



**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

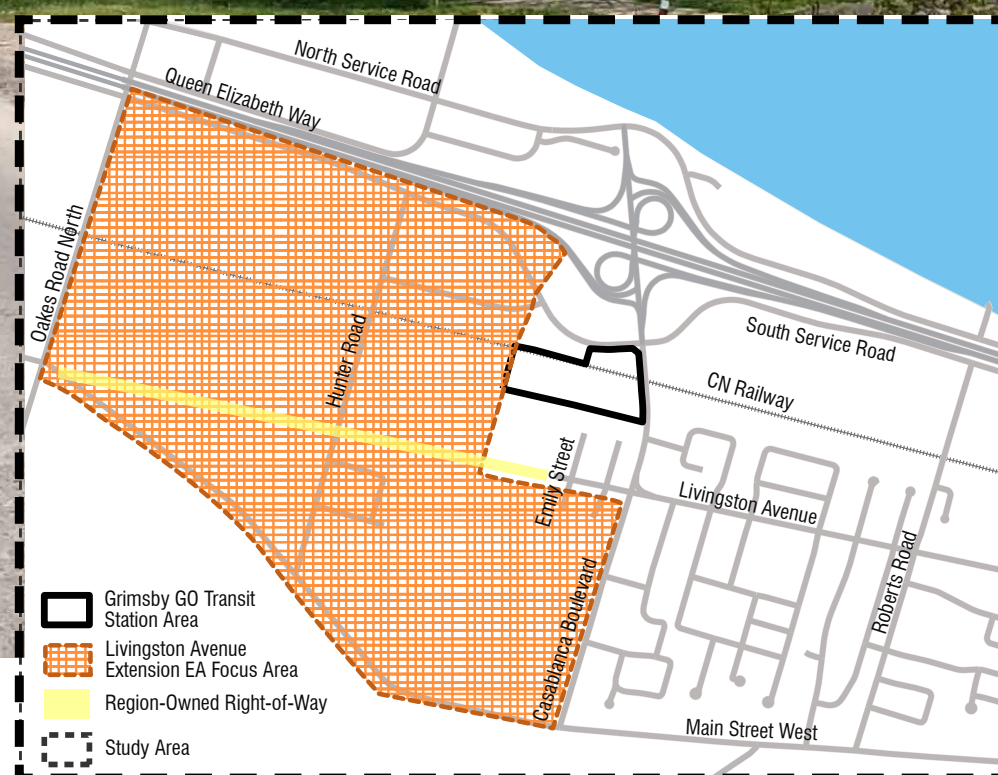
CASABLANCA WINERY INN AND SPA

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

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

MOVING ROADS FORWARD



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

NATURAL HERITAGE

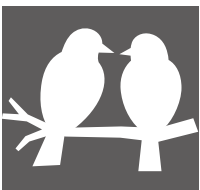
A natural heritage assessment was undertaken for the Study Area between June and October 2018, that included:



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.



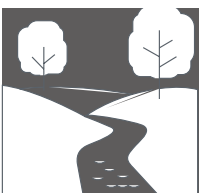
Botanical Inventory, conducted in the spring, summer, and fall of 2018 to determine plant presence, richness, and abundance.



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

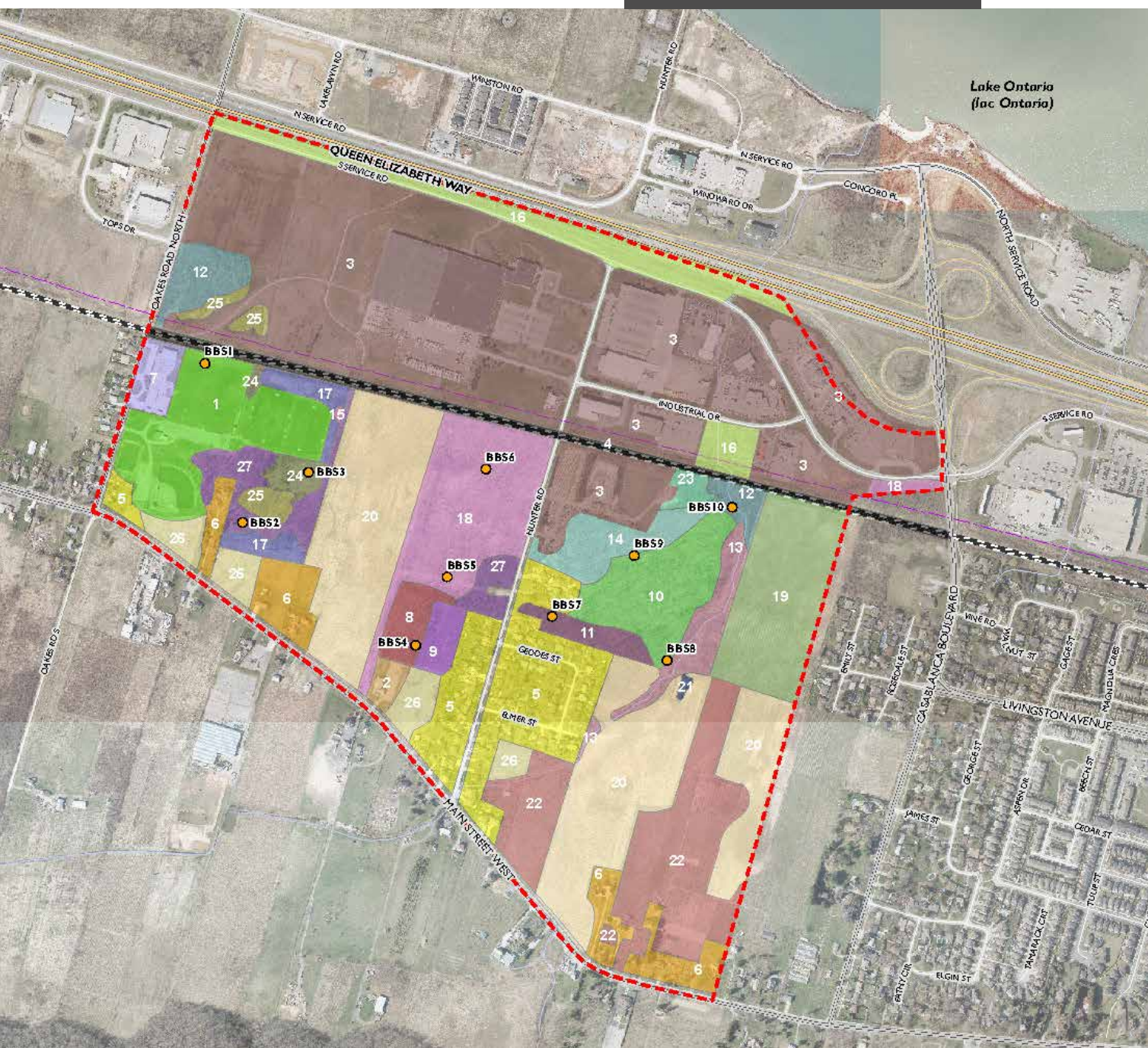


Wildlife Observations, through the site surveys conducted in the spring, summer, and fall of 2018.



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

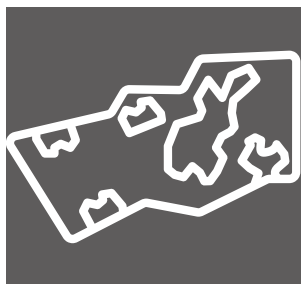
MOVING ROADS FORWARD



- 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, CVL_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 Deciduous 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

ECOLOGICAL LAND CLASSIFICATION AND LOCATION OF BREEDING BIRD SURVEY POINTS

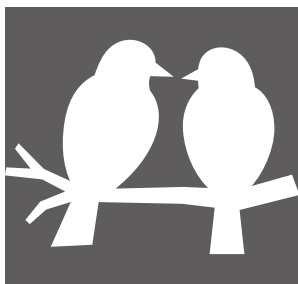
NATURAL HERITAGE



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.

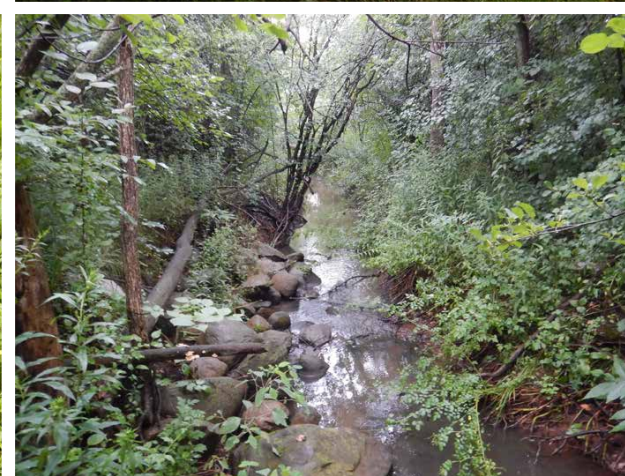
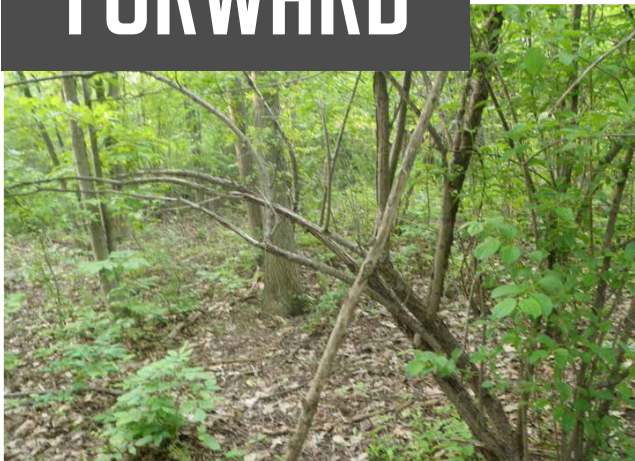
Species at Risk (Threatened): Observed in fields and areas outside the Woodlands:

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

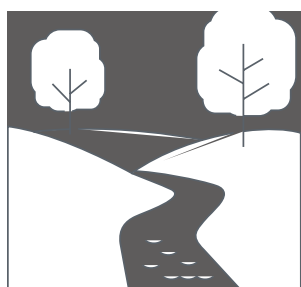
Species of Special Concern: Observed in Woodland D:

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

MOVING ROADS FORWARD



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

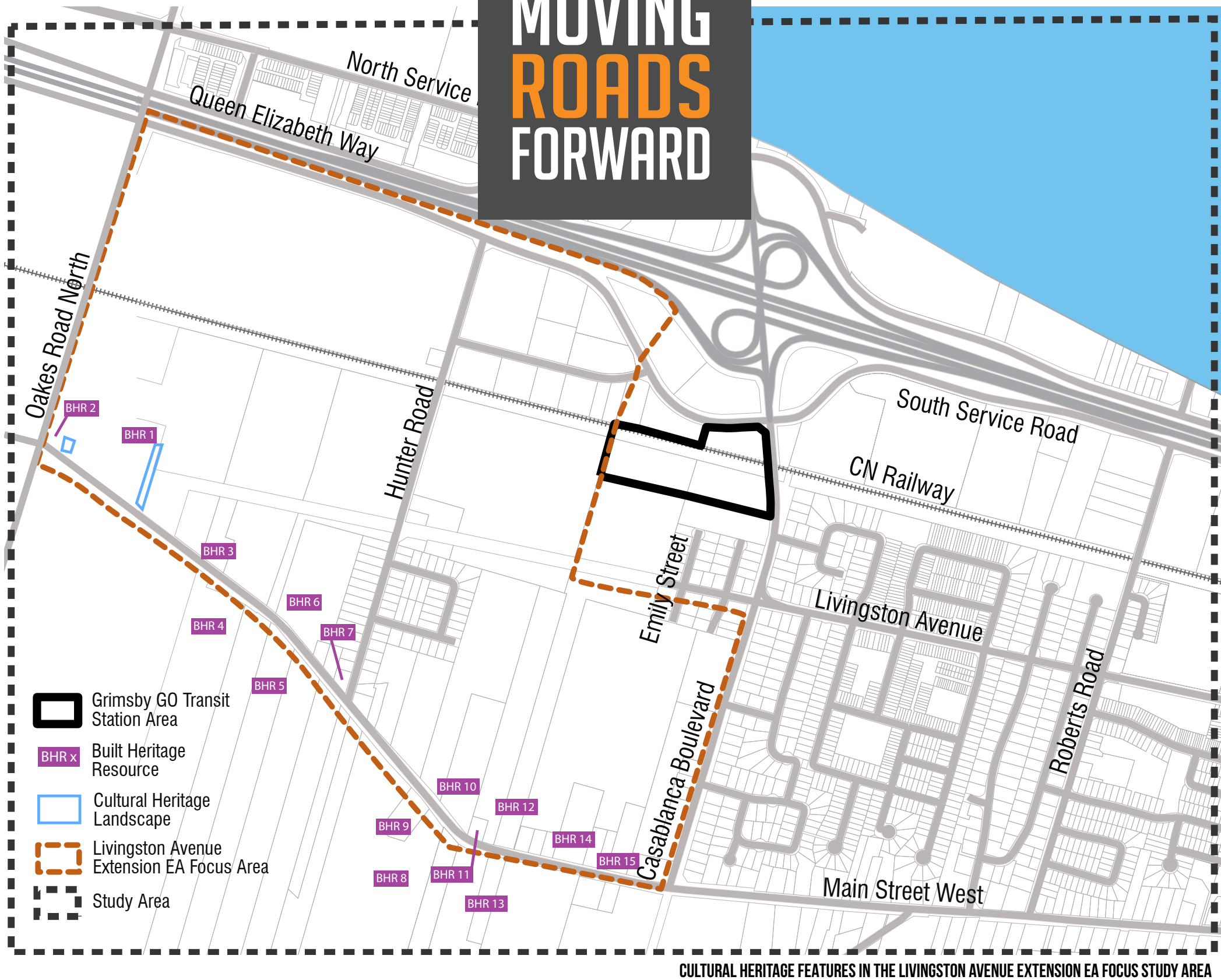
A range of plant species were observed as expected for each of the Ecological Land Classifications on Board #3. No botanical Species at Risk or Species of Conservation Concern were observed.



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

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

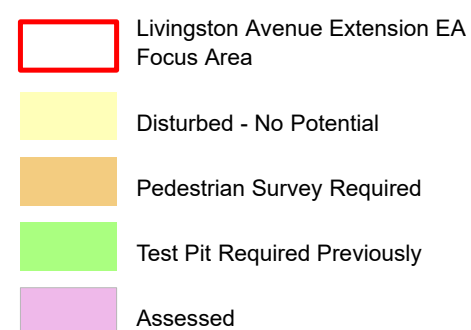
MOVING ROADS FORWARD



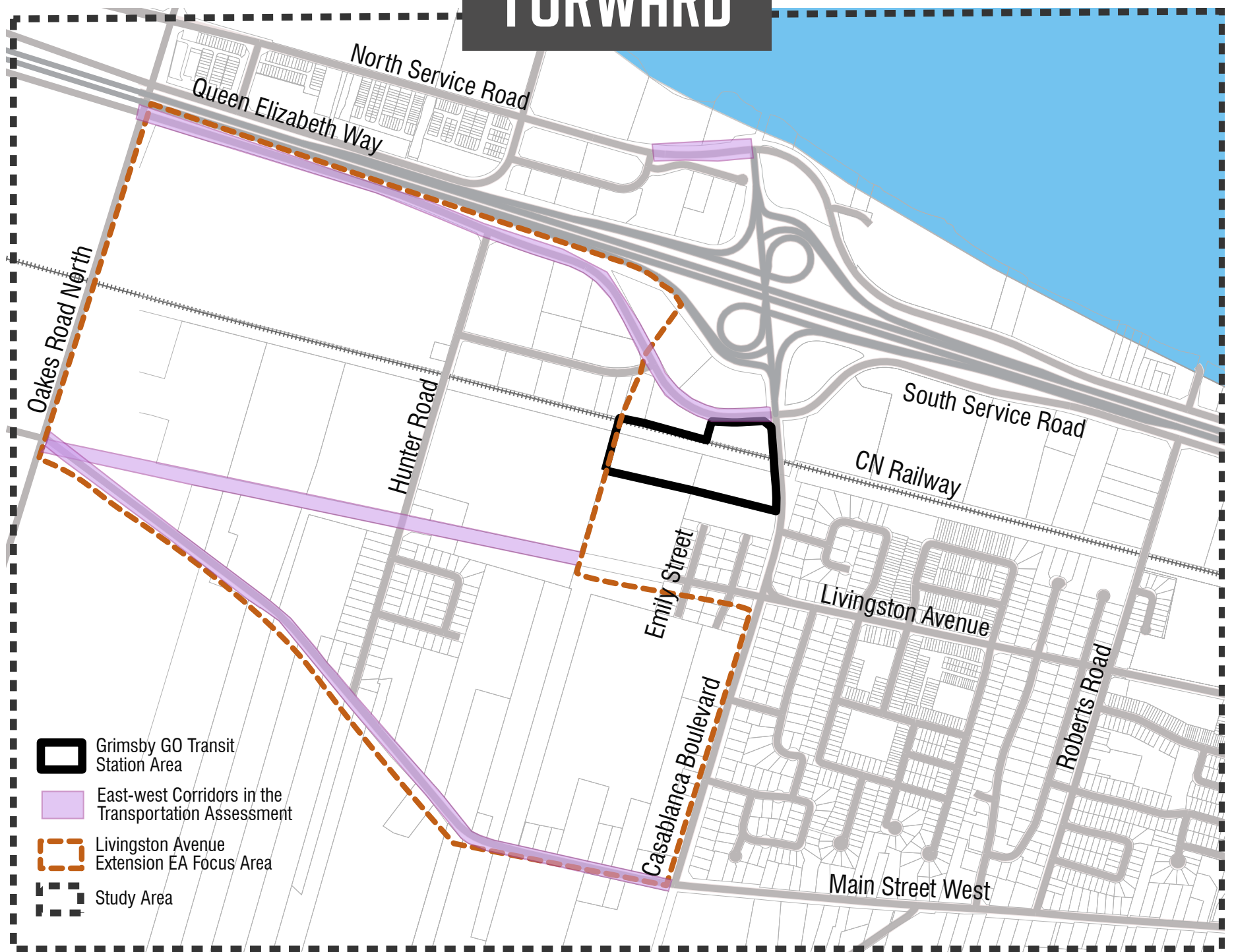
ARCHAEOLOGICAL HERITAGE

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.



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.

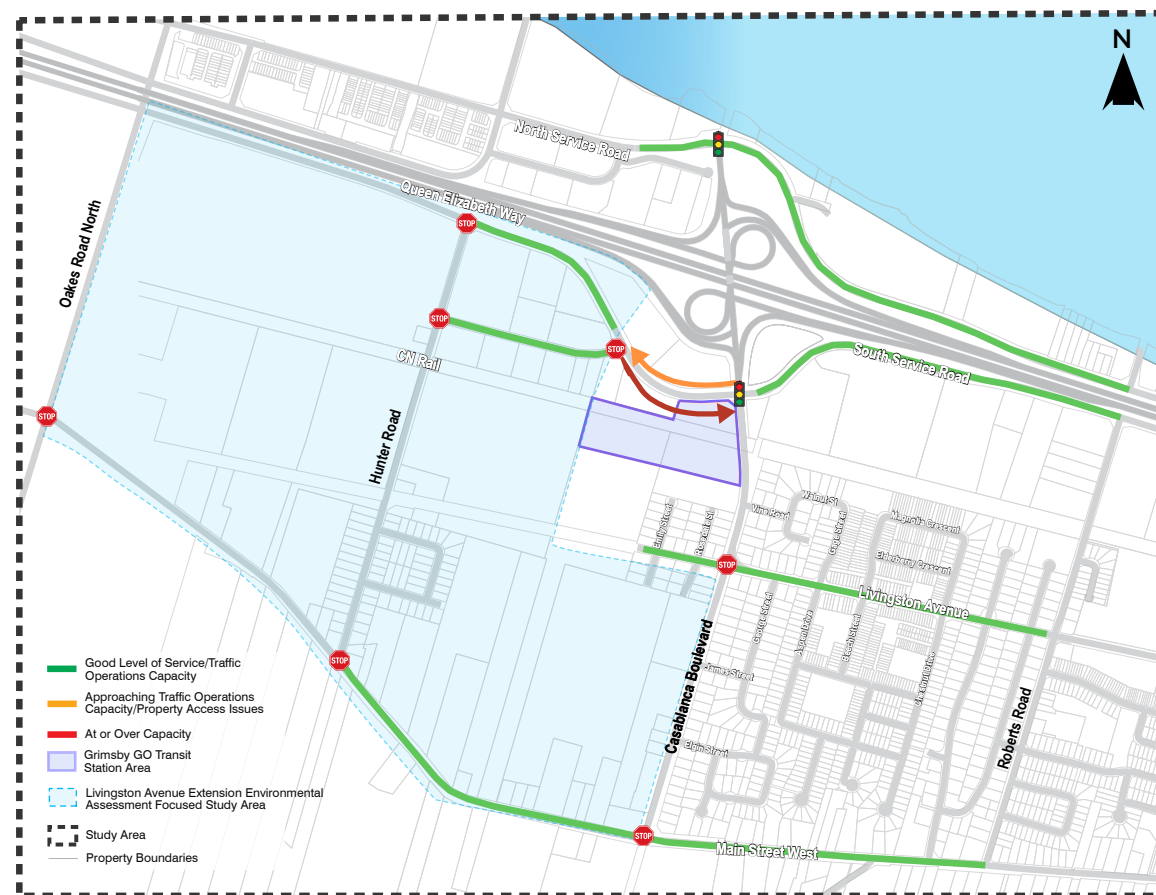
The 2041 traffic volume forecasts were based on population and employment growth within the Study Area, and regional growth outside the Study Area. The 'Do Nothing Scenario' represents the performance of Study Area roads based on future traffic volumes with the existing road network (i.e. no new roads,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

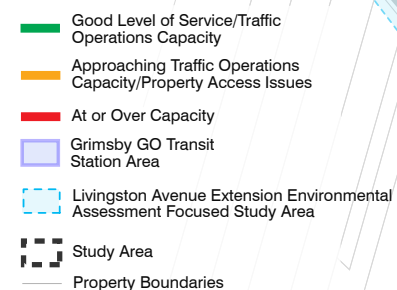
- Generally good flow of traffic east-west between Hunter Road and Roberts Road, along North Service Road, Livingston Avenue, and Main Street West
- Along South Service Road between Industrial Drive and Casablanca Boulevard, traffic conditions are approaching road capacity heading west and are over capacity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

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.



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

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 Livingston Avenue.



MOVING ROADS FORWARD

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:

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