



**MOVING  
ROADS  
FORWARD**

**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!

## OVERVIEW OF TONIGHT'S INFORMATION STATIONS

### **What Are the Issues We are Trying to Address?**

#### **Key Information Presented:**

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

### **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

### **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

### **What Could an Extension of Livingston Avenue Look Like?**

#### **Key Information Presented:**

- The Alternative Designs for Livingston Avenue

### **Where Do We Go Next?**

#### **Key Information Presented:**

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

# **STATION #1: TRANSPORTATION**

## **WHAT ARE THE ISSUES WE ARE TRYING TO ADDRESS?**





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## 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.

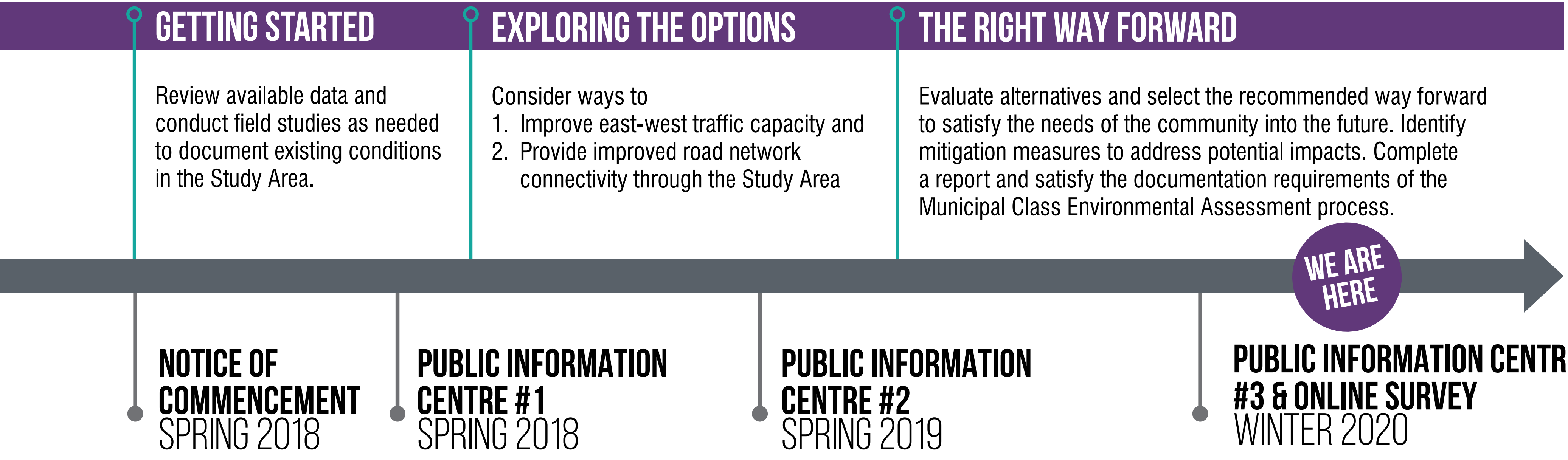
With population growth in the Study Area and surrounding areas as well as the scheduled opening of the Grimsby GO Transit Station in 2021, there is a need to provide a transportation solution that supports growth and connectivity through the area.

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





# 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.

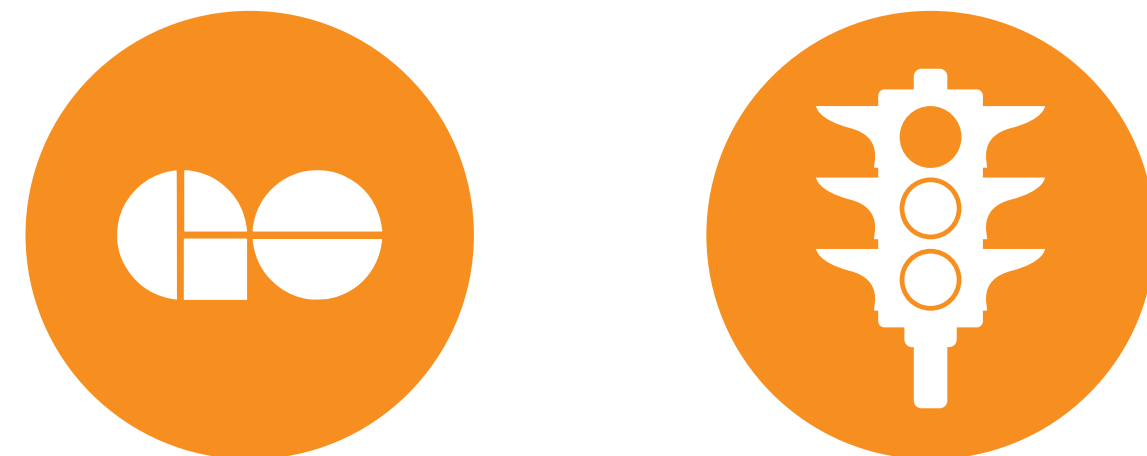
# MOVING ROADS FORWARD

## 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

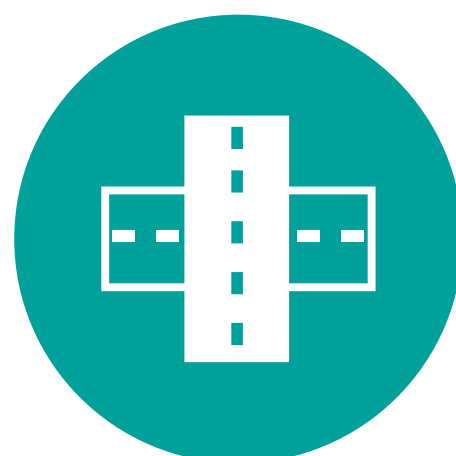


**Utilities and Engineering**

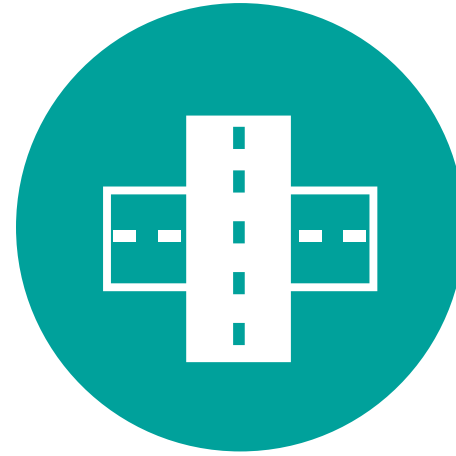


**Air Quality**

### 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.

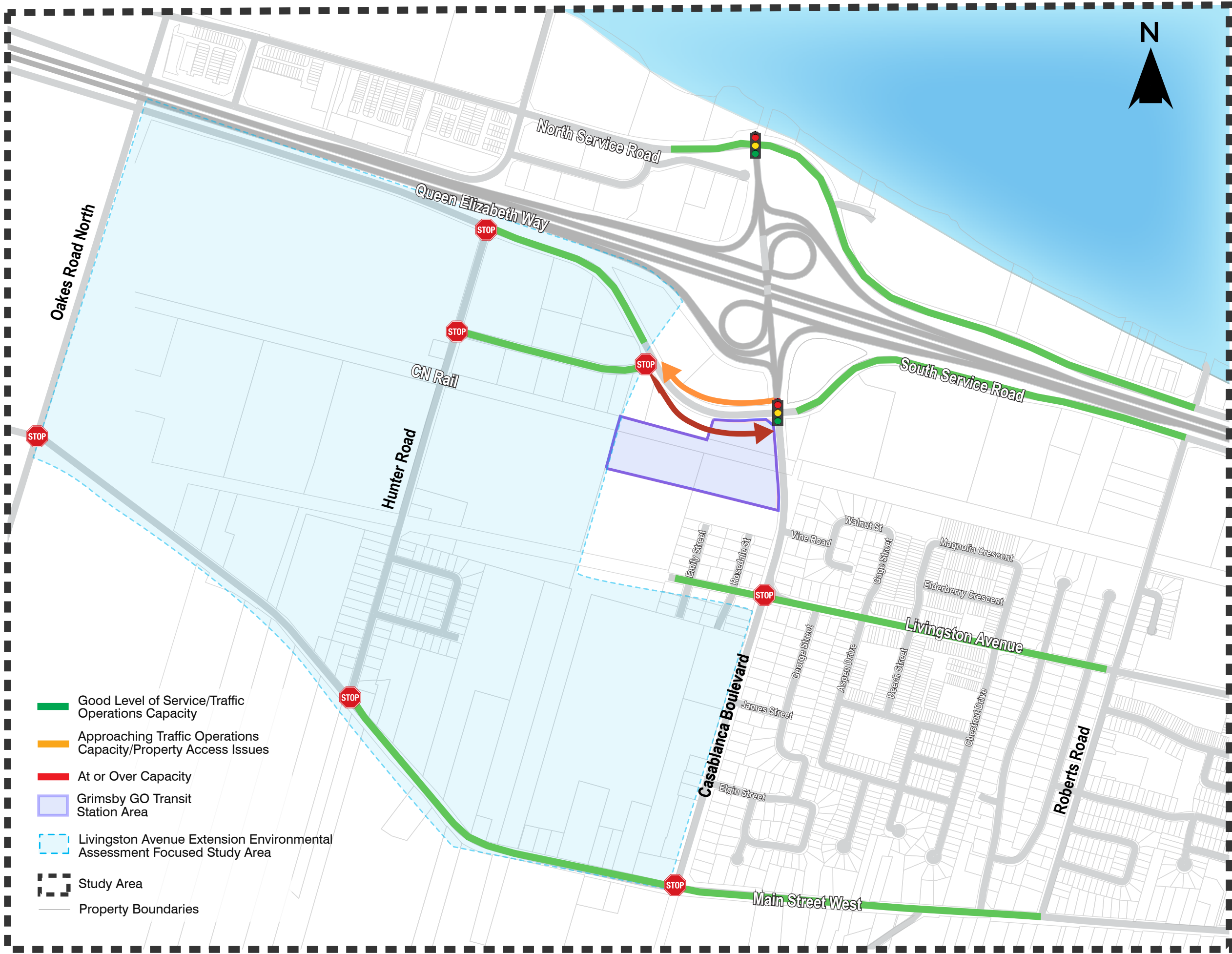
**KEY RESULT: The Transportation Assessment conclusion is that one new lane in each direction for eastbound and westbound travel will be needed between Hunter Road and Casablanca Boulevard by 2031.**

# 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**

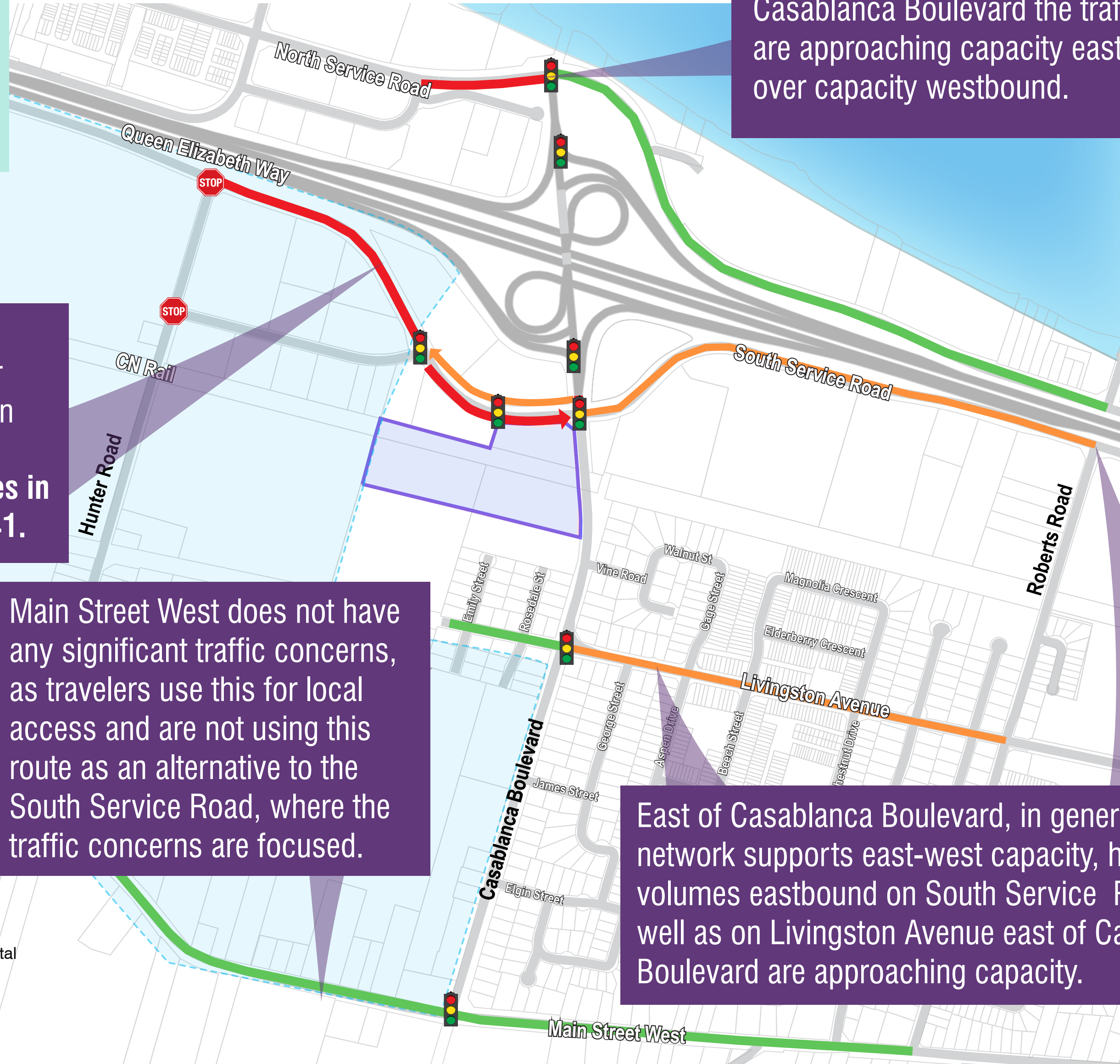
- Generally good flow of traffic east-west between Hunter Road and Roberts Road, along North Service Road, Livingston Avenue, and Main Street West
- Along South Service Road between Industrial Drive and Casablanca Boulevard, traffic conditions are approaching road capacity heading west and are over capacity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

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.**

## 2041 - DO NOTHING SCENARIO



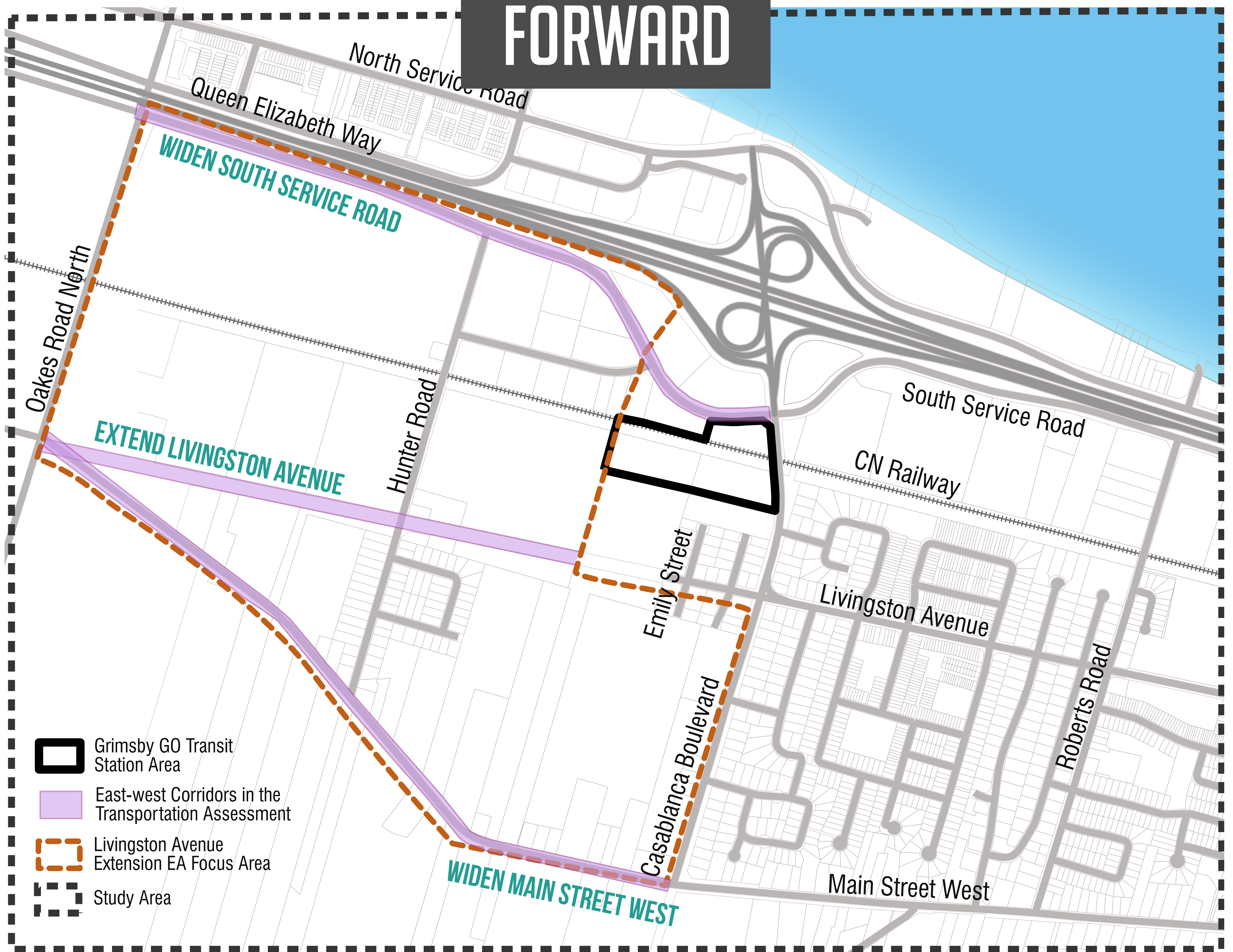
On North Service Road, west of Casablanca Boulevard the traffic volumes are approaching capacity eastbound, and over capacity westbound.

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.



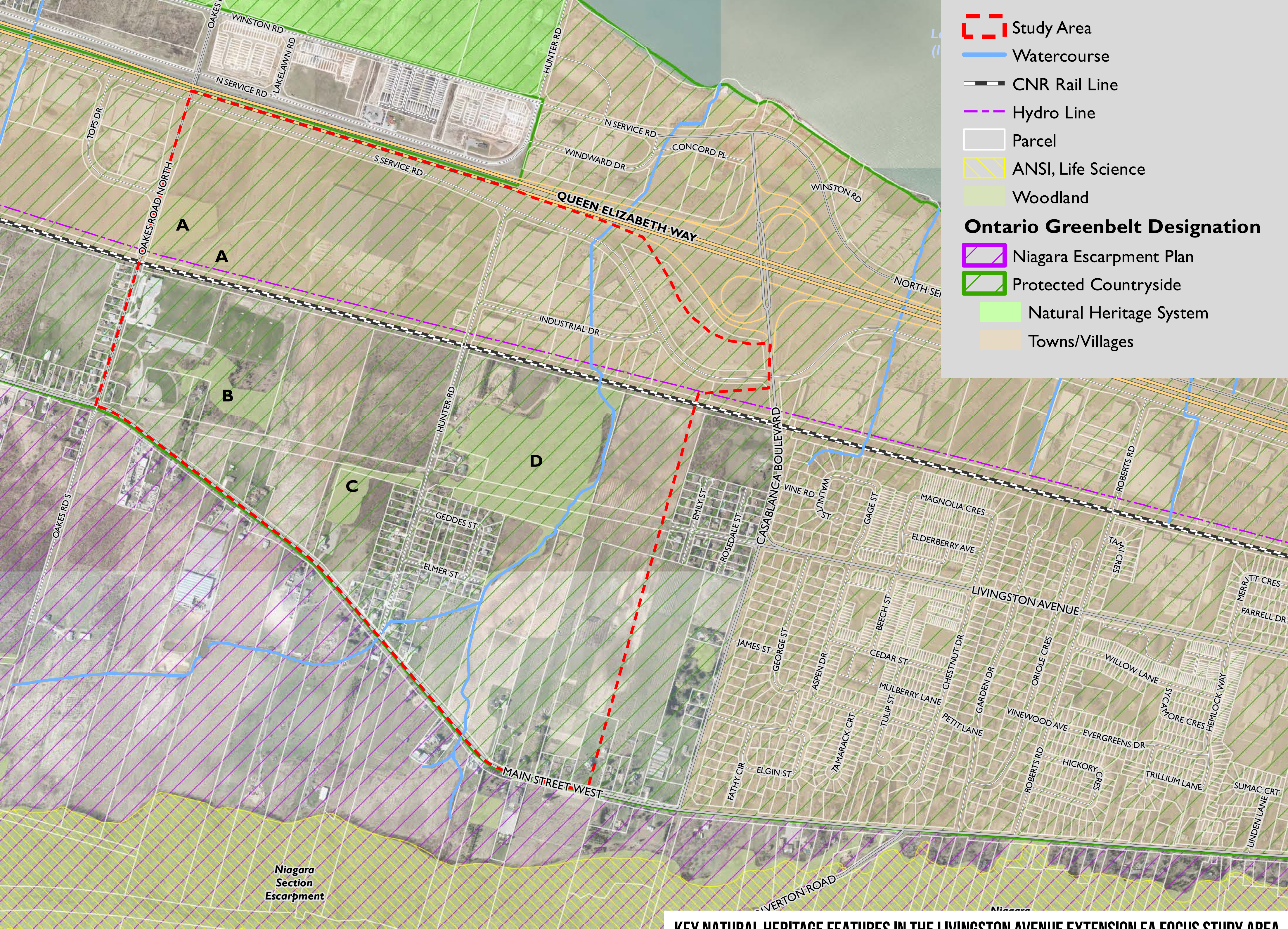
# **STATION #2: NATURAL, SOCIAL, AND CULTURAL HERITAGE**

## **WHAT ARE THE IMPACTS?**



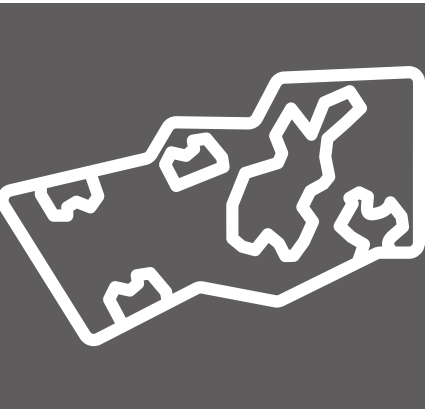
Section 4.2 of the Greenbelt Plan provides a policy framework to guide new and expanded infrastructure facilities to serve the growth projected for the Greater Golden Horseshoe. Expanded or new infrastructure facilities subject to and approved under the Environmental Assessment Act, are permitted within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

# MOVING ROADS FORWARD

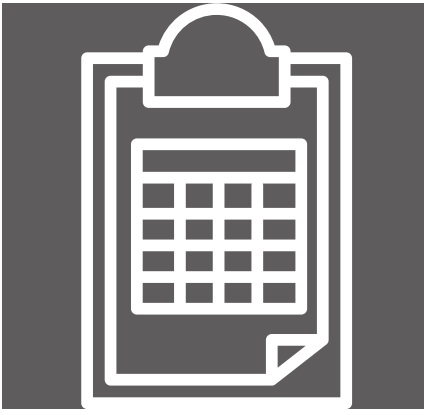


## NATURAL HERITAGE: KEY STUDIES

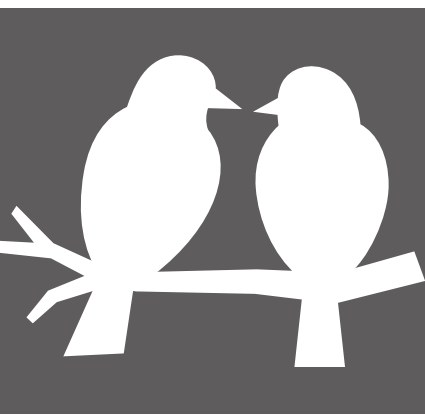
A natural heritage assessment was undertaken for the Study Area between June 2018 and August 2019, that included:



**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.



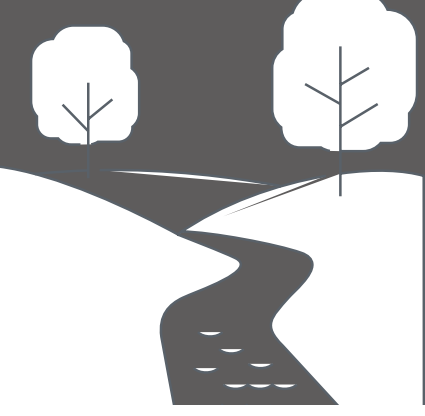
**Botanical Assessment**, conducted in the spring, summer, and fall of 2018 to assess plant presence, richness, and abundance.



**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.



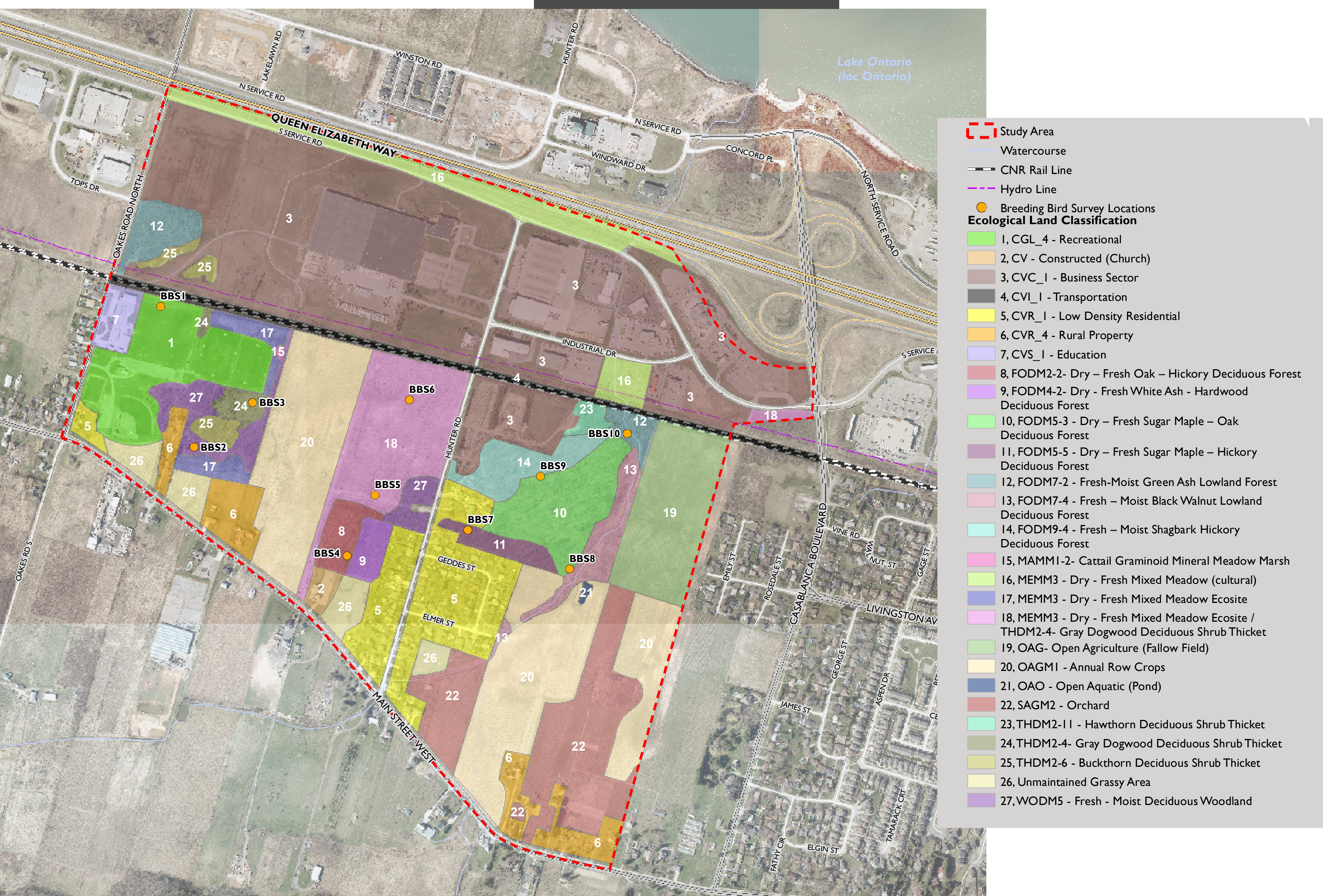
**Aquatic Assessment**, focusing on the watercourse identified on the Figure above that flows through Woodland D, to understand its form and function.



**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.

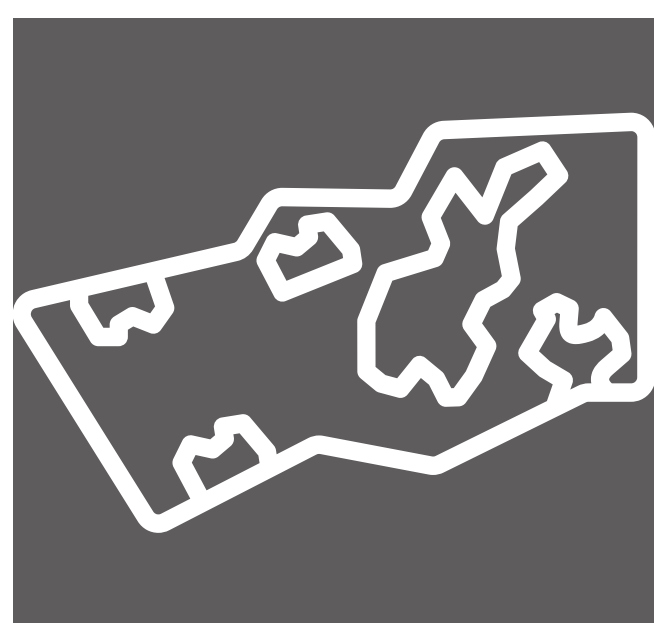


# MOVING ROADS FORWARD



ECOLOGICAL LAND CLASSIFICATION AND LOCATION OF BREEDING BIRD SURVEY POINTS

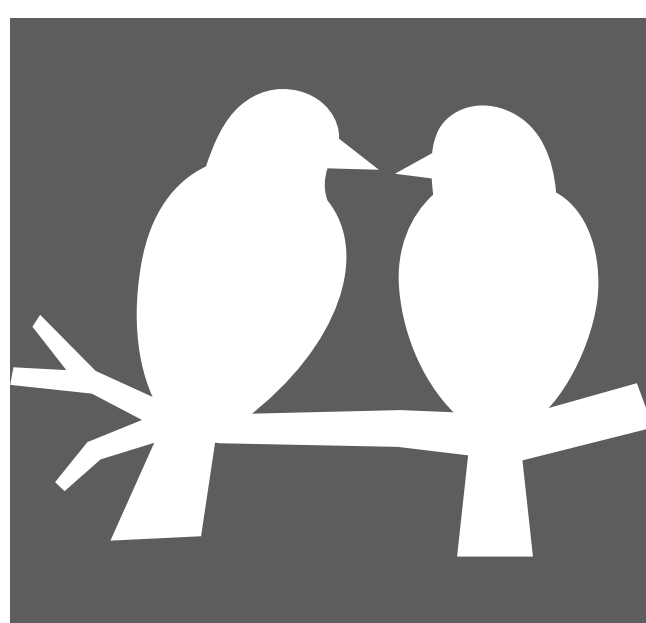
## NATURAL HERITAGE: STUDY FINDINGS - PART 1



### 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:

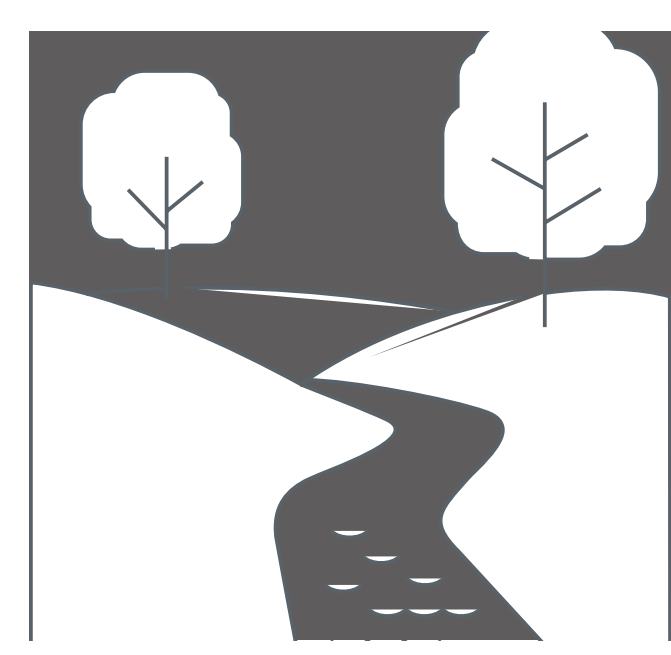
- Red-headed Woodpecker (*Melanerpes erythrocephalus*)
- Eastern Wood-pewee (*Contopus virens*)



# MOVING ROADS FORWARD



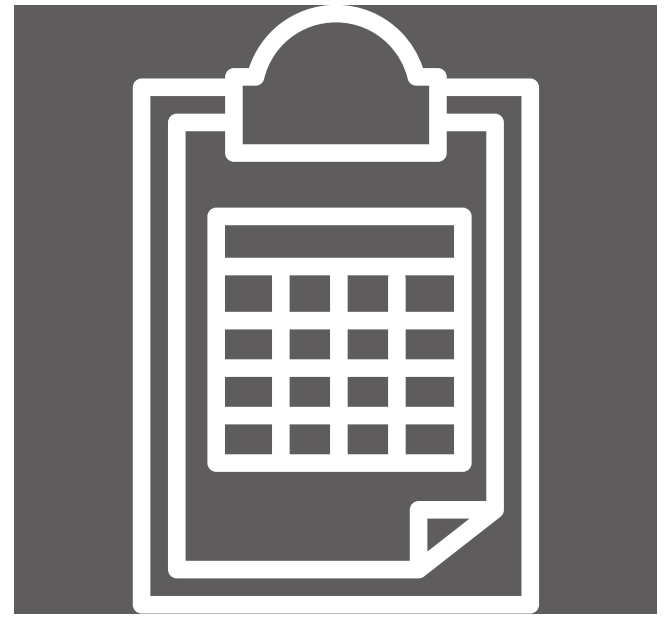
## NATURAL HERITAGE: STUDY FINDINGS - PART 2



### 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.

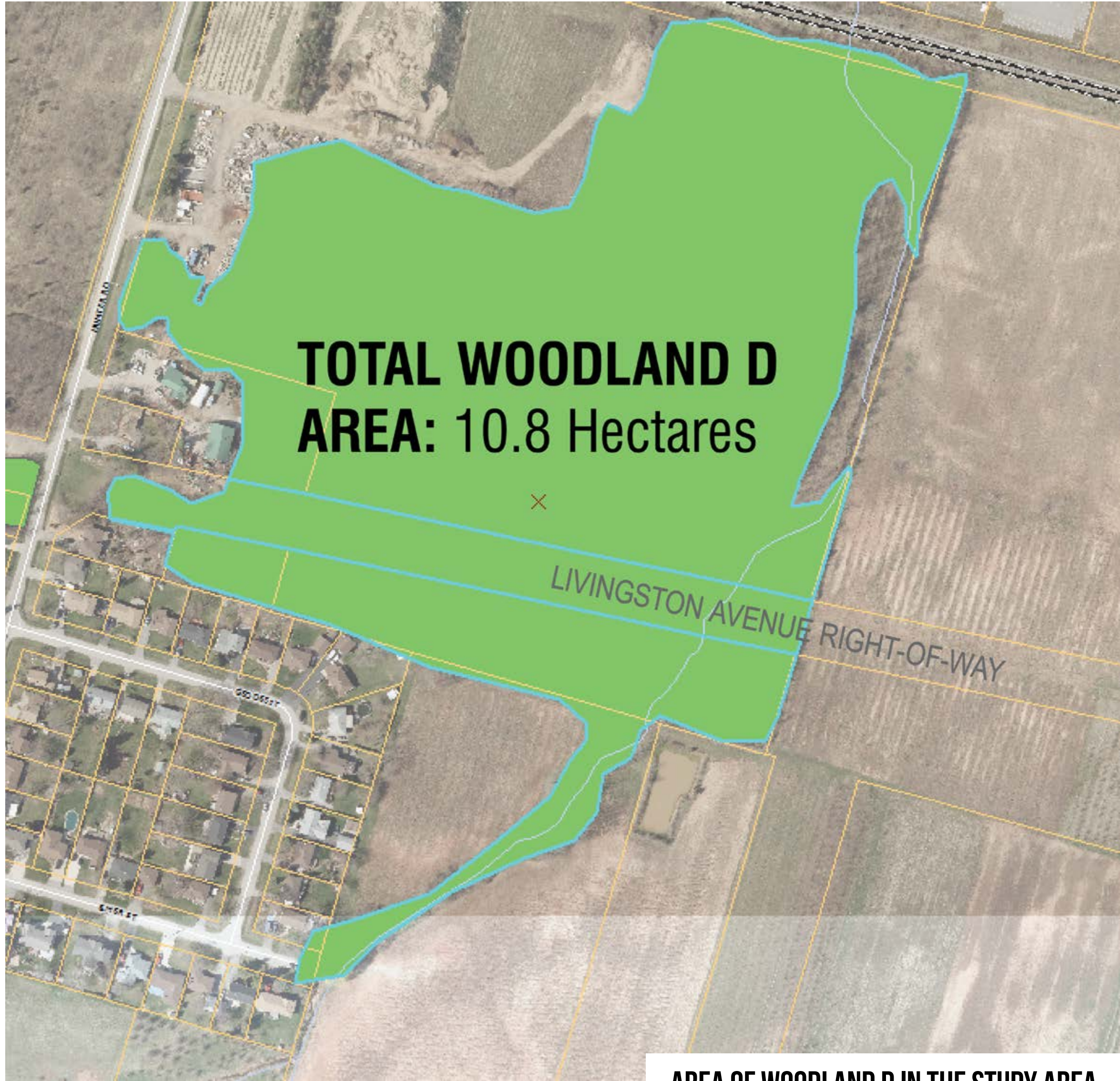


### WILDLIFE OBSERVATIONS

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



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.



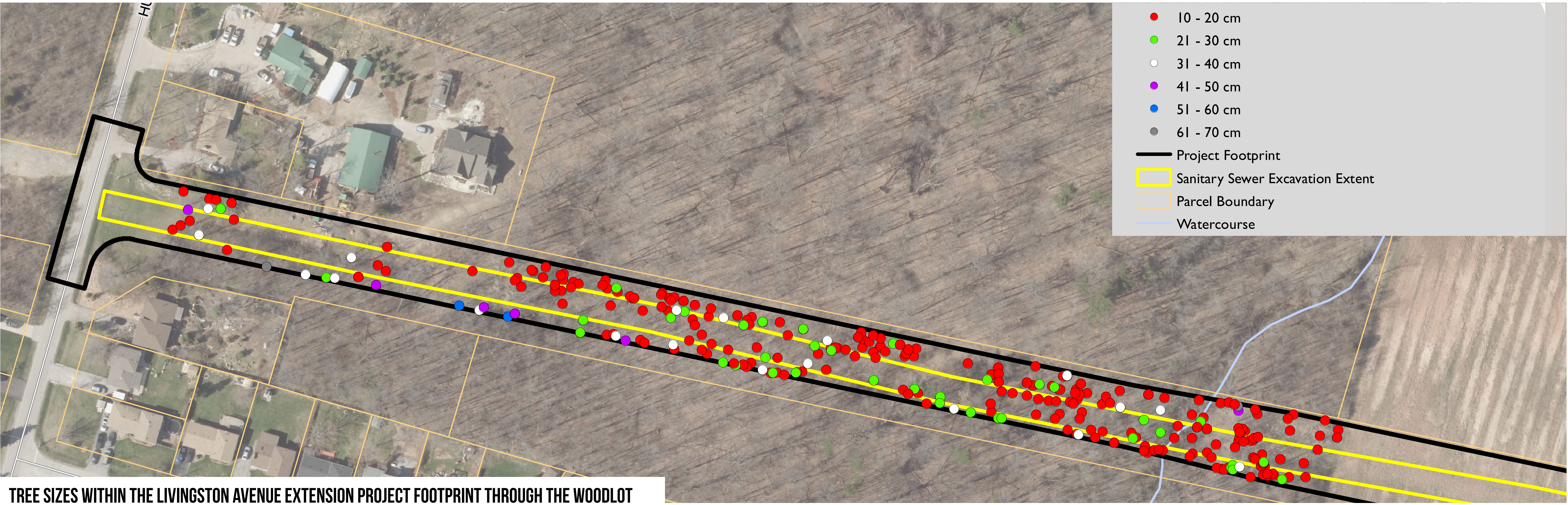
AERIAL IMAGE OF WOODLAND D IN THE STUDY AREA



## 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  $\geq$  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.

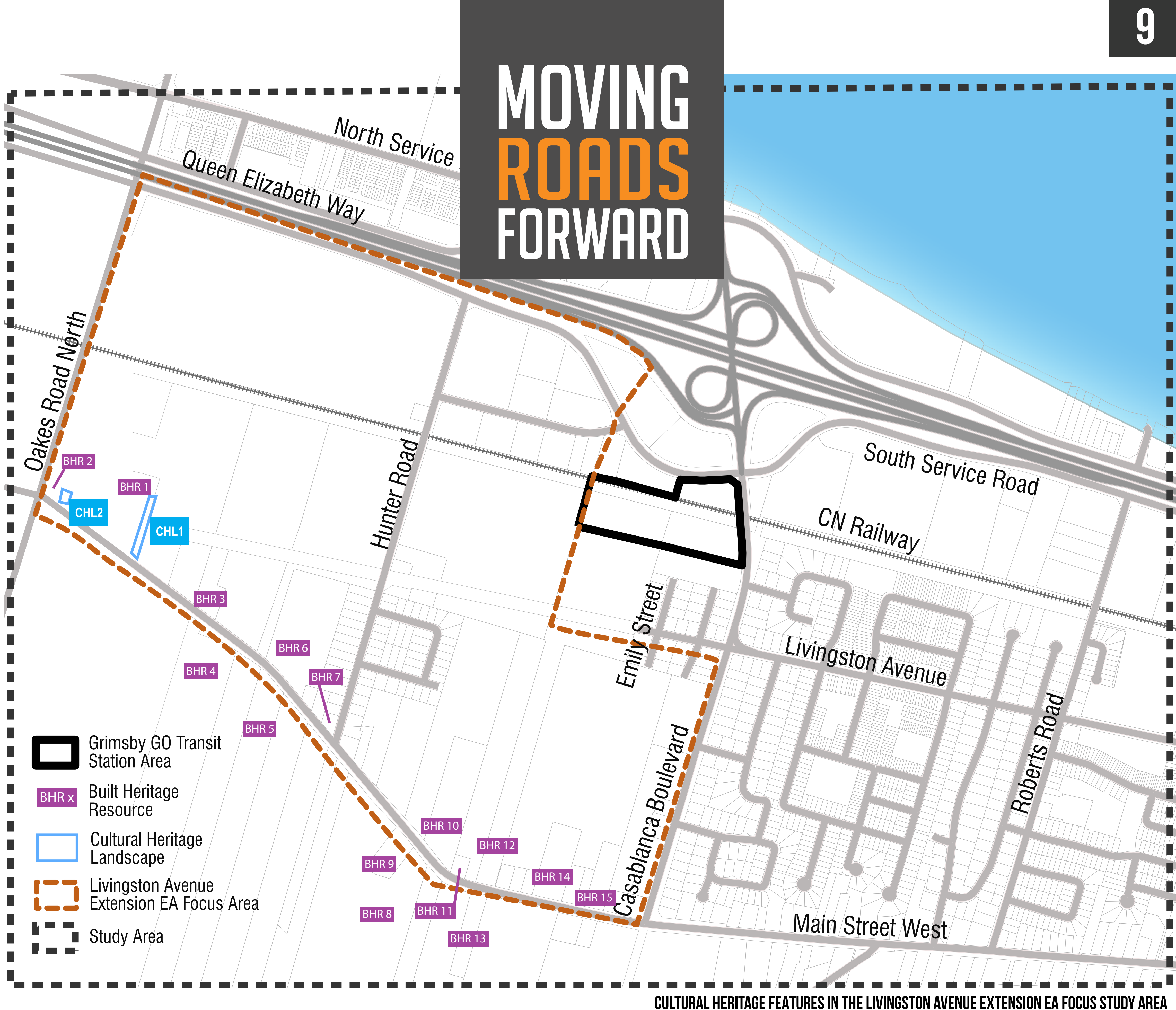
- 79% (287 trees) have a DBH of 10 to 20 cm.
- 3% (13 trees) have DBH greater than 41 cm.
- 36% (131 trees) of the trees inventoried are ash species. Of the 131 ash trees, 61% (80 trees) were assessed as dead or in poor condition as a result of being affected by the emerald ash borer.

### 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	<i>Tilia americana</i>	14	3					17
American Elm	<i>Ulmus americana</i>	1						1
Bitternut Hickory	<i>Carya cordiformis</i>	6	1		1			8
Black Walnut	<i>Juglans nigra</i>	18	6	4				28
Bur Oak	<i>Quercus macrocarpa</i>	10			1		1	12
Cockspur Hawthorn	<i>Crataegus crus-galli</i>	1						1
Crab Apple	<i>Malus sargentii</i>	3						3
Eastern Cottonwood	<i>Populus deltoides ssp. deltoides</i>				1			1
Eastern Hop-hornbeam	<i>Ostrya virginiana</i>	8						8
Eastern White Pine	<i>Pinus strobus</i>	2	1					3
Green Ash	<i>Fraxinus pennsylvanica</i>	119	4	1				124
Large-tooth Aspen	<i>Populus grandidentata</i>	17	4	2		1		24
Little-leaf Linden	<i>Tilia cordata</i>	2	2					4
Manitoba Maple	<i>Acer negundo</i>	1						1
Northern Red Oak	<i>Quercus rubra</i>	5	3	2				10
Norway Maple	<i>Acer platanoides</i>				1			1
Null	Null	1	1					2
Paper Birch	<i>Betula papyrifera</i>	1						1
Peach-leaved Willow	<i>Salix amygdaloides</i>			1				1
Scotch Pine	<i>Pinus sylvestris</i>	1						1
Shagbark Hickory	<i>Carya ovata</i>	7	5	6	1			19
Silver Maple	<i>Acer saccharinum</i>	1			2			3
Sugar Maple	<i>Acer saccharum</i>	54	7	2	1			64
Sweet Cherry	<i>Prunus avium</i>	1						1
Trembling Aspen	<i>Populus tremuloides</i>		1					1
White Ash	<i>Fraxinus americana</i>	6				1		7
White Oak	<i>Quercus alba</i>						1	1
White Poplar	<i>Populus alba</i>	3	3	2	1			9
Wild Black Cherry	<i>Prunus serotina</i>	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

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










# ARCHAEOLOGICAL HERITAGE

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.

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



# **STATION #3: THE STUDY FINDINGS**

## **WHAT OPTIONS DID WE CONSIDER?**



# CONSIDERING THE ALTERNATIVES: WIDEN THE SOUTH SERVICE ROAD

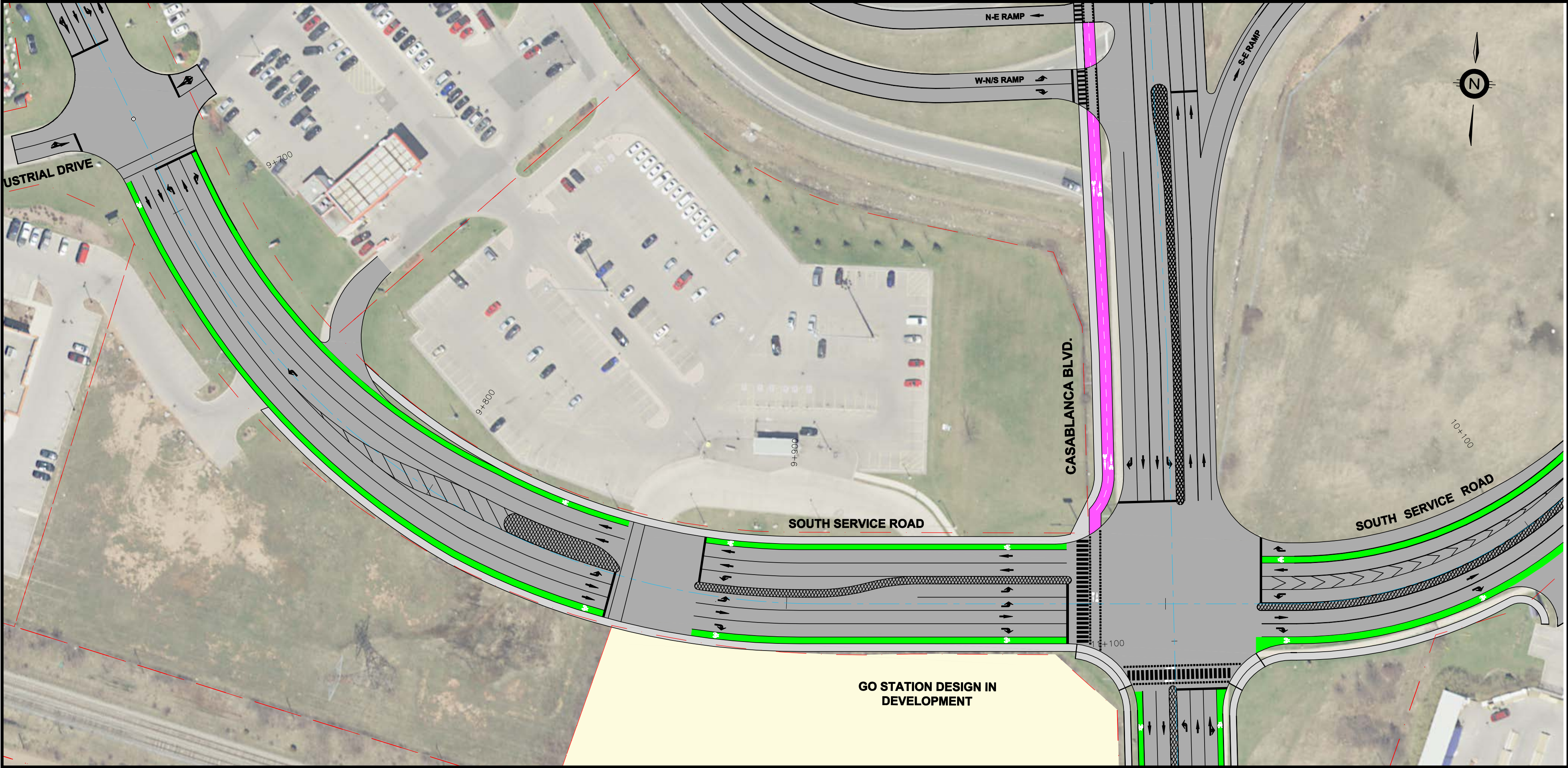
LEGEND

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.

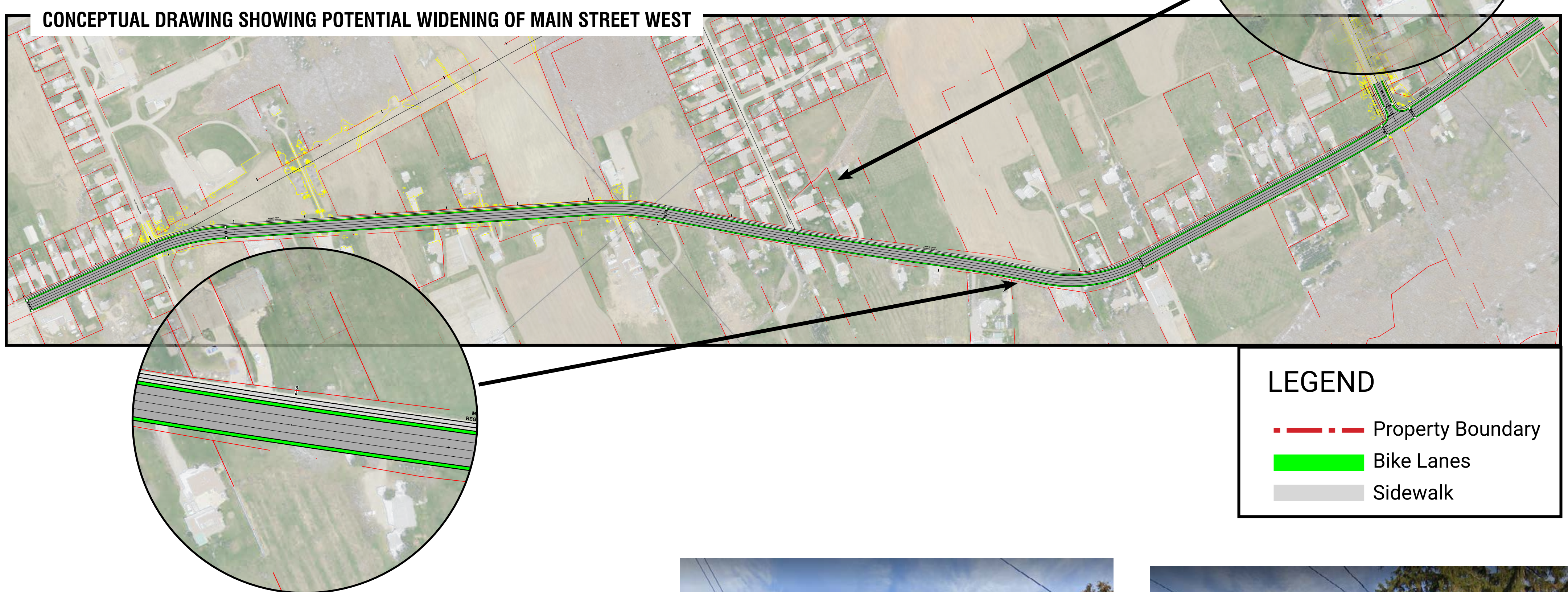


VIEW ALONG THE SOUTH SERVICE ROAD, LOOKING WEST TOWARDS INDUSTRIAL DRIVE



# MOVING ROADS FORWARD

## CONSIDERING THE ALTERNATIVES: WIDEN MAIN STREET WEST

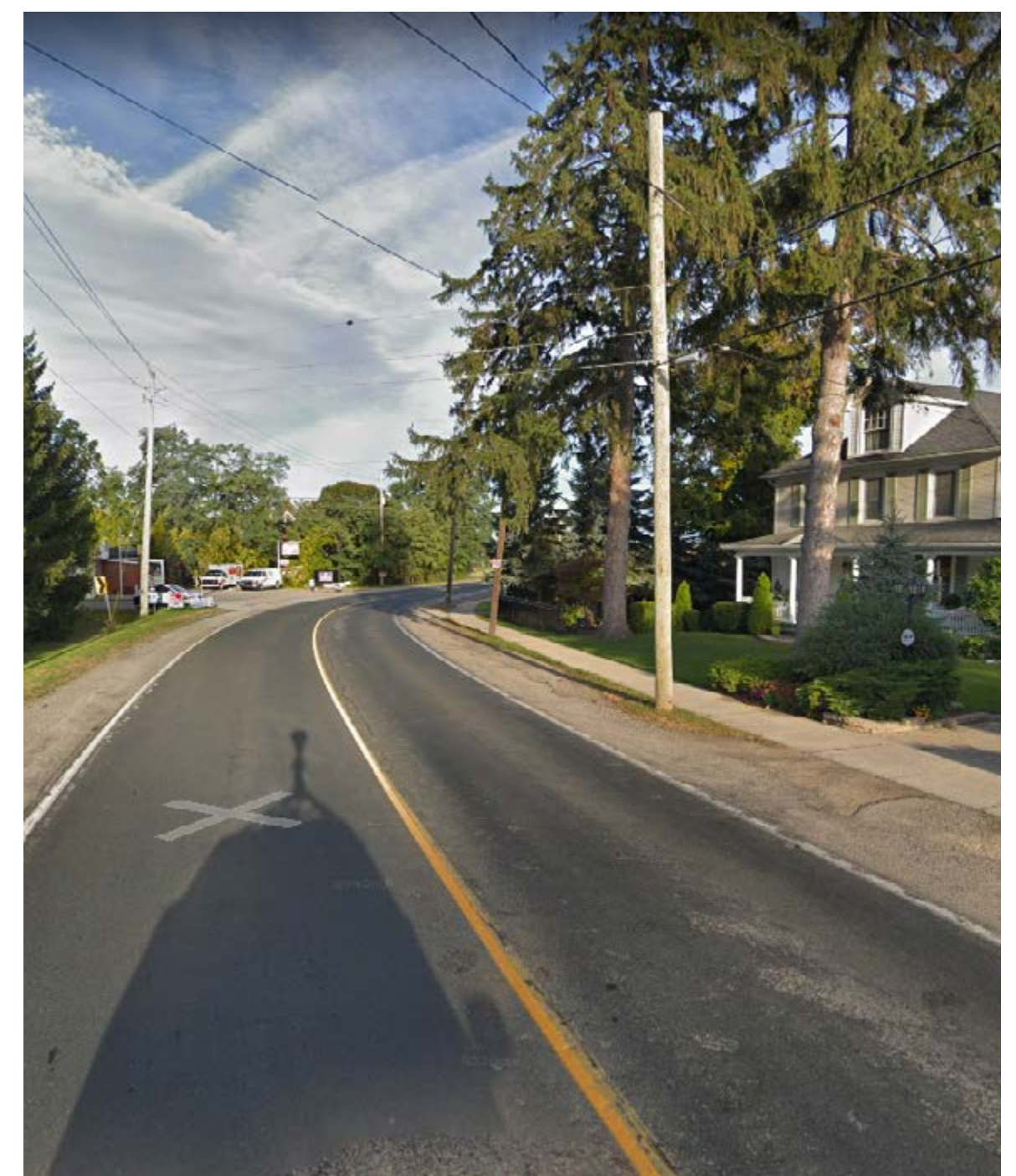
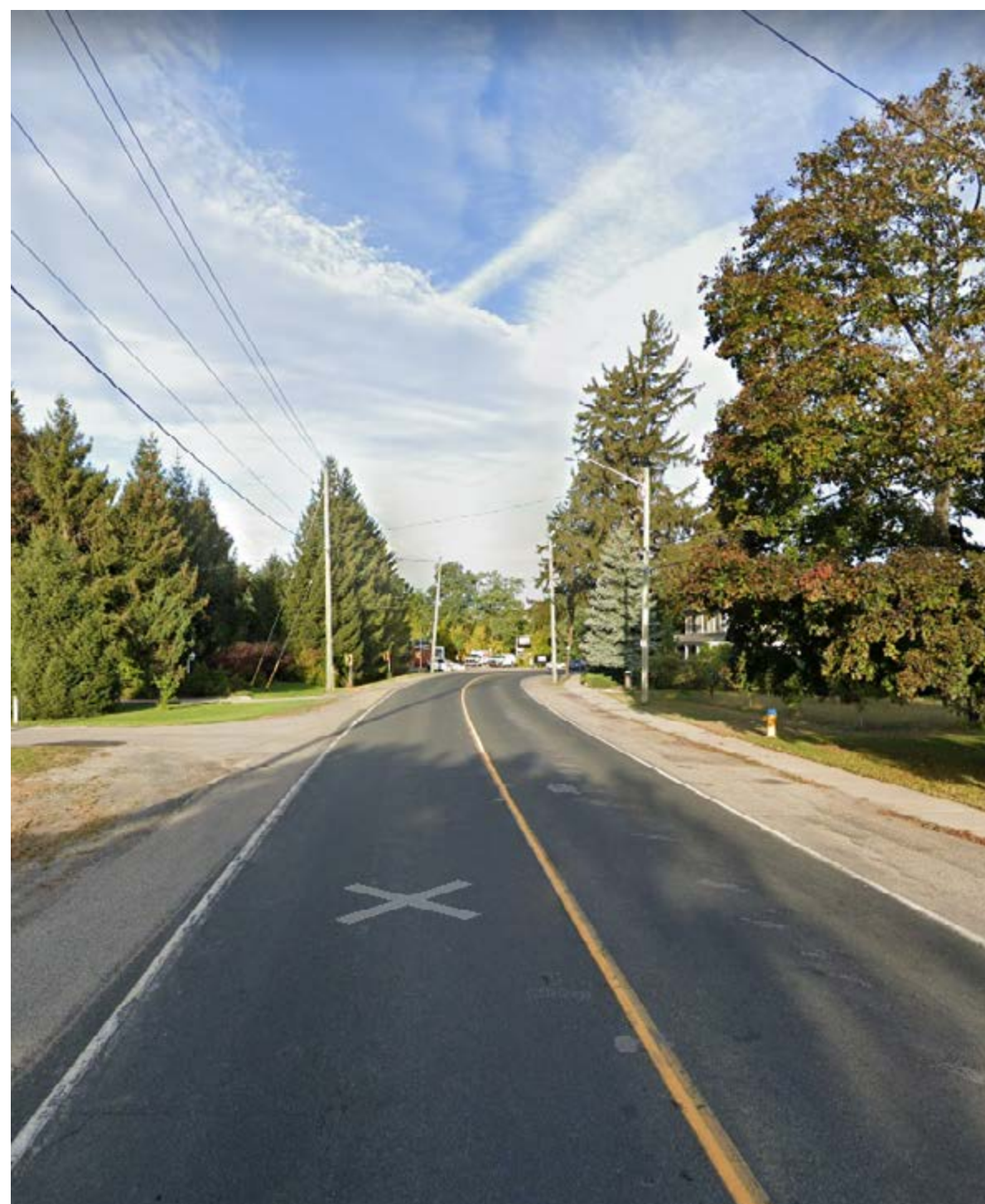


**As part of developing the alternative solutions, the ability to widen Main Street West and provide additional traffic capacity was assessed.**

- 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



# CONSIDERING THE ALTERNATIVES: EXTEND LIVINGSTON AVENUE

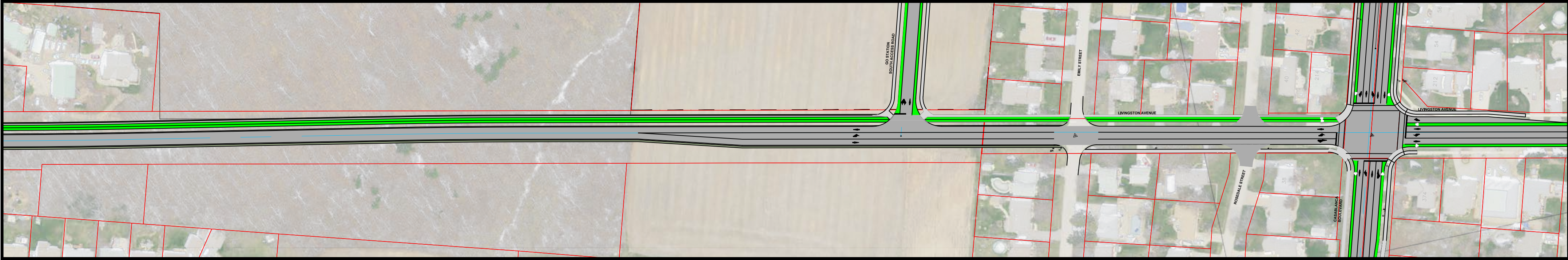
LEGEND

Property Boundary

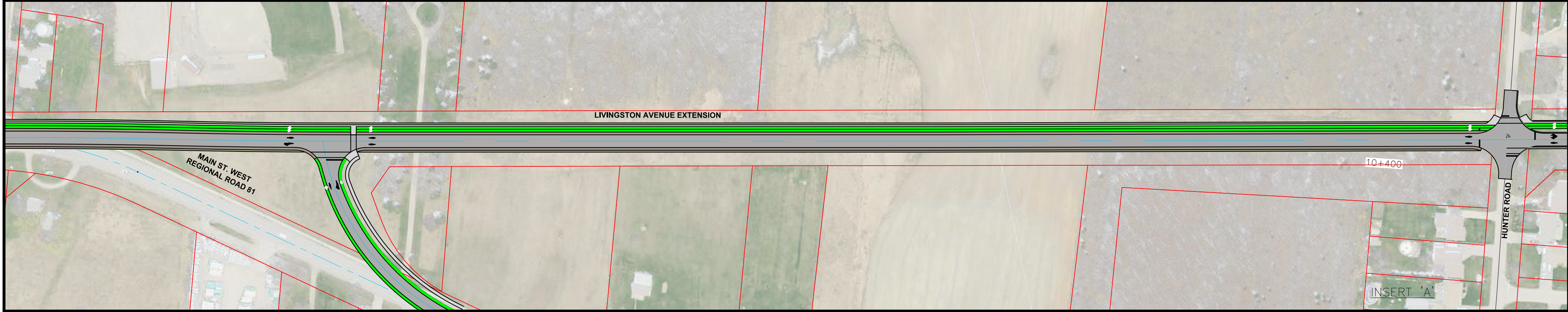
Multi-Use Path

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	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Ability to enhance GO Transit Station access	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Ability to improve road network flexibility and redundancy	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Ability to improve local community accessibility, continuity and directness to/from downtown Grimsby	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Ability to address safety issues	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
	Ability to provide safe and efficient Active Transportation	<div></div>	<div></div>	<div></div>	<div></div>	<div></div>
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.
	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.
	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
	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

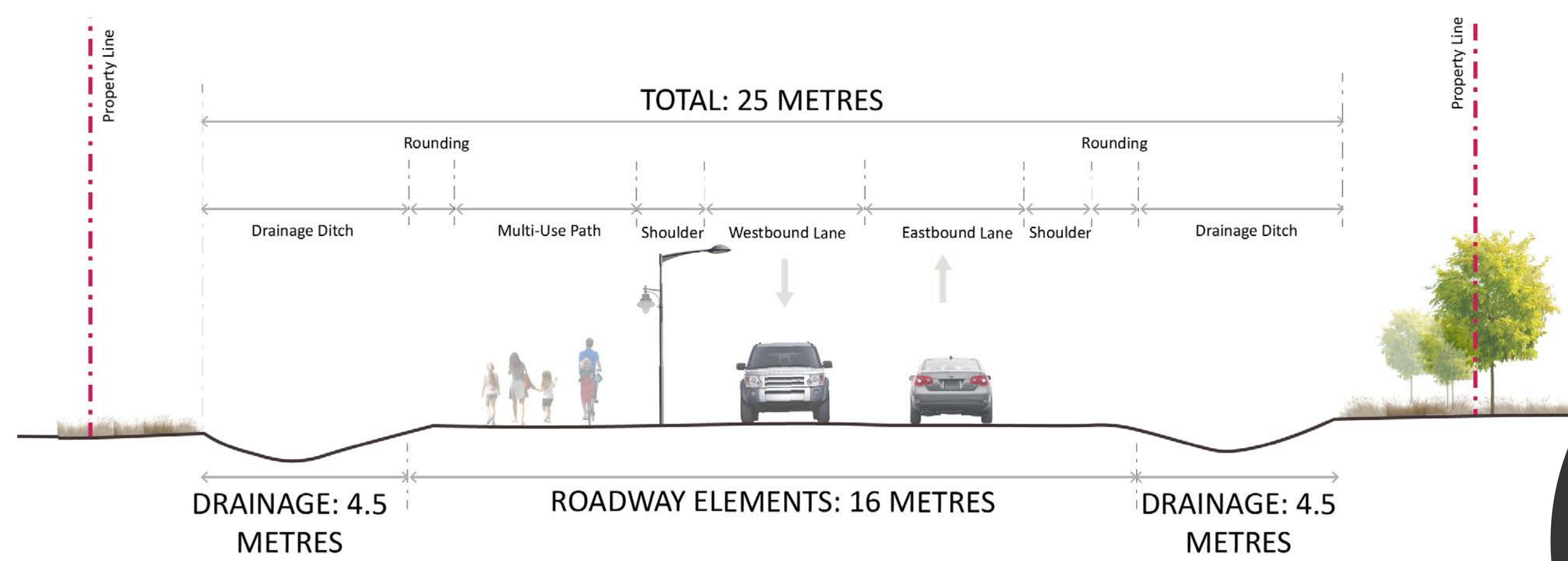


# **STATION #4: DESIGN FOR THE FUTURE**

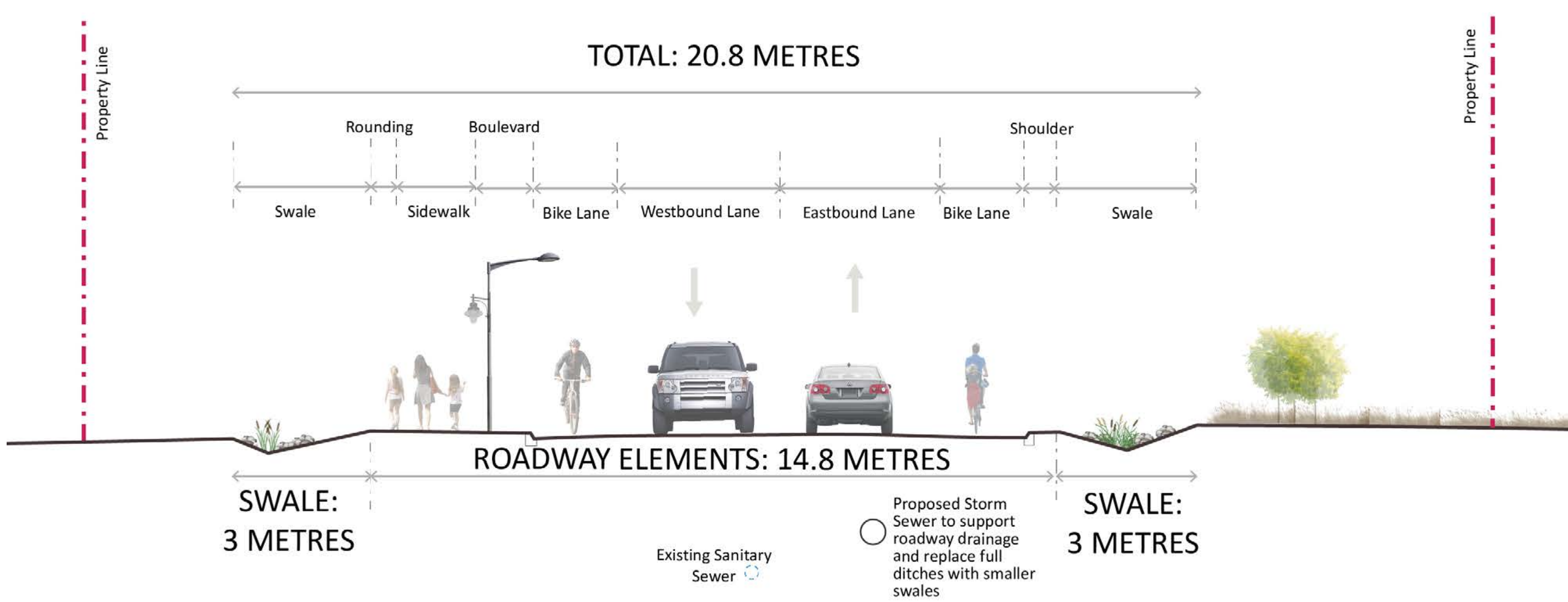
**WHAT COULD AN  
EXTENSION OF LIVINGSTON  
AVENUE LOOK LIKE?**



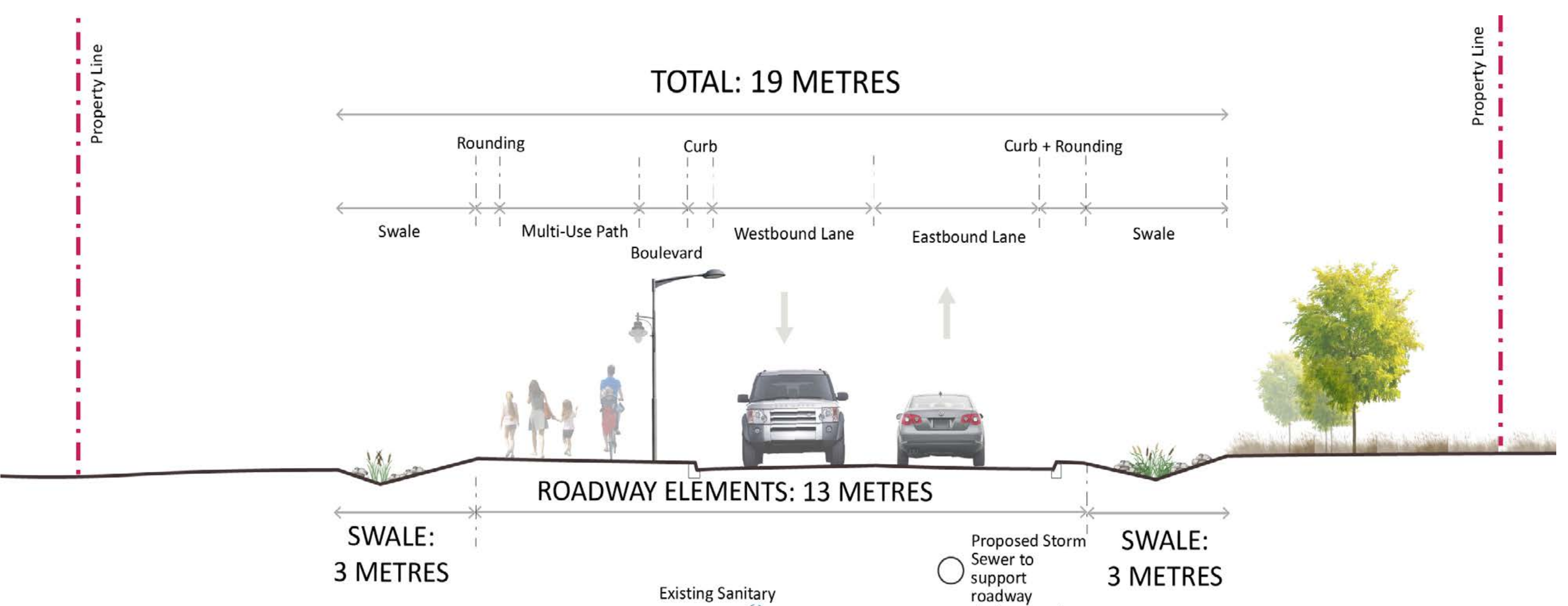
**OPTION 1: Road with Multi-Use Path on North Side of the Road:**  
Rural character, with drainage ditches on both sides



**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



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FORWARD**

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

# 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!**

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

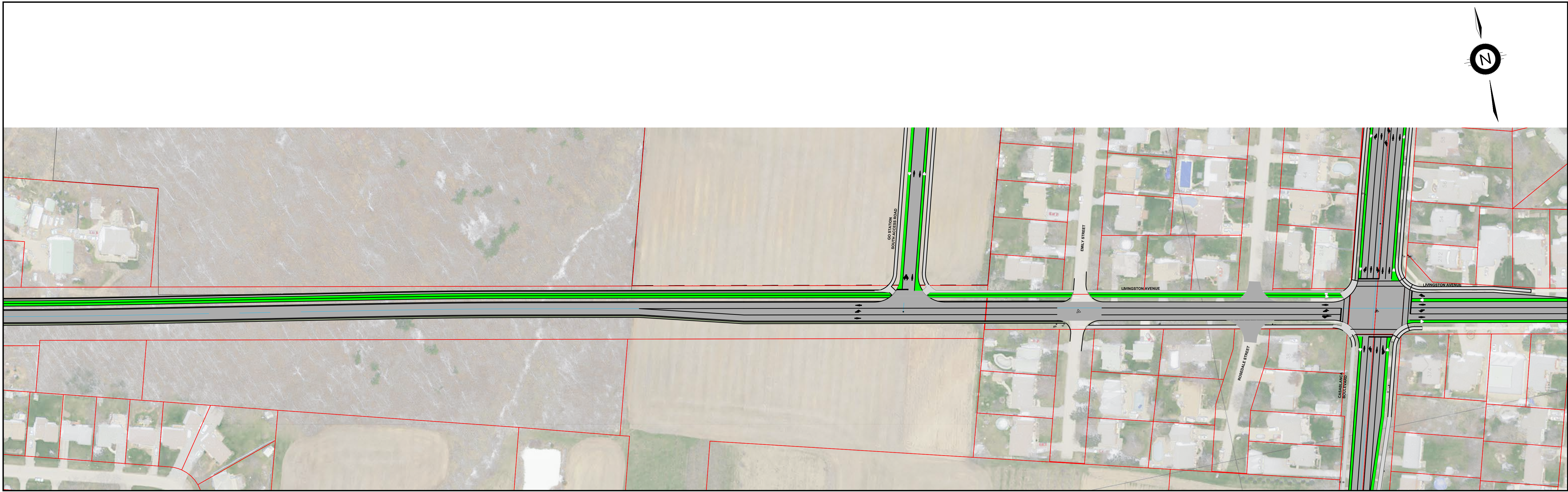
**ARE THERE OTHER DESIGNS YOU WOULD LIKE TO SEE CONSIDERED?**



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.

EXTENDING LIVINGSTON AVENUE: WHAT PATH COULD THE ROAD TAKE?

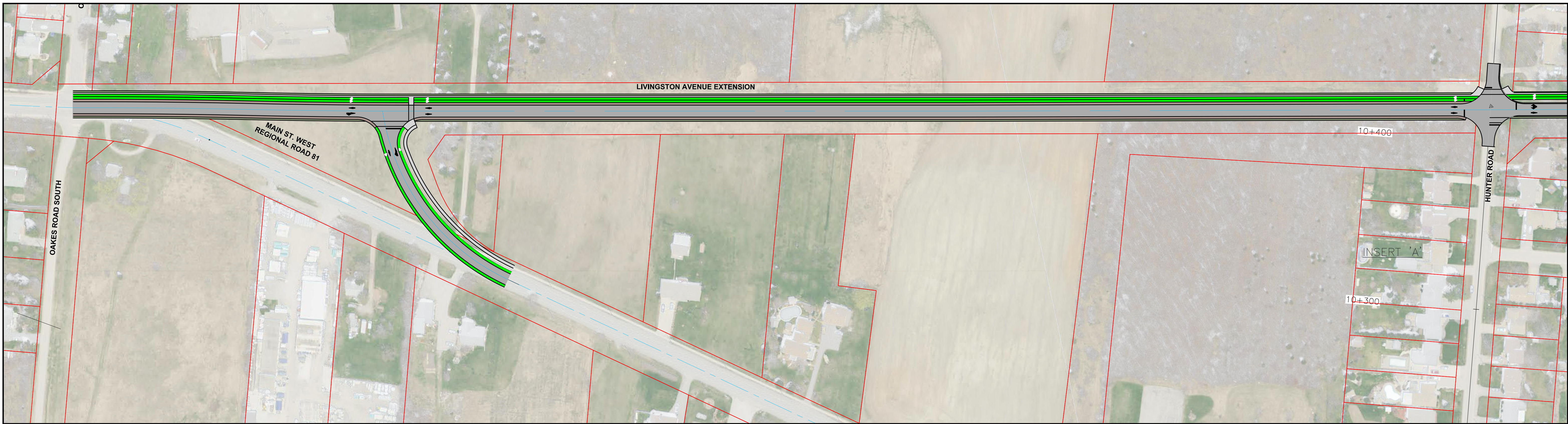
SECTION 1: CONCEPTUAL DRAWING SHOWING EXTENSION WEST OF EMILY STREET THROUGH WOODLAND D



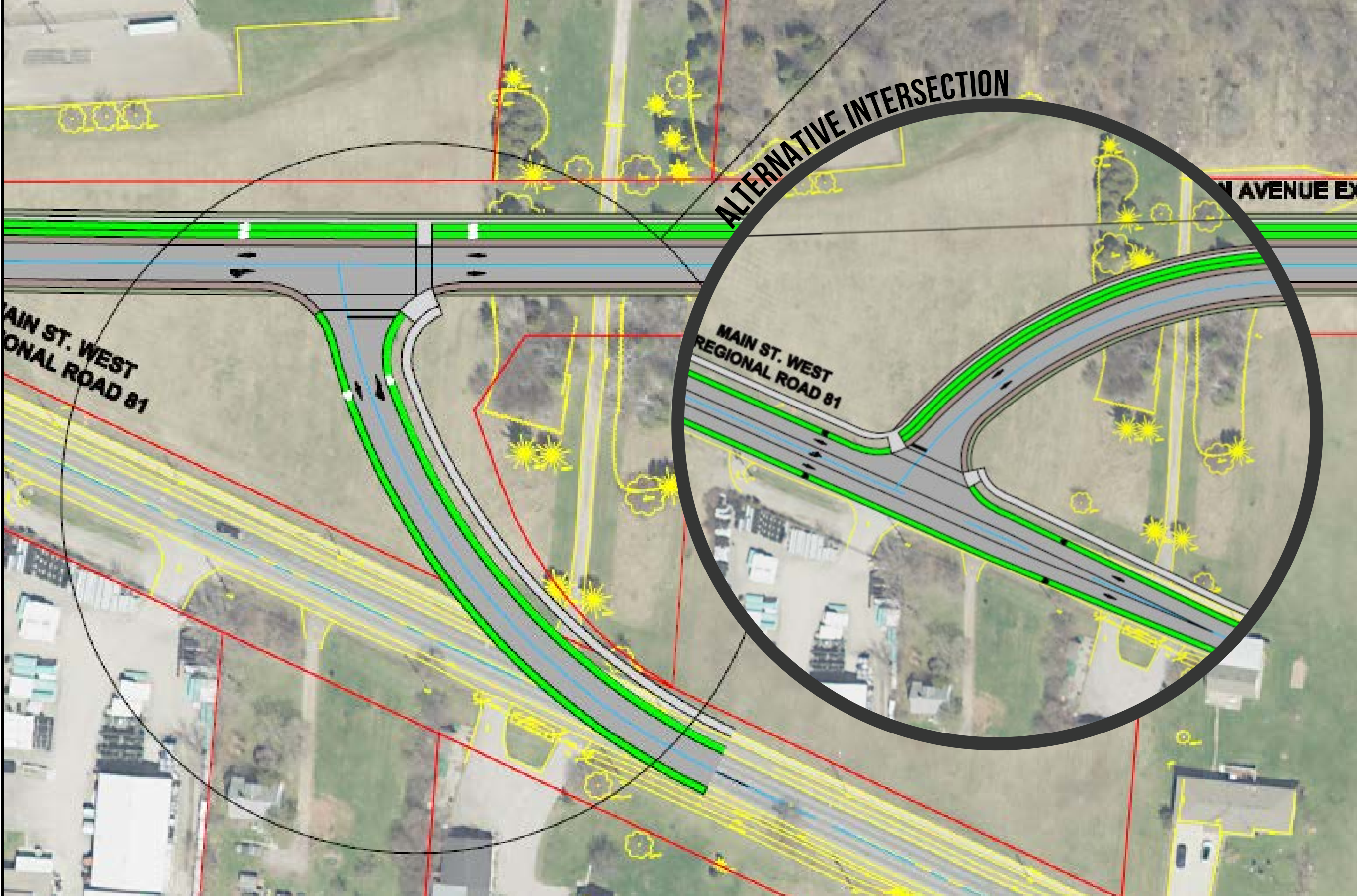
LEGEND

- Property Boundary
- Multi-Use Path
- Sidewalk

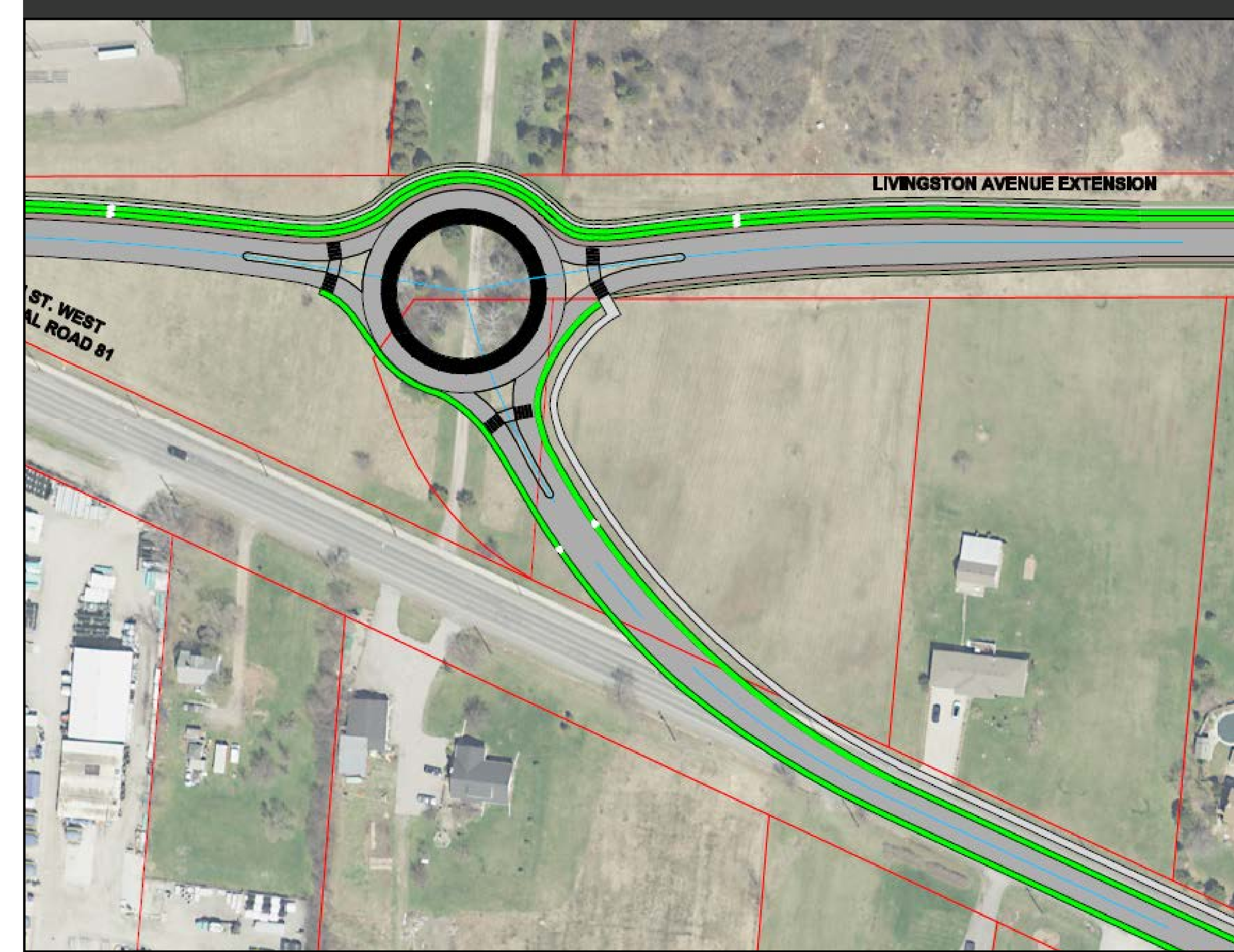
SECTION 2: CONCEPTUAL DRAWING SHOWING EXTENSION CONNECTING TO HUNTER ROAD AND MAIN STREET WEST/OAKES ROAD



INTERSECTION AT MAIN STREET WEST/OAKES ROAD: SIGNALIZED



INTERSECTION AT MAIN STREET WEST/OAKES ROAD: ROUNDABOUT ALTERNATIVE





# **STATION #5: THE NEXT STEPS**

## **WHERE DO WE GO NEXT?**



# MOVING ROADS FORWARD

## 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](http://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](mailto:carolyn.ryall@niagararegion.ca)



# MOVING ROADS FORWARD

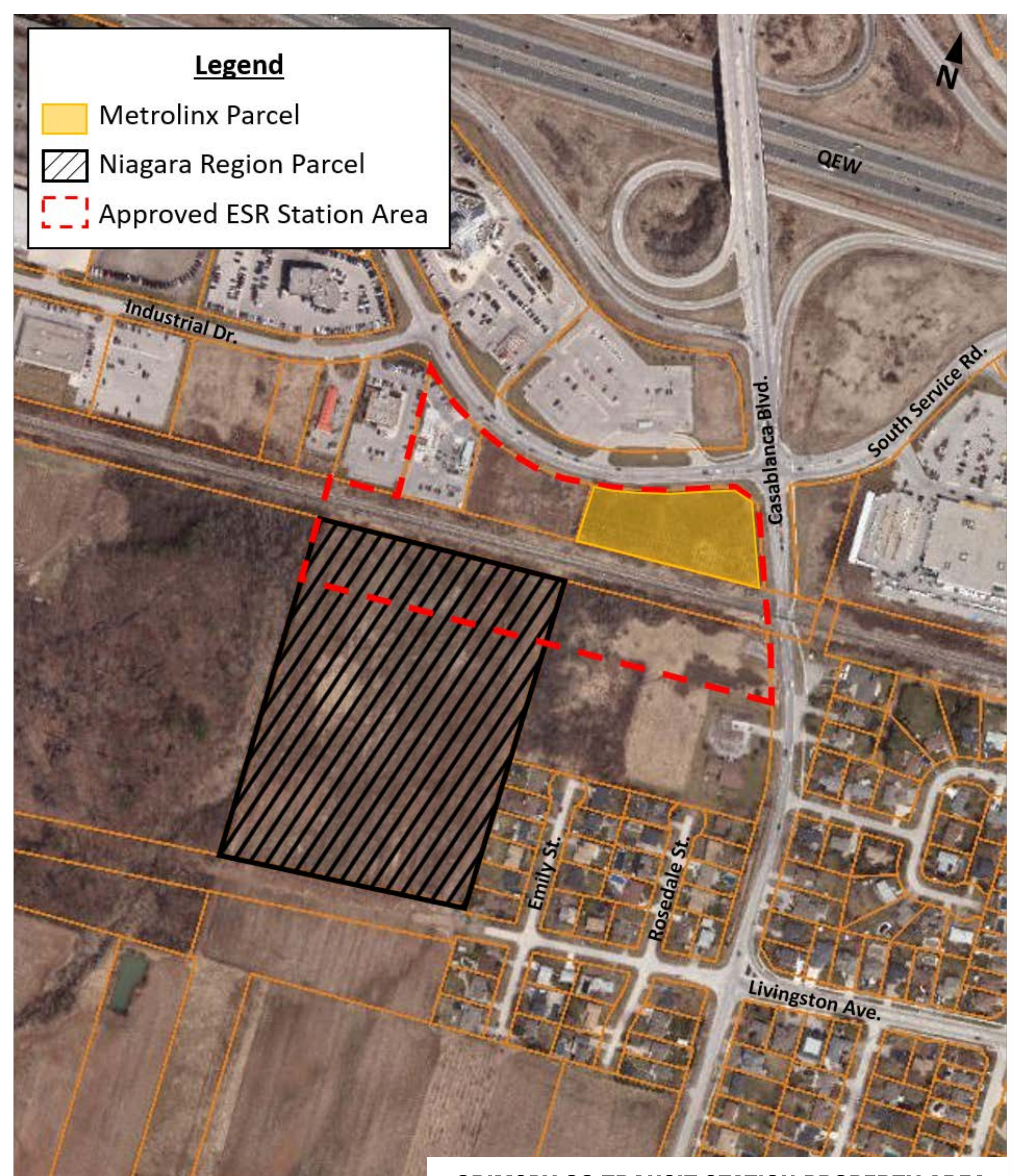
## GRIMSBY GO TRANSIT STATION UPDATE



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





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FORWARD**

**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!**  
**PUBLIC INFORMATION CENTRE #3**  
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