow Ecosite / THDM2-4- Gray Dogwood Deciduous Shrub Thicket
- 19, OAG- Open Agriculture (Fallow Field)
- 20, OAGM1 - Annual Row Crops
- 21, OAO - Open Aquatic (Pond)
- 22, SAGM2 - Orchard
- 23, THDM2-11 - Hawthorn Deciduous Shrub Thicket
- 24, THDM2-4- Gray Dogwood Deciduous Shrub Thicket
- 25, THDM2-6 - Buckthorn Deciduous Shrub Thicket
- 26, Unmaintained Grassy Area
- 27, WODM5 - Fresh - Moist Deciduous Woodland

COMMENTS/QUESTIONS

NATURAL HERITAGE

PROPOSED EVALUATION CRITERIA

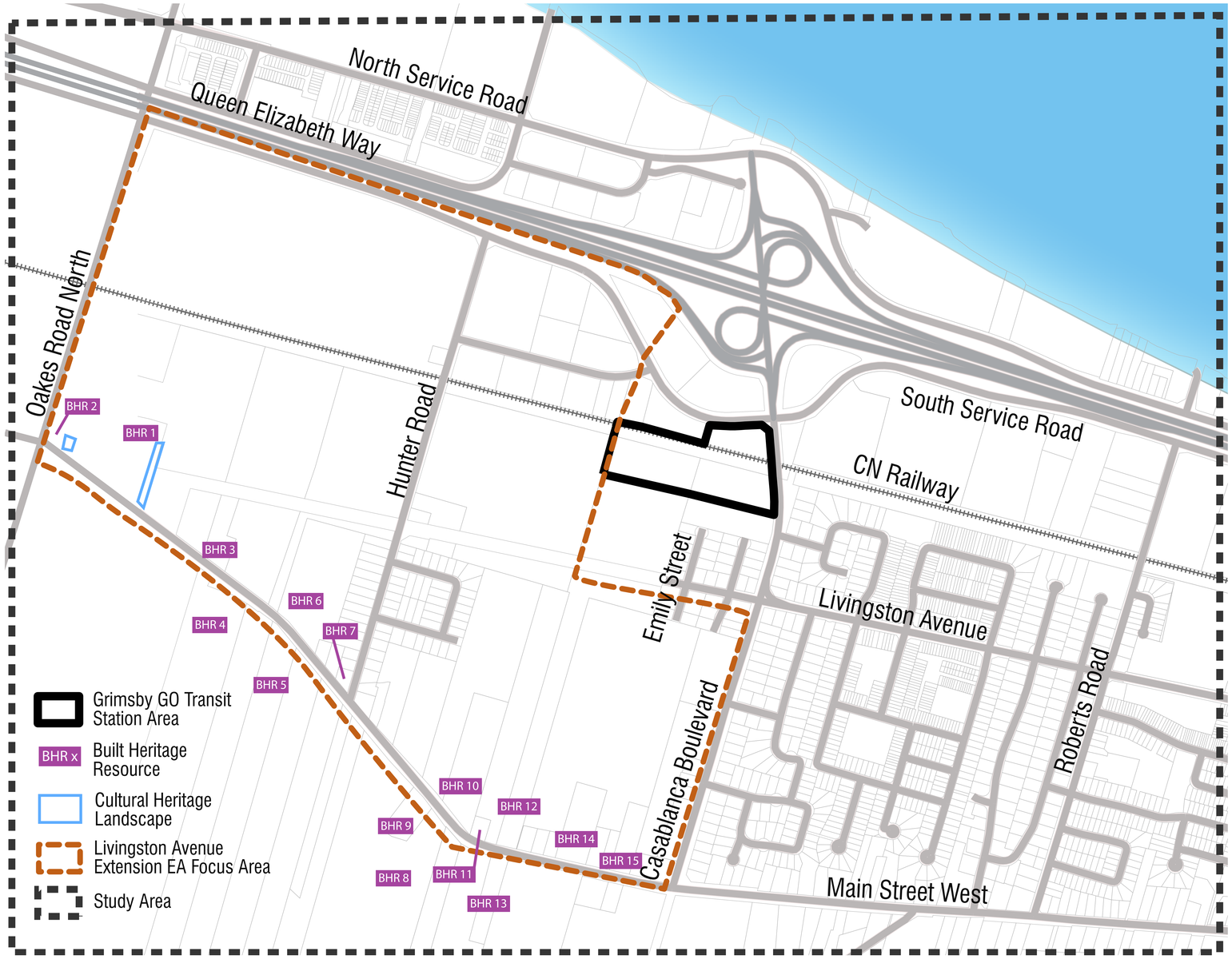
The criteria proposed to assess the impact to natural heritage of each of the alternative solutions are:

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

WHAT OTHER CRITERIA/FACTORS SHOULD BE CONSIDERED?

OTHER COMMENTS/ QUESTIONS

CULTURAL/ARCHAEOLOGICAL HERITAGE & SOCIO-ECONOMIC ASSESSMENT



CULTURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

COMMENTS/QUESTIONS

CULTURAL/ARCHAEOLOGICAL HERITAGE & SOCIO-ECONOMIC ASSESSMENT

PROPOSED EVALUATION CRITERIA

The criteria proposed to assess the impact to cultural and archaeological heritage and of each of the alternative solutions are:

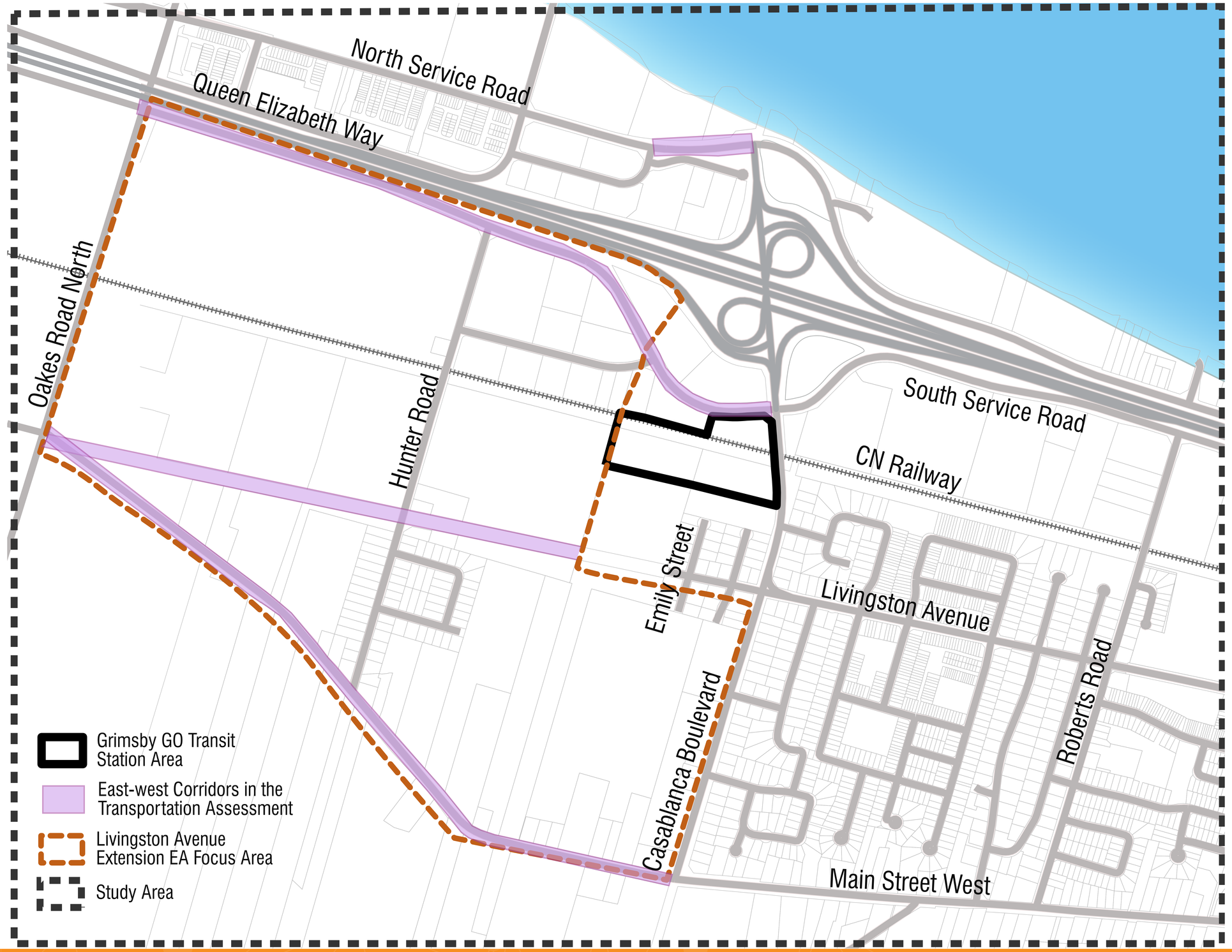
- Potential for loss of residential/business property
- Potential for disruption to residences
- Potential for improved street corridor character
- Potential for impacts on cultural heritage/ archaeological resources
- Potential for loss of agricultural land

WHAT OTHER CRITERIA/FACTORS SHOULD BE CONSIDERED?

OTHER COMMENTS/ QUESTIONS

TRANSPORTATION ASSESSMENT

WHAT ARE THE ALTERNATIVE SOLUTIONS THAT SHOULD BE CONSIDERED TO IMPROVE EAST-WEST ACCESS?



OTHER COMMENTS/ QUESTIONS

TRANSPORTATION ASSESSMENT

PROPOSED EVALUATION CRITERIA

The criteria proposed to assess the transportation and engineering impact of each of the alternative solutions are:

- Ability to address future East-West roadway capacity requirements
- Ability to enhance GO Transit Station access
- Ability to improve road network flexibility and support alternate routes(redundancy)
- Ability to improve local community accessibility, continuity and directness to/ from downtown Grimsby
- Ability to address safety issues
- Potential for significant roadway design challenges

WHAT OTHER CRITERIA/FACTORS SHOULD BE CONSIDERED?

OTHER COMMENTS/ QUESTIONS

Livingston Avenue Extension Environmental Assessment

PUBLIC INFORMATION CENTRE #2 - COMMENT TRACKING

The second Public Information Centre (PIC) for the Livingston Avenue Extension EA was held on May 28, 2019 in Grimsby. The table below provides a summary of the comments received/recorded at the PIC and by email/phone in the period following the PIC. Responses to all comments have been provided. These will form part of the public record and incorporated into the project's Environmental Study Report which will be available for public and agency review.

I.D. #	Comment	Response
NATURAL HERITAGE RELATED COMMENTS		
1.	Protection of natural environmental assets and wildlife habitat was a major concern noted by some residents. These related to the loss of woodlot trees, impacts to wildlife and habitat, impacts to migration patterns, impacts to climate change and the permanency of the decision.	Natural environmental and climate change are key factors considered in the environmental assessment. These impacts will be assessed and documented through the process and made available through the public consultation process. Considerations for the protection of natural environmental assets and wildlife habitat will be part of the evaluation of alternatives.
2.	Some residents recommended that the Region should extend Livingston to support transportation access, but replant trees in another location or create a public park or conservation area to offset the loss of vegetation in the woodlot.	Should the extension of Livingston Avenue be determined as the preferred solution for improving east-west traffic, any tree removal associated with the project will be mitigated for including replacement elsewhere.
3.	Some residents noted that additional information and clarification about which locations are protected by the greenbelt and when Ministry of Environment, Conservation and Parks and Ministry of Natural Resources and Forestry input is desired. There were also residents seeking more information about the bat study, drainage, loss of bio-diversity, wind and noise control.	Regulatory requirements set out by Provincial authorities, including the Ministry of Environment and Ministry of Natural Resources and Forestry, are key considerations in the Environmental Assessment and will be fully documented in the Environmental Study Report.
4.	Some residents commented that the Region did a good job studying the natural heritage and environment.	Comment noted.
5.	For residents in support of the extension of Livingston Avenue, a key concern was how the Region could potentially build the road while protecting the woodlot and consider the potential impacts to the remaining forest.	Should the extension of Livingston Avenue be determined as the preferred solution for improving east-west traffic, any tree removal associated with the project will be mitigated for including replacement elsewhere.

I.D. #	Comment	Response
6.	It was noted by the owners of the Woodlot property that it is private property, and not open to public access.	Comment noted.
7.	A concern was raised regarding stormwater management for an extension of Livingston Avenue, particularly with respect to natural water run off through the adjacent fields into the drain ditch.	Stormwater management and drainage will be part of the considerations in the design of the preferred alternative for the Environmental Assessment.
TRANSPORTATION RELATED COMMENTS		
8.	Some residents noted that the Region should evaluate all alternatives, including how a widened Casablanca Boulevard could help handle future traffic flow, or consider widening and improving Main Street West or the South Service Road instead of extending Livingston Avenue.	All alternatives are being considered and evaluated at this stage of the project (Alternative Solutions), and the preferred alternative will then be carried forward for further consideration in the ways that it can be designed (Alternative Designs)
9.	Some residents commented that the Region should build the extension of Livingston Avenue in the short-term to meet growing demand for road access to the east part of Grimsby, and avoid worsening gridlock in the area. It was noted that much of the right-of-way for the extension has been cleared and services such as a sanitary sewer have been added underground. However, some residents did not feel that the extension of Livingston would solve the problem of congestion on South Service Road/Main Street West.	The Transportation Assessment for the Environmental Assessment explores the various opportunities to improve east-west connectivity while also reducing congestion on South Service Road.
10.	There was a discussion about adding a roundabout at the junction of the access to the south portion of the GO Transit Station which is not yet under development, and if Livingston Avenue is extended, having 2 interior lanes.	The intersection design and connections for the preferred solution will be explored in the next stage of the Environmental Assessment, once a preferred solution is identified.
11.	There was a suggestion for the Region to consider adding a roundabout at the intersection of Main Street West and Casablanca Boulevard once the improvements to Casablanca Boulevard are complete.	A roundabout at this location was previously considered as part of the Casablanca Boulevard and GO Station Access EA, and it was noted that installing a roundabout would have significant property impacts; as such, a signalized intersection was preferred.
12.	There were concerns raised about the operation of the intersection of Hunter Road and Main Street West, and a suggestion that Hunter Road should be widened at the north-west corner.	Widening of Hunter Road may be required in the medium- to long-term to support access to the east-west connections in the community. This will be further explored in the next stage of the Environmental Assessment.
13.	There were comments that the Livingston Avenue extension is necessary for future east-west traffic flow, and it could help alleviate traffic on Main Street West, as well as providing an access to the GO Transit Station.	As part of the evaluation of alternative solutions, the opportunity to improve traffic flow and provide access to the Grimsby GO Station are being considered.

I.D. #	Comment	Response
14.	There were safety concerns regarding overcrowding on the roadways, not enough sidewalks and bike lanes, deer crossings, and access for emergency services.	The recommended improvements to the South Service Road and Casablanca Boulevard as part of the Casablanca Boulevard and GO Station Access EA will improve cycling and pedestrian facilities through a complete streets approach. Any future improvements as part of the recommended alternative for the Livingston Avenue Extension EA will similarly consider appropriate facilities for cyclists and pedestrians. Wildlife crossings will be integrated should the preferred alternative intersect with natural areas. Emergency vehicle access will also be integrated into the evaluation.
15.	A resident noted that there will be better access to emergency services if the extension is complete, as it provides more routes, but it was mentioned that there would be a restriction in access for emergency services during construction.	Emergency vehicle access will be integrated into the evaluation. The impacts of the preferred alternative during construction as well as operations will be documented and mitigation measures identified.
16.	There was a suggestion that the intersection of Casablanca Boulevard and Main Street West needs to be a 3-way stop as red light runners will cause accidents.	The improvements to this intersection per the Casablanca Boulevard and GO Access EA recommended a signalized intersection. The Region will monitor accident reports and revisit the performance of the improvements during operations.
17.	If the extension does not go through, it was suggested to add a new road along the train tracks from Hunter to Casablanca.	The proximity to the Rail corridor presents challenges for roadway development and the feasibility of intersections at Casablanca Boulevard and at Hunter Road, as there is a minimum separation distance of 30m required by Transport Canada regulations from the rail crossing.
18.	There were questions about the future growth projections for Grimsby and if the extension of Livingston is necessary.	The future growth projections local to the Town of Grimsby as well as the immediate surrounding area are being considered in the Transportation Assessment, which is the technical document that provides an indication of future traffic in the area. The Transportation Assessment indicates a need for improved east-west connectivity in the area and the need to add one lane of traffic in each direction (east and west).
19.	There was an additional comment that the road extension is necessary to meet job and population growth in Grimsby.	The Transportation Assessment confirms the need for improved east-west access into the future. The alternative solutions to achieve this are currently being evaluated.

I.D. #	Comment	Response
20.	A comment was made that most of the population growth is in the west end of Grimsby and some north of the QEW, and the Livingston Extension will not help with this growth.	The traffic modelling completed as part of the Transportation Assessment indicates that traffic that would generate a need for the Livingston Avenue extension is a combination of local traffic in the east and west ends of the study area, as well as regional growth. The population growth north of the QEW will primarily generate traffic to the South Service Road and Casablanca Boulevard.
21.	There was a comment that the extension would provide greater accessibility for the Region.	Comment noted.
22.	There was a suggestion to improve the aesthetics of the road and area if the extension moves ahead.	Comment noted for consideration in the next stage of the Environmental Assessment.
23.	There was a comment to consider the impact on the baseball diamond with Livingston Extension	Impacts to the ball diamond will be assessed if the Livingston Extension is the preferred alternative
24.	There were concerns raised regarding increased traffic on current dead end streets Emily and Rosedale if the extension is approved.	Comment noted for consideration in the next stage of the Environmental Assessment.
CULTURAL HERITAGE RELATED COMMENTS		
25.	There was a concern about the property value of homes on Emily Street and a suggestion that the Town/Region should purchase them.	There is no current indication that property values will be impacted by the implementation of any of the alternative solutions, including an extension of Livingston Avenue. Concerned residents can contact the Region directly to discuss specific property issues.
26.	Concerns were raised about the impact on cultural heritage resources like the Built Heritage Resource (BHR2) with the Livingston Extension.	The protection of built heritage resources is a key consideration for the Environmental Assessment and evaluation of alternative solutions. The design of the preferred solution will aim to mitigate any potential impacts to built and cultural heritage resources.
27.	A comment was made that completing the Livingston Extension would bring presence to the homes that are built heritage resources.	Any potential traffic-related impacts to built heritage resources will be documented and mitigated for as part of the Environmental Assessment process.
28.	A concern was raised regarding the greenspace adjacent to Smith Public School.	The playing fields associated with Smith Public School have been noted, and impacts to the greenspace will be assessed if the Livingston Extension is the preferred alternative
29.	There were concerns regarding the value of the heritage trees on Main Street W.	Any impacts of the preferred solution that result in tree removal will be considered and every effort made to limit the number of trees that are impacted.

I.D. #	Comment	Response
30.	A question was raised about how we will protect and celebrate heritage and places of history.	Protection of cultural and built heritage assets is a key component of the Environmental Assessment and is a consideration in the evaluation of alternative solutions.
31.	A question was raised about if Grimsby is growing, where it needs to grow.	The majority of growth in Grimsby in the medium to long term has been identified for the Winston Neighbourhood, and is in the process of being built out. The balance of growth is spread across the Town.
32.	There was a comment made that people want Grimsby to remain as it is and there were concerns about future development.	The Region is undertaking the Environmental Assessment to confirm the need for improved east-west access based on the Town's approved growth-related planning documents, including the Official Plan and the Grimsby GO Transit Station Secondary Plan.
33.	The information and maps from the PIC should be been made available online, so that residents could review and provide additional comments.	The documentation is available on the project website.
34.	Some residents want to see the EA completed as the extension had been talked about for 40 years.	Comment noted.

PIC#2 COMMENT FORMS RECEIVED BY EMAIL

I.D. #	Comment	Response
NATURAL HERITAGE RELATED COMMENTS		
1.	We are in full support of the completion of the Livingston Avenue extension. We would like to see the Livingston Avenue EA completed. We fully support the Recommendation Report for ROPA 13 to move forward with the guideline to allow growth for transportation and housing within the Major Transit Station Areas. As owners of the 27 acres (which includes the "Woodlot") to the north of the Livingston Ave. right of way, along with the 3 acres to the south of it we are in full agreement that the Livingston Ave. extension must be completed. It was started over 40 years ago complete with sewers/water and phone services paid for with tax dollars and the Region/City should now take advantage of completing the extension which will alleviate future traffic gridlock around the GO Station, allow for easier access for emergency vehicles and it would provide opportunities for growth in the area as	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. Kindly note that as per the Provincial regulations that govern the Environmental Assessment, a community-wide consultation effort is being undertaken, and all voices are important in the decision-making process. We appreciate your concerns as directly-affected property owners, and will

I.D. #	Comment	Response
	people will want to live in the more affordable Grimsby area and commute to the expensive Toronto area. We are the ones who are directly affected (i.e. the landowners along Livingston Ave. right of way) and therefore it should be us that you are listening to and not a small group of the public. This small group of residents have made it political by using our private property ("our woodlot") as their argument in stopping the completion of Livingston Ave. to Oaks Road. Completing the extension will make Grimsby business and housing (taxes) more accessible and attractive. Region/City/Province/Metrolink should possibly consider looking at purchasing the north property at fair market pricing and build a road along the railroad tracks from Hunter Road to Casablanca (GO Station parking lot), which would help with the traffic gridlock at the GO Station. This would make it easier for emergency vehicles to get in and out of the GO Station area. Please consider our comments when making your decisions on the Livingston Avenue extension and the growth and future of the town of Grimsby. Sincerely, [redacted]	take your suggestions and comments into consideration through the evaluation of alternative solutions.
2.	We fully support completion of the Livingston Avenue extension as was originally planned from Emily Street to Main Street West at Oakes Road for the following reasons: 1. We are in support of the Recommendation Report for ROPA 13 to move forward with the guideline to allow growth for transportation and housing within Major Transit Station Areas. *Subject: Recommendation Report for Regional Official Plan Amendment (ROPA) 13 – Transportation Policies* *Report to: Planning and Economic Development Committee* *Report date: Wednesday, June 12, 2019* …	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment.

I.D. #	Comment	Response
	This Amendment is required to implement the goals, vision, and recommendations of the Niagara Region Transportation Master Plan (TMP), which was approved by Regional Council on July 20, 2017, and to ensure conformity with the new Provincial Growth Plan. *…* *Modification 31: Major Transit Station Areas means the area including and around any existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk.* 2. Private property owners along the path of the extension owned by the Region of Niagara, within the defined area of a Major Transit Station Area, are in full support of the completion of the extension to Main Street West at Oakes Road as was originally planned. 3. There has already been significant taxpayer investment for water, phone and sewer services along the Livingston Avenue extension; this should be taken advantage of. The foundation of infrastructure has already been built to support the building of the GO Train station and it should be utilized to its fullest potential. 4. New roads are the only way to relieve traffic congestion. This means that road improvements can only do so much. If new roads can improve safety to the GO Train station, the positive environment will be beneficial to everyone. A good infrastructure means that the system will be able to achieve an optimal environment for living and for an increase in economic growth. This will lead to alleviation of poverty and will increase income so that the affordable housing crisis can be more easily managed. The significance of the need for growth is highlighted by the key facts listed in the Region of Niagara 2018 End of Year Growth Report. *Subject: 2018 End Of Year Growth Report* *Report to: Planning and Economic Development Services Committee* *Report date: Wednesday, June 12, 2019* *Key Facts* *• The purpose of this report is to inform Planning and Economic Development Services Committee and Council about 2018 growth and development trends in Niagara Region.*	

I.D. #	Comment	Response
	• Population growth in 2018 was greater than any year in the previous decade. In 2018, Niagara's population increased by approximately 7,000 people (1.49% growth rate) to 472,448 people. *• Data relating to Housing Starts, Completions and Building Permits show a shift towards higher density housing from single detached dwelling types.* *• The average sale price for all homes in Niagara increased by 3.4%, significantly lower than the unusually high 21% combined increase over 2016 and 2017.* *• For a second consecutive year, the total value of building permits issued in Niagara Region exceeded $1 Billion.* 5. It is required to meet the future east-west transportation needs to support the GO Train Station/50 Road shopping zone, this new artery is the only way to meet the increase in traffic demands. Widening and improving the South Service road would help but will not meet the demands and Grimsby will be left in traffic gridlock. 6. It is required to meet the population and jobs growth plan projections for the Niagara Region. The growth plan forecasts for Niagara 2041 demands infrastructure for transportation are in place to meet the needs for economic growth. 7. It is required for emergency services to quickly and safely transport the injured to the hospital in the east end. Any stoppage on Main Street West or the South Service Road for construction or accidents would paralyse traffic in the area if there was no Livingston Avenue extension. 8. It is required to allow full, effective and safe access for GO Train commuter's via GO Buses, Wheel Trans, vehicles, bicycles and walkways. A big problem at many GO Stations is the gridlock of vehicles entering and leaving the parking areas during rush hours. 9. The region should ensure they do not box themselves in on train lands on the south side of the CN Railway; they must keep open the option to have the developers of the new Grimsby GO Train station to expand in the most efficient and effective matter. The option to build the GO Train station on either the north or south of the CN Railway should be available to ensure the best possible solution is engineered.	

I.D. #	Comment	Response
	10. It appears the current municipal government is does not take into account all of its constituents and has taken a biased view aimed at resisting all developments in the Study Area of the Livingston Avenue Extension and Casablanca Blvd EA's. 11. A comprehensive network for power facilities, roads, waterway ports and railways must be planned and built to meet future economic needs of the community. Delays will make future development more difficult with greater resistance and red tape. 12. Money spent now will contribute to output in the local economy. For example Hamilton and surrounding communities could not attract businesses until the Redhill express was put in, once it was completed, new business flourished and taxes paid for the building of the road. 13. Lack of infrastructure holds back economic development that causes additional costs in terms of time, and effort and is a bottleneck for growth and getting people out of poverty. 14. A good infrastructure like new roads will help trade not only in the local economy but in US trade because of the proximity to the border. 15. The need for new roads and transport corridors is always underestimated. Everybody knows of roads that should have been built or that need extra lanes. Many growing communities face traffic gridlock. 16. Big demographic and cultural changes, such as the aging and diversification of our society, shrinking households and domestic migration, underscore the need for new transportation to connect people and communities. Some 55 percent of millennials say living close to public transportation is important to them, according to a recent survey by the Urban Land Institute. 17. The NIMBY mentality by some in Grimsby will hurt everyone in the future. 18. Despite gradual acceptance in the past decade that infrastructure is vital to economic growth, successful towns will be those that connect workers to jobs and close the divide between high-income and low-income neighborhoods. 19. New roads near the Go Station needs to be first priority, it makes logical sense.	

I.D. #	Comment	Response
3.	My family and I are very much in favor of the development and improvements as well as the future of Grimsby and Niagara Region. We have long ago embraced change and understand the possibilities for all who live here upon completion of these upgrades such as the GoTrain station and Livingston Extension. Grimsby is the gateway to the Niagara Region. Travelers, visitors and locals alike congest the small town on holidays and throughout the summer months on a high level be it through the QEW or on the scenic route through #8 Highway. This congestion is obvious on your statistics and shows the volume of growth from year to year and is transparently showing that it isn't just growing, but adding to it the development throughout the Niagara Region, it will hit a point where bottlenecking occurs as seen when the QEW slows to a crawl and only the Service Roads and #8 highway are viable means of throughway. This occurrence has happened too many times and shows how Grimsby residences suffer for it. Albeit those travelers sometimes wait out the traffic in the Gateway or the charm of Grimsby itself, emergency vehicles and locals pay the toll for this occurrence. Seeing as how the taxpayers have already paid for the infrastructure of the Livingston Extension and more, this project seems to more and more on the development rise rather than being thwarted for whatever reason and for good reason. Grimsby must expand its gateway and make way for the GoTrain as well as the Livingston Extension for decongestion in order to allow for the remainder of Niagara Region to accept the immense benefits of it. From Emergency vehicles options to QEW shut down routing as well as offering less congestion to those commuters day in and day out, we can't forget offing Niagara residence options to seek further than their back yard for employment and give a proper commuting option for them as well as knowing this too will assist in congestion of the highways and major routes in peak hours. Although there may be many against change and fearful of the outcomes, we all seem to have this human trait but those that embrace change with a solid plan of action minimize the faltering outcomes to maximize on the benefits and possibilities. After going to the meetings and seeing the outlines as well as speaking to your staff, I see that the region as well as the Town itself have been more than informed of the future possibilities and all that see the possibilities of growth and prosperity for the future are in agreement of the extension and GoStation completion in its entirety	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment.

I.D. #	Comment	Response
	while the ones who seem to lack the ability to let go of the past and fear the change (as is accepted as a human expression completely) become opposed to the development in its entirety and thus speak louder over the others. I am not one that wants the limelight nor do I wish to be a leader in the movement one way or the other but I do have some talents and abilities in which I would love to share here. With a group of highly educated and forward thinking individuals, we've taken the current status of the numbers and situations as well as integrated the new plans and went back about forty (40) years when Grimsby was still offering #8 highway as a gravel road and reverse engineered it to today's standards. The result was actually quite interesting on the social level as many would have been opposed yet embraced the change as a welcome addition and utilizing it as they have back 40 years ago with #8 highway being paved. This then allowed for growth in areas where before didn't exist and thus a small but thriving community in the downtown core bringing in even more options and revenue to the people of Grimsby and the big city features as we had The Roxy Theater. Grimsby today (including the Niagara Region development due to the paving of #8 back then) brought further growth and prosperity to the people and the township, thus better migration and increase in taxes due to populace and so on and so on. All that is left is to pave Livingston Extension since it's been prepared already for that inevitable day. As I mentioned in the town meeting portions, Extend the width of the proposed road all the way and insert the boulevard filled with trees and flowers to ease the feathers of those opposed to the loss of charm and green. This allows for the foundation of growth now while setting up the enviable growth later of widening the road since all the town out then need to do is remove the flowers and little trees and pave according to growth. Making it abundantly clear to the youth (whom seem to miss these meetings and big decisions of their own future should be well informed and invited to be involved in abundance and for some reason are not. They are the key to your plan and the green light as they will be the future residence of Grimsby and the decision makers after this stage is complete. Have their approval and input now and you will have less than the title wave of opposition later when further expansions are in place to be made. Information such as how the youth of today has a higher and higher likelihood of living at home with patents' because job opportunities are very low immediately sparks and resonates. The GoTrain allows for the perfect	

I.D. #	Comment	Response
	transportation to the cities where Jobs are fruitful as well as how going green is the way of the future.	
4.	I presently reside in Edmonton, AB but inherited the property on Hunter Road now being referred to as "the Woodlot" from my mother, Emily Irish Simpson and at that time it was know as the family farm. Presently, there are five names on the title of this PRIVATE PROPERTY and the majority owners of this property are in favour of the Livingston Ave. extension being completed. It was started over 40 years ago using taxpayer dollars to cover the cost of expropriating the land, then cutting down the trees and then putting in the services. The government changed hands and the project was abandoned for a project on the escarpment and there it has sat. If it had been finished at the time we would not be in this situation and the road to the GO Station would be there and accessible for not only the GO Station parking but also for service vehicles and emergency vehicles and the price tag would have been a lot less. As it is, the way the right of way cuts through the corner of our property, we end up with a 3 acre parcel that we have no access to at this point. By finishing the extension of Livingston Ave. you not only prevent traffic gridlock from everyone trying to get to the parking lot but you also open the area to future business ventures as well as housing development which brings in the much needed tax revenue for the City's infrastructure. I understand the importance of having public input but it is more important to listen to the landowners along the Livingston Ave. right of way as they are the ones who are directly affected by this decision. Of course the people already living in the area are against it because they have had a nice quiet place for so long and they don't want to see any progress that might disturb that. But, in order for the City of Grimsby to expand and develop it is important that they be accessible and attractive to business and people, and Livingston Ave. will provide that. If the big concern is for the "woodlot" then collectively the Province/Region/City could purchase the property at fair market value and make a park out of it for all to enjoy. I trust you will give the landowners the fair shake we deserve as we have been sitting on this land and paying taxes on this land for over 40 years waiting for someone to make a decision.	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. Kindly note that as per the Provincial regulations that govern the Environmental Assessment, a community-wide consultation effort is being undertaken, and all voices are important in the decision-making process. We appreciate your concerns as directly-affected property owners, and will take your suggestions and comments into consideration through the evaluation of alternative solutions.

I.D. #	Comment	Response
	Thank you for listening.	
	Dear Ms. Ryall, Mr Macleod, Mr Fertich I have been at the last two public information sessions and I am confused, as we were told at this latest one that it was based on the response and suggestion at the first one but yet nothing was changed on the plans. At the first session it was quite clear from the people who spoke from the audience that the road through the wood lot was not an option and yet it still remains on the table. I get it, the women who owns the lot wants to sell and I am sure that builders are throwing some big $$ numbers out there but we need to look at the bigger picture. I am not even going to touch of the species and plants/trees that will be loss. I have lived on Oakes Rd for 25 years and there has never (other than a 3 major traffic accident)has there been an issue getting out on to main st. To think people from the Niagara side of Grimsby are coming across Livingston up to Highway #8 or coming straight across Highway 8 to get to Stoney Creek or Hamilton just doesn't make sense, they would have jumped on the QEW from any of the intersections going through town. For the people more locally there still isn't a reason to come across Highway 8 as there is nothing to draw people to that area, no big box store, no restaurants, the only reason someone might use that stretch is they don't want to do speed of the QEW. I also must add why anyone would take a street (like a Livingston extension) that will have with out a doubt at least 2 stop lights or stops signs in that stretch between Livingston and Oakes Rd. vs Highway 8 or the service rd, which gives them a higher speed and straight no stop access. No one is taking ownership on who has the say to stop this or at least remove the extension off the table, and I along with many others are frustrated and believe we need an answer. The solutions are easy widen the two service roads North and South both sides. I trust we will receive an answer or changes to the plans at the next meeting that does not include the extension.	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. Kindly note that the extension of Livingston Avenue was presented as one of the alternative solutions for improving east-west access in the community, along with improvements to the South Service Road and to Main Street West. The Transportation Assessment identified a future need for improved east-west connectivity, and as such there may not be significant current congestion issues that would point to the need for new/improved connections in the area. The Region is working with a 20+ year planning horizon, in order to proactively plan for the future needs of the community. The design of the preferred alternative will consider intersection design to facilitate ease of access. Kindly note that the improvements to South Service Road include traffic lights at the intersection of Industrial Drive and at the GO Station Access. Traffic speeds on Main Street West are regulated at 60km/hr as there are residences on both sides of the street. As the Region currently owns the right-of-way for Livingston Avenue west to Oakes Road, considering this as an alternative in improving east-west access is a necessary part of the Environmental Assessment process.

I.D. #	Comment	Response
		The evaluation of alternative solutions presented at Public Information Centre#2 for the Livingston Avenue Extension EA is underway, and the results of the evaluation will be presented at the next Public Information Centre.

Public Information Centre #3 Materials: January 27, 2020

WELCOME!

PUBLIC INFORMATION CENTRE #3

LIVINGSTON AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT

WEST OF EMILY STREET TO MAIN STREET WEST

MONDAY JANUARY 27TH, 2020, 6:15PM - 9:00PM

CASABLANCA HOTEL

4 WINDWARD DRIVE, GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

MOVING ROADS FORWARD

WELCOME!

OVERVIEW OF TONIGHT'S INFORMATION STATIONS

STATION #1: TRANSPORTATION

What Are the Issues We are Trying to Address?

Key Information Presented:

- About the Study
- What We Have Heard
- Results of the Transportation Assessment

STATION #2: NATURAL, SOCIAL, AND CULTURAL HERITAGE

What are the Impacts?

Key Information Presented:

- Results of the Natural Heritage Study
- Results of the Cultural and Archaeological Studies
- Key considerations for the Socio-Economic Evaluation

STATION #3: THE STUDY FINDINGS

What Options Did We Consider?

Key Information Presented:

- The Alternative Solutions to providing east-west travel capacity in West Grimsby
- Evaluation of the Alternative Solutions and Preferred Solution

STATION #4: DESIGN FOR THE FUTURE

What Could an Extension of Livingston Avenue Look Like?

Key Information Presented:

- The Alternative Designs for Livingston Avenue

STATION #5: THE NEXT STEPS

Where Do We Go Next?

Key Information Presented:

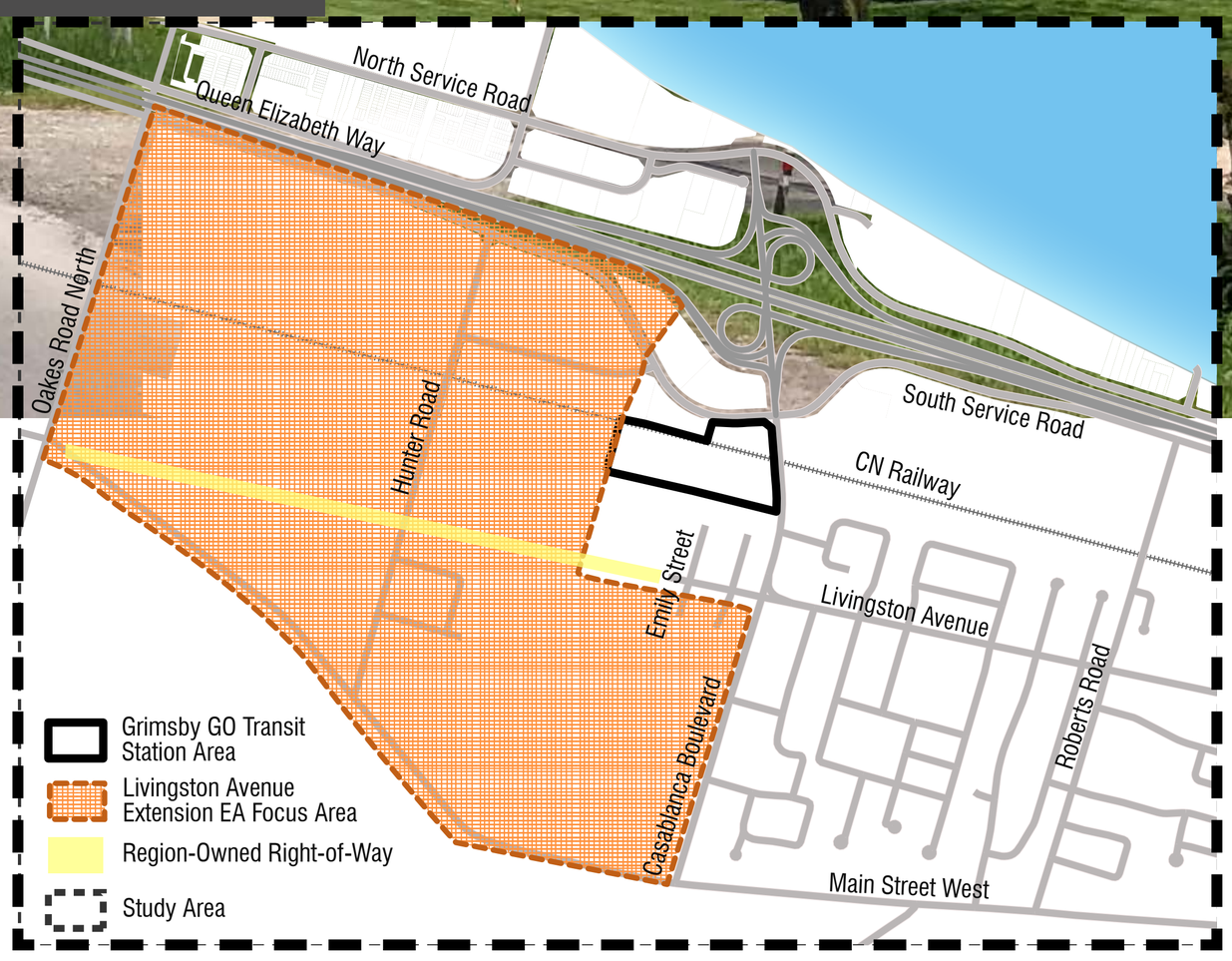
- Grimsby GO Transit Station Update
- Next Steps in the Project Process

MOVING ROADS FORWARD

STATION #1: TRANSPORTATION

WHAT ARE THE ISSUES WE ARE TRYING TO ADDRESS?

MOVING ROADS FORWARD



ABOUT THE STUDY

The Region of Niagara is conducting this Municipal Class Environmental Assessment (EA) to understand the east-west travel capacity needs in the Study Area to the year 2041.

Defining the Problem:
The Study Area has four main local east-west connections:

- South Service Road;
- North Service Road;
- Livingston Avenue; and
- Main Street West.

Livingston Avenue currently terminates just west of Emily Street. The Region of Niagara owns the right-of-way (road width) for Livingston Avenue continuing west to Main Street West/Oakes Road.

With population growth in the Study Area and surrounding areas as well as the scheduled opening of the Grimsby GO Transit Station in 2021, there is a need to provide a transportation solution that supports growth and connectivity through the area.

This Public Information Centre provides information at the following Stations:

- **STATION #1:** Transportation – What Are the Issues We Are Trying to Address?
- **STATION #2:** Natural, Social, and Cultural Heritage – What are the Impacts?
- **STATION #3:** The Study Findings – What Options Did We Consider?
- **STATION #4:** Design for the Future - What Could an Extension of Livingston Avenue Look Like?
- **STATION #5:** The Next Steps – Where Do We Go Next?

We invite you to share your thoughts, ideas and concerns about the information presented. Feedback from the community and stakeholders will be considered in developing the recommended design for the extension of Livingston Avenue, so tell us what you think!

TIMELINE & 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 east-west traffic capacity and
2. Provide improved road network connectivity through the Study Area

THE RIGHT WAY FORWARD
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.

WE ARE HERE

NOTICE OF COMMENCEMENT
SPRING 2018

PUBLIC INFORMATION CENTRE #1
SPRING 2018

PUBLIC INFORMATION CENTRE #2
SPRING 2019

PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY
WINTER 2020

PUBLIC COMMENTS

The comments received from the various engagement channels have been considered in developing and evaluating the alternatives presented at this event. For more information, please tour each of the Stations.

MOVING ROADS FORWARD

WHAT WE HEARD: KEY FEEDBACK THEMES

TRANSPORTATION NEED

Traffic Volumes and Delays:
Need to Reduce Congestion on South Service Road and Main Street West

GO Transit Station Access

Traffic Signals at Key Intersections

POTENTIAL IMPACTS

Woodlot and Natural Heritage

Noise Impacts to Residents

Cultural and Archaeological Heritage

Construction Impacts
Including noise, air and dust emissions, and for natural heritage

Utilities and Engineering

Air Quality

ALTERNATIVE SOLUTIONS

Widen South Service Road

Widen Main Street West

Extend Livingston Avenue

New Road Parallel to CN Railway

DESIGN FACTORS TO CONSIDER

Support Active Transportation
To Reduce Congestion

Road Configuration
Reduce Impacts to Natural and Cultural Heritage, and Manage Property Impacts

Safety
For all road users

Policy and Regulatory Conformity:
Provincial Greenbelt Regulations, Town of Grimsby Official Plan and Zoning, and NPCA Regulations

WHAT HAPPENS IF WE DO NOTHING?

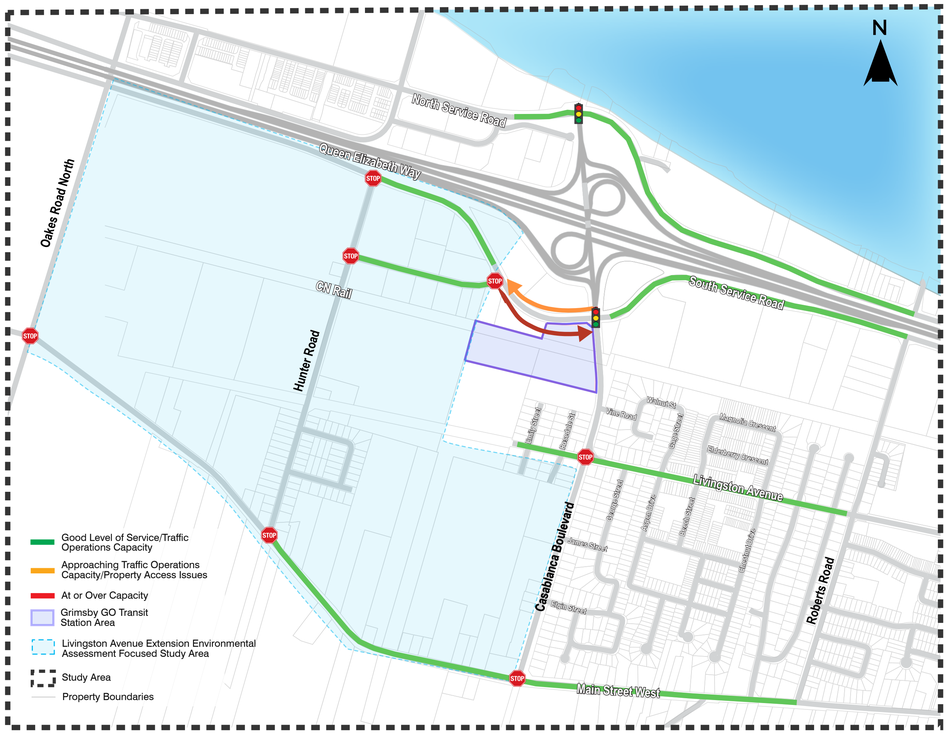
This panel shows the existing and future traffic conditions on east-west corridors in the Study Area, with the introduction of the Grimsby GO Transit Station set for 2021.
The 2041 traffic volume forecasts were based on population and employment growth within the Study Area, and regional growth outside the Study Area.
KEY RESULT: The Transportation Assessment conclusion is that one new lane in each direction for eastbound and westbound travel will be needed between Hunter Road and Casablanca Boulevard by 2031.

MOVING ROADS FORWARD

Some improvements that were recommended in the Casablanca Boulevard and GO Station Access EA would also contribute to addressing some of the issues in the 2041 'Do Nothing' scenario. These improvements include widening of South Service Road to four lanes west of Casablanca Boulevard to Industrial Drive, and provision of left turning lanes at the intersection of South Service Road and Casablanca Boulevard and at the entrance to the GO Transit Station on South Service Road.

TRANSPORTATION ASSESSMENT SUMMARY : EAST-WEST CORRIDORS

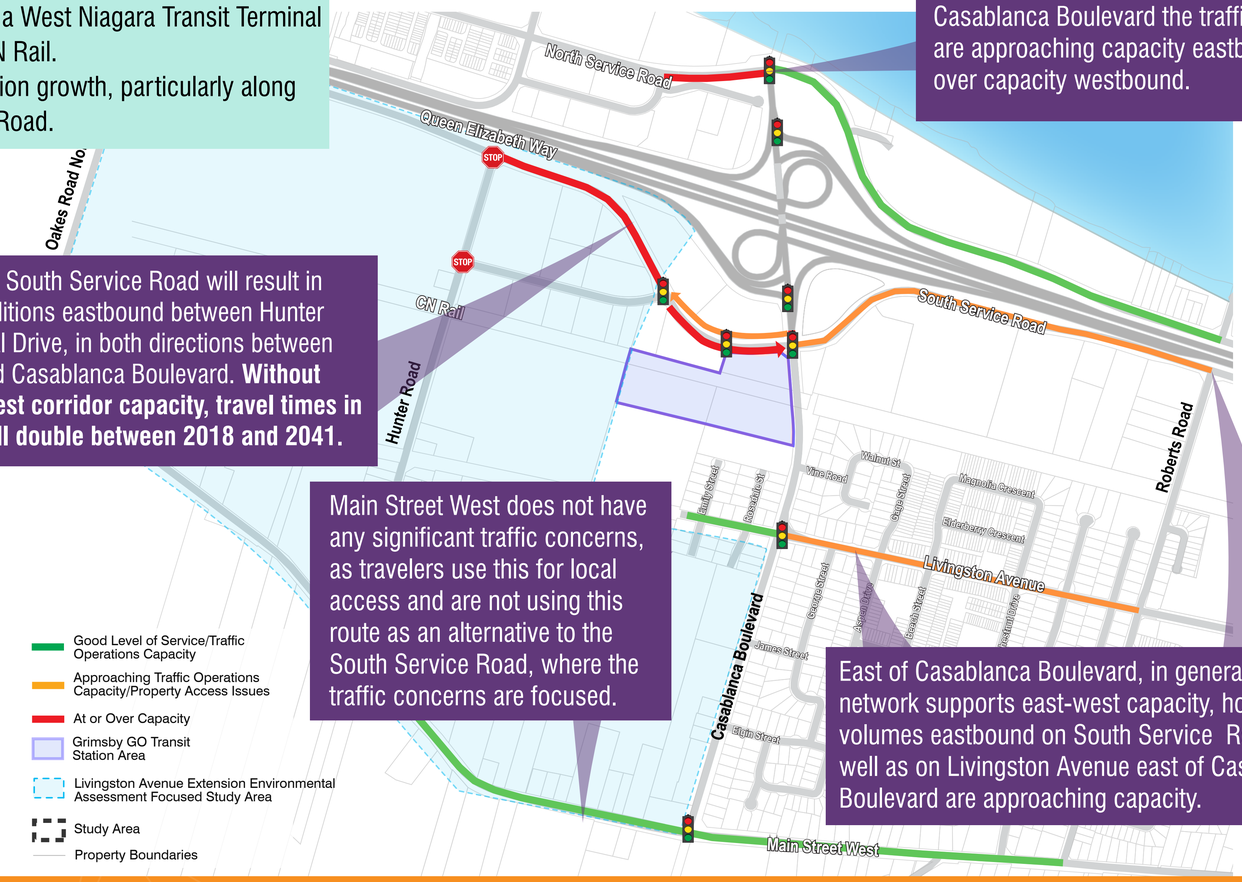
EXISTING CONDITIONS



Key Observations
- Generally good flow of traffic east-west between Hunter Road and Roberts Road, along North Service Road, Livingston Avenue, and Main Street West
- Along South Service Road between Industrial Drive and Casablanca Boulevard, traffic conditions are approaching road capacity heading west and are over capacity heading east.

What's New by 2041:
- GO Transit Station in place, with some parking and potentially a West Niagara Transit Terminal south of the CN Rail.
- Overall population growth, particularly along North Service Road.

2041 - DO NOTHING SCENARIO



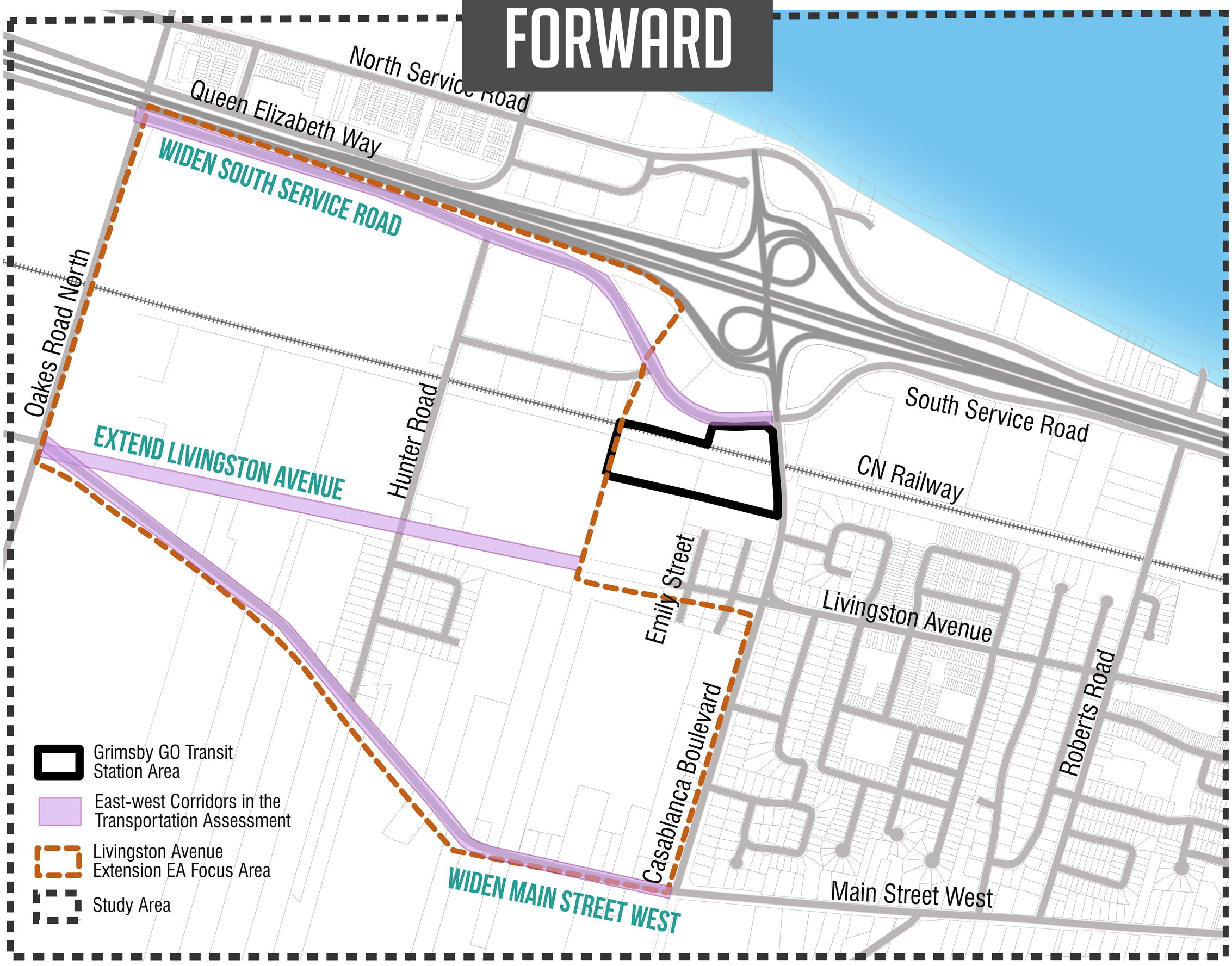
On North Service Road, west of Casablanca Boulevard the traffic volumes are approaching capacity eastbound, and over capacity westbound.

Significant trips on South Service Road will result in over capacity conditions eastbound between Hunter Road and Industrial Drive, in both directions between Industrial Drive and Casablanca Boulevard. **Without improving east-west corridor capacity, travel times in the Study Area will double between 2018 and 2041.**

Main Street West does not have any significant traffic concerns, as travelers use this for local access and are not using this route as an alternative to the South Service Road, where the traffic concerns are focused.

East of Casablanca Boulevard, in general the road network supports east-west capacity, however volumes eastbound on South Service Road as well as on Livingston Avenue east of Casablanca Boulevard are approaching capacity.

MOVING ROADS FORWARD



KEY EAST-WEST TRANSPORTATION CORRIDORS IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

TRANSPORTATION ASSESSMENT: WHAT ARE THE ALTERNATIVES?

Five alternative solutions have been identified for assessment in providing east-west capacity through the Study Area:

1. Do Nothing, and only complete improvements to the South Service Road as approved under the Casablanca Boulevard and GO Station Access EA (See Board #11 for South Service Road improvements by 2031).
2. Provide Transportation Demand Management, to explore ways to encourage drivers to use other modes of transportation including transit, cycling, and walking;
3. Widen the South Service Road from Casablanca Boulevard west to Fifty Road, including possible installation of traffic signals;
4. Widen Main Street West, between Casablanca Boulevard and Oakes Road North (Niagara Region to initiate road pavement and road base improvements in next couple of years); and
5. Extend Livingston Avenue, along the Region-Owned Right-of-Way to Oakes Road/ Main Street West.

The transportation assessment results indicate that as South Service Road approaches capacity by approximately 2031, improvements will be needed to support east-west travel through the Study Area.

The evaluation of the five alternatives listed in order to meet future demand is provided on Board #14.

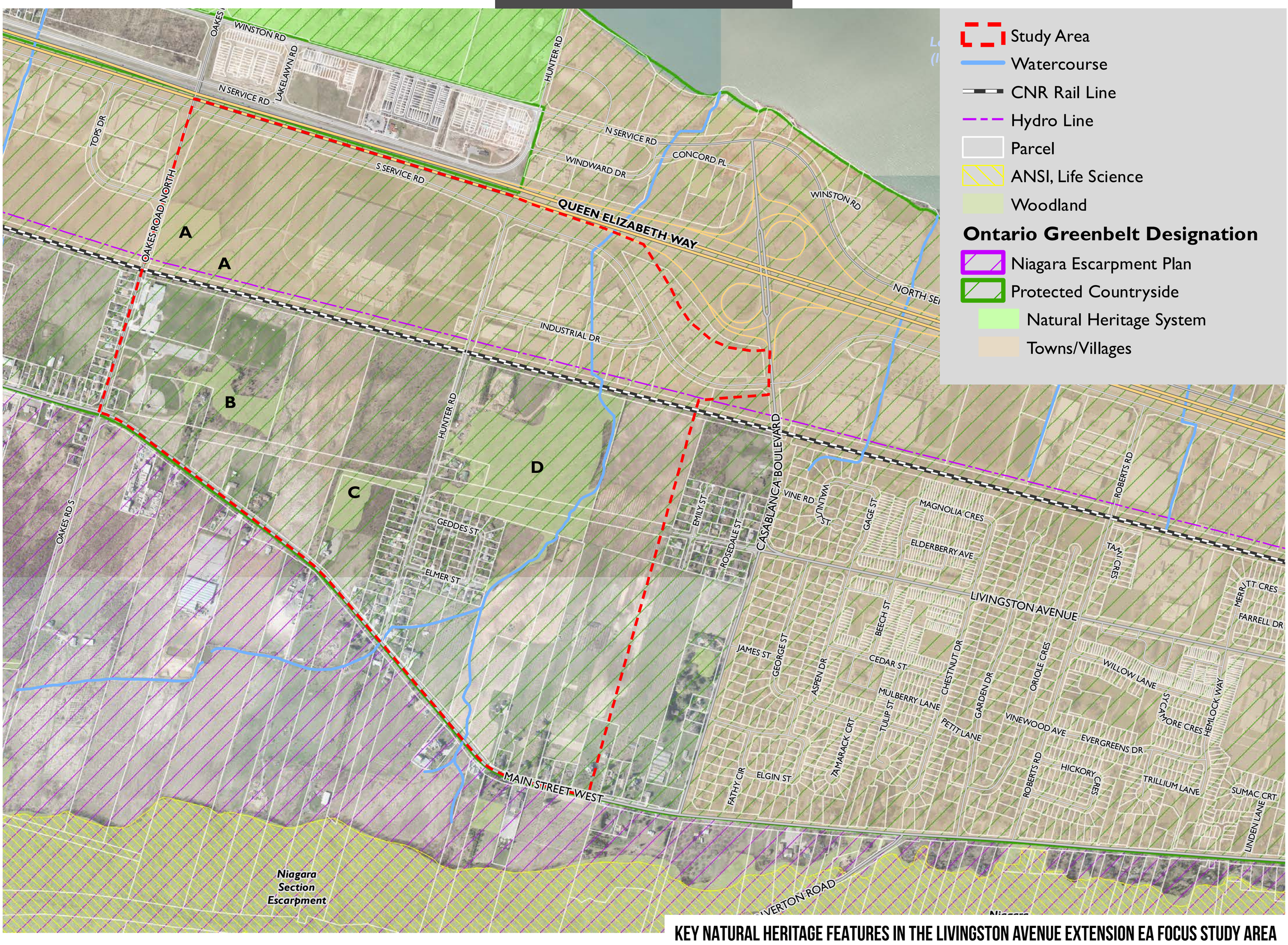
MOVING ROADS FORWARD

STATION #2: NATURAL, SOCIAL, AND CULTURAL HERITAGE

WHAT ARE THE IMPACTS?

Section 4.2 of the Greenbelt Plan provides a policy framework to guide new and expanded infrastructure facilities to serve the growth projected for the Greater Golden Horseshoe. Expanded or new infrastructure facilities subject to and approved under the Environmental Assessment Act, are permitted within the Protected Countryside.

MOVING ROADS FORWARD



KEY NATURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

NATURAL HERITAGE: KEY STUDIES

A natural heritage assessment was undertaken for the Study Area between June 2018 and August 2019, that included:

Ecological Land Classification, to assess vegetation in the Study Area using aerial photography and on-site surveys. Four woodlands (A-D) were identified as shown in the Figure above.

Botanical Assessment, conducted in the spring, summer, and fall of 2018 to assess plant presence, richness, and abundance.

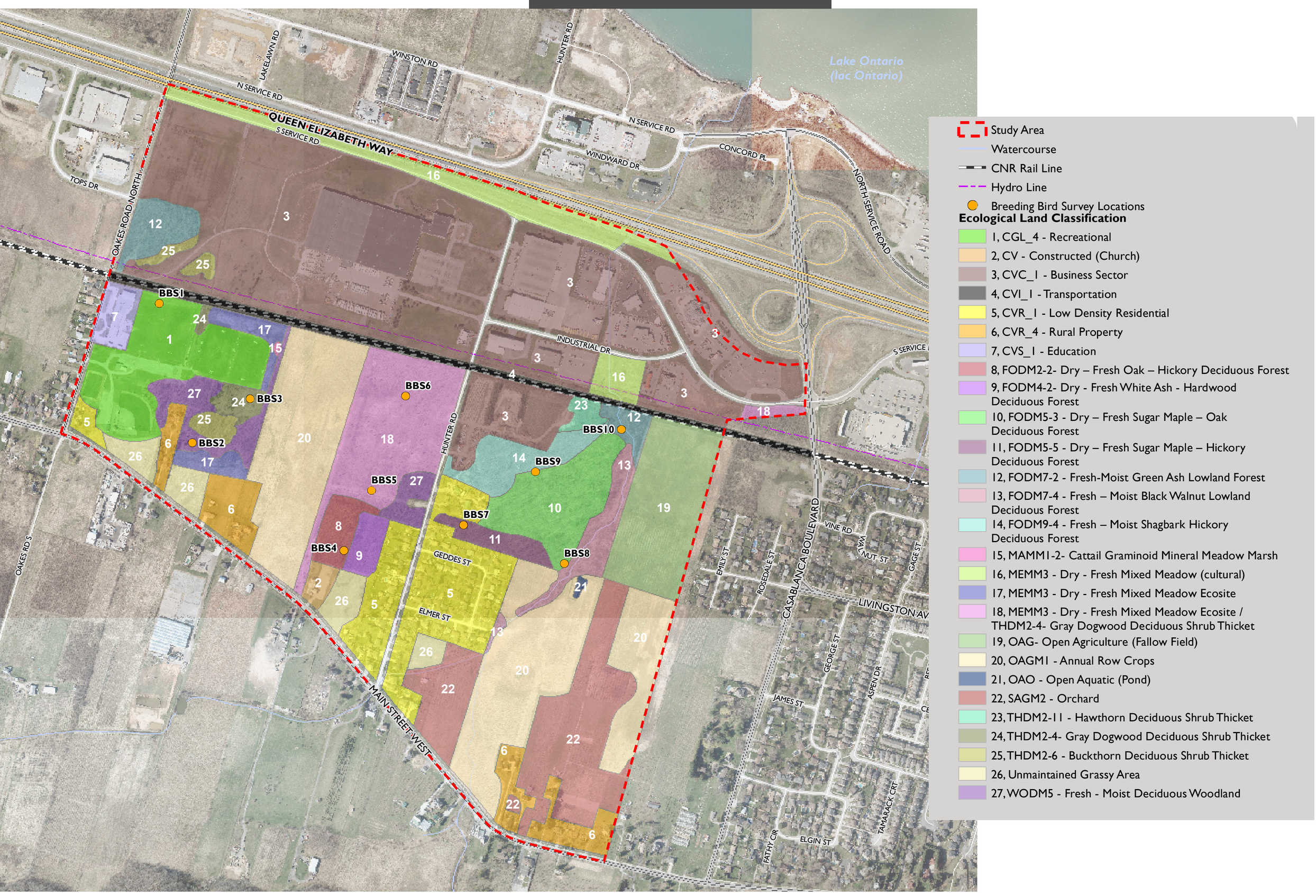
Breeding Bird Survey, to establish whether significant bird species exist in the area.

Wildlife Observations, through the site surveys conducted in the spring, summer, and fall of 2018.

Aquatic Assessment, focusing on the watercourse identified on the Figure above that flows through Woodland D, to understand its form and function.

Tree Inventory, focusing on the right-of-way of Livingston Avenue through the woodlot (Woodland D on the map above) conducted through a site visit in late summer 2019.

MOVING ROADS FORWARD



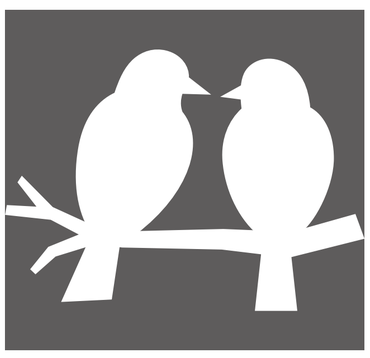
ECOLOGICAL LAND CLASSIFICATION AND LOCATION OF BREEDING BIRD SURVEY POINTS

NATURAL HERITAGE: STUDY FINDINGS - PART 1

ECOLOGICAL LAND CLASSIFICATION

A total of 14 natural ecological communities were observed in the Study Area, as well as 11 cultural communities (agricultural, residential, and industrial).

The health of the mature Ash trees dominating Woodland A and D (See Board #5), has been significantly affected by the Emerald Ash Borer, resulting in the decline of most of these trees. The Fresh White Ash trees are generally young.



BREEDING BIRD SURVEYS

A total of 10 locations were selected where counts of breeding birds were taken, as shown in the Figure above (labeled as BBS 1 through 10).

55 bird species were observed, including the following that are at risk or of concern.

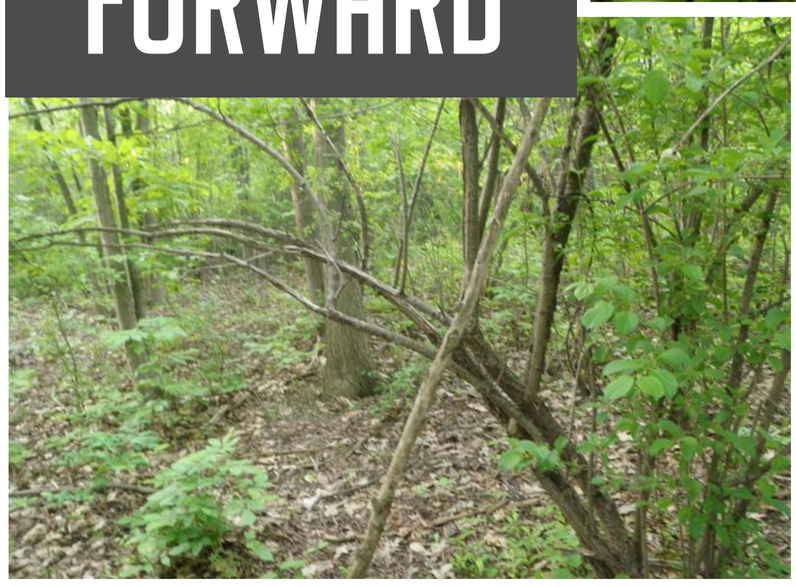
Species at Risk (Threatened): Observed in fields and areas outside the Woodlands:

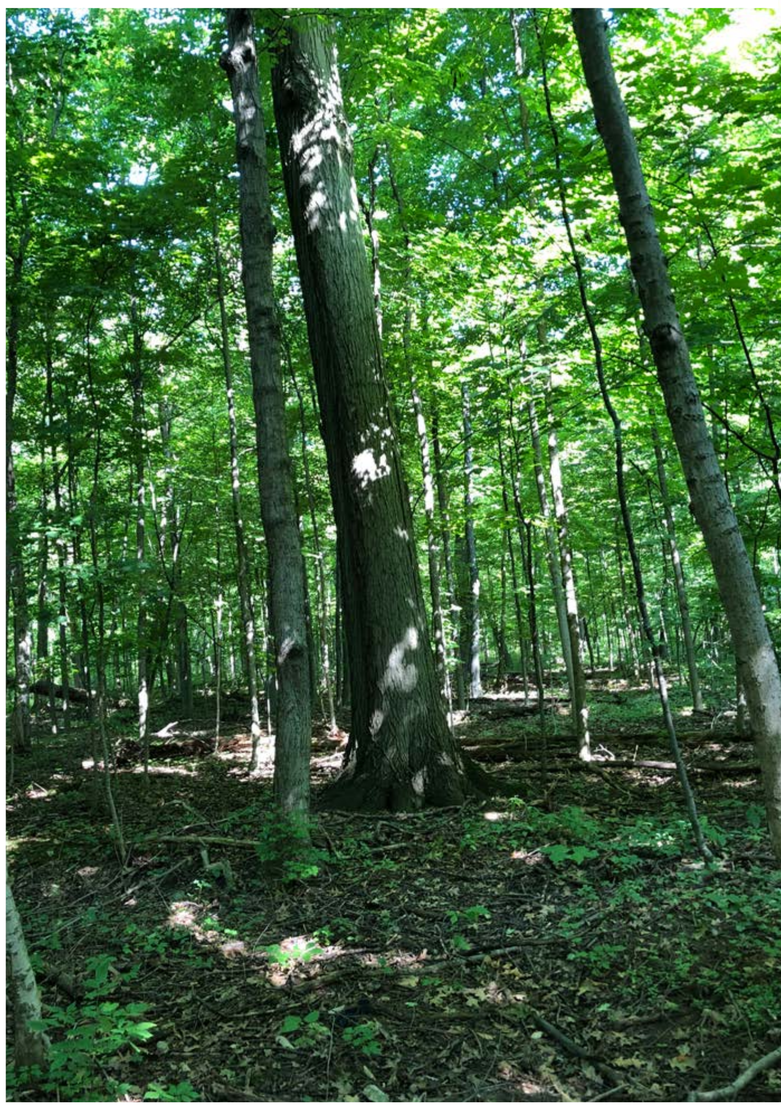
- Eastern Meadowlark (Sturnella magna)
- Bank Swallow (Riparia riparia)
- Barn Swallow (Hirundo rustica)

Species of Special Concern: Observed in Woodland D:

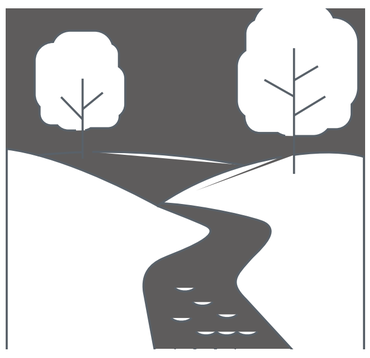
- Red-headed Woodpecker (Melanerpes erythrocephalus)
- Eastern Wood-pewee (Contopus virens)

MOVING ROADS FORWARD





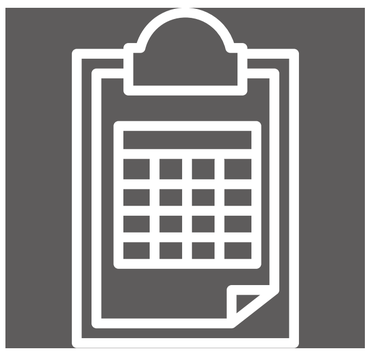
NATURAL HERITAGE: STUDY FINDINGS - PART 2



AQUATIC ASSESSMENT

Unnamed Watercourse in Woodland D - Key Features:

- Permanent stream with headwaters located 1.5km south of the Study Area, flowing north to Lake Ontario.
- Channel dimensions when full of water are approximately 3.0 m wide and 1.5 m deep, and otherwise approximately 1.5 m wide and 0.30 m deep.
- The stream provides habitat for fish, reptiles, and amphibians. Signs of erosion were evident along both banks.
- The majority (e.g. 90-100%) of the stream is shaded, and features aquatic vegetation that indicates groundwater input into the watercourse.
- On the downstream end of the property, the watercourse passes through a box culvert at the railway crossing. On the upstream end, the watercourse passes through a corrugated steel pipe (CSP) culvert used as an agricultural crossing.
- Further upstream and outside of the Study Area, the watercourse passes through multiple corrugated steel pipes and the water levels appear low with dense vegetation growing in the streambed.



BOTANICAL ASSESSMENT

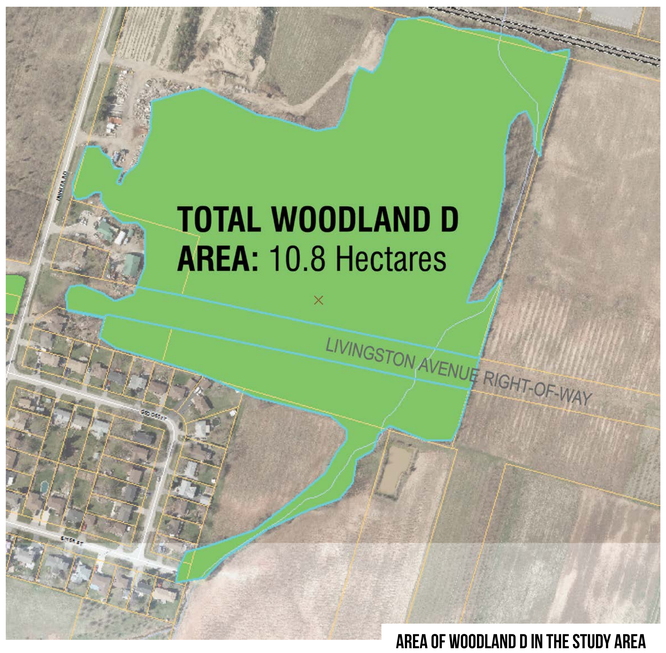
A range of plant species were observed as expected for each of the Ecological Land Classifications on Board #6. No botanical Species at Risk or Species of Conservation Concern were observed.

WILDLIFE OBSERVATIONS

No wildlife Species at Risk or Species of Conservation Concern were observed during the course of the field surveys.

NATURAL HERITAGE: STUDY FINDINGS - PART 3

MOVING ROADS FORWARD



AREA OF WOODLAND D IN THE STUDY AREA

Woodland D has a total area of approximately 10.8 Hectares, as follows:

- Portion north of Livingston Avenue right-of-way: 7.9 Hectares
- Portion within Livingston Avenue right-of-way: 1.1 Hectares
- Portion south of Livingston Avenue right-of-way: 1.9 Hectares

The potential impacts of building a roadway through the Woodland could include:

- Impacts to Species at Risk (SAR) (e.g. bats) and breeding birds due to removal or encroachment of habitat
- Wildlife disturbance due to noise, dust and habitat encroachment.
- Impacts to surface water quality and aquatic habitat due to sedimentation and introduction of deleterious substances to water bodies.
- Tree removal and impacts to woodland tree canopy
- Impacts to aquatic species and habitat from watercourse crossing (culvert)

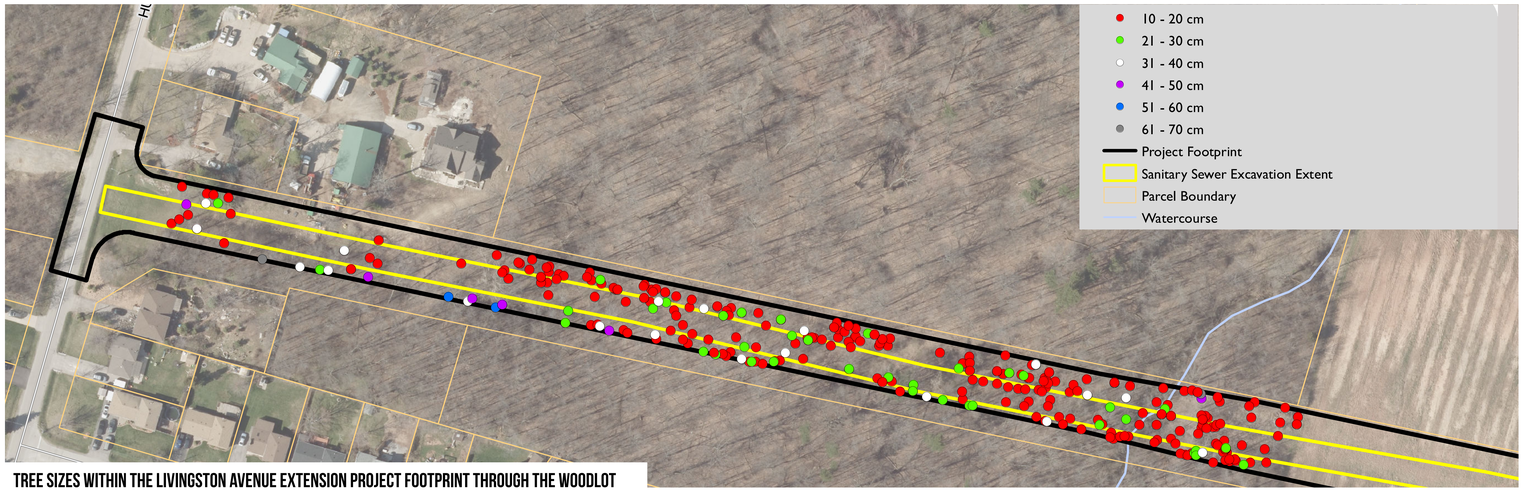
The impacts and appropriate mitigation measures will be an important part of the design process, and additional studies to confirm these closer to the anticipated implementation timeline of 2031 will be required.

AERIAL IMAGE OF WOODLAND D IN THE STUDY AREA

TREE INVENTORY

Woodland D:

- The inventory focused on the right-of-way for Livingston Avenue, to assess the potential impacts of tree removal that could result from constructing an extension of Livingston Avenue to Oakes Road.
- The locations and sizes of trees captured in the inventory was recorded as shown in the figure below, focusing on the 'Project Footprint' which is the width of a potential roadway within the right-of-way.



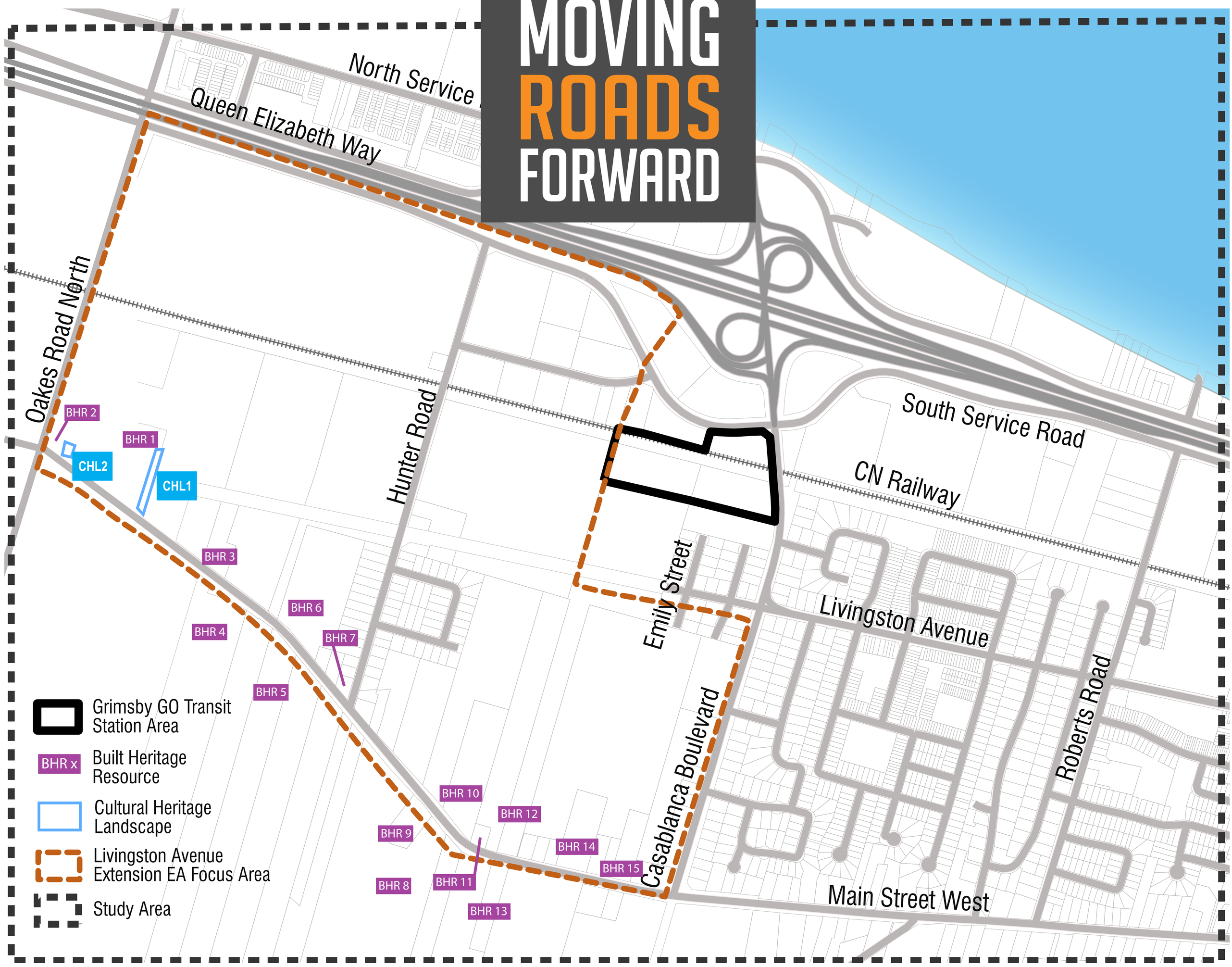
TREE SIZES WITHIN THE LIVINGSTON AVENUE EXTENSION PROJECT FOOTPRINT THROUGH THE WOODLOT

- Diameter at breast height (DBH) is the unit used to measure tree size at breast height (1.34 m).
- 364 trees ≥ 10 cm DBH were inventoried by an ISA certified Arborist within the proposed Livingston Avenue Project Footprint.
- Green ash, sugar maple, black walnut, large-tooth aspen and shagbark hickory represent 259 (71%) of the 364 trees inventoried.
- 79% (287 trees) have a DBH of 10 to 20 cm.
- 3% (13 trees) have DBH greater than 41 cm.
- 36% (131 trees) of the trees inventoried are ash species. Of the 131 ash trees, 61% (80 trees) were assessed as dead or in poor condition as a result of being affected by the emerald ash borer.

TREE INVENTORY WITHIN THE LIVINGSTON AVENUE PROJECT FOOTPRINT THROUGH THE WOODLOT

Common Name	Scientific Name	10-20 DBH	21-30 DBH	31-40 DBH	41-50 DBH	51-60 DBH	61-70 DBH	Total
American Basswood	*Tilia americana*	14	3					17
American Elm	*Ulmus americana*	1						1
Bitternut Hickory	*Carya cordiformis*	6	1		1			8
Black Walnut	*Juglans nigra*	18	6	4				28
Bur Oak	*Quercus macrocarpa*	10			1		1	12
Cockspur Hawthorn	*Crataegus crus-galli*	1						1
Crab Apple	*Malus sargentii*	3						3
Eastern Cottonwood	*Populus deltoides ssp. deltoides*				1			1
Eastern Hop-hornbeam	*Ostrya virginiana*	8						8
Eastern White Pine	*Pinus strobus*	2	1					3
Green Ash	*Fraxinus pennsylvanica*	119	4	1				124
Large-tooth Aspen	*Populus grandidentata*	17	4	2		1		24
Little-leaf Linden	*Tilia cordata*	2	2					4
Manitoba Maple	*Acer negundo*	1						1
Northern Red Oak	*Quercus rubra*	5	3	2				10
Norway Maple	*Acer platanoides*				1			1
Null	*Null*	1	1					2
Paper Birch	*Betula papyrifera*	1						1
Peach-leaved Willow	*Salix amygdaloides*			1				1
Scotch Pine	*Pinus sylvestris*	1						1
Shagbark Hickory	*Carya ovata*	7	5	6	1			19
Silver Maple	*Acer saccharinum*	1			2			3
Sugar Maple	*Acer saccharum*	54	7	2	1			64
Sweet Cherry	*Prunus avium*	1						1
Trembling Aspen	*Populus tremuloides*		1					1
White Ash	*Fraxinus americana*	6				1		7
White Oak	*Quercus alba*						1	1
White Poplar	*Populus alba*	3	3	2	1			9
Wild Black Cherry	*Prunus serotina*	5	1	2				8
	TOTAL	287	42	22	9	2	2	364
	% TOTAL	78.85%	11.54%	6.04%	2.47%	0.55%	0.55%	

MOVING ROADS FORWARD



CULTURAL HERITAGE FEATURES IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

CULTURAL HERITAGE

A field review of the Livingston Avenue Extension EA Focus Study Area confirmed that there are seventeen cultural heritage resources consisting of fifteen built heritage resources (BHR) and two cultural heritage landscapes (CHL) within or adjacent the study area.

The identified cultural heritage resources in the Livingston Avenue Extension study area include: fifteen residences (BHRs 1-15), one laneway (CHL 1), and one orchard (CHL 2).

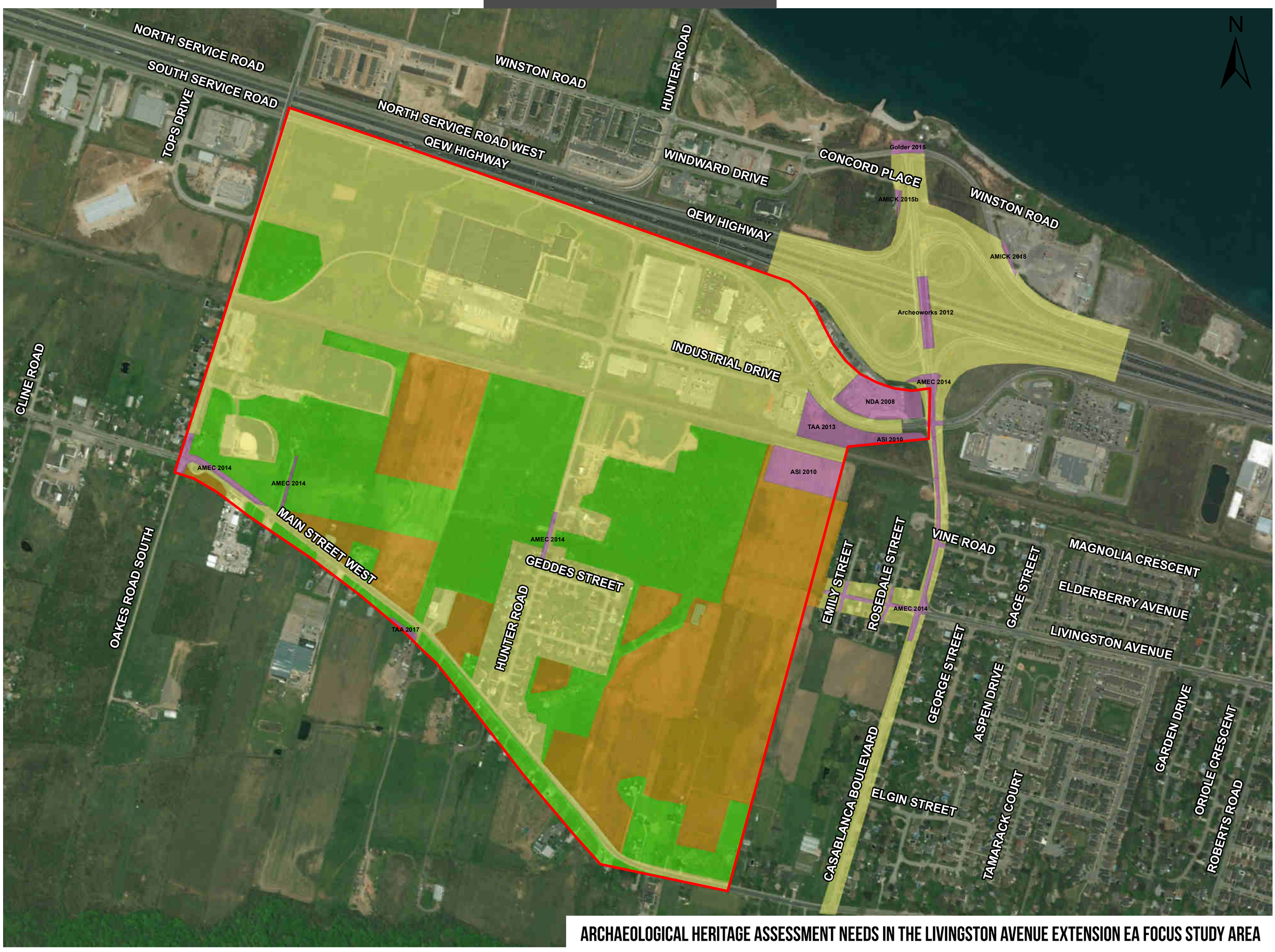
The identified cultural heritage resources in the Livingston Avenue Extension study area include one property with an Ontario Heritage Trust Conservation Easement (BHR 14), and seven listed properties in the Town of Grimsby's Municipal Heritage Register.

SOCIO-ECONOMIC IMPACTS

The criteria for evaluation of socio-economic impacts include the following items:

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

MOVING ROADS FORWARD



ARCHAEOLOGICAL HERITAGE ASSESSMENT NEEDS IN THE LIVINGSTON AVENUE EXTENSION EA FOCUS STUDY AREA

ARCHAEOLOGICAL HERITAGE

- Area Assessed
- Disturbed - No Potential
- Pedestrian Survey Required
- Test Pit Required
- Assessed

A Stage 1 Archaeological Assessment conducted identified that future additional study will be needed for a number of portions of the Livingston Avenue Focused Study Area, as identified in the Figure above, as these areas are considered previously undisturbed.

A Stage 2 investigation would need to be undertaken as part of a later detailed design process prior to construction, to confirm whether there is archaeological potential for the areas identified in orange (pedestrian survey) and green (test pit survey) on the Figure above. This investigation is outside the requirements of the Environmental Assessment currently underway.

MOVING ROADS FORWARD

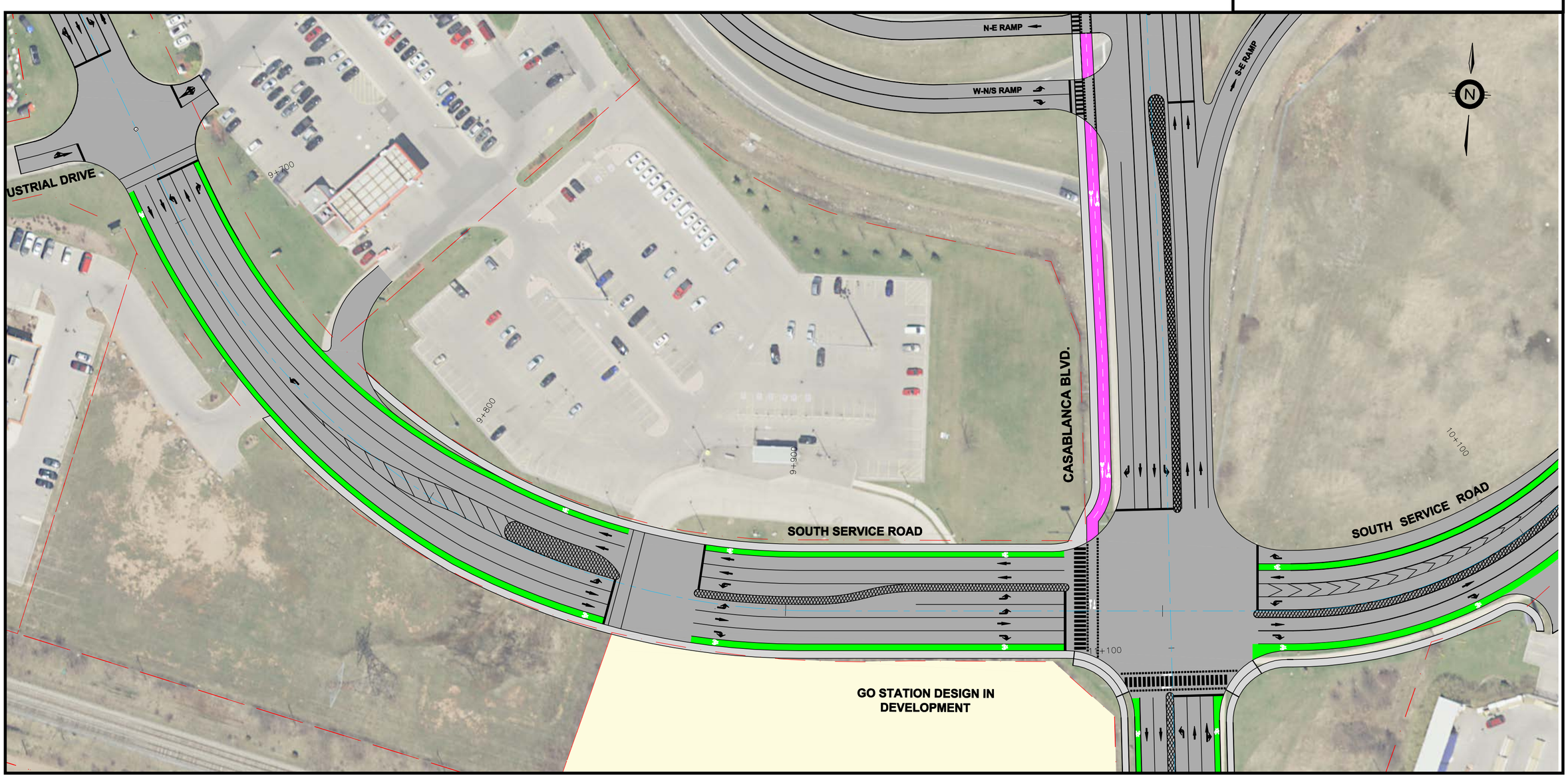
STATION #3: THE STUDY FINDINGS

WHAT OPTIONS DID WE CONSIDER?

MOVING ROADS FORWARD

CONSIDERING THE ALTERNATIVES: WIDEN THE SOUTH SERVICE ROAD

LEGEND
- Property Boundary
- Bike Lanes
- Multi-Use Path
- Sidewalk



DESIGN DRAWING SHOWING PLANNED WIDENING AND IMPROVEMENTS TO THE SOUTH SERVICE ROAD - PER THE APPROVED CASABLANCA BOULEVARD AND GO STATION ACCESS ENVIRONMENTAL ASSESSMENT (2019)

As part of developing the alternative solutions, the ability to widen South Service Road and provide additional traffic capacity was assessed.

- A number of improvements to the South Service Road have been identified through the Casablanca Boulevard and GO Station Environmental Assessment, as shown on the Figure above.
- These improvements will provide the maximum increase in road width and traffic capacity to the year 2041, and also provide improved access to the Grimsby GO Transit Station.
- The transportation assessment results indicate that the South Service Road will approach capacity by approximately 2031, even with the improvements in the Figure above implemented.
- As shown on the figure above, the only space for widening the South Service Road is to the west of Industrial Drive. However, widening the road in this section would not help to solve the transportation need, which requires more capacity east of Industrial Drive.

CONCLUSION

- The improvements to the South Service west of Industrial Drive will provide additional capacity in the short term. Once the GO Transit Station is operational, traffic monitoring will be required to establish when additional capacity is needed east of Industrial Drive, anticipated to occur as we approach the year 2031.

VIEW ALONG THE SOUTH SERVICE ROAD, LOOKING WEST TOWARDS INDUSTRIAL DRIVE

MOVING ROADS FORWARD

CONSIDERING THE ALTERNATIVES: WIDEN MAIN STREET WEST

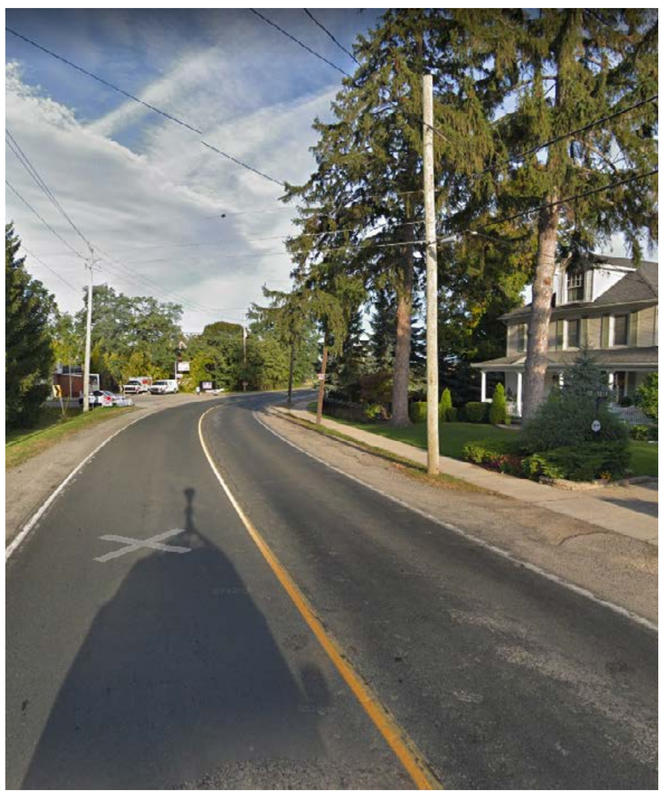
CONCEPTUAL DRAWING SHOWING POTENTIAL WIDENING OF MAIN STREET WEST

As part of developing the alternative solutions, the ability to widen Main Street West and provide additional traffic capacity was assessed.

- Main Street West is currently a rural-style two lane road
- There are residences and institutions all along Main Street West, many of which have heritage value as shown on Board #9.
- The Figure above shows the impacts to properties and street trees, many of which are mature trees, from widening this road to four lanes.
- The engineering requirements for widening Main Street West are complex, given the proximity to residences, tree removal, and existing utilities (water, wastewater, and electrical) that would need to be moved in the construction process.
- The transportation assessment indicates that widening Main Street West would not assist in reducing traffic congestion for travelers heading east-west, as drivers would not use this corridor as an alternative to the South Service Road.

CONCLUSION

- Widening of Main Street West would be complex and potentially involve a high cost, and would not contribute to addressing the east-west travel traffic issue west of Casablanca Boulevard.



VIEWS ALONG MAIN STREET WEST, LOOKING WEST

MOVING ROADS FORWARD

CONSIDERING THE ALTERNATIVES: EXTEND LIVINGSTON AVENUE

LEGEND
- Property Boundary
- Multi-Use Path
- Sidewalk

SECTION 1: CONCEPTUAL DRAWING SHOWING EXTENSION WEST OF EMILY STREET THROUGH WOODLAND D

SECTION 2: CONCEPTUAL DRAWING SHOWING EXTENSION CONNECTING TO HUNTER ROAD AND MAIN STREET WEST/OAKES ROAD

As part of developing the alternative solutions, the ability to extend Livingston Avenue west of Emily Street and provide additional traffic capacity was assessed.

- Livingston Avenue currently ends just west of Emily Street
- The extension of Livingston Avenue would go along the Region-owned roadway allowance (right-of-way) to meet Oakes Road or Main Street West
- The extension would include a segment through the Woodlot and across a stream, with potential impacts to trees, as well as birds, terrestrial species and aquatic habitat.
- The land through which the road would travel is in the Greenbelt, which permits road infrastructure provided that the appropriate studies have been conducted to confirm the need.
- The transportation assessment indicates that this roadway would attract travelers heading to Downtown Grimsby, and also support access to the south side of the Grimsby GO Transit Station.

CONCLUSION

- The extension of Livingston Avenue would solve the traffic capacity problem that is anticipated to occur by approximately 2031.
- There are a number of impacts associated with this alternative that need to be considered through the natural heritage and cultural and archaeological studies for this Environmental Assessment.

VIEW WEST OF EMILY STREET, LOOKING WEST TO THE WOODLOT

LOOKING SOUTH OF EMILY STREET TOWARDS MAIN STREET WEST

VIEW ALONG THE RIGHT-OF-WAY THROUGH THE WOODLOT

STREAM CROSSING THROUGH THE WOODLOT

- The NEED for east-west travel capacity in the road network in west Grimsby is the key driver for the Environmental Assessment. The criteria identified below show how each of the alternatives performs to meet the various aspects of this transportation-based need.
- In addition, the IMPACTS of each of the alternatives were considered.
- The Overall Recommendation takes into account the ability of each alternative solution to meet the NEED as well as the associated IMPACTS.

MOVING ROADS FORWARD

LEGEND

- PREFERRED
- MODERATELY PREFERRED
- LESS PREFERRED
- LEAST PREFERRED

***NOTE:** The South Service Road alternative assumes that full widening of this corridor between Industrial Drive and Casablanca Boulevard, as per the Casablanca Boulevard and GO Station Access Environmental Assessment, has been implemented, and therefore only considers the potential for ADDITIONAL widening west of Industrial Drive.

IMPROVING EAST-WEST CAPACITY: EVALUATION OF ALTERNATIVE SOLUTIONS

	CRITERIA	ALTERNATIVE 1: Do Nothing: Undertake improvements under the Casablanca Boulevard & GO Station Access EA Only	ALTERNATIVE 2: Transportation Demand Management	ALTERNATIVE 3: Improve Main Street West	ALTERNATIVE 4*: Improve the South Service Road (SSR)	ALTERNATIVE 5: Extend Livingston Avenue to Oakes Road/Main St. West
NEED: TRANSPORTATION	Ability to address future east-west roadway capacity requirements	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	PREFERRED
NEED: TRANSPORTATION	Ability to enhance GO Transit Station access	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	PREFERRED
NEED: TRANSPORTATION	Ability to improve road network flexibility and redundancy	LESS PREFERRED	LESS PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
NEED: TRANSPORTATION	Ability to improve local community accessibility, continuity and directness to/from downtown Grimsby	LEAST PREFERRED	LEAST PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
NEED: TRANSPORTATION	Ability to address safety issues	LEAST PREFERRED	LEAST PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
NEED: TRANSPORTATION	Ability to provide safe and efficient Active Transportation	LEAST PREFERRED	LEAST PREFERRED	PREFERRED	LESS PREFERRED	PREFERRED
IMPACTS	**Natural Environment**	No impacts	Minimal potential for impacts, can be mitigated through design	Some potential for impacts on street trees	Minimal impacts	Potential impacts to natural heritage - see Boards #5-8 for details.
IMPACTS	**Socio-Economic Factors, Agricultural Impacts, Cultural and Archaeological Heritage**	No impacts	No impacts, some potential for improvement to street character	Impacts to properties with cultural heritage value - see Board #9	Impacts to adjacent properties, potential overflow to adjacent streets	Impacts to adjacent residences from increased traffic; potential archaeological impacts. No active agricultural operations impacted.
IMPACTS	**Engineering and Road Design**	No impacts	Some limited impacts	Highly complex due to built-up roadway and heritage properties	Some complexity, traffic delays from construction	Minimal complexity, low potential for traffic delays from construction
IMPACTS	**Cost**	No capital cost	Low cost	High cost - engineering complexity	Moderate cost - modifying existing roadway	High cost - new roadway, new intersections
	OVERALL RECOMMENDATION	**RECOMMENDED - SHORT TERM**	**RECOMMENDED AS PART OF OTHER ALTERNATIVES**	**NOT RECOMMENDED**	**NOT RECOMMENDED**	**RECOMMENDED - APPROX. YEAR 2031**

MOVING ROADS FORWARD

STATION #4: DESIGN FOR THE FUTURE

WHAT COULD AN EXTENSION OF LIVINGSTON AVENUE LOOK LIKE?

MOVING ROADS FORWARD

EXTENDING LIVINGSTON AVENUE: DESIGN OPTIONS

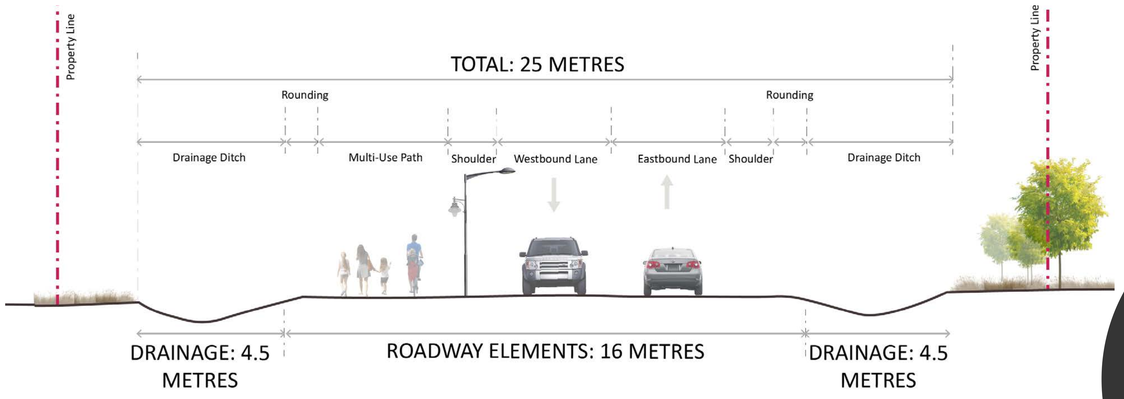
WHAT COULD THE ROADWAY LOOK LIKE?

The designs shown on this board suggest how Livingston Avenue west of Emily Street could be designed to reduce impacts and provide a rural character to the street.

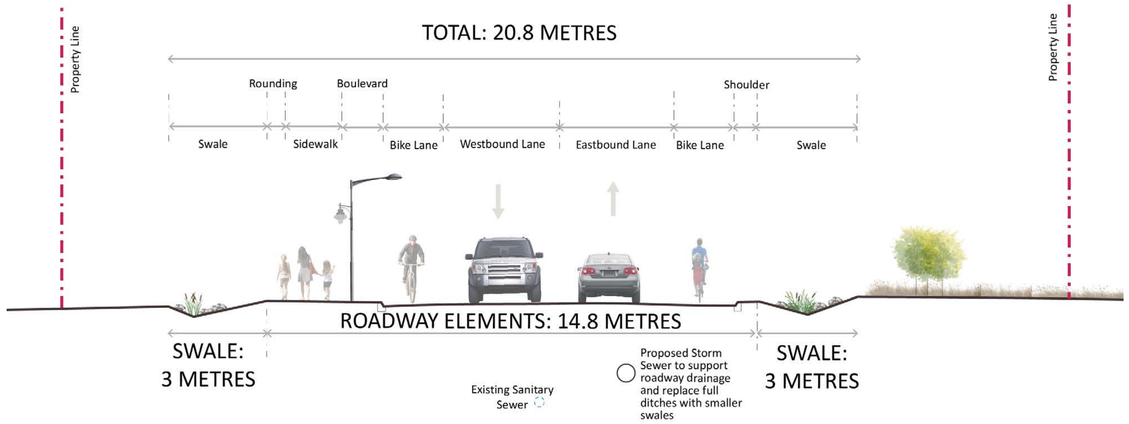
Tell us what you think!

Option 1 and 2 could be combined, with Option 2 applied only for the section through the woodlot, to reduce impacts in this area.

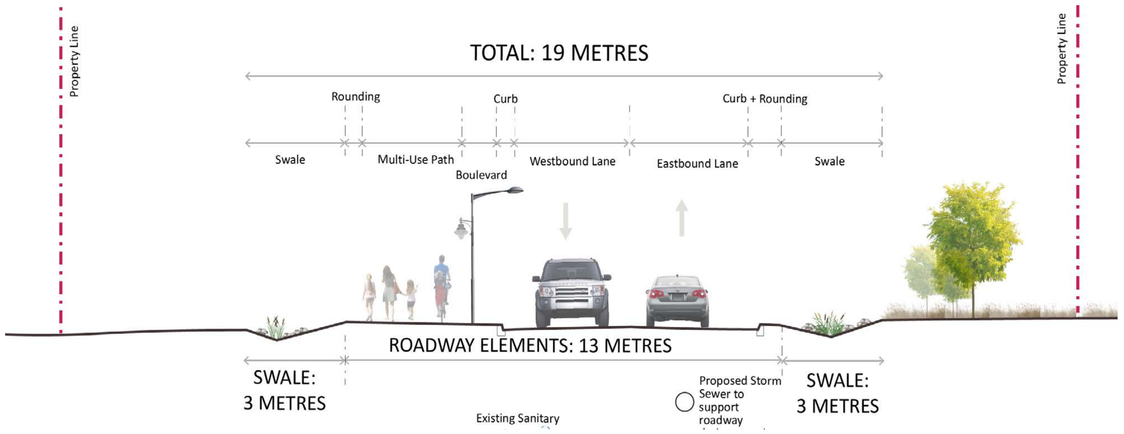
OPTION 1: Road with Multi-Use Path on North Side of the Road:
Rural character, with drainage ditches on both sides



OPTION 2: Narrow Road with Multi Use Path on North Side of the Road:
Urban character to minimize the road width, with underground storm sewer and landscaping to support stormwater management (bioswales) on both sides.



OPTION 3: Road with On-Road Bike Lanes and Sidewalk on One Side:
Urban character, with underground storm sewer and landscaping to support stormwater management (bioswales) on both sides



USE THE POST-IT NOTES PROVIDED TO TELL US WHICH OPTION YOU THINK WOULD WORK BEST.

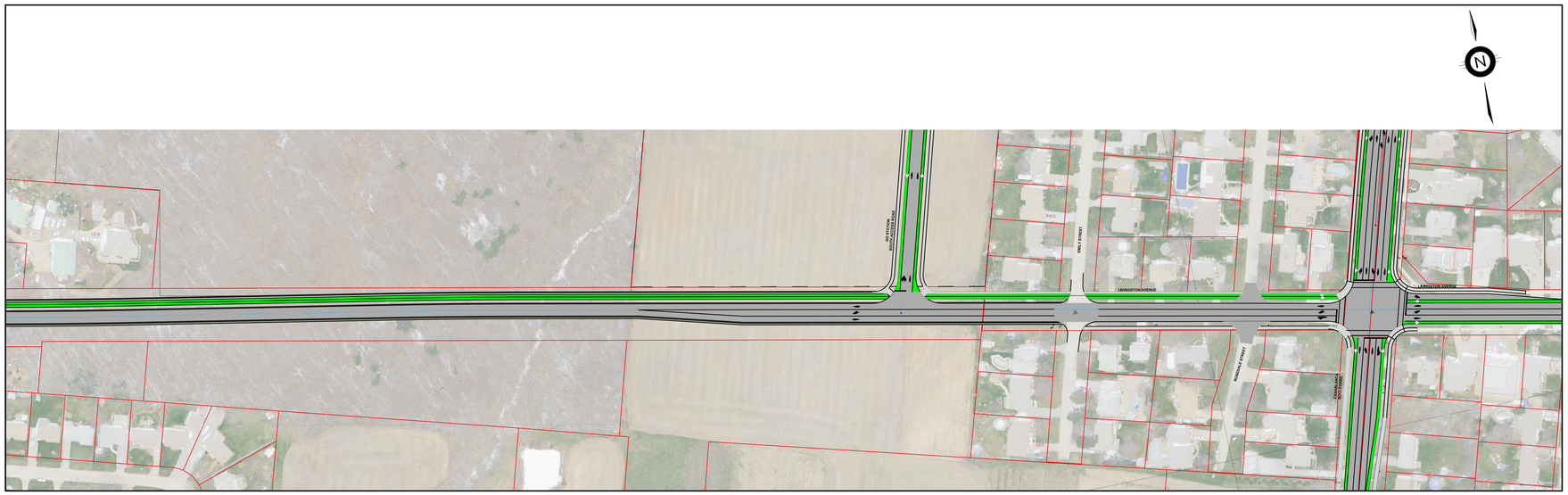
ARE THERE OTHER DESIGNS YOU WOULD LIKE TO SEE CONSIDERED?

The designs shown on this board suggest how Livingston Avenue west of Emily Street could be designed, including the alternative ways to integrate intersections with Hunter Road and Main Street West or Oakes Road.

MOVING ROADS FORWARD

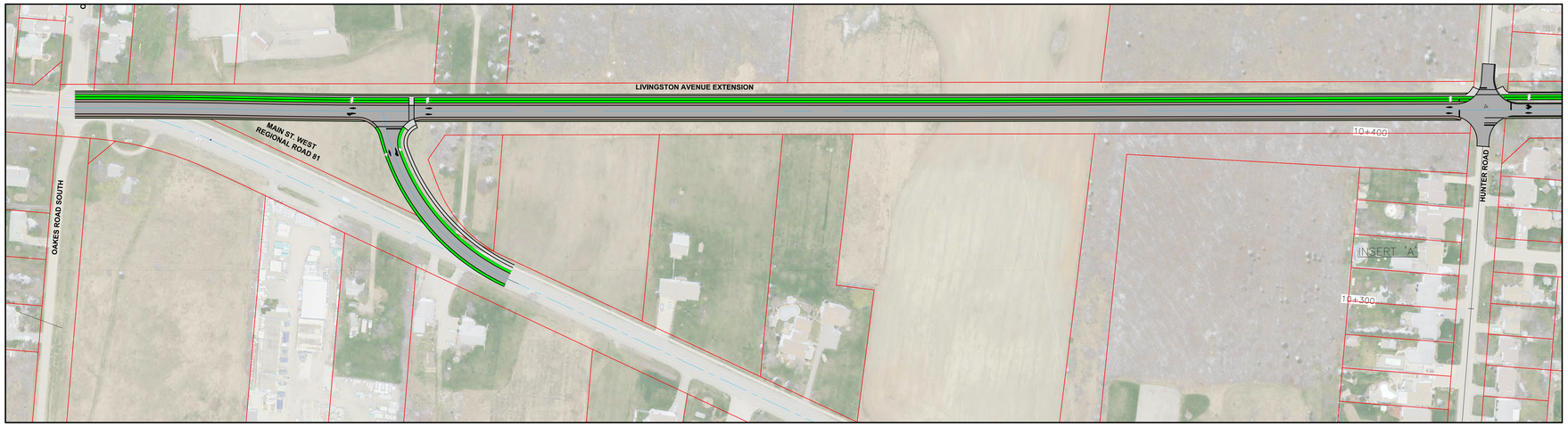
EXTENDING LIVINGSTON AVENUE: WHAT PATH COULD THE ROAD TAKE?

SECTION 1: CONCEPTUAL DRAWING SHOWING EXTENSION WEST OF EMILY STREET THROUGH WOODLAND D

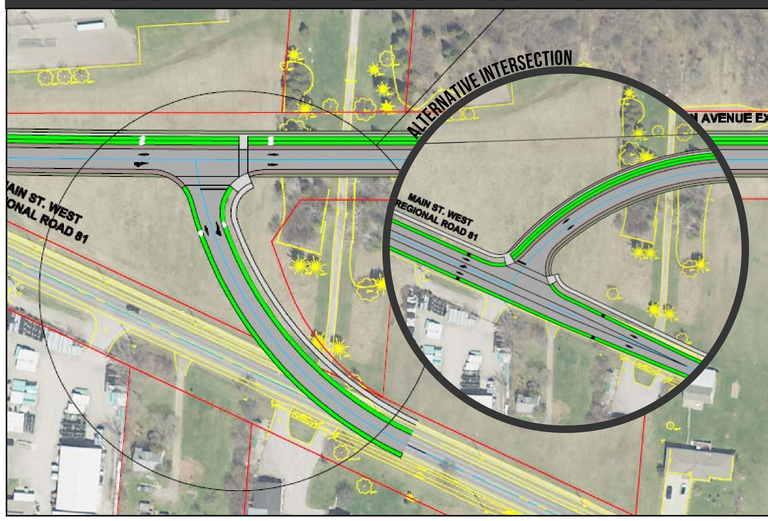


LEGEND
- Property Boundary
- Multi-Use Path
- Sidewalk

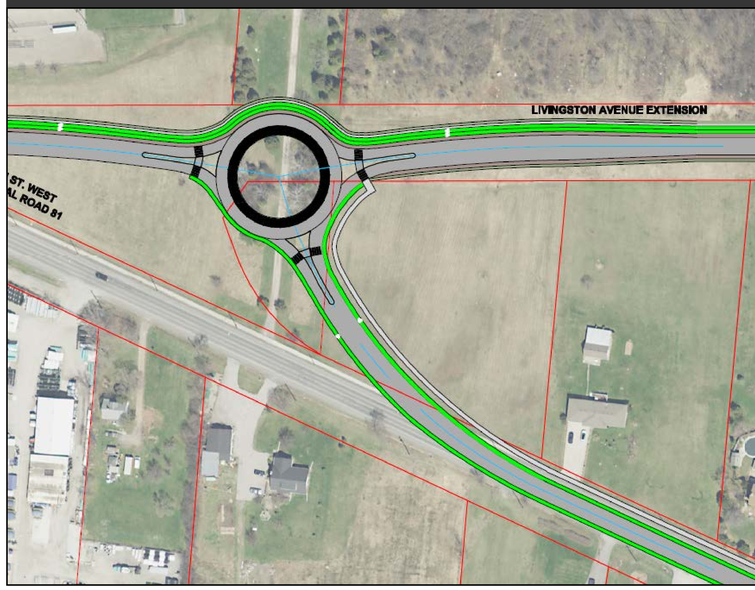
SECTION 2: CONCEPTUAL DRAWING SHOWING EXTENSION CONNECTING TO HUNTER ROAD AND MAIN STREET WEST/OAKES ROAD



INTERSECTION AT MAIN STREET WEST/OAKES ROAD: SIGNALIZED



INTERSECTION AT MAIN STREET WEST/OAKES ROAD: ROUNDABOUT ALTERNATIVE



MOVING ROADS FORWARD

STATION #5: THE NEXT STEPS

WHERE DO WE GO NEXT?

NEXT STEPS

ONLINE SURVEY
FEBRUARY 3 - FEBRUARY 21, 2020

PUBLIC COMMENTS DEADLINE
FEBRUARY 21, 2020

DEVELOPMENT OF ENVIRONMENTAL STUDY REPORT (INCLUDING DESIGN CONSIDERATIONS, IMPACTS, AND MITIGATION MEASURES)
FEBRUARY - MARCH 2020

ONLINE FILING OF REPORT FOR PUBLIC REVIEW
APRIL 2020

STAY INVOLVED

- Ask questions & provide input today by talking with the team or filing in a comment form
- Take the Online Survey on the Project Website between February 3rd and February 21st, 2020
- Sign up for our contact list
- Visit niagararegion.ca

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

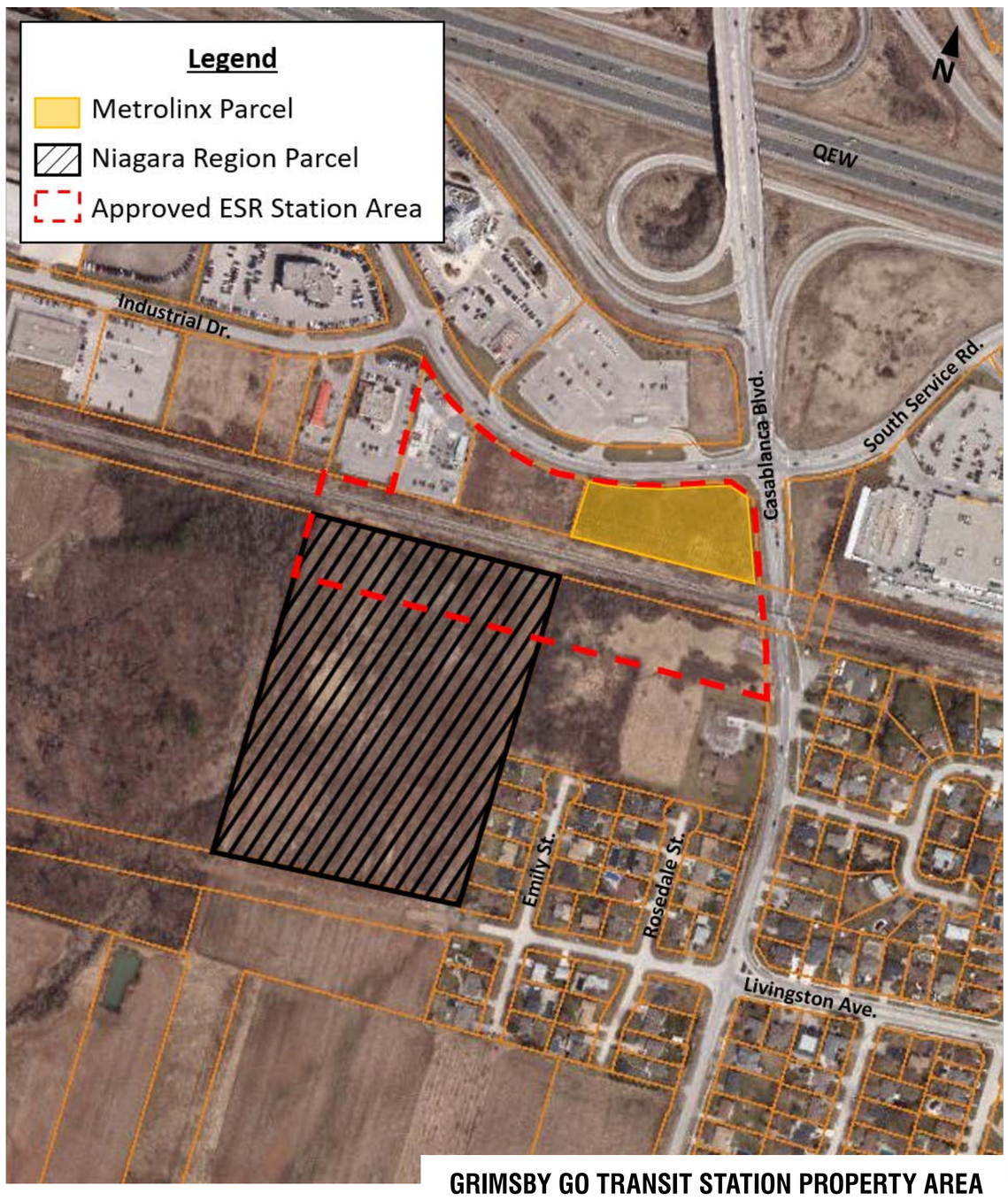
MOVING ROADS FORWARD

GRIMSBY GO TRANSIT STATION UPDATE

GRIMSBY GO TRANSIT STATION SITE ON SOUTH SERVICE ROAD APPROACHING CASABLANCA BOULEVARD

Metrolinx is currently undertaking the detailed design and planning for the Grimsby GO Transit Station.

- Metrolinx is committed to a Station in Grimsby, but is exploring opportunities for third-party investment in construction of the GO Transit Station and adjoining facilities.
- Niagara Region and the Town of Grimsby continue to support the identified GO Station location identified in the 2011 GO Transit(along South Service Road.
- Metrolinx completed an update to the Initial Business Case (IBC) for the Niagara Expansion in November 2019. The IBC recommends 11 trains a day between Union Station and Niagara Falls with 11 stops in Grimsby (6 trains bound to Union Station and 5 trains bound to Niagara Falls).
- The current status of station planning in Grimsby expects station elements on both the Metrolinx and Niagara Region parcels. Exact layout and details are still being determined, but expect further information to be available in 2020.



GRIMSBY GO TRANSIT STATION PROPERTY AREA

WELCOME!

PUBLIC INFORMATION CENTRE #3

LIVINGSTON AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT

WEST OF EMILY STREET TO MAIN STREET WEST

MONDAY JANUARY 27TH, 2020, 6:15PM - 9:00PM

CASABLANCA HOTEL

4 WINDWARD DRIVE, GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

WELCOME!

PUBLIC INFORMATION CENTRE #3

LIVINGSTON AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT

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MOVING ROADS FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

Agenda

- Presentation: Key Questions
- Table discussions: Questions for the technical panel
  - ✓Technical Panel Q&A
- Facilitated Q&A
- Wrap-Up – one-on-one conversations with technical team

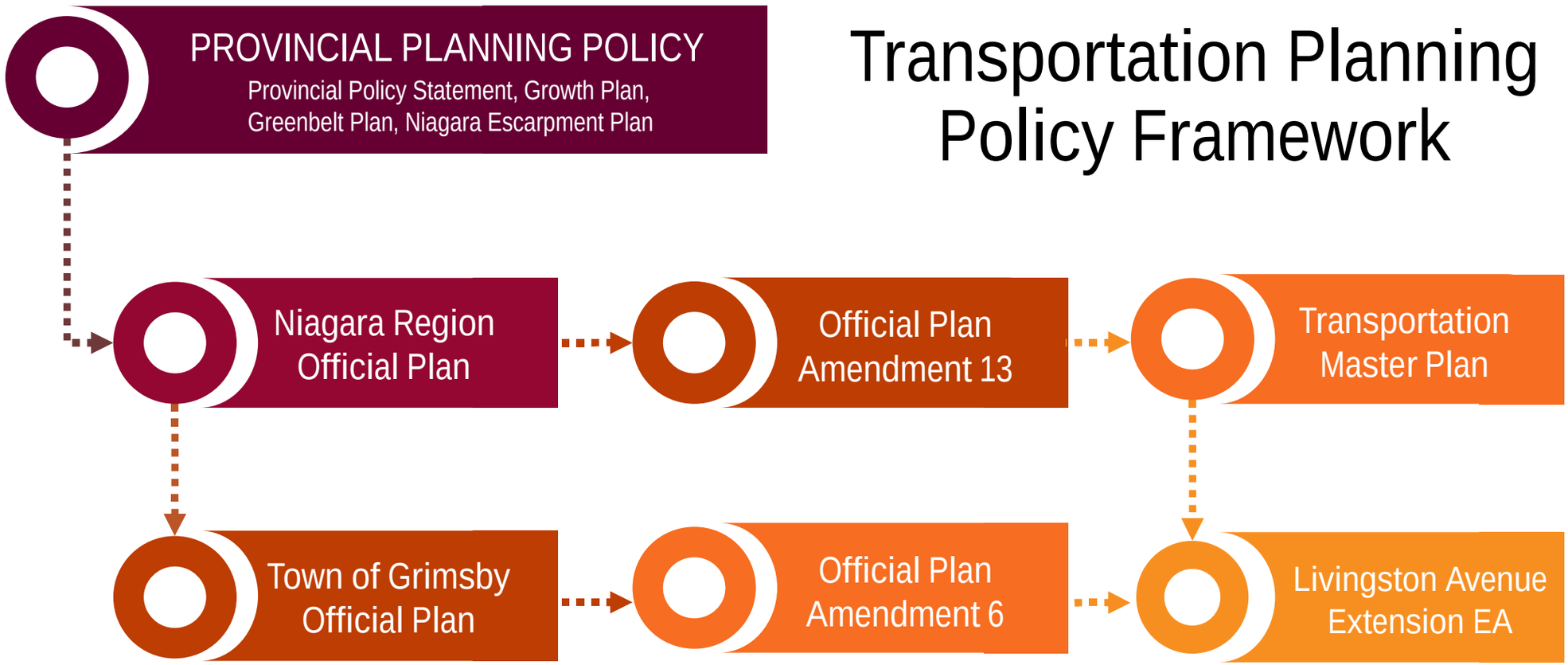
Lots of opportunities to be heard.

1. Why do we need an environmental assessment?

A GROWING COMMUNITY

- Long term growth in Grimsby
- Planning for infrastructure, including transportation
- Grimsby GO Station access
- Proactive planning to 2041: A transportation system that works

Transportation Planning Policy Framework



MOVING ROADS FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

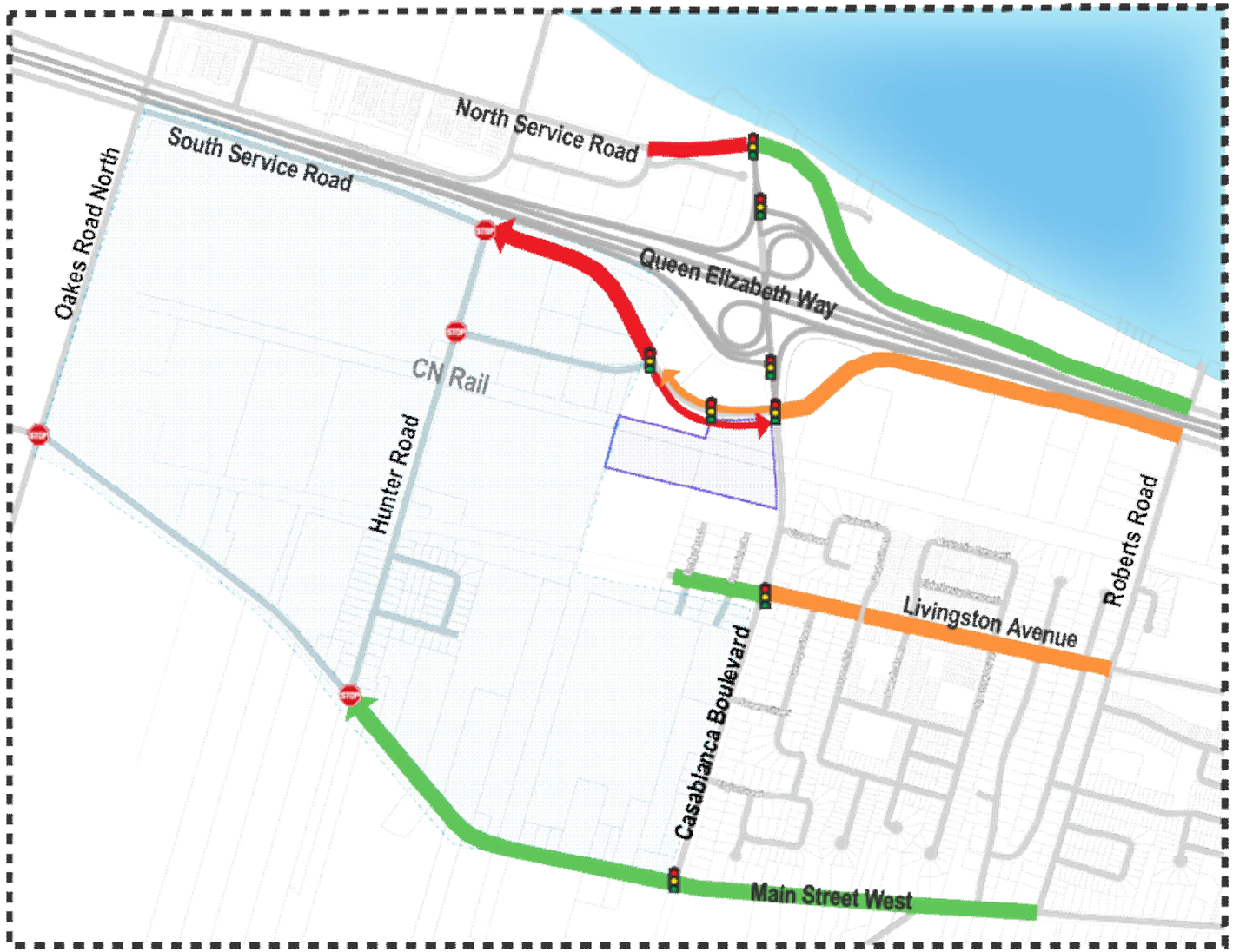
Niagara Region

2. What are the issues we are trying to address?

3. What happens if we do nothing?

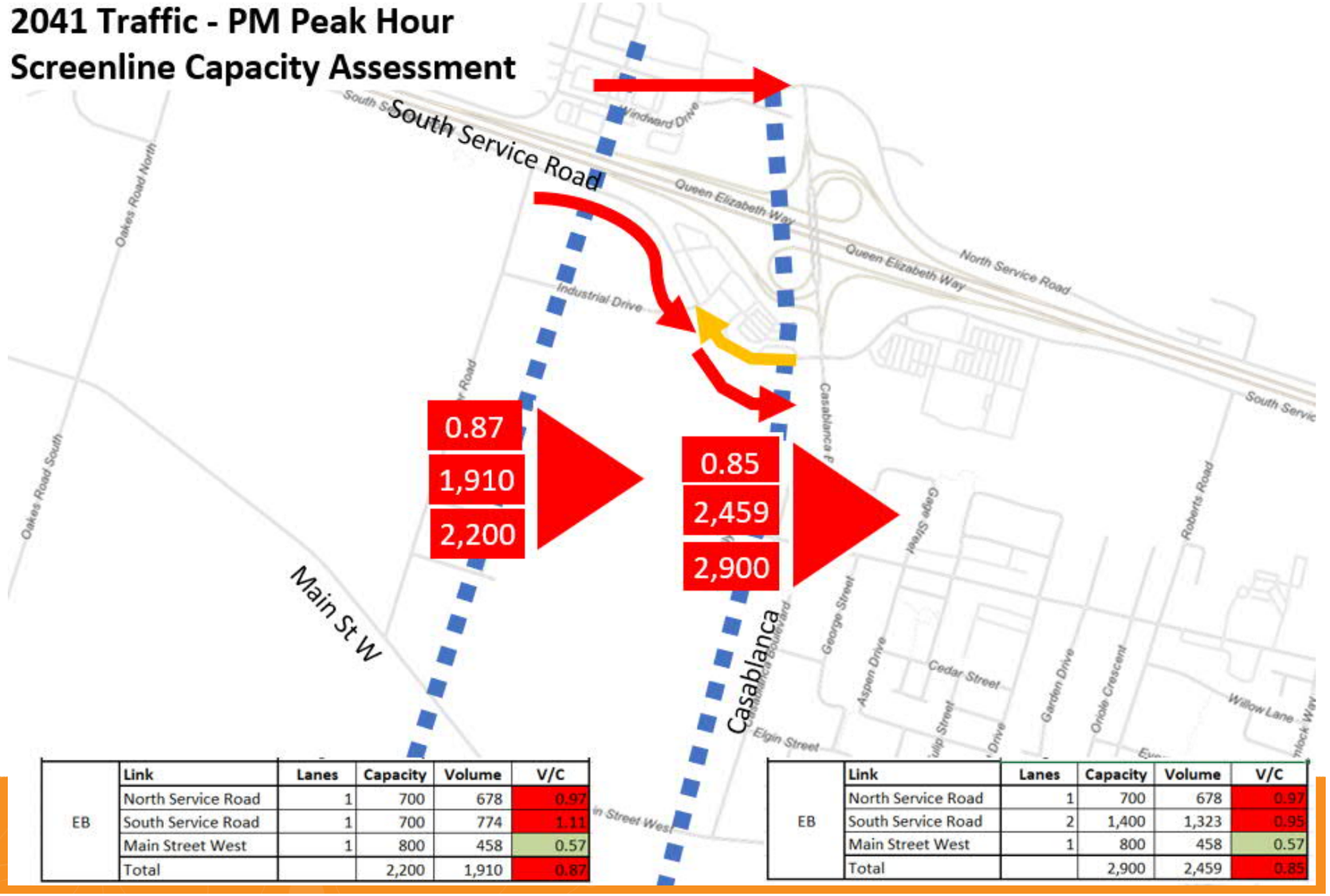
2041 Peak Hour Condition

- Good Level of Service
- Approaching Capacity
- At or Over Capacity
- Grimsby GO Transit Station Area
- EA Focused Study Area
- Study Area
- Property Boundaries



MOVING ROADS FORWARD

2041 Traffic - PM Peak Hour
Screenline Capacity Assessment



	Link	Lanes	Capacity	Volume	V/C
EB	North Service Road	1	700	678	0.97
	South Service Road	1	700	774	1.11
	Main Street West	1	800	458	0.57
	Total		2,200	1,910	0.87

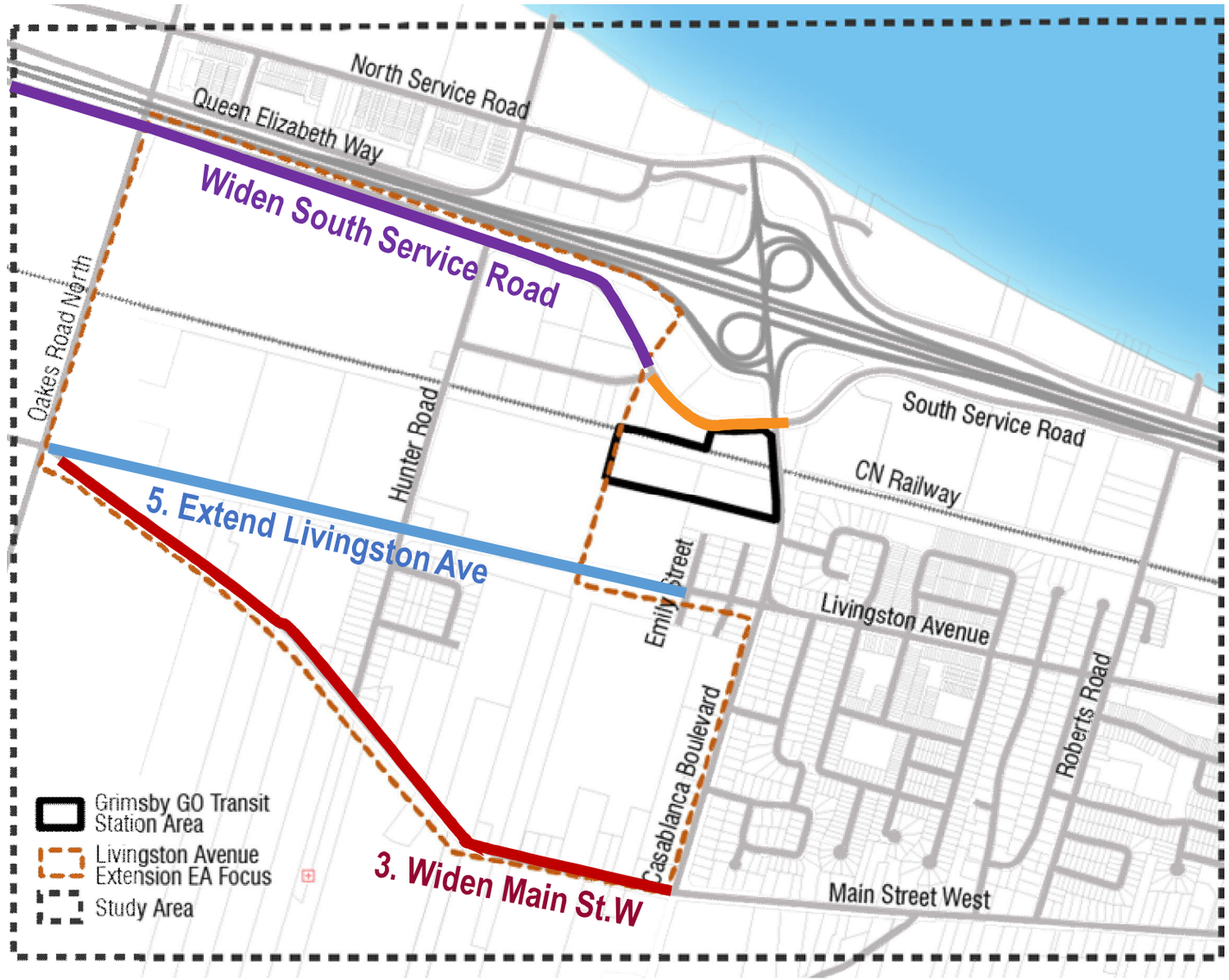
	Link	Lanes	Capacity	Volume	V/C
EB	North Service Road	1	700	678	0.97
	South Service Road	2	1,400	1,323	0.95
	Main Street West	1	800	458	0.57
	Total		2,900	2,459	0.85

MOVING ROADS FORWARD

4. What options did we consider?

EAST-WEST CONNECTIVITY

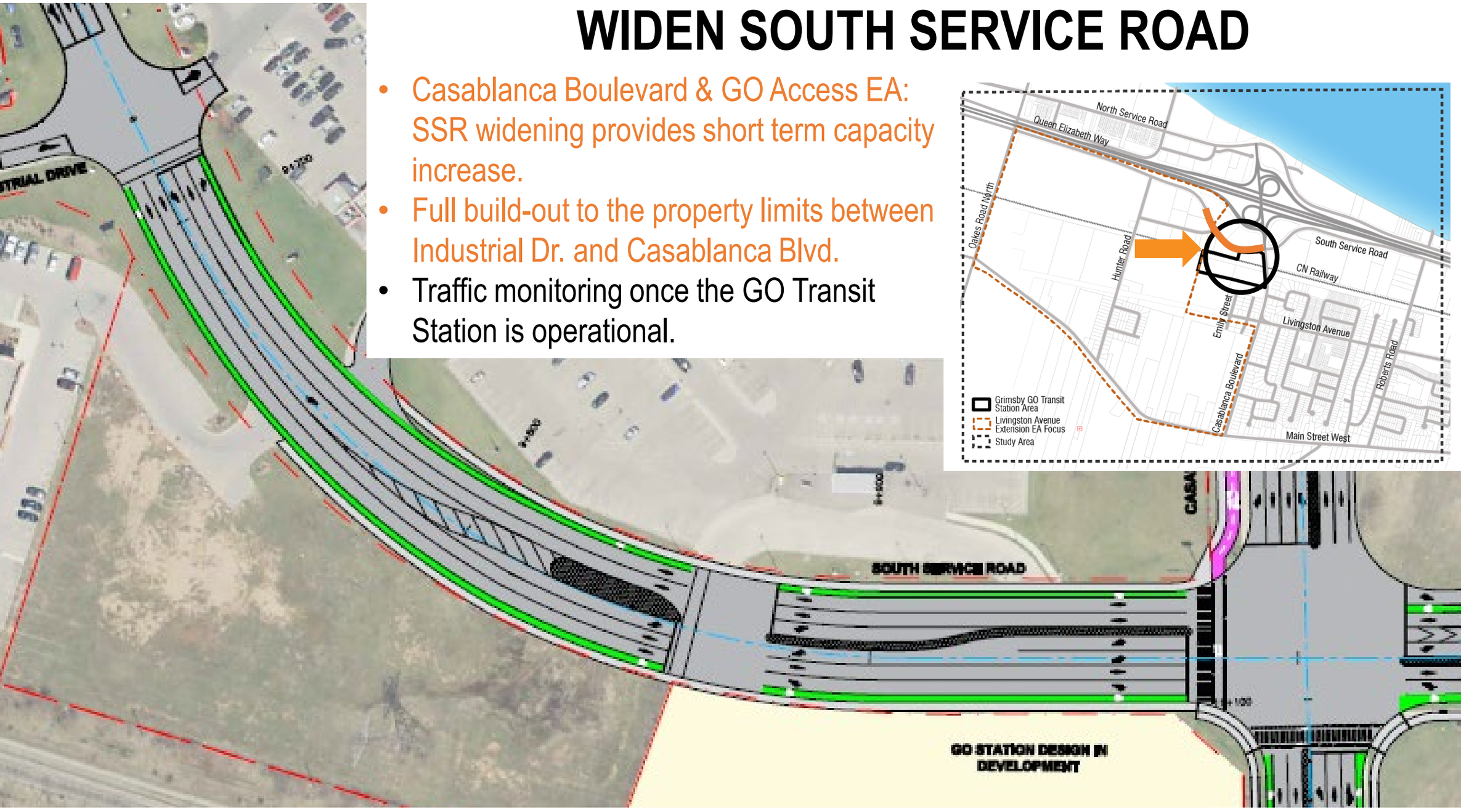
1. Do Nothing (planned South Service Road improvements between Industrial Dr. and Casablanca Blvd.
2. Transportation Demand Management (integrated with all alternatives)



MOVING ROADS FORWARD

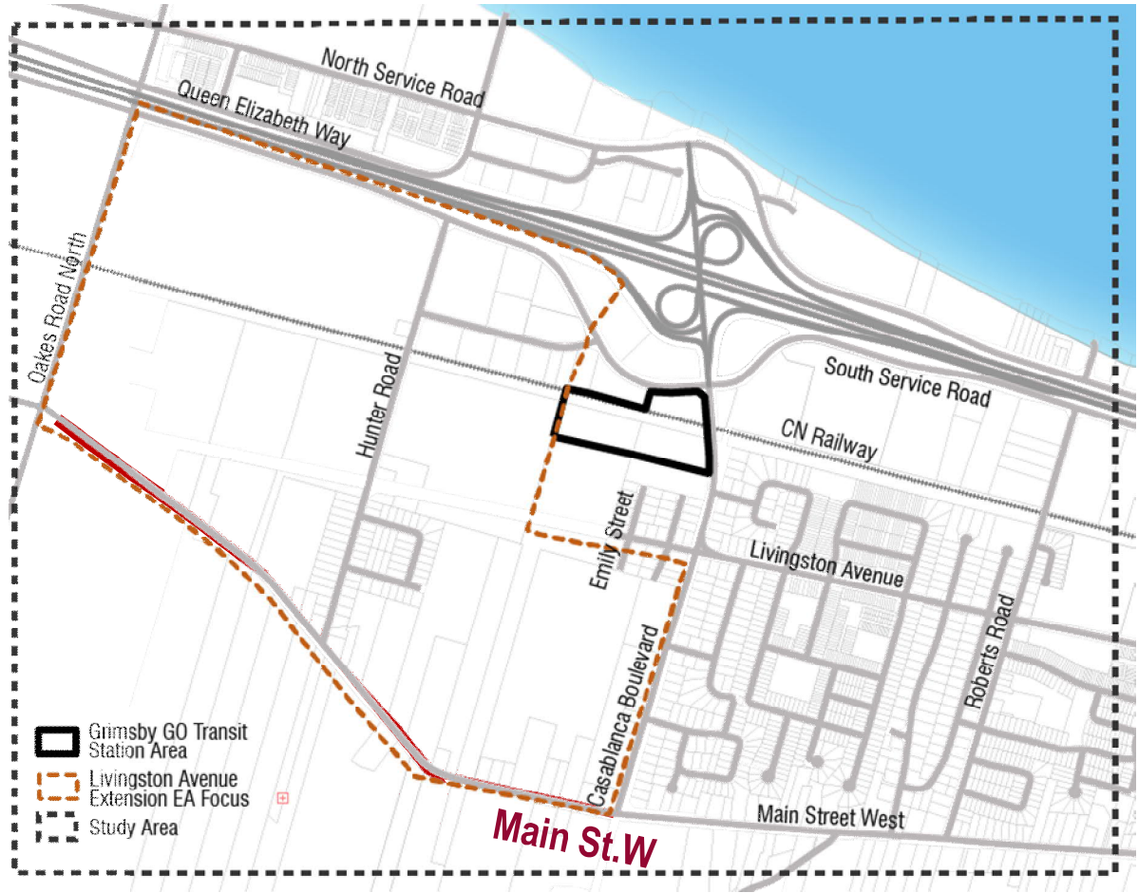
WIDEN SOUTH SERVICE ROAD

- Casablanca Boulevard & GO Access EA: SSR widening provides short term capacity increase.
- Full build-out to the property limits between Industrial Dr. and Casablanca Blvd.
- Traffic monitoring once the GO Transit Station is operational.



WIDEN MAIN STREET WEST

- Significant impacts to adjacent properties, including heritage properties
- Removal of street trees
- Transportation Assessment: limited potential to improve east-west traffic issues



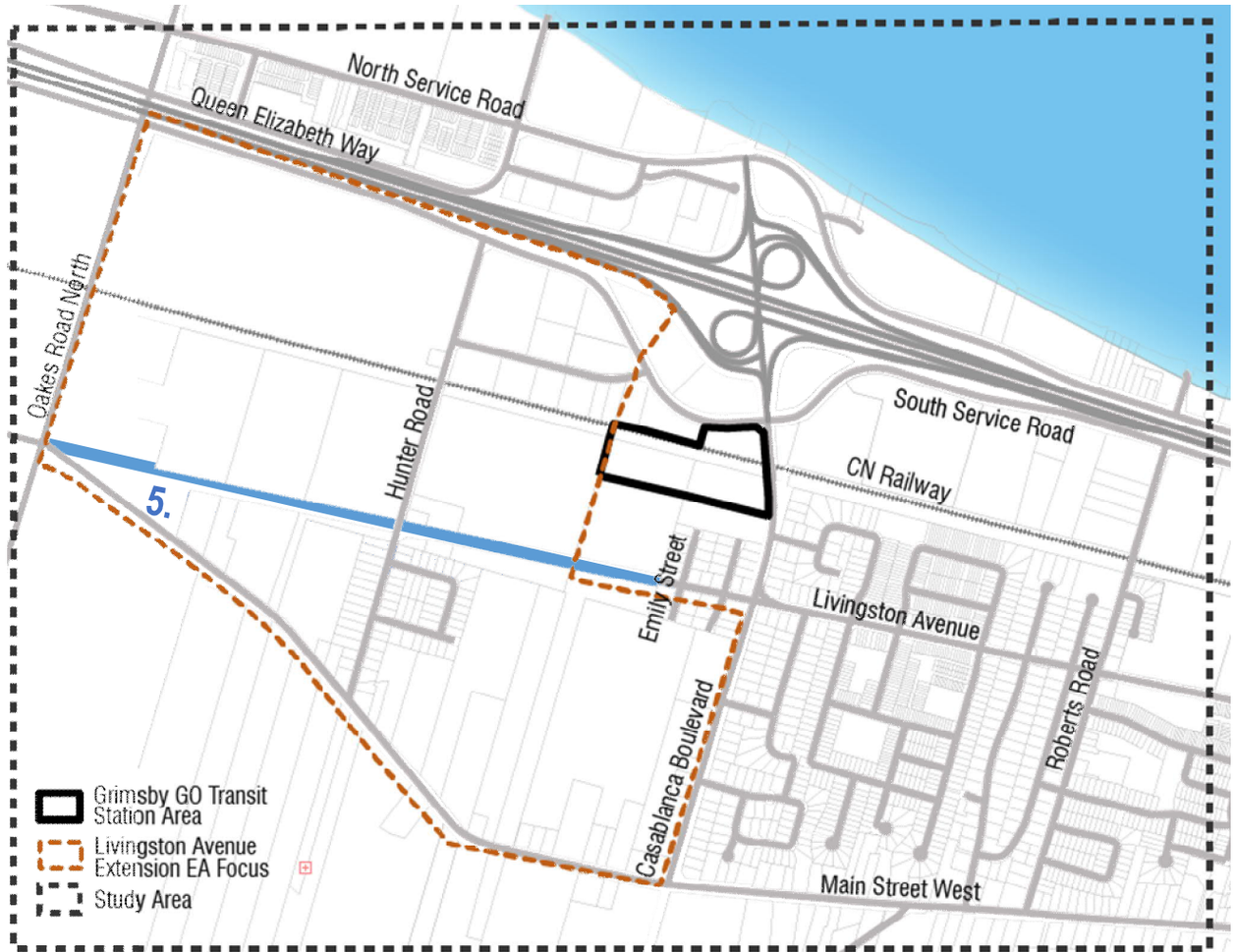
MOVING ROADS FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

EXTEND LIVINGSTON AVENUE

- Solves east-west capacity issue.
- Natural heritage and potential archaeological heritage impacts.



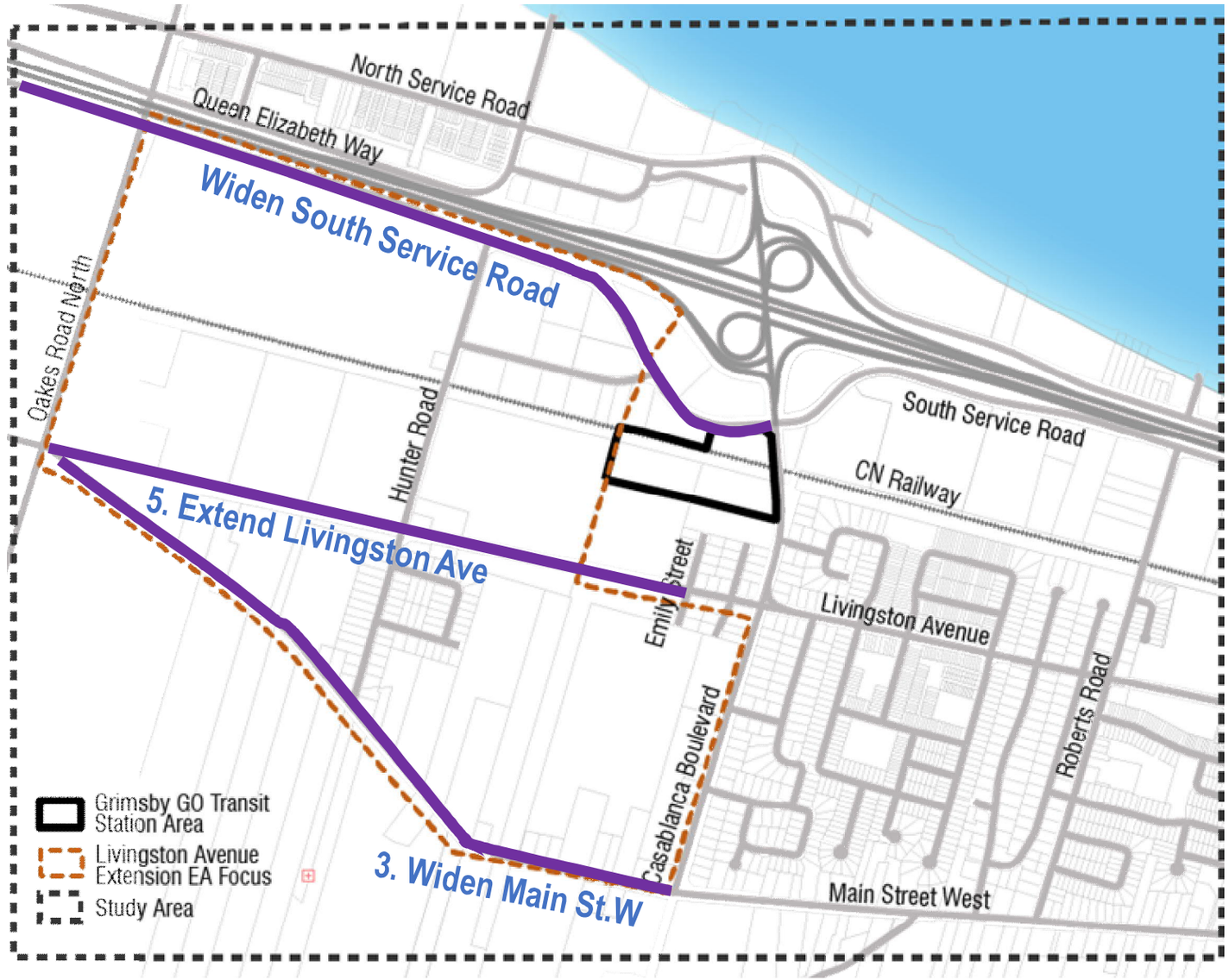
MOVING ROADS FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

5. Why are we considering a road through a woodlot?

- Transportation assessment need: east-west capacity
- Flexibility in the transportation network
- Transportation Master Plan – EA requirement



MOVING ROADS FORWARD

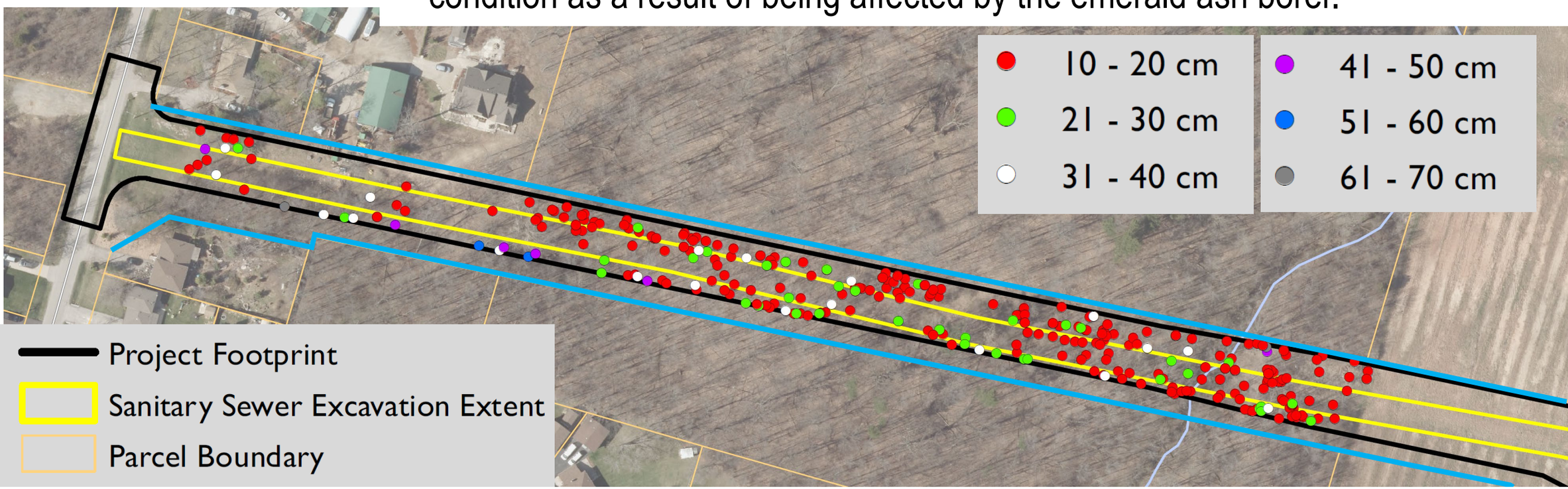
6. What about the impacts to the Woodlot?

IMPACT TO NATURAL HABITAT

- Tree removal
- Species habitat
- Watercourse crossing

IMPACT TO TREES

- 364 trees ≥ 10 cm DBH
- Green ash, sugar maple, black walnut, large-tooth aspen and shagbark hickory represent 259 (71%) of the 364 trees.
- 79% (287 trees) have a DBH of 10 to 20 cm.
- 3% (13 trees) have DBH greater than 41 cm.
- 36% (131 trees) of the trees inventoried are ash species.
- Of the 131 ash trees, 61% (80 trees) were assessed as dead or in poor condition as a result of being affected by the emerald ash borer.



APPROACH TO MITIGATING IMPACTS

- Undertake follow-up studies closer to 2031 when transportation need becomes apparent
- Design roadway to reduce footprint
- Develop Environmental Management Plan as part of detailed design process, to reduce and mitigate impacts
- Develop Tree Conservation and Compensation Plans to limit impacts of tree removal

7. What factors did we consider in evaluating the options?

THE NEED:
Transportation Factors

- Future east-west roadway capacity requirements
- Enhance GO Transit Station access
- Improve road network flexibility and redundancy
- Improve local community accessibility, continuity and directness to/from downtown Grimsby
- Address safety issues
- Provide safe and efficient active transportation

THE NEED:
Transportation Factors

THE IMPACTS

- Natural Environment
- Noise Impacts
- Cultural & Archaeological Heritage
- Construction Impacts
- Utilities & Engineering
- Air Quality
- Cost

ENGINEERING & ROAD DESIGN FACTORS

Support Active Transportation
To Reduce Congestion

Road Configuration
Reduce Impacts to Natural and Cultural Heritage, and Manage Property Impacts

Safety
For all road users

Policy and Regulatory Conformity:
Provincial Greenbelt Regulations, Town of Grimsby Official Plan and Zoning, and NPCA Regulations

8. What is the outcome of this evaluation?

THE NEED: Transportation Factors

	ALTERNATIVE 1: Do Nothing	ALTERNATIVE 2: Transportation Demand Management	ALTERNATIVE 3: Widen Main Street West	ALTERNATIVE 4: Widen South Service Road	ALTERNATIVE 5: Extend Livingston Ave. to Oakes Rd.
Provide more east-west capacity	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	PREFERRED
GO Transit Station Access	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	LESS PREFERRED	PREFERRED
Improve road network flexibility	LESS PREFERRED	LESS PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
Connect the community	LEAST PREFERRED	LEAST PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
Address safety issues	LEAST PREFERRED	LEAST PREFERRED	MODERATELY PREFERRED	LESS PREFERRED	PREFERRED
Support active transportation	LEAST PREFERRED	LEAST PREFERRED	PREFERRED	LESS PREFERRED	PREFERRED

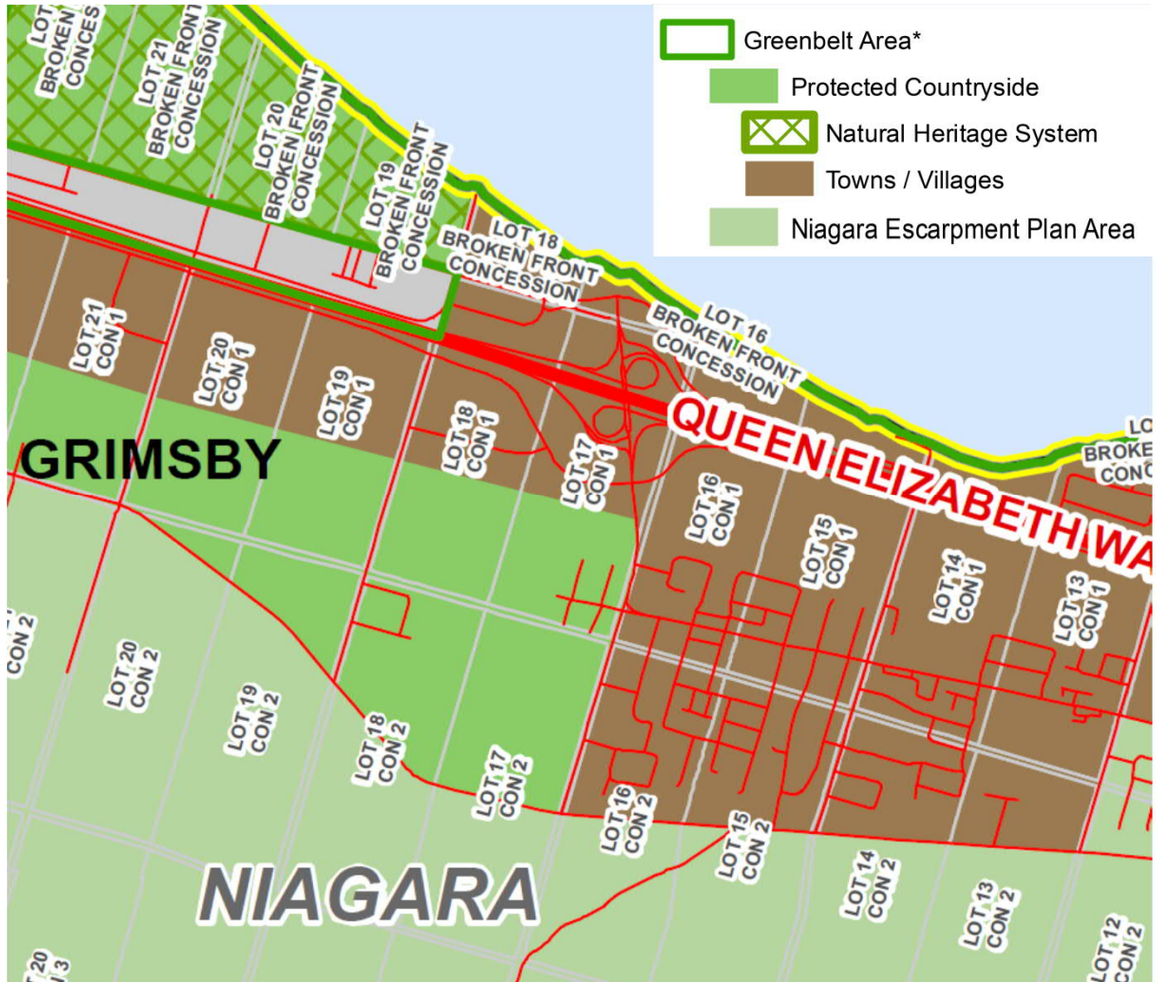
LEAST PREFERRED · LESS PREFERRED · MODERATELY PREFERRED · PREFERRED

THE IMPACTS	ALTERNATIVE 1: Do Nothing	ALTERNATIVE 2: Transportation Demand Management	ALTERNATIVE 3: Widen Main Street West	ALTERNATIVE 4: Widen South Service Road	ALTERNATIVE 5: Extend Livingston Ave. to Oakes Rd.
Natural Environment	No Impacts	Minimal to no potential for impacts	Impacts to street trees	Minimal impacts	Impacts to natural heritage
Socio-Economic Factors, Cultural and Archaeological	No Impacts	No Impacts	Property and cultural heritage impacts	Property impacts	Noise and traffic impacts; potential archaeological impacts
Engineering and Road Design	No Impacts	Some limited impacts	Highly complex	Complex, traffic delays during construction	Low potential for construction traffic delays
Cost	No capital cost	Low cost	High cost	Moderate cost	High cost
	RECOMMENDED – SHORT TERM	RECOMMENDED – WITH OTHER ALTERNATIVES	NOT RECOMMENDED	NOT RECOMMENDED	RECOMMENDED – APPROX. 2031

9. Isn’t this area in the Greenbelt? Can you build a road here?

ONTARIO GREENBELT PLAN (2017)

- Section 4.2 of the Greenbelt Plan provides a policy framework to guide new and expanded infrastructure facilities to serve the growth projected for the Greater Golden Horseshoe. Expanded or new infrastructure facilities subject to and approved under the Environmental Assessment Act, are permitted within the Protected Countryside.



10. Who makes the final decision?

LIVINGSTON AVENUE EXTENSION CONSULTATION

GETTING STARTED

- Background Studies
- Review and document existing conditions

EXPLORING THE OPTIONS

Consider ways to:

- Improve east-west traffic capacity
- Provide improved network connectivity

THE RIGHT WAY FORWARD

- Evaluate alternatives
- Identify the preferred alternative
- Identify impacts and mitigation measures
- Complete an Environmental Study Report for public review

WE ARE HERE

NOTICE OF COMMENCEMENT
SPRING 2018

PUBLIC INFORMATION CENTRE #1
SPRING 2018

PUBLIC INFORMATION CENTRE #2
SPRING 2019

PUBLIC INFORMATION CENTRE #3 & ONLINE SURVEY
WINTER 2020

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS NEXT STEPS

ONLINE SURVEY
FEBRUARY 3 - FEBRUARY 21, 2020

PUBLIC COMMENTS DEADLINE
FEBRUARY 21, 2020

DEVELOPMENT OF ENVIRONMENTAL STUDY REPORT
FEBRUARY - MARCH 2020

ONLINE FILING OF REPORT FOR PUBLIC REVIEW
APRIL 2020

- Public comments can be submitted to the Ministry and Region during the public review period, including a Part II Order request.

FUTURE CONSTRUCTION APPROVAL PROCESS

- Regional Council has the authority to approve budget related to EA approved transportation infrastructure design and construction.

MOVING ROADS FORWARD

PUBLIC INFORMATION CENTRE #3

LIVINGSTON AVENUE EXTENSION ENVIRONMENTAL ASSESSMENT

WEST OF EMILY STREET TO MAIN STREET WEST

EVENT SUMMARY

MONDAY JANUARY 27, 6:15PM - 9:00PM

CASABLANCA HOTEL

GRIMSBY, ONTARIO

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

The third Public Information Centre (PIC) for the **Livingston Avenue Extension Environmental Assessment (EA)** was held on Monday, January 27, 2020 at the Casablanca Hotel, ON. **Figure 1** shows the Study Area for this EA. A Notice for the event was circulated on January 9, 2020 and January 16, 2020, via newspaper advertisements in Niagara Today and News Now, and via email notification to the project mailing list on January 13, 2020.

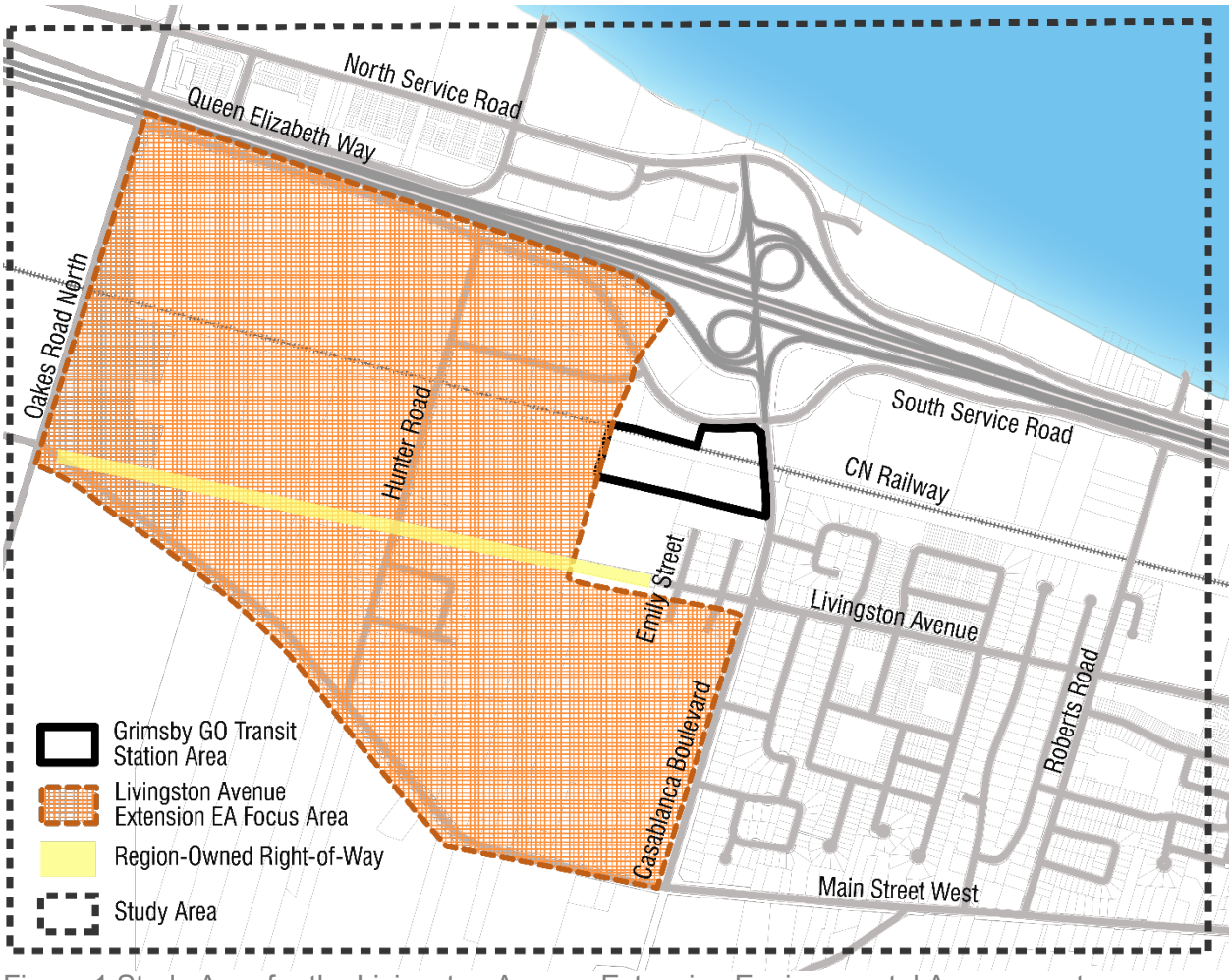


Figure 1 Study Area for the Livingston Avenue Extension Environmental Assessment

The purpose of the event was to present information on the evaluation of alternative solutions to provide improved east-west capacity in west Grimsby to 2041, and collect input on the design considerations for the preferred solution. Approximately 170 people attended the event. Representatives from the Project Team (Region of Niagara and the project Consultants) presented the study materials and provided responses to questions and comments.

The assessment that was presented included evaluation of the following alternative solutions:

1. Do nothing (only implement South Service Road widening and improvements between Industrial Drive and Casablanca Boulevard, per the Casablanca Boulevard and GO Access Environmental Assessment completed in 2019)
2. Implement Transportation Demand Management solutions to support other modes of travel through the area, e.g. transit and cycling

3. Further widen South Service Road west of Industrial Drive
4. Widen Main Street West
5. Extend Livingston Avenue to Oakes Road

Based on the evaluation as presented in the PIC materials (click here to view), the following was recommended:

- Short Term: Do Nothing, implement Transportation Demand Management solutions
- 2031: Extend Livingston Avenue to Oakes Road

This is the first part of a two part summary to be released. This first part will summarize the questions and answers from the January 27, 2020 PIC and any responses to comments received by the Project team to the end of February 2020. The second part, to be released following the close of the commenting period on March 31st, 2020, will include a summary of any additional questions/comments and responses received up to that point in time

The following sections summarize responses to questions received during the Question and Answer portion of the PIC, as well as those received by email up to the end of February 2020. The sections are divided based on the general theme of the question, as follows:

- Environmental Assessment Process and Recommendation Related Questions
- Environmental Concerns
- Future Growth and Development Related Questions
- Infrastructure Related Questions
- Traffic Related Questions
- Cost Related Questions

Environmental Assessment Process and Recommendation:

1. **Could Option 3 (Widen South Service Road west of Industrial Drive) and Option 4 (Widen Main Street West) as presented be combined to make an "Option 6"?**
   The identified problem for the EA is the need for an additional 1-lane of arterial roadway capacity in each direction travelling east-west across the study area, specifically identifying the problem area as the South Service Road capacity between Industrial Drive and Casablanca Boulevard. Option 3 and Option 4 each address the capacity requirements independently. It is likely that as the problem area is specifically the South Service Road, providing the capacity in this corridor (Option 3) would be more effective than providing the capacity in the Main Street corridor (Option 4), as capacity in the Main Street corridor is expected to result in significant out of way travel.

   Providing Option 3 and 4 together would provide more than sufficient capacity to address the stated problem, but it is likely that providing capacity in both corridors would be inefficient as improvements to Main Street would be underutilized. Having said this, this type of alternative could be assessed. However, the cost is duplicated for the provision of redundant and underutilized capacity.

2. **Have you assessed North-South travel along Oakes and Hunter?**
   Yes, the North-South travel demands in the study area, including Hunter Road and Oakes Road, have been accounted for. With respect to Hunter Road, the EA has

specifically looked at volumes and traffic flow on Hunter Road and the rail crossing, and how volumes on Hunter Road will change under the different network scenarios.

With respect to Oakes Road, volume forecasts on Oakes Road are accounted for in the study area model volume flows. However, the capacity conditions on Oaks Road have not been specifically assessed as volume changes on Oaks Road are not expected to vary significantly between the alternatives assessed.

a. **Has the transportation assessment considered impacts / potential issues (i.e. queuing) at the CN Rail crossing on Hunter Road**
   The potential impacts related to increased volume on Hunter Road at the existing rail crossing have been considered in the assessment of alternatives. As assessed, the rail crossing will continue to operate satisfactorily. The forecast volumes are not significant enough to create issues.
b. **Have the impacts on Hunter Road been assessed both with and without extension of Livingston Avenue?**
   Yes. The extension westerly to Hunter Road (and beyond to Oakes Road) provides opportunities to access the GO Station from the south side of the tracks. Without the extension, any south side GO Station operation would rely entirely on access from Casablanca Boulevard (north and south). As assessed, approximately 160 vehicles (in and out) will access the south side of the GO Station using Casablanca Boulevard and then turning west onto Livingston Avenue.

   If Livingston Avenue is extended, approximately 130 vehicles (in and out) would use this extension to access the GO Station, thus diverting this volume of traffic from Hunter Road and the South Service Road.
c. **With regard to Hunter Road between Main Street and the Livingston Avenue extension, how much more traffic would go by the existing homes there?**
   The EA has assessed the change in volume on Hunter Road with the inclusion of a Livingston Avenue extension. With an extension to Oakes Road, volumes on Hunter between Main and Livingston are expected to be lower than observed today/existing. With an extension only to Hunter Road, volumes on Hunter between Main Street West and Livingston Avenue are expected to increase by approximately 50 vehicles in the peak hour (travelling in the peak direction).

3. **What is the threshold to trigger the need for this new road? How much traffic makes the Livingston connection actually needed?**
   The typical threshold for identifying a capacity issue is when the volume to capacity ratio(v/c) (volume using the road compared to the capacity of the roadway link/network screenline) reaches 0.85., i.e. when 85% of the capacity is reached, the link or screenline is considered to be showing signs of stress during peak (hour in AM or PM) conditions. When the volume reaches/equals or exceeds the capacity of the roadway link / screenline, then significant congestion and delay is forecast.

   For strategic planning purposes the 0.85 v/c is used as the minimum threshold to identify emerging issues that require mitigation. The 2041 Traffic – PM Peak Hour – Screenline Capacity Assessment (Slide 8 of PIC Presentation) indicates that the screenline west of Casablanca Boulevard would operate at a v/c of .85, and the screenline east of Hunter

Road would operate at a v/c of .87.

4. **Why or how were 2031 and 2041 chosen for transportation forecasting needs?**
   Planning Studies typically look 10, 20 or 30 years ahead of the current time frame.. This EA is looking at 20 years beyond the current condition, which is approximately 2041, which coincides with the completed Transportation Master Plan. Year 2041 is considered the ultimate year, and as close to when a built-up area and need for added east-west travel capacity will exist. During the course of the traffic analysis, it was determined that by 2031, the road network will no longer be operating satisfactorily, and this is when the required improvements must be implemented.

5. **Does the extension respect the Greenbelt legislation in terms of urban sprawl?**
   The proposed Livingston Avenue extension respects the Greenbelt Plan. The Greenbelt Plan allows for transportation infrastructure to be built in Greenbelt designated areas, provided it has gone through the appropriate Environmental Assessment. The Region is looking at addressing the identified transportation issues based on planned future land use and is not looking to expand any urban boundaries.

6. **What is the role of the Town of Grimsby Council and the Province in the approval process?**
   The Town of Grimsby Council has been included as part of the consultation process, and in providing feedback and comments. Comments have included their concerns with the proposed extension of Livingston Avenue and that the Livingston Avenue Extension be removed from the Environmental Assessment process.

   The Provincial body, the Ministry of Environment, Conservation and Parks (MECP), is the authority that regulates the EA process (refer to the response to Comment 8 below for an outline of their role in this EA). They have requested a review the Draft Environmental Study Report for this project.

7. **How and why did this proposal come back after removal in 2017?**
   A Class Environmental Assessment (EA) Study was initiated in 2015 but put on hold by the Region pending the completion the Region's Transportation Master Plan (TMP), which examined a much broader transportation system. The Region felt it was best to complete the TMP first, so they put a hold on the EA. Following the completion of the TMP the Region initiated a new Class EA Study.

8. **What are the methods and processes put in place to stop this from going forward?**
   A Notice of Completion will be distributed and advertised once the Environmental Study Report is available for 45-day public review. Within this timeframe, members of the public, community and stakeholders can submit comments, including a Part II Order Request under the Class Environmental Assessment to the MECP.

   A Part II Order Request would be based on the belief that important aspects of the Class EA process need to be revisited or that completing a more comprehensive, individual EA is warranted. The MECP collects and considers all Part II Order requests. In most cases the MECP encourages the stakeholder and the proponent (the Region of Niagara) to reach a possible resolution on the Part II Order issues. The Province will step in further, if the issues are a) significant and specifically about how the Environmental Assessment

was completed, b) related to an activity that is of Provincial interest or key priority and c) if the impact is of provincial scale.
The process of a Part II Order request is traditionally about seeing if the issue can be resolved, can the project be redesigned, can adjustments be made, and/or can there be other commitments made to resolve the issue.

9. **Who has final approval, when Grimsby Council has voted not to support the Livingston extension?**
   The Environmental Assessment process is a self-regulated process. The recommendation is not subject to Town Council approval. Following the Notice of Completion, the Town or residents may object to MECP through a Part II Order.

10. **Given that Grimsby has already exceeded the density requirements for the Places to Grow Legislation for years to come, why are we seeking this "back-door urban boundary expansion" when it is an undesired piece for the Town?**
    This Environmental Assessment is looking at providing transportation infrastructure to accommodate future demand, based on currently approved legislation and approved land use plans in Niagara Region, Grimsby, and Hamilton, which includes land use permitted within Greenbelt. The urban boundary in Grimsby is not proposed to be expanded.

Environmental Concerns

11. **Which governmental body is responsible for the conservation of vegetation such as trees and wildlife? And what involvement have they had in this process to date?**
    In regard to endangered species, the Ministry of Environment Conservation and Parks (MECP) regulate Species at Risk in Ontario. MECP has permitting and approval authority for endangered species. A planner from the MECP has been included on all notices and key stakeholder meeting invitations for the Project to date.

    There are various levels of policy that would apply to a natural heritage feature, including Provincial policy, Region of Niagara, and Town of Grimsby, as well as the Niagara Peninsula Conservation Authority (NPCA). The Greenbelt Plan identifies the lands south of the CN Rail corridor and west of Casablanca Boulevard as Protected Countryside - Specialty Crop, which means development is restricted to agricultural uses. Infrastructure is permitted in these areas, provided the appropriate studies have been conducted and approved. There are various designations at the local policy level at the Town, including Environmental Conservation and Environmental Protection areas, which all require a level of assessment in order to ensure that any new infrastructure is considering factors that will minimize the impacts. The EA process underway is a part of the required impact assessment. The NPCA and Town of Grimsby have been consulted on the applicable policies.

    In terms of general wildlife, at the Provincial level, the Fish and Wildlife Act provides regulations.

    In terms of significant wildlife habitat, municipalities (in this case, the Town of Grimsby) have governance. There is no regulation that protects significant wildlife habitat, but there are planning policies in place to minimize impacts to those habitats.

At the time of the field program, the *Endangered Species Act* was administered by the Ministry of Natural Resources and Forestry, and this has since shifted to the MECP as part of the Environmental Assessment process.

12. **Have the significant impacts of a new road been considered? Why is a new road being proposed, when the known impacts are significant?**
All criteria assessed in this process can be found in the presentation documents which are available on the project's web site. A balance of considerations is essential in the Environmental Assessment process. Further considerations will be made when the design is completed, as well as the mitigation measures that will be required.

13. **What is the commitment to tree planting or mitigating impacts to the woodlot, what action will be taken?**
In terms of tree mitigation, a Tree Compensation Plan would be prepared as part of the mitigation plan in consultation with the NPCA, the Town of Grimsby and the Region of Niagara during the Detailed Design phase (after completion of the Environmental Assessment Study).

14. **Could you please provide the background studies that have been carried out for natural heritage and any related topics for the Livingston Ave. EA including studies on the water course?**
We have recently posted all our currently available information related to natural heritage on the Region's Livingston Avenue EA website which consists of all the information presented and displayed at the recent PIC. This includes a summary of the following natural heritage study findings in the study area:
    - Ecological land classifications;
    - Breeding birds;
    - Aquatic & botanical assessment results (including woodlot watercourse characteristics);
    - Wildlife observations;
    - Detailed outline of potential Irish Woodlot impacts and tree inventory; and
    - Approach to mitigating impacts to natural heritage features.

    This represents the natural environment background data that is currently available. We are working on preparing the final project documentation (Environmental Study Report and related appendices) and those will be posted for public review as part of the Notice of Study Completion, scheduled for later this spring.

Future Growth and Development Related Questions:

15. **Have studies been done on who will live west of Casablanca?**
Yes, the studies and policy documents that informed this Environmental Assessment included the Regional Transportation Master Plan and the Grimsby GO Transit Station Secondary Plan, which act as the foundations for where people will live and where people will work. There are assumptions built into the population growth forecast related to western development (Stoney Creek, Oaks Road north of QEW). These policy documents indicate that there are the growth areas west of our study area that have travel patterns to be facilitated by this transportation corridor.

16. **Does building out Livingston Avenue open up the corridor to new development (along the corridor)?**
    The Livingston Avenue corridor is providing alternative transportation infrastructure to service downtown Grimsby and there is future development west of Oakes which is included in our assessment (see answer to 15). Other than the GO Station, no new land use has been assumed along the Livingston corridor. The lands adjacent to the Livingston Avenue right-of-way are in the Greenbelt Protected Countryside designation, and would not be open for non-agricultural development.

    The South Service Road volumes, between Industrial Road and Casablanca Road, show that 70% of the volume is related to adjacent land use. The remaining 30% is from longer distance travel, using South Service Road. The preferred transportation corridor would therefore be further south to connect into Grimsby via Livingston Avenue, to divert the traffic that is longer distance related.

17. **Where are people coming from that are attracted to the GO Station that have been considered in the Study?**
    The transportation model shows that approximately 25-30% of the demand is coming from places west of the GO Station. The rest is coming from either local Grimsby or coming off the QEW.

18. **Do owners of the property along Livingston Road extension have a say on what happens along the corridor?**
    The woodlot is privately owned. The corridor that runs through the woodlot is owned by the Region of Niagara. The landowners abutting Livingston Avenue have control over their own land use. If they wish, they can move forward with land use change applications. In terms of the woodlot, it is designated as a Specialty Crop Area. The landowners of the woodlot have opportunities to utilize the land use designated permissions.

    The proposed construction of an extension to Livingston Avenue would impact the adjacent landowners, and their feedback through the EA Study process is important, as is the feedback from the wider community.

19. **How many additional people are expected by 2041? Is this number public?**
    The numbers are public. For the study area, there is an estimated 5,000 new people by 2041 and approximately 2,000 new employees. The Town of Grimsby population and employee numbers are available in the Town of Grimsby Official Plan. Both forecasts have been incorporated in the EA.

20. **What is the date for construction and operation of the extension?**
    The projected problem on the South Service Road will need to be addressed by approximately 2031. The construction period would follow an approval process in advance of 2031.

21. **What happens if the GO Station doesn't come?**
    The opening date for the GO Station is 2021. The EA looks at the 2041 condition, with population employment growth, and a modal split to transit including the GO station. In the event that the GO Station opening is delayed, Niagara Region will monitor the Town

of Grimsby transportation needs and adjust need and timing of Livingston Avenue extension accordingly.

Infrastructure Related Questions:

22. **How would stormwater be managed along the Livingston Avenue extension?**
Conceptual stormwater management is being completed as part of this Environmental Study Report. The current drainage patterns that are present prior to the Livingston Extension are calculated and considered. The overall scheme is being developed with the overarching goal of maintaining the current drainage patterns and not contributing to adverse drainage issues. At the Design Stage, the specific stormwater management design will be determined. This could include swales and ditches, creek works, small and large culverts and stormwater storage facilities, if required to maintain quantity and quality of stormwater.

Traffic Related Questions:

23. **How do you keep the flow of traffic through Livingston if it remains a dead end? In other words, what would happen to traffic in the "do nothing option" where you leave Livingston as is with a dead end?**
The Do-Nothing option assumes that Livingston Avenue will be extended to a location east of the woodlot to access proposed south side GO Station as approved in the Casablanca EA. Under a scenario where south side operations for the transit station are implemented, some transit station destined traffic would use this section of new Livingston Ave. Otherwise, traffic in the Do- Nothing scenario would continue to use their existing travel routes via Casablanca, South Service Road, and Main Street. The assessment of this scenario has shown that east-west travel volume in the study area would exceed the available roadway capacity (v/c exceeds 0.85 for the screenline and exceeds v/c 1.00 for South Service Road). Such congestion in this scenario would result in long delays, excessive queueing, and potentially unsafe traffic operating conditions by approximately 2031.

24. **How does the "short" extension address the east-west capacity problem if we are putting cars back on to existing roads?**
The problem to be addressed is on South Service Road, running east-west from west of Hunter Road through to Casablanca Blvd. From a capacity perspective, providing continuous east-west capacity that connects Casablanca Boulevard, Hunter Road and Oakes Road at Main Street provides that continuous east-west capacity. Trips that do not need to travel along the South Service Road have an opportunity to use alternative routes.

25. **If there is a spillover from an event on the QEW, is that considered in your assessment of the options?**
The EA has not specifically analyzed a peak crush, emergency detour, type event. The transportation criteria that was considered, is related to the summer season and specifically summer weekend travel, and associated traffic volumes on Main Street, Casablanca Blvd, and South Service Road compared to a typical weekday. An important part of this consideration is, how flexible and how redundant is the network if there is a

crisis or a problem with Casablanca Boulevard, at the rail crossing or at the interchange, and are there other network opportunities that can disperse the travel. This consideration is built into the flexibility assessment and the redundancy assessment.

26. **Do we need two more east-west lanes when we already have 16 east-west lanes? Could more detail on the traffic study be provided?**
    The statement re: "16 lanes east-west lanes" in the study area is misleading relative to the study area network assessment. Currently there are 12 lanes of effective east-west road capacity that includes the QEW.

    Our assessment is looking at peak direction, peak hour needs (westbound in the morning, eastbound in the evening). The underutilized capacity in the off-peak direction does not feature in the analysis. Also, the QEW is a provincial facility whose role is to move long-distance and interregional traffic. The study area network, excluding the QEW, is the focus of the transportation analysis as it serves local, medium distance interregional and intra-regional demands.

    The widening of the South Service Road west of Casablanca Boulevard to 4 lanes (approved in the Casablanca Boulevard EA) and the proposed extension of the Livingston Avenue extension (2 lanes) results in 16 east-west lanes of effective capacity. The widening of South Service Road and the provision of the Livingston Avenue Extension address the forecast 2041 travel demands. (Refer to Item 3 for information related to need for Livingston Avenue Extension).

    Additional traffic study detail will be provided in the Transportation Assessment Report that will be part of the ESR filing.

27. **Will Casablanca Boulevard be permanently closed at Vine Avenue and rerouted through the new road extension?**
    There is no Vine Street closure recommended in the Casablanca Boulevard EA.

Cost Related Questions:

28. **Who will pay for Highway 8?**
    Funding for improvements, upgrades, and maintenance depends on several factors: jurisdiction, nature of improvement, and justification for the improvement. West of the Study Area, Highway 8 (Main Street) is under the jurisdiction of the City of Hamilton. Specific plans by Hamilton to upgrade and/or rehab this area of Highway 8 are not known. The Region of Niagara will continue to monitor the traffic conditions in the Study Area, however it is known that the City of Hamilton will have in its capital works program, at a minimum, funds to maintain Highway 8 to an arterial road standard. Within the Study Area, Highway 8 (RR81 - Main Street) is under the jurisdiction of the Region of Niagara. Any improvements, upgrades, and maintenance cost for RR81 - Main Street will be funded by Niagara Region. Further information on road construction costs will be provided following EA approval and completion of Detailed Design..

29. **Is any land expropriation required as result of the proposed extension of Livingston Avenue?**
    The Region has a 100 foot, or 30 metre right-of-way which is sufficient for the required

road cross-section. If there are any lands that would be required for implementation of the preferred design alternative, it would be at intersections, for sight-line triangles or other operational safety concerns, and the required lands would be purchased at fair market value at the time of implementation.

30. **What are the projected costs and who pays?**
    Niagara Region through tax levies and development charges will be responsible for funding the implementation of the EA recommendations, including the future Livingston Avenue extension. Given that the Project is currently in the EA stage, the actual cost is unknown at this time. At the detailed design stage (after the EA Study is complete, closer to the implementation time) the actual cost will be determined.

Note: Please refer to the PIC #3 Display Panels and PIC #3 Presentation on the Project Webpage (click here to view).

The comments and feedback received will be utilized in the Environmental Study Report. For more information please contact:

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Livingston Avenue Extension Environmental Assessment

CORRESPONDENCE TRACKING

Natural Heritage Related Comments

- There was a comment made that more greenhouse gases will be given off by the increase in cars that Livingston Avenue may bring to the area, and with the loss of trees, this will negatively impact the residents health and quality of life.
- There was a concern raised about the need for a wider study area for Option 3 to be assessed given the potential for additional tree removal, land acquisition and expropriation. A further concern noting, Option 5 would impact the natural heritage features significantly.
- There was a comment made about the various species of trees being valuable habitats to many animals including bats and amphibians. While tree replacement may help, it will not be sufficient to replace the 100 year old trees that currently exist. The mature trees should be protected and not cut down to make room for more infrastructure.
- There was a concern that the construction, salting and human traffic will destroy more trees and wildlife habitats and wildlife than anticipated. With the loss of key wildlife such as coyotes, the rodents and rabbits will grow in numbers.
- A concern was raised to state that the Livingston Avenue extension appears to be the only one with negative impacts on the cultural heritage system, while various combinations of other options would prevent any disruption to the significant, old growth forests.
- There was a comment made that the preferred selection should consider studies of species at risk and acoustical monitoring studies.
- There were comments made to for the need to recognize and protect Grimsby's natural heritage and further respect the remaining green space.
- There was a comment made to note the woodlot is not public space, it is privately owned and cannot be used by the public.

Transportation Related Comments

- There was a comment that tourism is at an all-time which is positive for Niagara Region and more road options, other than South Service Road, and this would help with local traffic alleviation, through providing options for drivers in the busier seasons.
- There was a comment made that during the rush hour or at times when there are closures on the QEW or the service roads and/or Main St West, the Livingston Ave extension will provide an alternate route to reduce the traffic jams that we see today. This will allow tourists from GTA and USA more easy access through Grimsby and the Niagara Region to promote and build our tourism business.
- There was a comment made that the GO Station will help to alleviate the traffic problem.
- There were comments raised about Livingston providing safe alternative routes for emergency services, school buses and residents to travel in the area in a timely and safe manner.
- There was a comment that explained the support for the extension because of inevitable population growth, the need for traffic congestion relief and the protection of heritage buildings along Highway 8 with this option.
- There was a comment made about the extension to help ease gridlock and the associated emissions released.

- There was a comment that the proposed extension seems to be the only solution to traffic congestion given the growth in population in the north end of Grimsby.
- There was a comment expressing concern that Livingston Avenue will become similar to a highway, whereas it is currently a residential street.
- There was a comment that delaying as long as possible seems to make a lot sense because of the change in transportation models, work environments and public transit.
- There was a concern that the Livingston Avenue extension would not solve the traffic issues and it would bring more vehicles to the area.
- There was a concern that more cars are being pushed to Livingston Avenue east of Casablanca Boulevard, even though it is already congested.
- There were comments made in support of rebuilding and widening Main Street West and North and South Service Road, and looking into other options for road placements.
- There was a comment made to note the Transportation Master Plan has been available for many years, and eventually it is necessary to utilize various arterial roads throughout the Town for vehicles.
- There were comments made about the need to encourage cycling, walking and public transit, rather than more roads.
- There were questions about the future growth projections for Grimsby and if the extension of Livingston is necessary.
- There was an additional comment that the road extension is necessary to meet job and population growth in Grimsby.
- There was a comment that the extension would provide greater accessibility for the Region.

Cultural Heritage Related Comments

- A resident noted that building the Livingston Extension would provide an alternative route to protect the heritage buildings on Main St West in Grimsby. The extension would allow for bike lanes and sidewalks to safely and effectively move traffic across town to the GO Station.
- There was a comment against widening Main Street to preserve natural heritage, trees and the character of the area.

Community Impact Related Comments

- There was a concern about the impact of street and car lighting on adjacent land owners.
- There was a comment that the community does not want growth and the Region is not hearing the community as a whole being opposed to growth and the extension.
- A resident noted the extension will provide a much needed access route to the Grimsby GO Transit Station, will make the train station a more viable option for a greater number of commuters. Building the extension is a critical component to provide access to the Grimsby GO Transit Station whether it is via pedestrian, bicycle or vehicle means. This has been mandated by the provincial government to meet the projected population growth that must be included in the Niagara Region Official Plan. This is the reason why the Livingston Ave extension must be completed.
- A resident noted the completion of the Livingston Ave extension will be a critical transportation component to meet the conditions for the “Five Year Review of the Regional Policy Plan – New Regional Official Plan” to properly meet the needs for the expected

population/transportation growth in the Niagara Region which is expected to double by 2041.

- A comment received stated the extension will provide benefits to the businesses of the Town of Grimsby and local business opportunities and a tax revenue increase and mixed use housing options that are affordable to residents. The extension may create more employment lands for the Town of Grimsby to allow businesses to flourish locally.
- There were concerns raised that the development pressures rise along with the extension and this may lead to undesirable subdivisions in the area and promote urban sprawl.
- There was a concern that the Livingston extension is about an urban boundary expansion.
- There was a concern that this option is an 'overbuild' without proven development in the west end of town.
- There was a concern over that the extension and associated development and impact on the cost of rent.
- There was a comment that noted the Region's Transportation Master Plan did not take climate change impacts into account. Further that transportation studies need to consider climate change and focus on ways to reduce vehicular traffic.
- There was a comment noting the history of the project being in the Region since the early 1970's and how it has been planned for long ago
- There was a comment made about the elderly demographic in majority attendance at the PIC#3 and that change may be supported by the future generations.

Cost Related Comments

- There was a comment that the cost of widening Main Street West would be more than the cost of the Livingston Avenue Extension.
- A comment was received that the road infrastructure that already exists in the area should be utilized before new roads are considered.

Online Survey

Response Summary: Winter 2020

Report for Livingston Avenue Road Design

Response Counts

Completion Rate:	**53.9%**	
	Complete	103
	Partial	88
		Totals: 191

1. Which of the alternatives would make you feel safe and comfortable as a motorist, cyclist and pedestrian?

	Option 1: Two-lane road with a multi-use path on the north side of the road.	**Option 2: Narrow, two-lane road with multi-use path on the north side of the road.**	**Option 3: Two-land road with on-road bike lanes and a sidewalk on the north side of the road.**	**Responses**
Motorist				
Count	27	26	46	99
Row %	27.3%	26.3%	46.5%	
Cyclist				
Count	20	21	57	98
Row %	20.4%	21.4%	58.2%	
Pedestrian				
Count	19	15	66	100
Row %	19.0%	15.0%	66.0%	
Totals				
Total Responses				100

2. There are a number of considerations that influence the design of a road. Rate the following on their importance to you?

	Not important	**Somewhat important**	**Important**	**Very important**	**Responses**
Width of the road					
Count	4	18	40	27	89
Row %	4.5%	20.2%	44.9%	30.3%	

	Not important	Somewhat important	Important	Very important	Responses
Speed limit of the road	4	14	33	40	91
Count	4.4%	15.4%	36.3%	44.0%	
Row %					
Sidewalks on both sides of the road	30	24	16	18	88
Count	34.1%	27.3%	18.2%	20.5%	
Row %					
Sidewalks on one side of the road	13	8	29	39	89
Count	14.6%	9.0%	32.6%	43.8%	
Row %					
Bike lanes on both sides of the road	25	21	12	28	86
Count	29.1%	24.4%	14.0%	32.6%	
Row %					
Multi-use pathway for cyclists and pedestrians on one side of the road	20	15	26	27	88
Count	22.7%	17.0%	29.5%	30.7%	
Row %					
Mitigation of impacts to natural heritage	12	27	21	35	95
Count	12.6%	28.4%	22.1%	36.8%	
Row %					
Mitigation of impacts to adjacent property owners	12	30	25	27	94
Count	12.8%	31.9%	26.6%	28.7%	
Row %					
Totals					
Total Responses					95

Agency and Stakeholder Official Letters

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
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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
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Megan DeVries, M.A.	Archaeological Operations Supervisor, Department of Consultation and Accommodation (DOCA)	Mississaugas of the New Credit First Nation	Megan.DeVries@mncfn.ca
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Morgan Lawrence	Corridor Management Engineer Corridor Management Section | Central	Ontario Ministry of Transportation	Morgan.Lawrence@ontario.ca

NAME	POSITION	ORGANIZATION	EMAIL
	Region		
Sherif Sidky	Head, Structural Section	Ontario Ministry of Transportation	sherif.sidky@ontario.ca
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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
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Lianne Vardy	Councillor, Ward 2	Town of Grimsby	lvardy@grimsby.ca
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Randy Vaine	Councillor, Ward 3	Town of Grimsby	rvaine@grimsby.ca
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Ludovic D'Souza	Policy Analyst	Transport Canada	ludovic.dsouza@tc.gc.ca

Jaffer, Zahra <zjaffer@dillon.ca>

Class EA Notification for Two EAs in Grimsby

Jaffer, Zahra <zjaffer@dillon.ca> Thu, Jul 26, 2018 at 12:49 PM
To: eanotification.wcregion@ontario.ca
Cc: Don McKinnon <dpmckinnon@dillon.ca>, Paul MacLeod <pmacleod@dillon.ca>, "Lawrence, Morgan (MTO)" <morgan.lawrence@ontario.ca>, Jack Thompson <Jack.Thompson@niagararegion.ca>, "Ryall, Carolyn" <Carolyn.Ryall@niagararegion.ca>

Good Day,

Please see attached the completed PIF forms and the Notice of Commencement for two Schedule C Class EAs being undertaken concurrently in the Town of Grimsby, Ontario:

1. Casablanca Boulevard - North Service Road To Main Street And Go Station Access
2. Livingston Avenue Extension - West Of Emily Street To Main Street

Kindly note that the Notice of Commencement is for both EAs.

Thank you,

Zahra

3 attachments

Livingston Ave Extension EA_PIF.xlsx
71K

Casablanca Boulevard+GO Station Access EA_PIF.xlsx
71K

Notice of Commencement_Casablanca BlvdEA _ Livingston Ave Ext EA.pdf
1327K

Ministry of Natural Resources And Forestry

Ministère des Richesses naturelles et des Forets

Box 5000
4890 Victoria Ave. N.
Vineland Station, Ontario
LOR 2E0

Telephone: (905) 562-4147
Facsimile: (905) 562-1154

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 MNRF'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 MNRF 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/Management Biologist

Grimsby

Date Generated: June 6, 2018

Amphibian	SARO	Protection	Habitat Information	Timing Windows	Survey Protocol
Jefferson Salamander *Ambystoma jeffersonianum*	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 *Ambystoma laterale - jeffersonianum*	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 *Riparia riparia*	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 *Hirundo rustica*	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 *Chlidonias niger*	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 *Dolichonyx oryzivorus*	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 *Chaetura pelagica*	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 *Chordeiles minor*	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 *Sturnella magna*	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 *Caprimlugus vociferus*	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 *Contopus virens*	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 *Seiurus motacilla*	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 *Colinus virginianus*	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 *Melanerpes erythrocephalus*	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 *Asio flammeus*	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 *Hylocichla mustelina*	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 *Danaus plexippus*	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 *Bombus affinis*	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 *Pieris virginiensis*	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 *Myotis leibii*	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 *Urocyon cinereoargenteus*	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 *Myotis lucifugus*	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 *Myotis septentrionalis*	END	Species Protection and General Habitat Protection	Overwintering habitat: Caves and mines that remain above 0 degrees Celsius Maternal Roosts: Often asssociated 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 *Perimyotis subflavus*	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 *Castanea dentata*	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 distinictive fruits on the ground
Butternut *Juglans cinerea*	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 *Betula lenta*	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 *Magnolia acuminata*	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 *Cornus florida*	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 *Morus rubra*	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 *Quercus shumardii*	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 *Emydoidea blandingii*	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 *Thamnophis sauritus*	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 *Chelydra serpentina*	SC	N/A	Generally inhabit shallow waters where they can hide under the soft mud and leaf litter. Nesting sites usually occur on gravely 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

NIAGARA PENINSULA CONSERVATION AUTHORITY

NAI

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

1:9,028

0 0.075 0.15 0.3 mi

0 0.1 0.2 0.4 km

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

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THIS IS NOT A PLAN OF SURVEY.

Author:
Notes

DILLON CONSULTING

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 informa on available in this par cular area related to what you are seeking. I've a ached 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 addi onal natural heritage informa on e.g. ANSIs, Significant Wildlife Habitat, etc., you should contact Jennifer Whi ard the Region of Niagara

Please note that we are presently conduc ng 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 informa on was collected between 2006 and 2009.

I hope this is helpful. If you have any further ques ons, 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 Informa on - 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

DBourassa@dillon.ca
www.dillon.ca

Please consider the environment before printing this email

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4 attachments

Casablanca STUDY AREA.pdf
403K

Livingston STUDY AREA.pdf
395K

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

NAI Mapping.pdf
1086K

NPCA Screening Map

Corporate Watershed Divide NPCA

NPCA APPROXIMA... 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

1:9,028

0 0.075 0.15 0.3 mi

0 0.1 0.2 0.4 km

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

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Author:
Notes

Jaffer, Zahra <zjaffer@dillon.ca>

FW: Livingston EA

Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca> Mon, Jan 27, 2020 at 1:58 PM
To: "Thompson, Jack" <Jack.Thompson@niagararegion.ca>, "MacLeod, Paul" <pmacleod@dillon.ca>, Zahra Jaffer <zjaffer@dillon.ca>

Please see below.

Regards,

Carolyn Ryall

Director, Transportation Services Division

Public Works, Niagara Region

1815 Sir Isaac Brock Way, Thorold ON L2V 4T7

Direct: 905-980-6000 ext. 3620

Cell: 905-401-9105

Carolyn.Ryall@niagararegion.ca

Sent from my Samsung Galaxy smartphone.

------ Original message -------
From: "Slattery, Barbara (MECP)" <barbara.slattery@ontario.ca>
Date: 2020-01-27 1:19 PM (GMT-05:00)
To: "Ryall, Carolyn" <Carolyn.Ryall@niagararegion.ca>
Subject: Livingston EA

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi again,

MECP is now asking to review all Schedule “C” ESRs in ‘draft’ prior to their Notice or Completion. If you could please make a note on file to provide me with the ESR in draft and allow for a 30-day review period, it would be greatly appreciated.

Thank you

Barb Slattery, EA/Planning Coordinator

Ministry of the Environment, Conservation and Parks

West Central Region

(905) 521-7864

We want to hear from you. How was my service? You can provide feedback at 1-888-745-8888.

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.

Indigenous Community Correspondence

Niagara Region

Public Works
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
Tel: 905-980-6000 Toll-free: 1-800-263-7215 Fax: 905-685-0013
niagararegion.ca

MOVING ROADS FORWARD

March 18, 2020

Dear Sir/Madam

Municipal Class Environmental Assessment – Recommended Alternative Solution

Livingston Avenue Extension (RR 512) – West of Emily Street to Main Street (RR 81) in the Town of Grimsby

The Livingston Avenue Extension EA was initiated with a Notice of Commencement in the Spring of 2018 followed with PIC #1 in Spring 2018 and PIC in Spring 2019.

The Regional Municipality of Niagara (Niagara Region), and through their consultant Dillon Consulting Limited, has recently completed Public Information Centre (PIC) #3 on January 27, 2020.

A PIC notification (E-Bulletin #6 – January 13, 2020) was sent to Project Stakeholders providing information on PIC date, time and information being presented. The PIC presentation material and display boards are available for viewing at https://www.niagararegion.ca/projects/livingston-ea/default.aspx.

The PIC included a review an evaluation of five alternative solutions recommending Alternative 5 – Extending Livingston Avenue from west of Emily Street to Oakes Road/Main Street West within the existing transportation corridor owned by Niagara Region.

A Stage 1 Archeological Assessment was undertaken during the course of the study identifying specific areas within the Focused Study Area as:

- Disturbed
- Pedestrian Survey Required
- Test Pit Required

The Archaeological Assessment work also identified that a Stage 2 investigation would need to be undertaken as part of a later detailed design process prior to construction to confirm archaeological potential within the transportation corridor.

The Study Team is currently preparing the Environmental Study Report which when completed will be circulated for Public Review and Comments for 45 days following the Notice of Completion.

If you have any questions on the EA Study undertaking and findings to date or require additional information, please contact me.

Yours Truly

Carolyn Ryall, P. Eng.

Director, Transportation Services

Niagara Region

905-980-6000 extension 3620

CC

Mississaugas of New Credit First Nation

Six Nations of the Grand River Territory

Metis nation of Ontario

MOVING TRANSIT FORWARD

September 4, 2018

Dear Sir/Madam:

Notice of Study Commencement and Field Surveys - Municipal Class Environmental Assessment Studies
Casablanca Boulevard (RR10) North Service Road to Main Street (RR81)
and GO Station Access
Livingston Avenue Extension (RR512) - West of Emily Street to Main Street (RR81)
In the Town of Grimsby

The Regional Municipality of Niagara (Niagara Region), and through their consultant Dillon Consulting Limited, is initiating two **Municipal Class Environmental Assessments (EAs)** for:

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

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.

These EA 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 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.

To address future needs, the EA studies will review alternatives including:

- 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 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.

Study reports and documents prepared to-date are posted on the Niagara Region website:
https://www.niagararegion.ca/projects/moving-transit-forward/projects/casablanca-livingston-ea.aspx

The EA studies commenced in June 2018 and are in the final stages of the data collection and initial analysis.

We are currently at a position that we can discuss our initial assessment of improvements required related to the Casablanca Boulevard corridor as well as discuss the Stage 1 archaeological assessment to be undertaken for both corridors.

We will be following up this letter with a call to confirm your interest and involvement. In the meantime, if you have any questions or require additional information, please contact either of the undersigned.

Carolyn Ryall, P.Eng.
Director, Transportation Services
Niagara Region
905-980-6000 extension 3620

Paul MacLeod, P.Eng.
Project Manager
Dillon Consulting Limited
416-229-4447 extension 2317

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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

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

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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:

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Jaffer, Zahra <zjaffer@dillon.ca>

E-Bulletin #2: Join us for Public Information Centre #2!

Niagara Region <zjaffer@dillon.ca> Fri, Jan 4, 2019 at 4:20 PM
Reply-To: Niagara Region <zjaffer@dillon.ca>
To: zjaffer@dillon.ca

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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
Wednesday, January 16th, 2019
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

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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.

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
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Jaffer, Zahra <zjaffer@dillon.ca>

E-Bulletin #4: Casablanca Blvd & GO Station Access EA: Notice of Study Completion

Niagara Region <zjaffer@dillon.ca> Thu, Mar 21, 2019 at 11:55 AM
Reply-To: Niagara Region <zjaffer@dillon.ca>
To: zjaffer@dillon.ca

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MOVING TRANSIT FORWARD

E-BULLETIN #4

Environmental Assessments for Casablanca Boulevard and the Livingston Avenue Extension

March 2019

Results of the Environmental Assessment Study

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

Following the Public Information Centre held on January 16, 2019 at the Casablanca Winery Inn in Grimsby, the recommended approach for improvements to Casablanca Boulevard and segments of Livingston Avenue and the South Service Road was refined and detailed in an Environmental Study Report (ESR).

The ESR provides details on the Study process and approach, the solutions considered, the results of the evaluation, feedback heard throughout the process, and the potential impacts of the project and mitigation measures.

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 all along the corridor.

Notice of Study Completion

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

The Environmental Study Report for this project is now available for public review on the Project Website and at the following locations:

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.

Completion - Next Steps

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

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.

The public will be invited to provide all written comments to Niagara Region by **Monday, May 6, 2019.** With the exception of personal information, all comments will become part of the public record of the study. Comments can be sent to the Project Team, at the contacts below:

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

Detailed Design Process

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

Following the end of the public review period noted above, the Region will complete the Detailed Design and related studies for the recommended improvements, including developing a phasing plan for the timing of the improvements, and consult with affected property owners to mitigate impacts. A Public Information Centre will be held in Spring 2019 to present the Detailed Design and discuss the impacts and mitigation measures with the public.

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

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Jaffer, Zahra <zjaffer@dillon.ca>

E-Bulletin #5: Public Event - Livingston Avenue Extension EA

Niagara Region <zjaffer@dillon.ca> Fri, May 17, 2019 at 9:34 AM
Reply-To: Niagara Region <zjaffer@dillon.ca>
To: zjaffer@dillon.ca

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MOVING TRANSIT FORWARD

E-BULLETIN #5

Environmental Assessments for Casablanca Boulevard and the Livingston Avenue Extension

May 2019

Public Information Centre #2

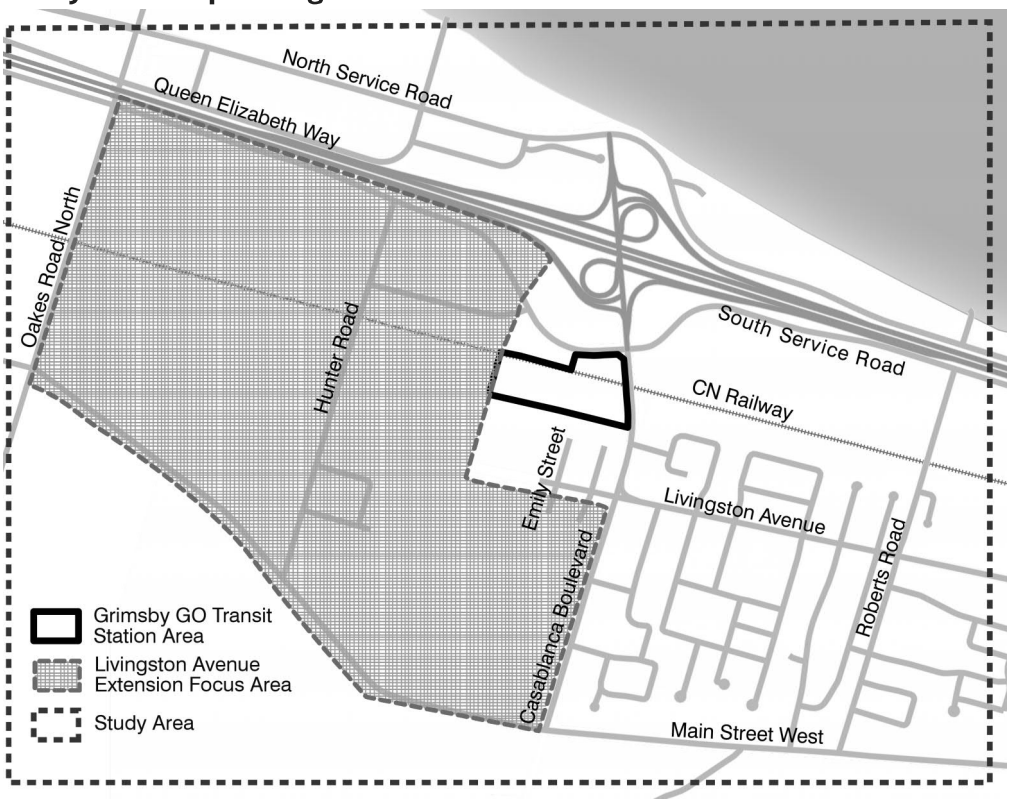
Livingston Avenue Extension Environmental Assessment

In June 2018, the first Public Information Centre for the Livingston Avenue Extension EA (PIC#1) was held jointly with the Casablanca Boulevard & GO Transit Station Access EA.

The information on the Livingston Avenue Extension EA that was presented at PIC#1 provided an overview of the background studies being undertaken (including a transportation assessment, natural heritage surveys, and socio-cultural and

archaeological surveys), along with the range of alternative ways to address the key problem of improving east-west access through western Grimsby. The feedback heard at the PIC helped refine the alternatives being considered.

Study Area Map: Livingston Avenue Extension EA



The second Public Information Centre (PIC #2) will feature a workshop-style format with the following information discussed:

- A review of the project need and opportunities,
- Discussion of the approach to evaluation of alternative concepts for improving east-west access through the Study Area; and
- A review of the results of the background studies completed to date.

The project team will review and consider the comments and input received at PIC #2, and collect feedback to be carried forward in developing the alternative designs for the preferred concept.

Join Us!

Public Information Centre #2

Tuesday, May 28, 2019

Registration: 6:15 p.m. to 6:30 p.m.
Workshop Session: 6:30 p.m. – 8:45 p.m.

Workshop Close: 8:45 p.m. to 9:00 p.m.

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

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

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Jaffer, Zahra <zjaffer@dillon.ca>

Public Information Centre #3: Livingston Ave. Extension

Niagara Region <jack.thompson@niagararegion.ca> Mon, Jan 13, 2020 at 11:24 AM
Reply-To: jack.thompson@niagararegion.ca
To: "zjaffer@dillon.ca" <zjaffer@dillon.ca>

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E-Bulletin #6

Environmental Assessment for the Livingston Ave. Extension

Public Information Centre #3
Jan. 27, 2020
Casablanca Hotel, 4 Windward Dr., Grimsby

Registration: 6:15 - 6:30 p.m.
Panel / Overview Discussion: 6:30 - 7 p.m.
Open House: 7 - 9 p.m.

Niagara Region is completing a Municipal Class Environmental Assessment which began in 2018 to assess the need for additional east-

west transportation system capacity and identify alternative solutions in the west portion of the Town of Grimsby, Ontario.

Public Information Centre #1

On June 20, 2018, the first Public Information Centre for the Livingston Ave. (Regional Rd. 512) Extension Environmental Assessment was held jointly with the Casablanca Blvd. (Regional Rd. 10) and GO Transit Station Access Environmental Assessment.

The information on the environmental assessment provided an overview of the background studies being undertaken (including a transportation assessment, natural heritage surveys, and socio-cultural and archaeological surveys), along with the range of alternative ways to address the key problem of improving east-west access through western Grimsby. The feedback heard at the Public Information Centre helped refine the alternatives being considered.

Public Information Centre #2

The second Public Information Centre held on May 28, 2019 featured a workshop-style format where we discussed:

- A review of the project need and opportunities, and evaluation of alternative concepts for improving east-west access through the study area
- A review of the results of the background studies completed to date

Public Information Centre #3

The third Public Information Centre on Jan. 27, 2020 will present information on:

- An updated review of the background studies completed to date
- A review of the evaluation of alternative solutions for improving east-west capacity in the study area
- Proposed design concepts for the preferred solution
- Next steps to complete the environmental assessment

The project team will review and consider the comments received at the Public Information Centre, and collect feedback to be carried forward in refining the recommendations for the preferred solution and development of the Environmental Study Report. The report will be provided for public input.

Livingston Ave. Extension Project Page

Accessibility

Requests for accessibility accommodations can be arranged by contacting:

Steve Murphy | Accessibility Advisory Coordinator
accessibility@niagararegion.ca
905-980-6000 ext. 3252

Niagara Region

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Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7
905-980-6000

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Jaffer, Zahra <zjaffer@dillon.ca>

Provide your input on the Livingston Ave. Extension by March 20, 2020

Niagara Region <jordan.frost@niagararegion.ca> Thu, Feb 13, 2020 at 12:37 PM
Reply-To: jordan.frost@niagararegion.ca
To: Zahra Jaffer <zjaffer@dillon.ca>

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E-Bulletin #7

Environmental Assessment for the Livingston Ave. Extension

Public Information Centre #3 commenting period has been extended to March 2020.

Public Information Centre #3

Niagara Region hosted the third and final Public Information Centre on Monday, Jan. 27 for the Livingston Ave. Extension Environmental Assessment. Thank you to everyone who attended and provided their input.

The project page has been updated to include the presentation and display boards. In the coming weeks, we will add a summary of questions and answers from the table discussion.

The project team will review and consider the comments received at the Public Information Centre. Feedback collected will be carried forward and help to refine the recommendations for the preferred solution and development of the Environmental Study Report.

Provide your input by March 20, 2020

A survey collecting your input on the road design is open until March 20, 2020. Comments can also be submitted to Carolyn Ryall, Director Transportation Services at Niagara Region.

SURVEY: Livingston Ave. Road Design

Niagara Region

Forward

Niagara Region
1815 Sir Isaac Brock Way
Thorold, ON L2V 4T7
905-980-6000

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Jaffer, Zahra <zjaffer@dillon.ca>

Comment period for Livingston Ave. Extension has been extended

Niagara Region <jack.thompson@niagararegion.ca> Wed, Mar 18, 2020 at 2:26 PM
Reply-To: jack.thompson@niagararegion.ca
To: Zahra Jaffer <zjaffer@dillon.ca>

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E-Bulletin #8

Environmental Assessment for the Livingston Ave. Extension

Public Information Centre #3 commenting period has been extended to March 31, 2020.

Approximately 170 people attended the third public information centre on Jan. 27, 2020 which presented the evaluation of alternative solutions, alternative design options and study recommendations. Thank you to everyone who attended and has provided comments.

The public information centre included table discussions to identify key questions from those in attendance for the Project Team Technical Panel to respond to. The documentation of the key questions and responses, along with the comments received from the public up until the end of February 2020, is provided in the event summary on the Livingston Avenue Environment Assessment project page.

The event summary provides responses to the following:

- Environmental assessment process and recommendation related concerns
- Environmental concerns
- Future growth and development
- Infrastructure
- Traffic
- Cost

Provide your input by March 31, 2020

To allow the public and stakeholders adequate time to review the event summary, Niagara Region is extending the public comment period from March 20 to March 31, 2020.

If you haven't already, we encourage you to complete the survey on the road design.

Comments can also be submitted to Carolyn Ryall, Director Transportation Services at Niagara Region.

Livingston Ave. environmental assessment project page

Niagara Region

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Livingston Avenue Extension Environmental Assessment

CORRESPONDENCE TRACKING

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
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.
5/29/2019	Email - Received	If Livingston Ave. is extended west to Oakes Rd, that the Region dedicate at least 50% of the woodlot and other brush/scrub forest lands including, if at all possible the stream that runs SW to NE through a good part of the subject lands, to the Niagara Land Trust or Niagara Conservation Authority IN PERPETUITY. This should be at least a compromise partial victory for the "greenies" who wish to stop all development (often including me) and the Region's need for additional roads.	Thank you for the comments submitted on the Livingston Avenue Extension EA. Kindly note that the Region is not the owner of the Woodlot lands, only the right-of-way for Livingston Avenue to Oakes Road. It would not be appropriate for the Region to acquire the adjacent woodlot lands for a conservation purpose.
5/29/2019	Email - Received	Does the Region or the province own the South Service Road? If it is the province and the widening of it ends up being the preferred choice is it simply a matter of the region paying the MTO to do the work?	The South Service Road right-of-way is under the Region's ownership, and any improvements to this roadway would be the responsibility of the Region.
5/29/2019	Email - Received	In the end our choices are: (1) widen the South Service Rd, or (2) extend Livingston Ave 1 lane in each direction. Option 3 of widening Hwy 8 is NOT an option in our books.	Your position on the widening of Main Street West is noted, and will be considered in the evaluation of alternative solutions for improving east-west connectivity through the study area.
06/09/2019	Email - Received	I presently reside in Edmonton, AB but inherited the property on Hunter Road now being referred to as "the Woodlot" from my mother, [redacted] and at that time it was known as the family farm. Presently, there are five names on the title of this PRIVATE PROPERTY and the majority owners of this property are in favour of the Livingston Ave. extension being completed. It was started over 40 years ago using taxpayer dollars to cover the cost of expropriating the land, then cutting down the trees and then putting in the services. The government changed	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. Kindly note that as per the Provincial regulations that govern the Environmental Assessment, a community-wide consultation effort is being undertaken, and all voices are important in the decision-making process. We appreciate

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
		hands and the project was abandoned for a project on the escarpment and there it has sat. If it had been finished at the time we would not be in this situation and the road to the GO Station would be there and accessible for not only the GO Station parking but also for service vehicles and emergency vehicles and the price tag would have been a lot less. As it is, the way the right of way cuts through the corner of our property, we end up with a 3 acre parcel that we have no access to at this point. By finishing the extension of Livingston Ave. you not only prevent traffic gridlock from everyone trying to get to the parking lot but you also open the area to future business ventures as well as housing development which brings in the much needed tax revenue for the City's infrastructure. I understand the importance of having public input but it is more important to listen to the landowners along the Livingston Ave. right of way as they are the ones who are directly affected by this decision. Of course the people already living in the area are against it because they have had a nice quiet place for so long and they don't want to see any progress that might disturb that. But, in order for the City of Grimsby to expand and develop it is important that they be accessible and attractive to business and people, and Livingston Ave. will provide that. If the big concern is for the "woodlot" then collectively the Province/Region/City could purchase the property at fair market value and make a park out of it for all to enjoy. I trust you will give the landowners the fair shake we deserve as we have been sitting on this land and paying taxes on this land for over 40 years waiting for someone to make a decision.	your concerns as directly-affected property owners, and will take your suggestions and comments into consideration through the evaluation of alternative solutions.

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
		Thank you for listening. [redacted]	
16/10/2019	Email - Received	Dear Ms. Ryall, Mr Macleod, Mr Fertich I have been at the last two public information sessions and I am confused, as we were told at this latest one that it was based on the response and suggestion at the first one but yet nothing was changed on the plans. At the first session it was quite clear from the people who spoke from the audience that the road through the wood lot was not an option and yet it still remains on the table. I get it, the women who owns the lot wants to sell and I am sure that builders are throwing some big $$ numbers out there but we need to look at the bigger picture. I am not even going to touch of the species and plants/trees that will be loss. I have lived on Oakes Rd for 25 years and there has never (other than a 3 major traffic accident)has there been an issue getting out on to main st. To think people from the Niagara side of Grimsby are coming across Livingston up to Highway #8 or coming straight across Highway 8 to get to Stoney Creek or Hamilton just doesn't make sense, they would have jumped on the QEW from any of the intersections going through town. For the people more locally there still isn't a reason to come across Highway 8 as there is nothing to draw people to that area, no big box store, no restaurants, the only reason someone might use that stretch is they don't want to do speed of the QEW.	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. Kindly note that the extension of Livingston Avenue was presented as one of the alternative solutions for improving east-west access in the community, along with improvements to the South Service Road and to Main Street West. The Transportation Assessment identified a future need for improved east-west connectivity, and as such there may not be significant current congestion issues that would point to the need for new/improved connections in the area. The Region is working with a 20+ year planning horizon, in order to proactively plan for the future needs of the community. The design of the preferred alternative will consider intersection design to facilitate ease of access. Kindly note that the improvements to South Service Road include traffic lights at the intersection of Industrial Drive and at the GO Station Access. Traffic speeds on Main Street West are regulated at 60km/hr as there are residences on both sides of the street. As the Region currently owns the right-of-way for Livingston Avenue west to Oakes Road, considering this as

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
		I also must add why anyone would take a street (like a Livingston extension) that will have without a doubt at least 2 stop lights or stops signs in that stretch between Livingston and Oakes Rd. vs Highway 8 or the service rd, which gives them a higher speed and straight no stop access. No one is taking ownership on who has the say to stop this or at least remove the extension off the table, and I along with many others are frustrated and believe we need an answer. The solutions are easy widen the two service roads North and South both sides. I trust we will receive an answer or changes to the plans at the next meeting that does not include the extension. Respectfully [redacted]	an alternative in improving east-west access is a necessary part of the Environmental Assessment process. The evaluation of alternative solutions presented at Public Information Centre#2 for the Livingston Avenue Extension EA is underway, and the results of the evaluation will be presented at the next Public Information Centre.
06/10/2019	Email - Received	good morning: As a concerned citizen and taxpayer of Grimsby, I would like to express my thoughts on the above noted extension. We moved to Grimsby 21 years ago, because of the small town atmosphere and the green space, the orchards, the escarpment and the beauty surrounding Grimsby. We are great believers in progress and would be thrilled to see an extension, but not at the expense of more green space, such as Irish Grove Woodlot. Over the time we have lived in this lovely community, it saddens us to see that the farms that once were are now subdivisions, the orchards have been turned into housing, so please reconsider the	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. As part of the Environmental Assessment process, any impacts to natural heritage assets including the Irish Grove Woodlot will be carefully considered and every effort made to mitigate these impacts. The current right-of-way for Livingston Avenue passes through the south portion of the woodlot, and would not entail complete loss of the woodlot lands.

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
		idea of not destroying the Irish Grove Woodlot for this extension. Please think of the benefit of the woodlot and the health of our future generations. Concerned citizens of Grimsby [redacted]	We appreciate your concern for natural asset protection and will take your comments into consideration in the evaluation of alternative solutions.
06/08/2019	Email - Received	My wife, [redacted], is a majority landowner of the property referred to as the Irish Grove Woodlot on Hunter Road. She has written many letters to the Region and Province as well as having meetings with the Region and City of Grimsby stating emphatically that she and her family who own the majority of the property are in full agreement of having the Livingston Ave. extension completed thus giving them access to the property both on the 27 acres to the north of the right of way and to the 3 acres to the south of the right of way. It seems foolish not to complete the extension as the right of way is already there, the infrastructure is in and it has so many plusses if completed. The GO Station is going to cause major traffic through that area and if people can only access the station from Casablanca, there is going to be major gridlock which also leads to the question, what happens if there is an emergency and the ambulances/fire trucks/police cannot get through. I realize in this day and age there have to be public forums on these decisions but in actual fact the people who should have the greatest say are the people who are directly involved and are greatly affected by these decisions and that would be all the landowners themselves. Just because someone doesn't want a road going by their house because it will be busy and noisy is not enough to stop the road going through	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment.

Communication Date DD/MM/YYYY	Communication Method	Summary of Communication	Summary of Response/Action Taken
		and in this particular case they cannot even suggest that trees will have to be cut down as they were taken down off the right of way over 40 years ago and it is just scrub through there now. The NIMBY people all have their nice little places and don't want to see their sleepy little town progress, but progress is a necessary thing for an area as tax dollars are what keep them going. This is a great opportunity for businesses as well as housing to occur in the Grimsby area as many people are being pushed out of the housing market in the Toronto area due to the high cost of living but having the GO train come right to their door in Grimsby would be very attractive. [redacted]	
06/07/2019	Email - Received	Hello, just wanted to express my concern about the possible cut through the Irish Grove woodlot. It should be left untouched forever. Once it's gone, it's gone forever. I heard, someday, if still under the Ford government, we will not recognize Ontario. That is pretty disturbing. Let's fight to hold on to what we have left. Thank you. [redacted]	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and documented for the public record as part of the Environmental Assessment. As part of the Environmental Assessment process, any impacts to natural heritage assets including the Irish Grove Woodlot will be carefully considered and every effort made to mitigate these impacts. The current right-of-way for Livingston Avenue passes through the south portion of the woodlot, and would not entail complete loss of the woodlot lands. We appreciate your concern for natural asset protection and will take your comments into consideration in the evaluation of alternative solutions.
06/08/2019	Email - Received	I now reside in Edmonton, Alberta and through inheritance from my mother, Emily Irish Simpson, am one of the five owners of the family farm property on Hunter	Thank you for the comments submitted on the Livingston Avenue Extension EA. Your comments are noted and will be integrated into the evaluation of alternative solutions, and

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		Road that is referred to as "the woodlot". I would like to start by saying the property which has suddenly become known as the "Irish Grove Woodlot" is PRIVATE PROPERTY and it seems the only people who seem to have no say as to what we do with it are the true majority land owners, that being Edith Atkins, Danny Simpson and Donna Middleton. The McGinty government put the "greenbelt" on our property causing us to lose a sale that was on the table at that time. The majority owners are in full agreement that the Livingston Ave. extension must be completed. It was started over 40 years ago complete with sewers/water and phone services paid for with tax dollars and the Region/City should now take advantage of completing the extension which will alleviate future traffic gridlock around the GO Station, allow for easier access for emergency vehicles and it would provide opportunities for growth in the area as people will want to live in the more affordable Grimsby area and commute to the expensive Toronto area. We are the ones who are directly affected (ie. the landowners along the Livingston Ave. right of way) and therefore it should be us that you are listening to and not the NIMBY public. Completing the extension will make Grimsby business and housing (taxes) more accessible and attractive. The Livingston Ave. extension would automatically give us access to our property, both the 27 acres on the north side of the right of way and the 3 acres on the south side. Presently we have no access to that 3 acre parcel. If the Livingston Ave. extension is a "no go" we will be requesting that the City/Region provide us with a proper access road to that 3 acres. Again, if Livingston Ave. is a "no go". the Region/City/Province/Metrolink should possibly consider looking at purchasing the "woodlot" property at fair market pricing and build a road along the	documented for the public record as part of the Environmental Assessment. Kindly note that as per the Provincial regulations that govern the Environmental Assessment, a community-wide consultation effort is being undertaken, and all voices are important in the decision-making process. We appreciate your concerns as directly-affected property owners, and will take your suggestions and comments into consideration through the evaluation of alternative solutions.

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		railroad tracks from Hunter Road to Casablanca (GO Station parking lot), which would firstly, help with the traffic gridlock at the GO Station, secondly is away from the NIMBY people in the subdivision on Hunter Road who are complaining of the traffic on Hunter Road if Livingston Ave. goes through and thirdly, turn the wooded area into a public park or Conservation area, for all to enjoy and this would also satisfy the "tree huggers" and "conservationists" as well as holding with the "greenbelt" parameters. This would also make it easier for emergency vehicles to get in and out of the GO Station area. Again, I and my family are in full support of the completion of Livingston Ave. which should have been done over 40 years ago when they expropriated the land, cut the trees down, and put the sewers, etc. in. In order for the area to progress, this road must go through, sooner rather than later. Thank you for your attention to this matter. [redacted]	
11/4/2019	Email - Received	Hello Rino. We fully support your Niagara Region's submission to the proposed changes to the Provincial Policy Statement (ERO #019-0279). In particular under the ITEMS FOR	Comments received and filed for the EA Record.

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		CONSIDERATION and PDS-31-2019 - Proposed Changes to the Provincial Policy Statement: Create "Specialty Crop Area Guidelines" The definition for "specialty crop area" – which remains unchanged in the draft PPS – mentions that areas are designated using guidelines developed by the Province. Niagara has a significant portion of land designated as specialty crop area. Presently, there are many instances in Niagara where lands are designated as specialty crop area where, in fact, those lands are unsuitable for any type of agriculture-related use. The Region requests the Province to create its referenced guideline and review existing specialty crop areas to accurately reflect existing uses through ground-truthed analysis. There was an Specialty Crop Greenbelt Study Report - prepared for the Town of Grimsby by AgPlan Limited on October 28, 2016 (attached). In the section 7.0 CONCLUSIONS/OPINIONS on page 41 of this study it states: The findings of this study demonstrate that the lands proposed to be removed from the specialty crop area in Grimsby are relatively poor for the production of specialty crops. Several of the tests for the designation of a specialty crop area are not met: specialty crop production is not predominant, soil capability and soil potential in Grimsby is not the best found in Niagara and in some areas is diminished due to non-agricultural development, fewer farms and farmers are producing fruits and vegetables within Grimsby and, as a result, there is	

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		diminishing infrastructure as well as fewer farmers skilled in the production of fruits and vegetables. Given the characteristics of the lands in Grimsby proposed to be removed from the specialty crop area (areas identified within this report as one and two and located north of the Niagara Escarpment), I am of the opinion that the lands can reasonably be removed from that specialty crop area designation. Michael K. Hoffman The conclusions/opinions of the study relate to the highlighted red hatched areas (that is within a Major Transit Station Area as identified in ROPA 13 - Modification 31) found on the following map on page 32 of the study: Thanks [redacted]	
01/23/2020	Email - Received	For PIC #3 on Jan 27, 2020 - Why it is important to complete the Livingston Ave extension: 1.Will provide a much needed access route to the Grimsby GO Train station, will make the train station a more viable option for a greater number of commuters. 2.The Livingston Ave extension lies within what is defined in the Regional Official Plan Amendment 13 (ROPA13) as a Major Transit Station Area. "This includes the lands within an existing or planned higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station,	Comments received and filed for the EA Record.

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		representing about a 10-minute walk." Building the extension is a critical component to provide access to the Grimsby GO Station whether it is via pedestrian, bicycle or vehicle means. This has been mandated by the provincial government to meet the projected population growth that must be included in the Niagara Region Official Plan. This is the reason why the Livingston Ave extension must be completed. 3.Completion of the Livingston Ave extension will be a critical transportation component to meet the conditions for the "Five Year Review of the Regional Policy Plan – New Regional Official Plan" to properly meet the needs for the expected population/transportation growth in the Niagara Region which is expected to double by 2041. 4.During the rush hour or at times when there are closures on the QEW or its service roads and/or Main St West, the Livingston Ave extension will provide an alternate route to reduce the traffic logjams that we see today. This will allow tourists from GTA and USA more easy access through Grimsby and the Niagara Region to promote and build our tourism business. 5.As it stands today many times the QEW is a traffic quagmire to be avoided – the introduction of the Grimsby GO Station and easy access to it via Casablanca Blvd and the Livingston Ave extension is a vital component to the success for moving people. The fear of being in a stand-still traffic jam will be greatly reduced. This will allow first response vehicles to have options to quickly and safely respond to emergencies. Likewise, commuters will have the option to easily access the GO Train station to quickly and safely reach their destinations.	

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		6.Will ease traffic gridlock on the QEW, its service roads and Main Street West - which will reduce vehicles and heavy trucks in bumper-to-bumper stand-still mode emitting carbon emissions. 7.Will provide an alternative route to protect the heritage buildings on Main Street West (Hwy #8) in Grimsby. Completion of the Livingston extension will eliminate the need to widen Main St West (Hwy #8) between across Grimsby from Christie St and Oakes Rd to provide a viable thoroughfare. The completion for the Livingston Ave extension will allow heritage properties found along this stretch of road (on Hwy #8) to be saved; completion of the Livingston extension would allow for bike lanes and sidewalks to safely and effectively move traffic across town and to the GO Train Station. 8.Will provide emergency service vehicles with a complete east-west access route through the town to the hospital. 9.Will provide alternate routes for school buses to safely transport children to area schools. 10.Will be necessary to provide for future population growth expected in the Niagara Region: Source: National Post (6 months ago) GO Train expansion fueling Niagara housing boom Metrolinx began its GO Train service to the Niagara Region in January, and it has already seen relative success and plans for continued expansion. Some of Metrolinx plans include more frequent trips to the region and a new station to be built in Grimsby. They project that Niagara's population of 500,000 will more than double by 2041 and	

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		have made gradual steps to unite the region to Canada's largest market in the GTA. 11.Utilities including water, sewers, natural gas and Bell Canada communication lines are already in place along the Livingston Ave extension but are largely not used because the extension has not been completed – this completed infrastructure must be utilized! Roadway infrastructure is the most important of all public assets; it is too valuable to let it go to waste considering it has already been paid for. 12.Building the Livingston Ave right of way extension will provide the required framework for reducing traffic gridlock and will provide a foundation for the infrastructure required for the new Grimsby GO Train Station and the new businesses and residences that will inevitably move into the GO Train transit hub area. It is unfortunate that the decades-old taxpayer investment into the sidewalks, water mains, Bell lines and sanitary services already implemented in this west Grimsby area have been left unused. 13.In the Executive Summary of the Metrolinx GO Rail Station Access Plan dated December 12, 2016 the following Vision Statement is laid out, the completion of the Livingston Ave extension falls directly within the vision – The Metrolinx Vision statement: GO Transit rail station access will be planned and delivered in an integrated, sustainable, and financially efficient manner to grow ridership, enhance all customers' experience and safety, and reduce the dependency on single-occupant vehicles. Access improvements for all modes will be planned, delivered, and managed in collaboration with key local and provincial partners to	

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		support transportation and land use objectives for increasing the economic competitiveness of the GTHA, improving the quality of life of local communities, and contributing to the region's environmental sustainability. Access improvements will be targeted to maximize returns on investment, support a shift to transit and active transportation, promote the development of more walkable, higher density communities surrounding GO rail stations, and implement Provincial policy objectives. 14.With an influx of business to the Town of Grimsby there will be an increase in local businesses and job opportunities to provide better wages and an increase in tax revenues. This will benefit local residents and provide the opportunity to provide mixed-use housing that will be affordable to residents in town. 15.Most local side streets between Ontario Street and Casablanca Blvd already feed onto Livingston Ave. Thus, Livingston Ave is the main throughway for the Grimsby east-west business corridor. The extension of Livingston Ave will improve this transportation network. Without the extension the business corridor meets a dead-end exactly at the Grimsby GO Train Station and traffic flow to/from west Grimsby is shuttered. Completion of the extension is imperative to eliminate traffic bottlenecks that are already very evident. 16.The extension of Livingston Ave feeds directly into the improvements scheduled to be made to Casablanca Blvd to improve traffic flow, especially for the planned Grimsby GO train station. 17.More employment lands must be developed in the Town of Grimsby to allow businesses to flourish locally.	

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		When employment lands are forced outside of the Niagara Region it increases the traffic gridlock of people commuting to neigbouring communities. People want to work where they live, let them live and work in Grimsby! 18.The Livingston Ave extension will make a crucial contribution to economic development and growth and bring important social benefits to Grimsby. The road will be of vital importance in order to make our town grow and develop. In addition, it will provide access to employment, social, health and education lands. It will provide expansion of the road network for development that is crucial in providing affordable housing. The extension will open up more areas and stimulate economic and social development. 19.Properties along the approximate 1.5 km stretch of the Livingston Ave extension between Casablanca Blvd and Oakes Rd North are physically divided into two parcels. The north portion of each of these lands is land-locked along the CN rail line i.e., if the extension were not to be used as a roadway; this is of great concern to the landowners! The proper solution would be for the Niagara Region to build the Livingston Ave right of way extension. It is a fair and reasonable request to complete the extension since it has been planned by the region since 1972. 20.Property owners that border the Livingston Extension are in favour to complete the Livingston Ave extension, there is no opposition to the building of this road. 21.The following is some background information taken from a Town of Grimsby Planning Department memo dated November 3, 2014. This excerpt can be found in the	

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		Planning and Development Committee meeting agenda background info noted below (why should this investment be thrown away?): •Regional Road 512 (Livingston Ave) presently terminates approximately 200m west of Casablanca Blvd. The Town of Grimsby completed a Transportation Planning Study in 1995 which identified the extension of Livingston Ave between Casablanca Blvd and Oakes Road as part of the roadway improvement plan. •A further Traffic Operations Review/Geometric Review study was completed by Niagara Region in 2011 which identified the need to extend Regional Road 512 (Livingston Ave) from Regional Road 10 (Casablanca Blvd) to Oakes Road. •The Livingston Ave right of way was obtained in 1972, it is believed by the DHO (Department of Highways Ontario) part of a Transfer of Highway #8 to Regional Government (assumption expropriated). A sanitary sewer was installed through the area between Casablanca Blvd and Hunter Road in 1979 to service the Elmer/Geddes Street Subdivision on Hunter Road. This necessitated the clearing of a 10 metre corridor through the woodlot to the east of Hunter through the unopened road allowance from Hunter to Casablanca Blvd. The subdivision was registered as Plan 403 "Forest Park" in 1956. •A watermain was installed to the west between Hunter Road and Oakes Road in 1983. •The Value of the Sewer is in the range of $1 million. The value of the Watermain is in the range of $¾ million. •Both the Water main and sewer line are in use. The sewer serves the residential development in the vicinity of Hunter Road/Geddes. The town conducts active ongoing maintenance of the services, and as part of the maintenance program needs to maintain a 5m wide corridor free of trees. This necessitates removal of some	

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		of the post 1970s "bush" regrowth that has occurred since the services were installed. 22.Push-back against progressive developments such as completion of the Livingston Ave extension in the Town of Grimsby, is not in keeping with the future growth obligations that have been outlined by the province for the Niagara Region or the Town of Grimsby. The push-back is discriminatory conduct against the many that are less fortunate and cannot afford to rent or buy homes in the Niagara Region. [redacted]	
01/23/2020	Email - Received	Hello again. Further to the earlier email today, note the following: Just now in the news: From the NewsNow E-Edition January 23 2020 Headline "Grimsby Circles wagons about Livingston Ext" Sounding the alarm for a public meeting is common among residents, but Grimsby Council is doing just that regarding this coming Monday's Public Information Centre for the Livingston Extension. When notice of the meeting came out in early January, councillors were disappointed at the verbiage. "A resolution was already put forward in June, stating that Council does not support the Livingston Avenue extension – "...the duly elected 2019-2022 term of Council for the Town of Grimsby does not support an extension of	

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		Livingston Avenue, through Greenbelt land...," noted clerk Sarah Kim in response to a councillor's question. "The Region should stop the (extension) process to proceed," said Reg. Coun. Wayne Fertich. The meeting is set for the Casablanca Inn on Jan. 27 from 6:15 p.m. Note: Important facts about the Livingston Ave extension lands (a road owned by the Region of Niagara): The Greenbelt Plan (since inception) has never had a ruling to say that roadways cannot be built on Greenbelt land. The extension belongs to the Region of Niagara and Grimsby council has no vote on how it gets used. Town of Grimsby councilors should not be biased and should represent all constituents in the town (not just the hardline conservationist agenda) and allow the process to reach its own conclusion. We find the Grimsby council is very biased against any growth required to meet the provincially forecasted transportation needs for the Region of Niagara, it does not represent the views of all its constituents. The biased behaviour of Grimsby Council is without regard to due process and would appear to contravene a good code of conduct. We (group of private land owners and others who care about meeting growth needs) have an opposing view to Grimsby council and will be on hand to voice our support at PIC #3 for abiding by the process to allow for the extension to be completed. It appears the vision of the Ontario Auditor General has come to fruition - "In a special report she released on NPCA operations last year, Ontario Auditor General	

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		Bonnie Lysyk raised concerns that a board dominated by municipal politicians may lead to conflicts of interests when it comes to a Conservation Authority carrying out its core conservation mission."	
01/26/2020	Email - Received	Please STOP paving through woods and fields. I wish politicians and developers would value nature as much as MONEY!	Your comments have been received and will be included as part of the Livingston EA file.
01/27/2020	Email - Received	Hi again, MECP is now asking to review all Schedule "C" ESRs in 'draft' prior to their Notice or Completion. If you could please make a note on file to provide me with the ESR in draft and allow for a 30-day review period, it would be greatly appreciated. Thank you Barb Slattery, EA/Planning Coordinator Ministry of the Environment, Conservation and Parks West Central Region (905) 521-7864	Received and noted for the Project management team.
01/26/2020	Email - Received	I wonder how in this time of a climate change crisis does a cut into a protected greenbelt for a road even get to be a consideration with the regional government . ...there must be better decision making to protect all green spaces, wetland /biodiversity, etc.....it is what we expect from our politicians and the NPCA RECOMMENDATION about the value of this protected greenbelt. Please respond. Thank you.	Comment received and filed for EA Record, to be addressed at PIC#3 on January 27
01/28/2020	Email - Received	I wasn't able to attend the Jan 27th public information session. Are you able to share the presentation? Thank you.	The Regional will post the both the presentation and PIC Display Boards within the next couple of days on the Project Website https://www.niagararegion.ca/projects/livingston-ea/default.aspx

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		[redacted]	We will send a E-Bulletin indicating when the PIC information is posted and accessible by the public.
01/26/2020	Email - Received	Hello Ms. Ryall, I have some concerns and questions about the ongoing Municipal environment assessment for Livingston Avenue Extension in Grimsby. They are in the attached PDF document. Thank you for considering. PDF Summary: • The public consultation, which I think has not been effective; and • The need for any proposed extension to Livingston Avenue to Oakes Road has not been demonstrated; and • The video available through the project web page is misleading and concerning. Following are my explanations. Apologies in advance for the length of my comments. Thank you for considering them. Public consultation: 1. No notification to those of us on the contact list? 2. Wrong web page link 3. Not much info on the web page The Need for The Extension I did not see any information at the May 28th meeting, or on the project web page, that would justify building a new road along the Region's ROW from Emily Street to Oakes Road. In short, in my opinion, there needs to be clarification on how future east-west traffic volumes to 2041 have been estimated, as part of any justification for extending	Good Morning Thank you for providing comments on the Livingston Avenue Extension EA process. Prior to providing a detailed response, Niagara Region staff would like to meet with you following this evening's PIC to discuss the concerns and comments raised. Are there specific meeting times / days that are preferred in arranging a meeting? Please email Carolyn Ryall and myself with possible meeting time. Regards, Jack

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		Livingston Avenue westward through Greenbelt lands to Oakes Road. Specifically, clarification on where it has been assumed that new land development will happen in Grimsby. My reading of the Greenbelt Plan is that to allow a new road to be built through the Greenbelt Plan's Protected Countryside, the Region will need to demonstrate that there is no reasonable alternative. The Dillon analysis seems to point to improvements to the South Service Road (and nothing more) being what is needed out to 2041.	
01/27/2020	Email – Received	Hello, I am writing to you about the proposal to extend Livingston Avenue in Grimsby through a 25-acre parcel of old growth forest. Due to physical handicap I am unable to attend the Public Information Centre tonight. I am using this letter to express to you my concerns regarding this proposal. They are several. First, there is the opposition by local citizens and the Grimsby Council. Second, there is the fact that this area is designated as protected under the Greenbelt. Third, many trees there are over 300 years old, the forest has been described as a living museum, it is recognized provincially and is in the Regional Official plan as being significant. Fourth, wooded area of Niagara currently covers about 12% of the total acreage, less than half of the 30% that is required to have a healthy, functioning environment, and according to the Niagara Peninsula Conservation Authority, the forested areas that do exist in Niagara are mostly in poor shape earning a "D" year after year in their annual Watershed report card.	

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		Fifth, there is the looming issue of climate change. Every mature tree on this planet helps offset the carbon imbalance. Every tree sucks up water and helps prevent flooding. Niagara has already suffered from two major flooding events in the last three years, at great expense to local taxpayers. Our community needs more trees, not less. Cutting down a portion of this forest would be a costly tragedy for Niagara citizens. And, finally, there are the animals to consider. Old growth forests support abundant nature. Dissecting them with a road cuts those populations of animals in half, and many cannot survive in the reduced habitat. Many more will die trying the cross the road. Many citizens of Niagara enjoy seeing and hearing what little native wildlife we have. We do not need to stress and reduce these populations any further. And all for the sake of yet another road, in an era when it is crucial that we lesson our use of automobiles and increase our use of public transit. I am having trouble understanding why this proposal was made in the first place, and I certainly hope it does not pass. Sincerely, Kathryn Crow Chair, Green New Deal Niagara	
		[RESPONSE TO EMAIL FROM KATHRYN CROW, CHAIR, GREEN NEW DEAL NIAGARA] Thank you for articulating these concerns. I do hope that a responsible NPCA will take them seriously. I know there are some members of the NPCA	

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		who have the human made Climate Collapse crisis at heart. Several of them have actually told me that increasing our tree canopy is a priority. I am forwarding your timely message to about 175 addresses in Niagara [redacted]	
01/28/2020	Email – received	My wife and I attended the Information session at the Casablanca Inn last night. First of all,we wanted to express that the event was incredibly well organized and that the posters covered off on the entire EA process well. We are strong proponents of the Livingstone extension, as the most sensible solution in the long term. The Option 1, plus 2 and ultimately 5 approach is well thought out. When we attended PIC #2 we were concerned about the potential effect of extending through the Irish Woodlot. Points that favor cutting through the wood lot include: - the Livingstone easement is only 10% of the overall area of the wood lot - one third of the trees are dead (from your data). The Environmental Mitigation might help the remaining 90% recover. - it is private land, so people arguing that they use it is weak (they are trespassing).	Good evening Thank-you for your feedback on PIC #3 last night. Staff did an excellent job of organizing the information, answer questions and providing details on next steps. Your comments on the draft concepts have been forwarded to Staff as part of the EA file. Thank-you for your participation on a project in your community.

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		- the adjacent (south of Main St.) Escarpment area has plenty of health forest and trails accessible to the public. In terms of the extension options we favor: Option 1 (the widest road & sides) A roundabout at the Main and Oakes intersection. Roundabouts are perfect for medium volume intersections. People were also confused about the Casablanca & Go Train upgrades, which are already approved, and not part of this assessment. As we live off of North Service Road, we are happy to see the addition of stop lights at the QEW off Ramps. The uncontrolled turn to Northbound Casablanca is no longer appropriate, given the traffic volumes. Someone will be killed turning left (north) from the west bound QEW exit ramp We thought that the two facilitators did a great job in representing the crowds' concerns. The staff did an excellent job at responding to the questions that had been "already answered" in the posters and PowerPoint Presentation. [redacted]	
01/30/2020	Email – received	I once again would like this opportunity to share three points of concern which I have already shared with your office and personally with staff at many of the meetings I	Thank-you [redacted] for your email.

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		attended. I have also shared these three points again in the meeting held on January 28th, 2020. 1. First Concern: The current noise levels "today" of Casablanca Blvd and my concern to what the levels will be after the expansion of the five lanes. The five-lane expansion of Casablanca Blvd will be directly in front of our home. Casablanca Blvd is streaming with cars and transport trucks on any given day. Currently the sound levels are very high and at times our home shakes to the current activity with vehicles driving by. We currently never open our windows as the noise levels would be much worse. Even with the house windows closed the noise is currently very loud and at times it's difficult for the children and family to sleep in the evening when trucks, vehicles speed up or down Casablanca. Increasing to five lanes, moving the traffic much closer to our home will result in noise levels to be unbearable. After many meetings it seems as our concerns including that of many other residents in the area are not being heard or considered. I have commented regarding the noise levels of today and have put forward questions regarding what the noise levels will become with the five-lane expansion however it seems as it has gotten nowhere. Having worked in the engineering field for 30 plus years in many different areas, I have previously worked closely with acoustic engineers in USA/Canada, conducting many sound tests in sound test chambers analyzing sound wave patterns etc. I find it hard to believe that the sound levels recorded are of no concern to the committee given the current data and what it would be with the additional lanes added. I realize tests have been conducted as per the director of transportation services has noted however I struggle to believe given my experience, by increasing road capacity dramatically resulting in many more	The design for Casablanca Blvd is at a preliminary stage at this time and will be progressing throughout 2020. Grades will be finalized more towards the summer timeframe where Staff can contact the resident to review his specific property. [redacted] this has been forwarded to engineering for their records. If you also would like to contact myself during the summer, I will forward this to the appropriate staff member to reach out. Regards, Carolyn Ryall

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		vehicles, noise level would not be affected. More vehicles added to system will add to increased noise levels would it not? Let's be honest, by increasing to five lanes will result in dramatically increasing vehicles to the system, results will be increased noise levels no doubt. Also, we are puzzled why Town of Grimbsy would even consider the five lane down and through Casablanca in a residential area moving traffic so closely to our homes and putting families at risk. 2. Second Concern: People who work, live in the area were asked to comment on how these road changes would impact their way of life, negative and positively. I have shared my concerns to how this will dramatically change our lives, more stress and concerns about safety for the kids and my family. As I mentioned the noise level with the addition of more lanes with increased vehicles will be unbearable. Getting out onto Casablanca will become worse then it is today, fighting to yield into the center lane then from the center lane making my out into the two lanes. I would have to speed out of my drive, across two lanes in order to avoid being hit and then having to sit in the center lane, wait until it is safe to make it out onto the lanes. I would love to personally show the team our experiences of today. Currently when we attempt to drive out or into our driveway. we find this task be to very dangerous and difficult given the amount of cars speeding by at 60-70kms at times. Also, we at times have experiencing speeds surpassing 70kms and have contacted the police who have parked outside of our home monitoring the issue. Now just imagine if the road were to be expanded to five lanes what dangerous situations my family would be placed in. When I brought this issue up with personal at the meetings they suggest the centre lane will help with this. When I continued	

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		explaining this exact issue with the representative, how it currently is working in my case, they were unable to provide me any solid solution or answer. I also brought this issue and all issues of concern up with the same individual in last evening's meeting on Jan 28th and received the same response. I was very clear and provided him a detailed explanation to the manner, laying out my points but the representative did not know how to respond. The individual listened and based on his reaction I believe got the point however was lost for words as I believe he finally got my point but did not want to comment negatively towards the project. Actually the only response was that the Casablanca road design is still in the design stages. 3. Thirdly and lastly, Casablanca Blvd current grade or height of the road is much higher than my front yard and the end of my drive is sloped down towards my home. Will the grading or height of the proposed new road be lowered to meet the grading height of the yard or will it be higher? I posed this question to one of the staff members from our Jan 28th meeting however he was not able to clearly answer my question. I actually received the same response to number three question as my number two question. He made note that they have asked the design team to lower the grading or height of Casablanca slightly however the team believe it may not be able to lower the street that much or only slightly given all the drain pipes etc that must be added under the new road to accommodate the new road design. When another neighbor and I tried to explain the issues he was not able to clearly provided a solid response, he hesitated after reviewing our handmade drawings and his response was, " Casablanca is still under design stages"	

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		In closing, I realize that in all situations similar to this huge improvement proposed, there will always be compromises to be made however, does your team believe that the compromise of placing families at risk of serious accidents or greatly affecting their way of life, living on the new five lane is the right thing to do. Please understand, I have lived in Toronto for (50) years and truly understand the benefits of having the GO station here in Grimsby, we are all in support for the Go coming to Grimsby. I however struggle with trying to understand why five lanes on Casablanca. I'm an engineering person and have reviewed the data, taken time to weigh, review all factors and have tried to understand why the five lanes. It makes more sense to me to carry the same road design all the way down the Casablanca Blvd pass Livingstone to the Main street with one lane each way and a center lane rather than funnel many more vehicles down from the south service road to Livingstone Avenue. The five proposed lanes in my opinion will not help in or improve the current congestion on Casablanca when a train is passing. The traffic today at times comes to a halt with current amount of vehicles travelling on Casablanca. The addition of two lanes going both directions will only result in more stopped vehicles stopped, piling up waiting until the train passes. This same concern was put forth many times to the personal who claim there are experts in transportation management however I recall when this question was put forth, what impact will the additional lanes have on the train crossing, he came back with no solid solution. He spoke about other proposed designs of taking Casablanca over and under the trains however one was too costly if I recall and, the other space was the factor. People in the meeting commented, well then we will have more vehicles stopped on 4 lanes now waiting	

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		for the train to pass with traffic piling up as it does today right? His response, I do not believe it will occur. [redacted]	
02/13/2020	Email – received	I am curious has the idea of making the service rd and Hwy 8 -3 lanes with lights that indicate 2 lanes going towards Casablanca in the morning and switching in the evening to say 2 lanes coming from Casablanca. Just like they do on the Jolly cut in Hamilton Respectfully [redacted]	Comment noted for consideration in review of Design Alternatives.
02/16/2020	Email – received	I was very concerned that the survey just focused on the Livingston Road option. I would prefer that the Livingston road remain the same and that the woodlot remain untouched. I prefer the widening of the south service road and also using highway 8 as another option. There were other options given at the meeting but this survey shows that the region has made its decision regardless how the community feels. Obviously, this survey is just a formality to let the people Grimsby think they have some part in the decision making...when in reality it seems that the region has already decided. [redacted]	
02/19/2020	Survey/Questionnaire	Relating to Grimsby - key member in the Niagara Region and site for new GO Train Station: 1. Will provide a much needed access route to the Grimsby GO Train station, will make the train station a more viable option for a greater number of commuters. 2. The Livingston Ave extension lies within what is defined in the Regional Official Plan Amendment 13 (ROPA13) as a Major Transit Station Area. "This includes the lands within an existing or planned	Hello [redacted], Thank you for providing your comments. We will review your comments and continue to consider your previous submissions. We will also be forwarding your comments to members of the Long Range Planning team, who are involved in the

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		higher order transit station or stop within a settlement area; or the area including and around a major bus depot in an urban core. Major transit station areas generally are defined as the area within an approximate 500 to 800 metre radius of a transit station, representing about a 10-minute walk." Building the extension is a critical component to provide access to the Grimsby GO Station whether it is via pedestrian, bicycle or vehicle means. This has been mandated by the provincial government to meet the projected population growth that must be included in the Niagara Region Official Plan. This is the reason why the Livingston Ave extension must be completed. 3. Completion of the Livingston Ave extension will be a critical transportation component to meet the conditions for the "Five Year Review of the Regional Policy Plan – New Regional Official Plan" to properly meet the needs for the expected population/transportation growth in the Niagara Region which is expected to double by 2041. 4. During the rush hour or at times when there are closures on the QEW or its service roads and/or Main St West, the Livingston Ave extension will provide an alternate route to reduce the traffic logjams that we see today. This will allow tourists from GTA and USA more easy access through Grimsby and the Niagara Region to promote and build our tourism business. 5. As it stands today many times the QEW is a traffic quagmire to be avoided – the introduction of the Grimsby GO Station and easy access to it via Casablanca Blvd and the Livingston Ave extension is a vital component to the success for moving people. The fear of being in a stand-still traffic jam will be greatly reduced. This will allow first response vehicles to have options to quickly and safely respond to emergencies. Likewise, commuters will have the option to easily access the GO Train station to quickly and safely reach their destinations. 6. Will ease traffic gridlock on the QEW, its service roads	topics of interest you have identified, for the creation of the new Niagara Official Plan. Best Regards, Niagara Official Plan Team

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		and Main Street West - which will reduce vehicles and heavy trucks in bumper-to-bumper stand-still mode emitting carbon emissions. 7. Will provide an alternative route to protect the heritage buildings on Main Street West (Hwy #8) in Grimsby. Completion of the Livingston extension will eliminate the need to widen Main St West (Hwy #8) between across Grimsby from Christie St and Oakes Rd to provide a viable thoroughfare. The completion for the Livingston Ave extension will allow heritage properties found along this stretch of road (on Hwy #8) to be saved; completion of the Livingston extension would allow for bike lanes and sidewalks to safely and effectively move traffic across town and to the GO Train Station. 8. Will provide emergency service vehicles with a complete east-west access route through the town to the hospital. 9. Will provide alternate routes for school buses to safely transport children to area schools. 10. Will be necessary to provide for future population growth expected in the Niagara Region: Source: National Post (6 months ago) GO Train expansion fueling Niagara housing boom Metrolinx began its GO Train service to the Niagara Region in January, and it has already seen relative success and plans for continued expansion. Some of Metrolinx plans include more frequent trips to the region and a new station to be built in Grimsby. They project that Niagara's population of 500,000 will more than double by 2041 and have made gradual steps to unite the region to Canada's largest market in the GTA. 11. Utilities including water, sewers, natural gas and Bell Canada communication lines are already in place along the Livingston Ave extension but are largely not used because the extension has not been completed – this completed infrastructure must be utilized! Roadway infrastructure is the most important of all public assets; it is too valuable to let it go to waste	

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		considering it has already been paid for. 12. Building the Livingston Ave right of way extension will provide the required framework for reducing traffic gridlock and will provide a foundation for the infrastructure required for the new Grimsby GO Train Station and the new businesses and residences that will inevitably move into the GO Train transit hub area. It is unfortunate that the decades-old taxpayer investment into the sidewalks, water mains, Bell lines and sanitary services already implemented in this west Grimsby area have been left unused. 13. In the Executive Summary of the Metrolinx GO Rail Station Access Plan dated December 12, 2016 the following Vision Statement is laid out, the completion of the Livingston Ave extension falls directly within the vision – The Metrolinx Vision statement: GO Transit rail station access will be planned and delivered in an integrated, sustainable, and financially efficient manner to grow ridership, enhance all customers' experience and safety, and reduce the dependency on single-occupant vehicles. Access improvements for all modes will be planned, delivered, and managed in collaboration with key local and provincial partners to support transportation and land use objectives for increasing the economic competitiveness of the GTHA, improving the quality of life of local communities, and contributing to the region's environmental sustainability. Access improvements will be targeted to maximize returns on investment, support a shift to transit and active transportation, promote the development of more walkable, higher density communities surrounding GO rail stations, and implement Provincial policy objectives. 14. With an influx of business to the Town of Grimsby there will be an increase in local businesses and job opportunities to provide better wages and an increase in tax revenues. This will benefit local residents and provide the opportunity to provide mixed-	

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		use housing that will be affordable to residents in town. 15. Most local side streets between Ontario Street and Casablanca Blvd already feed onto Livingston Ave. Thus, Livingston Ave is the main throughway for the Grimsby east-west business corridor. The extension of Livingston Ave will improve this transportation network. Without the extension the business corridor meets a dead-end exactly at the Grimsby GO Train Station and traffic flow to/from west Grimsby is shuttered. Completion of the extension is imperative to eliminate traffic bottlenecks that are already very evident. 16. The extension of Livingston Ave feeds directly into the improvements scheduled to be made to Casablanca Blvd to improve traffic flow, especially for the planned Grimsby GO train station. 17. More employment lands must be developed in the Town of Grimsby to allow businesses to flourish locally. When employment lands are forced outside of the Niagara Region it increases the traffic gridlock of people commuting to neighboring communities. People want to work where they live, let them live and work in Grimsby! 18. The Livingston Ave extension will make a crucial contribution to economic development and growth and bring important social benefits to Grimsby. The road will be of vital importance in order to make our town grow and develop. In addition, it will provide access to employment, social, health and education lands. It will provide expansion of the road network for development that is crucial in providing affordable housing. The extension will open up more areas and stimulate economic and social development. 19. Properties along the approximate 1.5 km stretch of the Livingston Ave extension between Casablanca Blvd and Oakes Rd North are physically divided into two parcels. The north portion of each of these lands is land-locked along the CN rail line i.e., if the extension were not to be used as a roadway; this is of great concern to the	

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		landowners! The proper solution would be for the Niagara Region to build the Livingston Ave right of way extension. It is a fair and reasonable request to complete the extension since it has been planned by the region since 1972. 20. Property owners that border the Livingston Extension are in favour to complete the Livingston Ave extension, there is no opposition to the building of this road. 21. The following is some background information taken from a Town of Grimsby Planning Department memo dated November 3, 2014. This excerpt can be found in the Planning and Development Committee meeting agenda background info noted below (why should this investment be thrown away?): • Regional Road 512 (Livingston Ave) presently terminates approximately 200m west of Casablanca Blvd. The Town of Grimsby completed a Transportation Planning Study in 1995 which identified the extension of Livingston Ave between Casablanca Blvd and Oakes Road as part of the roadway improvement plan. • A further Traffic Operations Review/Geometric Review study was completed by Niagara Region in 2011 which identified the need to extend Regional Road 512 (Livingston Ave) from Regional Road 10 (Casablanca Blvd) to Oakes Road. • The Livingston Ave right of way was obtained in 1972, it is believed by the DHO (Department of Highways Ontario) part of a Transfer of Highway #8 to Regional Government (assumption expropriated). A sanitary sewer was installed through the area between Casablanca Blvd and Hunter Road in 1979 to service the Elmer/Geddes Street Subdivision on Hunter Road. This necessitated the clearing of a 10 metre corridor through the woodlot to the east of Hunter through the unopened road allowance from Hunter to Casablanca Blvd. The subdivision was registered as Plan 403 “Forest Park” in 1956. • A watermain was installed to the west between Hunter Road and Oakes Road in 1983. • The	

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		Value of the Sewer is in the range of $1 million. The value of the Watermain is in the range of $¾ million. • Both the Water main and sewer line are in use. The sewer serves the residential development in the vicinity of Hunter Road/Geddes. The town conducts active ongoing maintenance of the services, and as part of the maintenance program needs to maintain a 5m wide corridor free of trees. This necessitates removal of some of the post 1970s "bush" regrowth that has occurred since the services were installed. 22. Push-back against progressive developments such as completion of the Livingston Ave extension in the Town of Grimsby, is not in keeping with the future growth obligations that have been outlined by the province for the Niagara Region or the Town of Grimsby. The push-back is discriminatory conduct against the many that are less fortunate and cannot afford to rent or buy homes in the Niagara Region. 23. The Livingston Avenue extension in Grimsby is property of the Region of Niagara and their decision - based on scientific findings in the Environmental Assessment - should not be influenced by municipalities and agencies that have NIMBY agenda's that have been noted in the Ontario Human Rights commission. 23. The build for the Livingston Avenue extension will provide alleviation for traffic on the South Service Road and Casablanca interchange. Also, this will alleviate traffic demands that will be imposed on the Hwy #8 Heritage Properties. 24. The Livingston Avenue extension will provide 2 critical arteries to 1) a direct access to the Grimsby GO Train Station parking lot and 2) access for the community to bring business to the downtown merchants. 25. The current attitude (which is very strong for many residents in the Niagara Region) is every person in the household must have their own car, and will never use the GO Train to commute to Toronto. The reality is the GO Train will be	

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		used by tourists to visit and bring business to the Niagara Region, will permit residents to commute to Hamilton Health Sciences (HHS) hospitals (the largest employer of persons in the Region (this includes the Grimsby Hospital that is part of the HHS family. 26. Each municipality in the Niagara Region must implement a comprehensive plan for local public transit to change the mindset of NIMBY residents and encourage them become one-car families. 27. The Livingston Avenue extension of 1.5 km has been identified and planned as a requirement since 1972 (i.e., for 48 years). It is time to move on this, how long does it take to make this critical arterial roadway to be built!?	
02/21/2020	Survey/Questionnaire	Could I have a copy of the above? What is the Cultural Heritage Landscape? Thank You [redacted]	
03/12/2020	Survey/Questionnaire	We fully support the planned build for the Grimsby GO Train station to service Grimsby and the Niagara Region. - The Livingston Avenue Extension in Grimsby must be completed to provide a corridor for tourists and commuters to access the GO Train Station and the downtown business sector of Grimsby and Region of Niagara. We share this as the selected preferred option of the Region of Niagara as this is the most effective means to reduce the already heavy traffic congestion within Grimsby as well as to meet the future transportation needs in Grimsby, Niagara and the surrounding Greater Golden Horseshoe Area. - Building the Livingston Avenue extension in Grimsby will provide the required framework for reducing traffic gridlock and will provide a foundation for the infrastructure required for the new Grimsby GO Train Station and the new businesses and residences that will inevitably move into the GO Train station area, i.e. Major Transit Station Area. In fact, there was existing infrastructure built onto the extension in 1983. It is unfortunate that the decades-old taxpayer investment	Hello [redacted], Thank you for providing your comments. You have been added to our subscriber list and will receive new Niagara Official Plan updates as they are released. We will also be forwarding your comments to members of the Long Range Planning team, who are involved in the topics of interest you have identified, for the creation of the new Niagara Official Plan. Best Regards, Niagara Official Plan Team

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		into the sidewalks, water mains, Bell Canada lines and sanitary services already implemented in this west Grimsby area have been left unused. - Private property owners along the Livingston Avenue extension corridor are in favour for its completion. - The Livingston Avenue extension in Grimsby will provide first response emergency service vehicles with a complete east-west access route through the town to the hospital. - Planning must include consideration for building the housing, transportation and employment lands to meet the expected population growth for the Niagara Region which is expected to double by 2041. The lower tier municipalities in the Region of Niagara must submit to the mandates of the province and the region to meet the goals. - Restrictive land use policies and limitation of urban boundary expansion by lower tier municipalities prevent needed growth, this mindset must be changed. - The push-back for growth in the region is discriminatory conduct against the many that are less fortunate and cannot afford to rent or buy homes in the Niagara Region any longer. - Residents are being subjected to unprecedented tax increases by the recent lower tier municipalities who are sharply increasing their spending to fund studies and legal fees to suppress needed growth.	
18/03/20	**INTERNAL EMAIL**	Hi Barb We sent out an E-Bulletin today regarding extending the public comment period from March 20, 2020 to March 31, 2020 related to the PIC #3 Material and Q & A Posting on the project website. Note PIC was held on January 27, 2020. We don't want COVID-19 influences to becomes a basis for a Part II Order.	Hello Jack, Of course we have no concerns with extending posting periods. Barb Slattery, EA/Planning Coordinator Ministry of the Environment, Conservation and Parks West Central Region (905) 521-7864

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		Therefore, we would like MECP opinion if this extension is reasonable given the issues with respect to COVID-19. Your thoughts appreciated. Jack	
31/03/2020	Email – received	First, we would like to express our best wishes to you and your cohorts for continued good health during these very challenging times. The Region has tremendous work in front of it for the well being of the citizens and community. We can wish those involved success and God Speed. Thank you for responding to our second letter sent to your office since the 3rd PIC was held. We do hope that our comments and thoughts have a positive outcome for the environment and to reduce future budget pressures of the Region by providing information to your office to encourage it to not build the proposed extension to Livingston Ave. Your office has also notified us in an email of March 18 that the comment period for the Livingston EA was extended to March 31st, 2020 from March 20. With this email a survey was included about one of the display panels that was posted at the 3rd PIC on the choices of road width for the proposed extension of Livingston Ave west of Casablanca Blvd. We will not be responding to the survey. The survey did not ask as to whether the respondents wanted the road period. It assumes that all want the road. This is highly biased. There was not even a space for comments.	Good Afternoon Please find attached a response to your letter of March 11, 2020. With respect to PIC #3 commenting period, the March 20, 2020 deadline has been extended to March 31, 2020. Following the release of the Livingston ESR later this spring, you will be notified of the ESR release at which time the Public and Stakeholders will have a 45 day review period of ESR documentation. Regards, Jack Thompson EA Project Coordinator

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		From the mood of the citizens attending the 3rd PIC we believe that the majority were not in favour of the road. With the survey we are afraid that we will see a statement in a future report that the majority of respondents choose a particular road design option without mentioning that "no road" was not an option. You indicate that sometime after March 31st your office will be releasing the background documents of the Livingston EA. Finding the energy and resources to deal with a review of the studies will be questionable for us. During these difficult and very uncertain times we will have much different priorities about our future in our home and community than further arguing details about an expensive, unnecessary and environmentally damaging road. Please stay well	

Livingston Avenue Extension Class Environmental Assessment

Comment-Response Table regarding the letter from [redacted] dated March 11, 2020

I.D. #	Comment	Response
1.	On February 12, 2020 we sent you our first letter stating our concerns about the present ongoing Livingston Ave Environmental Assessment. In that letter we stated we would be sending another letter about the fact that your office and or the consultant, Dillon, has not released any background studies, specifically the Environmental Study Report and related appendices.	Background studies are not typically released in a Class EA process in advance of the release of the Environmental Study Report (ESR) An Initial Draft of the ESR for the Livingston Avenue Class Environmental Assessment (Livingston EA) is in preparation. The final Environmental Study Report, expected to be completed later this spring, will contain all related appendices and background reports. All information that was displayed and discussed at the January 2020 Public Information Centre (PIC) is available on the project's web site. The comment period that we are currently in (that has been extended to March 31, 2020) is for any comments that you have on the materials and presentation from the January PIC. Once the ESR for Livingston Avenue is available for public review, you well be notified and a further 45-day period will be made available to you for additional comments.
2.	This is the second EA for the Livingston Ave Extension and it started in 2018. The first EA for the extension was started in May 2014 and cancelled or put into abeyance sometime around 2016.	Acknowledged
3.	We have made inquiries during this EA process and have received conflicting information about when background studies could be released. We were finally told the studies would be available after the 3rd PIC was held. We were certainly disappointed with this reply but were patient.	Acknowledged
4.	The 3rd PIC has been held and inquires have been made again. We are now told that they will not be available until after the March 20th deadline date for submissions from the public. We are so disappointed	The "March 20th deadline (now extended to March 31st) is to receive comments on the January PIC. Following that and the release of the full Livingston ESR later this spring you will be

I.D. #	Comment	Response
	with this process. How can we possibly complete our comments when we have not been provided with the information that your office has?	notified and will have a 45 day review period of the complete documentation.
5.	We did receive one draft background study from Mr. Paul MacLeod of Dillon from the work of the first Livingston Ave EA. We received it on July 9, 2018. The report had been submitted to the Region in January 2015, three and a half years earlier.	The report that was provided in July 2018 was the "Terrestrial and Aquatic Ecosystems - Existing Conditions Report, January 2015" by Amec Foster Wheeler, completed earlier as part of the previous EA that was put on hold.
6.	In Mr. MacLeod's email accompanying the report on "Terrestrial and Aquatic Ecosystems Existing Conditions" he mentions that "*the assessment work was carried out using a relatively narrow corridor along the Livingston Avenue Extension*."	Acknowledged
7.	When we review the display panels from the PIC's of the new EA we see that the arborist for Dillon Consulting only outlines the trees in the road allowance.	All woodlots wooded areas within a broader study area have been reviewed. More detailed, tree-by-tree inventories were carried out in the road allowance due as these trees were likely to undergo direct physical impact as a result of the proposed project.
8.	We are left with the observation that the work of the EA did not fully explore the ecological richness of the Irish Grove Woodlot, a woodlot recognized by the Region of Niagara's own Official Plan as an Environmental Conservation Area. By failing to do this the EA process could not fully outline the full effects of the construction of the road nor understand what the biological inventory of the area is.	It is noted that the Irish Grove Woodlot is privately owned and that the EA Study Team received permission from the landowners to enter the woodlot. The entire Irish Grove woodlot was reviewed in the field. Ecological Land Classification (ELC) surveys were completed for the Irish Grove Woodlot in accordance with agency protocol. Botanical assessments were completed for the Irish Grove Woodlot over three seasons (spring, summer and fall) to determine presence, richness and abundance of botanical species. Breeding bird surveys were also completed within the Irish Grove Woodlot in accordance with agency protocol to determine presence (or lack thereof) of significant wildlife habitat (SWH) and estimates of species richness and abundance. Lastly, the watercourse was assessed for channel form, presence/absence of flow, substrate type, channel dimensions, riparian vegetation and whether the feature had the potential to support fish habitat.

I.D. #	Comment	Response
9.	On July 14, 2019 an email was sent to Mr. MacLeod about when background studies for the new EA could be provided. No response was received. A reminder was sent on August 1 to Mr. MacLeod and on that date you replied. See below. [redacted] August 1, 2019 Reports / Studies filed for the Casablanca EA were for the larger geographical boundary, which includes Livingston. Additional works / studies related specifically to Livingston such as the Natural Heritage Study Report are in draft and will be released once finalized. Information was displaye which is on the Region's website from at the last PIC and can be provided if needed to assist with your comments. Regards, ***Carolyn Ryall*** Director	Acknowledged
10.	On Feb 11, 2020 an email was received from Mr. Paul MacLeod concluding with: *This represents the natural environment background data that is currently available. We are working on preparing the final project documentation (Environmental Study Report and related appendices) and those will be posted for public review as part of the Notice of Study Completion, scheduled for later this spring.*	Acknowledged
11.	Again, we find frustration with not being provided with the background studies and no specific date as to when they will be released. This has been an ongoing story since 2014.	See above (responses 1 and 4)
12.	We hopefully do not need to remind your office of the negative effects of forest fragmentation on its ecosystem caused by roads.	Woodland fragmentation and its impacts on the ecosystem were considered as part of the natural environment criteria in support of the design alternatives: • potential for removal of vegetation and terrestrial wildlife habitat;

I.D. #	Comment	Response
		• potential for effects to vegetation and terrestrial habitat; • potential for effects on fish and aquatic habitat/water quality; • potential for effects on species at risk; • potential for fragmentation of wildlife habitat; and • potential for effects on wildlife movement.
13.	Or of the huge decline, billions, of birds in North America.	Refer to the response provided above (Item 12)
14.	Or of the importance of natural forested areas to air quality and the natural environment.	Refer to the response provided above (Item 12)
15.	We did not find any reference to studies during the new EA on amphibians and bats.	Based on the field investigation results, there is potential for the woodlands to provide SAR bat habitat. In addition, the Study Area also has the potential to provide candidate SWH, though not limited to, the following: • land bird migratory stopover area; • bat maternity colonies; • raptor wintering areas; • amphibian breeding habitat; and • species concern and rare wildlife species. Candidacy was assumed for aforementioned habitats where seasonal surveys were not completed in order to infer the habitats were absent.
16.	We can only assume that your office and Dillon have complied with instructions provided to the Region by the Ministry of Natural Resources and Forestry.	Dillon consulted with MNRF early in the EA process regarding potential permitting requirements under the Endangered Species Act, 2007.
17.	There is an adjoining 2.5 hectare (5.6 acre) woodlot on the west side of Hunter Rd to the Irish Grove Woodlot. We do not know what significance your work gave it.	Ecological Land Classification (ELC) surveys were completed for this woodlot in accordance with agency protocol. Botanical assessments were also completed for this over three seasons (spring, summer and fall) to determine presence, richness and abundance of botanical species. Lastly, breeding bird surveys

I.D. #	Comment	Response
		were completed within the woodlot in accordance with agency protocol to determine presence (or lack thereof) significant wildlife habitat (SWH) and estimates of species richness and abundance.
18.	There are approximately 12.25 hectares (30 acres) of wildlife habitat on the west side of Hunter Rd adjacent to the proposed extension of Livingston Ave. We do not know what studies were carried out on these lands, if any, for biological inventory and the effects that the road would have on the wildlife here. Again, these lands are all in the Greenbelt.	Refer to the response provided above (Item 17)
19.	As we mention in our letter of Feb. 12, 2020 this has been an exhausting time for us and other citizens with these 2 EA processes.	Acknowledged
20.	The Region has spent large amounts of money on consultants and staff towards these EA's. Over $100,000 for the first cancelled EA and we are told about $250,000 on the new one without Regional staff time being included. Citizens have had to do everything from scratch with their own funds and volunteer time. The absence of backgrounds studies just ties our hands behind our backs.	As indicated previously you will be given a future opportunity to review all project materials once the ESR is filed.
21.	Sadly, we are left to think that by the time reports might be released that it will be too late in the process to properly review them and provide feedback, this being the 11th of March and the deadline for submission being the 20th of this month.	Refer to the response provided in Item 1 above.
22.	You stated in your email of August 1st ,2019 that the *"Natural Heritage Study Report are in draft and will be released once finalized."* That was 7 months ago.	See response below (Item 23)
23.	Considering the 3rd PIC has been held and a recommendation has been made by your office we assume the draft reports have been finalized. When will they be released?	We are currently finalizing all the background reports for the Livingston EA and these will be made available during the ESR45-day public review period.
24.	Could you please inform us as to what happens after March 20, 2020 with this EA process?	Refer to the response provided in Item 1 above.

Casablanca Boulevard + Livingston Avenue EA & Detailed Design Project

[redacted] Letter of June 5, 2018 Re: Class EA for Livingston Ave Ext. Announcement– Comment Response Table

I.D. #	Comment	Response
1.	I have reviewed the May 31st notice for the EA's for Casablanca Blvd and the Livingston Ave Extension. I would like to start my letter with an explanation. I have not had the pleasure of meeting you nor have I had the opportunity yet of discussing the parameters of the Livingston Ave EA with you. As you may know I have been deeply involved in the opposition to the extension of Livingston Ave since May of 2014. Over the last year I have been told a number of times that the Casablanca Blvd EA would be restarted in 2018. At the same time the recommencement of the Livingston EA was not mentioned. Now that I have seen the advertisement for the two EA's I am very concerned about the process and how it is being presented to the public.	Acknowledged.
2.	This notice is similar to the notices from May of 2014 for the same EA's but I am pleased to see that the EA for Casablanca Blvd has been enlarged to go from the North Service Rd to Main St. (Hwy # 8)	Acknowledged
3.	First, I would like to express my grave concerns about the fact that the two EA's are being dealt with as if they were one. For the general public the whole process is confusing and having only one Public Information Centre, PIC, will add to the confusion and will certainly distract from the importance of the Casablanca Blvd EA. It will also make it more difficult for the public to clearly delineate between the two EA's and voice their opinions on the proposed Livingston Ave. EA.	The two projects are addressing separate problems and opportunities and will have separate Environmental Study Reports (ESRs). The schedule for the Casablanca project is related to the opening of the new GO station while the needs of additional east-west vehicle capacity is more long term. The information presented at the PIC including the display panels will make clear that the two projects are separate following individual planning and design processes. The early EA work of each project (transportation network need and justification. examination of alternative solutions and basic data gathering) is best done together due to significant overlap and work and schedule efficiencies.
4.	Secondly, I fail to see how any EA for the Livingston Ave EA can be done properly without knowing the outcome of the Casablanca EA first.	The two projects address different problems and opportunities and the outcome of the Casablanca project is not expected to have an influence on the outcome of the Livingston project. Note that the existing section of Livingston from Casablanca to Emily is being addressed as part of the Casablanca EA. As well, the Casablanca EA is to be completed in advance of the Livingston EA and so the results of the Casablanca EA will be available prior to the completion of the Livingston EA.

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5.	The two EA's are very different. Casablanca EA is dealing with a present road that is subject to increasing traffic and new growth on either side of the QEW. To my knowledge the public has not voiced any opposition to the prospect of improving Casablanca Blvd.	Agreed – the two projects are different and are addressing different problems and opportunities. However, they do have some geographic overlap and have some commonality with respect to local access/mobility considerations.
6.	The Livingston Ave EA deals with a road that does not exist. Since May of 2014 the public has been very engaged in voicing their opposition to the idea of Livingston Ave being extended to Oaks Rd (Main St.) from Casablanca Blvd. As you may know the proposed extension of Livingston Ave runs through the Irish Grove Woodlot and into the Greenbelt. The Irish Grove Woodlot is Provincially and Regionally Significant. It is the most significant woodlot on the Lake Ontario Plain in Niagara.	We are aware that the woodlot east of Hunter Rd. is designated as an Environmental Conservation Area and is a Significant Woodland. Potential impacts to this woodland will be considered in the evaluation of alternative solutions and designs to address east-west vehicle capacity constraints. We note that the Region owns a 30 m (100 foot) road right-of-way through the woodlot.
7.	Beginning in May of 2014 I and others sent in numerous letters to the office of Mr. Cam Milne voicing concerns about the Livingston Ave EA. I hope that you have reviewed the letters previously received by your office. I do hope that should you proceed with the PIC to include the Livingston Ave extension that you will present the full dossier of letters and the citizens petition, mentioned below, as part of your presentation.	Yes we are aware of the previous correspondence related to the project. Niagara Region is undertaking this new EA study and the EA process will accept current public comments submitted as part of the 2018 Livingston Avenue Extension EA public participation process.
8.	I hope that you will send a notice to all who have sent letters that the EA has been restarted.	Niagara Region has hand-delivered a Notice of Study Commencement to properties within the defined study are in May and June and have emailed a Notice of Study Commencement and Notice of Public Information Centre #1 to those individuals that expressed interest in receiving ongoing updates as part of the GO Hub and Transit Stations Study and Grimsby GO Station OPA process.
9.	Your description in this EA's advertisement for Livingston Ave refers to "Previous traffic and transportation planning studies have identified the extension of Livingston Ave between Casablanca and Oakes Rd North". What are these studies? Are you referring to the same studies that were mentioned in the advertisement for the 2014 EA of Livingston Ave?	These studies are the recent, transportation studies completed by the Region including the 2017 Transportation Master Plan and the current GO Hub and Transit Stations Study. We note that updated transportation assessments are being undertaken as part of the EA process for the two projects.
10.	Your statement says the studies identified the extension, but you do not say for what reason or why.	Acknowledged. We were simply stating that the extension had been previously identified. We will be looking at the justification for any extension in this current EA.
11.	Your ad states that the "The Study will confirm the need for the extension etc." The wording of this is alarming. A huge assumption is being made and one that is very unpopular in the Town of Grimsby. Is not the intent of an EA to	Yes, the EA for Livingston will consider several alternatives including the Do Nothing. This study process will assess the need and timing for a Livingston Avenue extension and/or other possible solutions to the

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	determine all options and one of the options is to do nothing?	identified problem/opportunity.
12.	I notice in the advertisement that your study area goes south to include Main St. W. (Hwy #8). There have been many questions from the public before May 2014, since 2014 and more will be coming as to why Main St. W. from Casablanca Blvd to Oaks Rd has not been properly maintained. It has been virtually ignored by the Region.	The potential to improve Main St. as a solution to long-term east-west capacity deficiencies will be examined in the EA study.
13.	Considering that the EA for Casablanca now extends to Main St it would only be logical for the other EA be for Main St from Casablanca Blvd to Oaks Rd.	See above response.
14.	Main St is an existing road. It is the existing link to Stoney Creek and it should be given far higher priority for an EA for improvements than building another east/west road in Grimsby that is not needed or wanted.	See above response.
15.	I have spoken to numerous committees of Grimsby's Town Council and the Council of the Niagara Region about the idea of the Livingston Ave. extension not being needed and very environmentally damaging if it was to go ahead. Some parties have stated that the woodlot is protected and that the road will not harm it. Let me be very frank. A major road passing through this woodlot is the greatest threat that it is facing. I go into great deal in one of my previous letter of January 3, 2015 to Mr. Cam Milne about the significance of the woodlot and the criteria used to measure its significance (Letter attached and Appendix B Trees).	Comment noted.
16.	A hand written petition with over 1100 signatures was submitted to the Region of Niagara protesting the road during one of my presentations.	Comment noted.
17.	As you may know the PIC for the 2014 EA was not held. The public were not given an opportunity to further express their disapproval for the possible road extension at a PIC.	The EA process being initiated will include many opportunities for public consultation and input.
18.	Your advertisement of May 31st gives little time for the public to become involved and co-ordinate their communications. This is very concerning considering that the Region hired a consultant some time ago. When the consultant was hired the announcement should have been published.	The EA study is just commencing. There will be several opportunities for input and consultation over the coming months.
19.	In addition to the January 3, 2015 letter to Mr. Cam Milne I have attached other pertinent documents: Brady Report, Letter from H.P. Chard, my letter of May, 2014.	Thank you
20.	Your ad of May 31, 2018 in the Grimsby Lincoln News contains two maps. The legends cannot be read. Not only can the legend not be read, the Greenbelt Boundaries are not shown. Nor does the ad show the proposed Livingston Ave	The intent of the maps is to show the study areas. We will ensure that the legends on future maps will be clearer/legible. The PIC will present these maps for more detailed reviewing.

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	Extension or that it would go through an environmental conservation woodland as noted in the Region's Official Plan. This fact keeps very important information from the public.	
21.	The Niagara Peninsula Conservation Authority has just announced that is starting to carry out flood mapping for the watercourse that travels through the study area for the Livingston EA. Will the EA wait for this flood plain mapping to be completed?	The NPCA will be consulted as part of this EA study. The EA will consider flood related issues.
22.	In your ad it is mentioned "Possible pedestrian and bicycle facilities." I am confused as to what this means and why only possible? Does this refer to a trail rather than a road?	The EA process will consider the implementation of active transportation facilities that can be integrated with the roadway improvements. The design and location of these AT facilities will be determined in the EA.
23.	I hope that you may be able to provide the answers to my questions prior to June 20th.	Yes