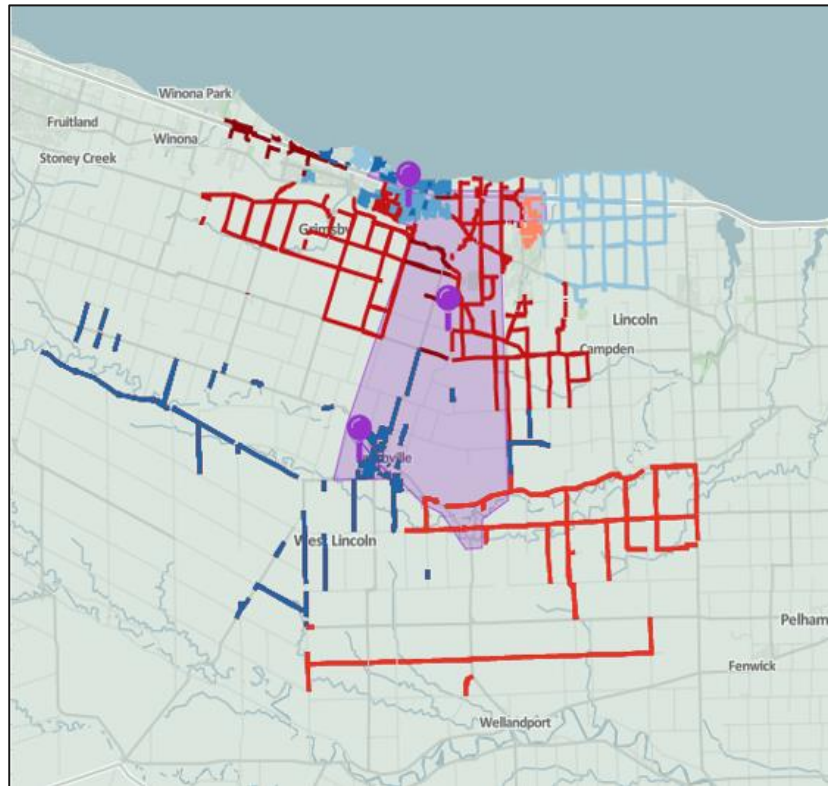


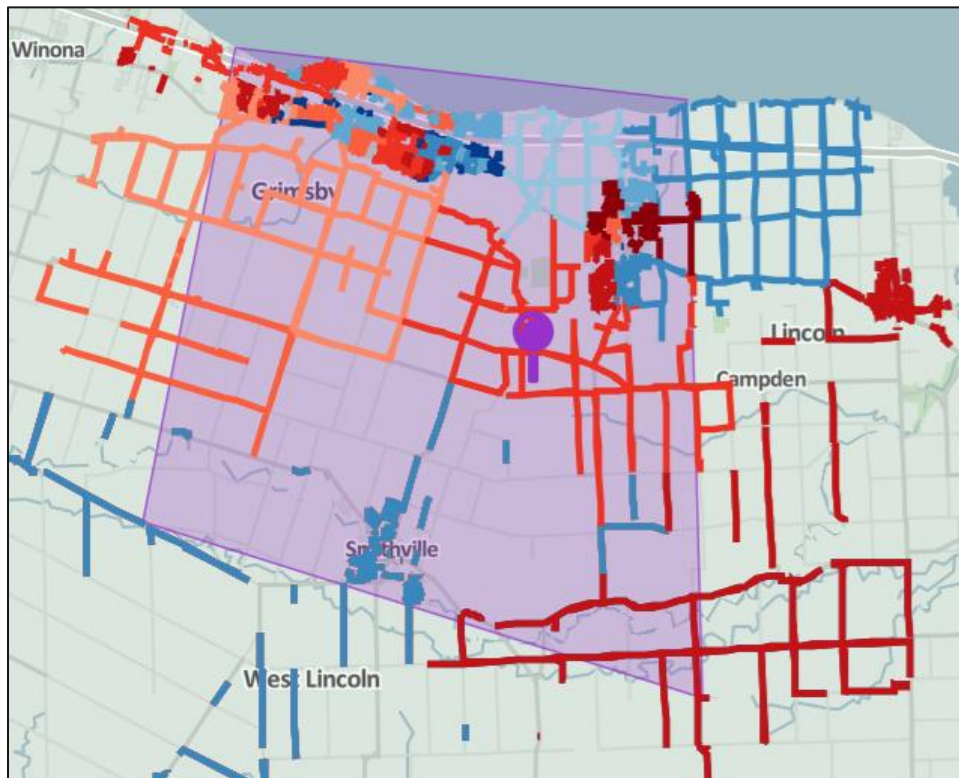
E

Appendix E: Public Correspondence

Canada Post Catchment Area for the Notice of Commencement



Canada Post Catchment Area for the Notice of Public Information Centre



From: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Sent: June 27, 2023 10:37 AM
Subject: Notice of Study Commencement-Terms of Reference Niagara -
Escarpment Crossing Individual Environmental Assessment
Attachments: [Niagara IEA ToR Notice of Study Commencement_Final.pdf](#)

EXTERNAL EMAIL

Good morning,

Niagara Region is formally initiating the preparation of a Terms of Reference (ToR) that will guide the future Environmental Assessment (EA) for a north-south transportation crossing of the Niagara Escarpment able to accommodate commercial vehicles and other transportation modes, between the Queen Elizabeth Way (QEW) and Regional Road 20 (potential future Smithville Bypass) within the Town of Grimsby, Town of Lincoln, and Township of West Lincoln, in Niagara Region.

Kindly refer to the attached Notice of Commencement and project webpage www.niagararegion.ca/projects/niagara-escarpment-crossing for more information about this project.

You are receiving this notice because you have been identified as potentially having an interest in the project based on your association with local business and development, and / or stakeholder group, representing special interests. If you do not wish to receive further emails, kindly reply directly to this email and I will remove you from the contact list.

If you have any questions about the project or wish to request a meeting, please contact the Project Team at the following dedicated project email address: escarpmentcrossingIEA@niagararegion.ca

Thank you,

Gillian Thompson, B.Sc., MCIP, RPP
CIMA+ Canada Inc.
Senior Planner / Senior Project Manager

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

From: [Escarpment Crossing](#)
Subject: Niagara Region, Niagara Escarpment Crossing Comprehensive Environmental Assessment – Draft Terms of Reference – Notice of Public Information Centre
Date: Wednesday, May 15, 2024 10:44:51 AM
Attachments: [image.png](#)
[Niagara CEA ToR Notice of PIC.pdf](#)

EXTERNAL EMAIL

Hello,

Please find attached the Notice of Public Information Centre for the Niagara Escarpment Crossing Comprehensive Environmental Assessment Draft Terms of Reference Project. The public, agencies, Indigenous Communities, and other interested persons are invited to review information, provide comments and attend the public meeting. The in-person Public Information Centre is scheduled as follows:

Date: Wednesday, May 29, 2024

Time: 5:30 p.m. to 8 p.m.

Location: West Niagara Fairgrounds - 7402 Mud St. W. Grassie, Ontario, L0R 1M0

Format: Presentation starting at 6 p.m. followed by a question-and-answer session.

On **May 30, 2024** the presentation materials and the complete draft Terms of Reference will be posted to the Region's website for review at niagararegion.ca/projects/niagara-escarpment-crossing. Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.

Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington,
ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

Thank you

Project Team

Transportation Services Division

Public Works, Niagara Region

1815 Sir Isaac Brock Way, Thorold, ON

escarpmentcrossingIEA@niagararegion.ca



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

From: [Escarpment Crossing](#)
Subject: Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference & PIC Presentation Available for Download
Date: Thursday, May 30, 2024 11:57:46 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

As a follow up to the Public Information Centre (PIC) held yesterday (May 29, 2024), the presentation materials and draft Terms of Reference (including Technical Work Plans) are now available for comment at niagararegion.ca/projects/niagara-escarpment-crossing.

As explained in the PIC material, the first stage of the CEA is to develop a Terms of Reference (TOR/main document) which provides the framework for the project and identifies technical workplans (appendices) and public consultation to be undertaken during the future Environmental Assessment (Stage 2).

The main Terms of Reference document provides, but not limited to, the project purpose, alternatives to the project, description of the preliminary study area, and EA consultation plan. The technical work plans define the "what" and "how" of the Environmental Assessment – describing what studies will be undertaken, what the study area will be, and what factors will be considered.

Please provide comments by **July 12, 2024** to the Region Project Manager and Consultant Project Manager:

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Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
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CIMA+
400–3027 Harvester Road, Burlington,
ON 289-288-0287 ext. 6835

escarpmentcrossingIEA@niagararegion.ca

A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year.

Best Regards

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [Escarpment Crossing](#)
Subject: Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference - Commenting Deadline July 12, 2024
Date: Thursday, July 4, 2024 3:26:14 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Just a reminder that the commenting period for the Niagara Escarpment Crossing CEA Draft Terms of Reference closes on **Friday, July 12, 2024**. Documents are uploaded to the project website at the following link:

niagararegion.ca/projects/niagara-escarpment-crossing.

Please submit comments to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

escarpmentcrossingIEA@niagararegion.ca

Katherine Jim, M.Eng., P.Eng.

Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington,
ON 289-288-0287 ext. 6835

A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year.

Best Regards

Project Team

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escarpmentcrossingIEA@niagararegion.ca



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From: [Elmadhoon, Maged](#)
To: [Katherine Jim](#); [Elysia Friedl](#); [Fraser, Scott](#); [Khalil, Ayat](#)
Cc: [Ian Dobrindt](#)
Subject: RE: Niagara CEA ToR - May 21 MNECA Mtg
Date: Thursday, September 5, 2024 2:52:44 PM
Attachments: [image006.jpg](#)
[image009.jpg](#)
[image010.jpg](#)
[image011.jpg](#)
[image012.jpg](#)
[image013.jpg](#)
[image014.jpg](#)
[image015.jpg](#)

EXTERNAL EMAIL

Hi Katherine,

Marcia Christie, John Christie, Curtis Fielding from MNECA attended the meeting. Frank, Scott, and myself attended from the Region. We had a very high level discussion:

- We agreed for continues engagement throughout the TOR and EA process
- Talked about meeting the legislative CEA process
- History about the project and the planning file in general
- Talked about why an EA started, but stopped after Phase 2 and was not files and completed
- Potential business impacts

Thanks

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca



From: Katherine Jim <Katherine.Jim@cima.ca>
Sent: Thursday, September 5, 2024 2:15 PM
To: Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Elysia Friedl <Elysia.Friedl@cima.ca>; Fraser, Scott <Scott.Fraser@niagararegion.ca>; Khalil, Ayat <Ayat.Khalil@niagararegion.ca>
Cc: Ian Dobrindt <ian.dobrindt@ghd.com>
Subject: RE: Niagara CEA ToR - May 21 MNECA Mtg

CAUTION EXTERNAL EMAIL: 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.

Thanks Maged, for noting the meeting date with MNECA. Would you be able to provide a few bullet points from the meeting? E.g. name of attendees and a few key discussion points from the meeting. We will include this in our Record of Consultation as part of the ToR submission.

Thanks,
Katherine

KATHERINE JIM, M.Eng., P.Eng.
Director / Transportation

T 289-288-0287 ext. 6835 M 365-323-7468 F 289-288-0285
400-3027 Harvester Road, Burlington, ON L7N 3G7 CANADA



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Do you really need to print this email? Let's protect the environment!

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From: Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>

Sent: September 5, 2024 11:14 AM

To: Elysia Friedl <Elysia.Friedl@cima.ca>; Fraser, Scott <Scott.Fraser@niagararegion.ca>; Khalil, Ayat <Ayat.Khalil@niagararegion.ca>

Cc: Katherine Jim <Katherine.Jim@cima.ca>; Ian Dobrindt <ian.dobrindt@ghd.com>

Subject: RE: Niagara CEA ToR - Draft Response Letters to Agencies / LAMs

EXTERNAL EMAIL

Hi Katherine,

We have no further comments on the draft response letters for agencies. Please finalize and forward accordingly.

On another note, we held the meeting with MNECA on Tuesday May 21st, 2024 @ 9:00 AM at the Region HQ.

Thanks
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

**Niagara Escarpment Crossing
Comprehensive Environmental Assessment
Town of Grimsby, Town of Lincoln, Township of West Lincoln
Public Information Centre - Comment Sheet – Wednesday, May 29, 2024**

Please provide your comments by **July 12, 2024**. Submit to **escarpmentcrossingIEA@niagararegion.ca** or mail the comment sheet to the Region's Public Works Department – Transportation Services (address above).

1. The draft Terms of Reference states that the purpose of the Project is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the Queen Elizabeth Way (QEW) and Regional Road 20 to address several historical and on-going problems in west Niagara. Are there other problems that the Project should also address during the Comprehensive Environmental Assessment?

FOR CONSIDERATION OF MOUNTAIN ST. GRIMSBY
the grade is far too steep for many trucks and frequently they cannot make it. They exhaust visible plumes of black smoke and brakes squeal all the way down

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

4. The draft Terms of Reference proposes several activities for consulting with public during the Comprehensive Environmental Assessment (e.g., project webpage, social media postings, local newspaper publications, direct mail via Canada Post, drop in style Public Information Centers, public meetings with presentations). Are there any other consultation activities that you think should be considered by Niagara Region?

5. Please add any additional comments in the box below.

Personal information collected or submitted in writing at public meetings will be collected, used, and disclosed by members of Regional Council and Regional staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the **Privacy Office** at 905-980-6000, ext. 3779 or **FOI@niagararegion.ca**.

Name:

Email (if you would like to be added to Study Contact List):

Address:

**Niagara Escarpment Crossing
Comprehensive Environmental Assessment
Town of Grimsby, Town of Lincoln, Township of West Lincoln
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GIVE JURISDICTION OVER MOUNTAIN ST-
IN GRIMSBY + BEAMSVILLE TO THE TOWNS SO THEY
CAN SET LOAD LIMITS. BUT KEEP MAINTENANCE
AND UPGRADES WITH REGION, SO THEY KEEP
THE TAXES ASSESSED. AT LEAST THE TOWNS
COULD SET LOAD LIMITS TO KEEP DUMP TRUCKS
OFF MOUNTAIN STREET

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

IF THE END IRONMENT IS
BEING CONSIDERED. HAS ANY ONE
ESTIMATED THE POLLUTION CREATED
WHEN THOUSANDS OF DUMP TRUCKS
SPEW DIESEL FAMES ASCENDING THE

ESCARPMENT ROADS WHILE COMING FROM
DISTANT OTHER JURISDICTIONS.

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

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Name: [REDACTED] _____

Email (if you would like to be added to Study Contact List): _____

Address: [REDACTED] _____

Received at PIC May 29, 2024



Public Works Transportation Services

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

Niagara Escarpment Crossing Comprehensive Environmental Assessment Town of Grimsby, Town of Lincoln, Township of West Lincoln Public Information Centre - Comment Sheet – Wednesday, May 29, 2024

Please provide your comments by **July 12, 2024**. Submit to **escarpmentcrossingIEA@niagararegion.ca** or mail the comment sheet to the Region's Public Works Department – Transportation Services (address above).

1. The draft Terms of Reference states that the purpose of the Project is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the Queen Elizabeth Way (QEW) and Regional Road 20 to address several historical and on-going problems in west Niagara. Are there other problems that the Project should also address during the Comprehensive Environmental Assessment?

- Avoid Future Residential Bulkhead Areas
- Avoid Wildlife Concentration Areas

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

Bentley/Park Road is the obvious choice considering the Corridor was built for this N/S crossing

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

No

4. The draft Terms of Reference proposes several activities for consulting with public during the Comprehensive Environmental Assessment (e.g., project webpage, social media postings, local newspaper publications, direct mail via Canada Post, drop in style Public Information Centers, public meetings with presentations). Are there any other consultation activities that you think should be considered by Niagara Region?

✓

5. Please add any additional comments in the box below.

None

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Received at PIC May 29, 2024



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Tel: 905-980-6000 Toll-Free: 1-800-263-7215 Fax: 905-685-0013

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Comprehensive Environmental Assessment
Town of Grimsby, Town of Lincoln, Township of West Lincoln
Public Information Centre - Comment Sheet – Wednesday, May 29, 2024**

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THIRTY ROAD
QEW ADDRESS

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

MIN. IMPACT
ON NIA ESCARPMENT
+ ENVIRONMENT

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

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YES Bartlett is NOT Appropriate
Exit off QEW is terrible for big trucks
3 old folks homes on Bartlett will hear excessive noise
upper Bartlett has new home construction on going
+ passes close to neighbourhood housing

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

Yes

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

→ NOISE LEVELS
→ AFFECTS ON SENIOR HOMES that are quite large, and there is 3 of them

4. The draft Terms of Reference proposes several activities for consulting with public during the Comprehensive Environmental Assessment (e.g., project webpage, social media postings, local newspaper publications, direct mail via Canada Post, drop in style Public Information Centers, public meetings with presentations). Are there any other consultation activities that you think should be considered by Niagara Region?

public consultations

5. Please add any additional comments in the box below.

Absolutely NO to Bartlett!
too late now as environment
has changed since original planning

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RE CONSIDER CASA BLANCA.
BECAUSE OF WORK ABOUT TO BE
DONE. + IT ALREADY HAS AN
INTER CHANGE. —

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LOAD LIMITS NOC.

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

MORE TRUCK INSPECTIONS
ON MOUNTAIN ST. IN GRIMSBY

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Name: [REDACTED] _____

Email (if you would like to be added to Study Contact List): _____

Address: [REDACTED] _____

**Niagara Escarpment Crossing
Comprehensive Environmental Assessment
Town of Grimsby, Town of Lincoln, Township of West Lincoln
Public Information Centre - Comment Sheet – Wednesday, May 29, 2024**

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2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

The Casablana Access seems the least complicated & less developed (with an access to the highway)
The distance between the proposed options and Casablana is not that much.
Most of the dump trucks & others are coming off the QEW & Main Street are coming from the West (eg. Toronto)

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

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5. Please add any additional comments in the box below.

Personal information collected or submitted in writing at public meetings will be collected, used, and disclosed by members of Regional Council and Regional staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the **Privacy Office** at 905-980-6000, ext. 3779 or FOI@niagararegion.ca.

Name:

Email (if you would like to be added to Study Contact List):

Address:

**Niagara Escarpment Crossing
Comprehensive Environmental Assessment
Town of Grimsby, Town of Lincoln, Township of West Lincoln
Public Information Centre - Comment Sheet – Wednesday, May 29, 2024**

Please provide your comments by **July 12, 2024**. Submit to **escarpmentcrossingIEA@niagararegion.ca** or mail the comment sheet to the Region's Public Works Department – Transportation Services (address above).

1. The draft Terms of Reference states that the purpose of the Project is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the Queen Elizabeth Way (QEW) and Regional Road 20 to address several historical and on-going problems in west Niagara. Are there other problems that the Project should also address during the Comprehensive Environmental Assessment?

The CEA should be framed within a long timeframe of at least 50 years (allowing for study, construction + some growth). Capacity of extra-regional alternatives such as Red Hill Flux, Hwy 403 and Hwy 406 for commercial traffic, as well as longer term growth projections need to be considered.

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

The four alternatives are valid but alternative #4 (other route between Grimsby + Beamsville) needs better definition, and I suggest some basic feasibility tests be utilized based on topography, land use, and road connections (including to the QEW). Alternatives might be narrowed to Durham and Thirty only, for example.

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

I'm not sure it's a separate category, but where is constructability/feasibility covered? Will the TOR define the extent of preliminary design including vertical and horizontal alignment and accompanying geotechnical studies?

4. The draft Terms of Reference proposes several activities for consulting with public during the Comprehensive Environmental Assessment (e.g., project webpage, social media postings, local newspaper publications, direct mail via Canada Post, drop in style Public Information Centers, public meetings with presentations). Are there any other consultation activities that you think should be considered by Niagara Region?

The frequency of public consultations is key. Considering the public distrust of the process after the abortive Municipal Class EA, regular and open information through regular (every 6-12 months) updates is a necessity for acceptance.

5. Please add any additional comments in the box below.

In order for the CEA to be successful it is essential that it includes the technical studies and consultations needed. In particular the consultation with the Niagara Escarpment Commission, Bruce Trail Conservancy and local conservation groups, as well as studies defining natural environment impacts and potential mitigation.

*The TOR should include evaluation methodology + weighting.

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Name: _____

Email (if you would like to be added to Study Contact List): _____

Address: _____

Received at PIC May 29,
2024



Public Works Transportation Services

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

Niagara Escarpment Crossing Comprehensive Environmental Assessment Town of Grimsby, Town of Lincoln, Township of West Lincoln Public Information Centre - Comment Sheet – Wednesday, May 29, 2024

Please provide your comments by **July 12, 2024**. Submit to **escarpmentcrossingIEA@niagararegion.ca** or mail the comment sheet to the Region's Public Works Department – Transportation Services (address above).

1. The draft Terms of Reference states that the purpose of the Project is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the Queen Elizabeth Way (QEW) and Regional Road 20 to address several historical and on-going problems in west Niagara. Are there other problems that the Project should also address during the Comprehensive Environmental Assessment?

PARABOLIC MIRROR AT THE
TOP OF MOUNTAIN STREET
IN GRIMSBY

2. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?

PARABOLIC MIRROR AT THE
TOP OF PARK ROAD IN
GRIMSBY FOR SAFETY.

3. The draft Terms of Reference proposes several evaluation categories (i.e., transportation, natural environment, built environment, social environment, economic environment, cultural environment, and financial) and specific considerations or criteria for evaluating the alternatives in the Comprehensive Environmental Assessment. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?

4. The draft Terms of Reference proposes several activities for consulting with public during the Comprehensive Environmental Assessment (e.g., project webpage, social media postings, local newspaper publications, direct mail via Canada Post, drop in style Public Information Centers, public meetings with presentations). Are there any other consultation activities that you think should be considered by Niagara Region?

5. Please add any additional comments in the box below.

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Name _____

Email (if you would like to be added to Study Contact List): _____

Address: _____

Received at
PLC May 29,
2024

SOUTH

TUNNEL UNDER
RIDGE RD WILL
ELIMINATE A STEEP
CLIMB

OFF RAMP
TO HWY 20
TO OR FROM
RIDGE RD

HAS
3 WAY
STOP

EAST

RIDGE RD

WEST

SLOPE UP THE
ESCARPMENT FROM
PRESENT ROAD WHICH
IS ALREADY THERE

WILL NOT HAVE
TO DISTURB THE
HOMES ALONG PARK RD.

PARK ROAD SOUTH

HAS
STOP
LIGHTS

EAST

KING ST

WEST

MAYBE CLOSE
THIS INTERSECTION
OR ADD STOP LIGHT

CENTRAL

QE ALREADY HAS
THE INTERCHANGE

SOUTH SERVICE RD

EAST

QE

WEST

LAKE ST

JUST SOME IDEAS

NORTH



July 10, 2024

Sent via email

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment
Draft Terms of Reference (DTOR)

Mountainview Niagara Escarpment Community Association (MNECA) is a registered non-profit corporation incorporated in 2012 to advocate on behalf of the businesses and residents of the community surrounding, adjacent and directly located on Mountainview Road in Beamsville, Ontario.

We have reviewed the DTOR. On the whole, it is well organized, well written, and logical in describing the progression of events. However it is not completely clear and not entirely comprehensive, addressed in items 1, 2 and 3. Item 4 articulates our opinions of the four alternatives.

1. Clarity of the DTOR

Section 8 and 10

In prior presentations by Niagara Region staff they stated that the final alternative (recommended route) would become apparent early in the EA process. However, the DTOR does not make clear when that will happen. In Section 8 and 10, the DTOR refers to "Alternative(s)" to the project. These sections imply that the final route for the truck crossing EA will be established at the end of the "evaluation of alternatives" phase. However, by adding the "(s)" to the end of the word "Alternative", without explanation causes confusion. A paragraph explaining why there could be more than one "alternative" at the end of the "evaluation of alternatives" phase is needed, otherwise the reader is left wondering and guessing as to what is meant. It could be interpreted that the (s) is added in case the recommendation is a combination of Alternative 2 and Alternative 3 or Alternative 2 and Alternative 4. But, it could also mean that Alternative 3 and Alternative 4 will proceed into the next phase of the study, "Alternative Methods."

2. Comprehensiveness of the DTOR

The DTOR states that the definitions in the DTOR for the "environment" are preliminary and will be built upon as the EA progresses. However, it is extremely important that the definitions for

the categories of natural, built, social, economic and cultural environments are comprehensive at the outset of study so that the analysis during the alternatives phase is fulsome. The TOR will be the document that sets the course for the next consultant to follow to begin the EA and therefore should not leave any gaps, ambiguities or questions.

Section 7.2.2 Built Environment

The description of the built environment could be more comprehensive. The description for the Town of Lincoln fails to mention all the small business located in the area. For example, “The urban area of Beamsville is primarily composed of residential land uses with a few institutional uses, such as retirement homes, health centres, schools, places of worship and cemeteries, amongst the homes.” This is not accurate. The urban area of Beamsville is full of stores, commercial establishments, restaurants, small businesses, professional offices, bakeries, car and tire repair shops, etc. The agricultural and rural area description fails to mention many other businesses other than wineries. For example, in the Mountainview Road area, there are agriculture-related businesses including a hydroponics shop, a greenhouse operation, an apiary, an orchard with an onsite apple and produce store. There is a bicycle rental and repair shop, a child day care, bed and breakfasts and other professional and retail businesses.

Section 7.2.3 Social Environment

The social environment of the community deserves a more fulsome description besides Census information provided. On page 34 of the Ontario Government document “Preparing and reviewing terms of reference for environmental assessments in Ontario,” the following is given as a guideline: “For the social environment, a proponent may describe the characteristics of people living in the study area, the community and recreation features, and community character.” The social environment should include descriptions of the people such as occupations, farmers living on their farms, people living on rural lots but working in urban settings, retirees, school age children and how they get to their schools (by bus, walking, biking, dropped off), locations of schools, etc. A description is needed of how people use the area for relaxation and exploration such as walking, hiking, biking etc. The community character could identify it as a quiet area or a fast-paced area in terms of existing traffic and the types of traffic in the area.

The social environment of the Mountainview area is positively impacted by the people who visit and also by the people who work here but live elsewhere. The people who visit here enjoy everything on offer: winery tours and tastings, winery walks, restaurants, farmer’s markets, pick-your-own orchards, Bruce trail hikes, biking, and jogging. The people who work here will also be affected socially. All the tourists and employees need to be identified as “receptors” just like the residents.

Section 7.2.4 Economic Environment

The Merriam-Webster dictionary defines “economic” as “of, relating to, or based on the production, distribution, and consumption of goods and services.”

The contents included in this section of the DTOR are about policy and planning issues, some of which may have an impact on the economic environment. However, the DTOR does not address the economic environment of the study area. It should identify and examine the

businesses that drive the economy and how it has a trickle down effect into the service businesses, the tourist industry, entertainment industry, culinary arts and distribution systems. It should identify the numbers of people employed here. Essentially the TOR needs to describe what drives the economy of the study area and what affect a new Escarpment crossing will have, both positive and negative on the economy and it's businesses and individuals. The entire DTOR never mentions tourism, one of the most important economic drivers in our community.

Section 7.2.5 Cultural Environment

This section of the DTOR includes cultural “resources” and “heritage landscapes” and “built heritage” and “archaeological” resources that have been officially identified or officially designated.

However, a community includes many non-designated cultural assets. The TOR needs to recognize them and study them.

For example, the Town of Lincoln has identified the Beamsville Bench wine producing area as the “Benchlands.” While the “Benchlands” may not be “listed” under an act per se, it needs to be acknowledged as a cultural resource because it is home to seven wineries, is one of the top wine producing areas in Canada, has a terroir unique to the Beamsville Bench, has achieved international acclaim for its wines, and employs hundreds of people. This cluster of wineries receives thousands of wine tourists annually who can walk from winery to winery along the quiet country roads. The shared culture of the seven wineries in the Mountainview Road area has grown and can be exemplified by such wine festivals as Graze the The Bench, Love the Bench and Rock the Bench. Individual wineries have created wine clubs with members from near and far who visit often and attend winery events throughout the year.

The winery culture is just one cultural asset. Others include food cultures (culinary restaurants, food trucks), farm-to-table cultures, organic farming culture, and the local musical scene.

3. Section 8.1.2 Task B: Assessment of the Alternative to the Project: Task 2 Activity No. 2 Impact Management Measures

The DTOR identifies three impact management measures: avoidance, mitigation and compensation. The TOR needs to acknowledge and consider the following:

The outcome of the 1997 study had an immediate economic, social and cultural effect on the Bartlett/Park area which endures to this day. The negative impact of being selected as the preferred route for an Escarpment crossing route was unfortunate for the people who lived on the road. The people whose land was acquired through purchase or expropriation lost their homes. People who didn't want to live next the truck route sold their properties at a loss. People who bought those houses at a discount did so because they were comfortable with the potential of a truck route or because they gambled that the crossing would never be built. Institutions like the nursing homes were not phased by the potential truck route and developed on Bartlett.

There is something inherently unfair about expanding this negative impact to the study area between Beamsville and Bartlett/Park. This negative impact took effect the moment the Notice

of the Terms of Reference came out in June 2023 and will endure until a preferred route is announced which could take two to four years or more to determine. This negative impact causes all the people and businesses to have to pause their all their development and expansion plans. People wonder if they should try and sell their homes and businesses now, at a reduced price due to the negative impact of a truck route hanging overhead.

Further, it is extremely unfair to everyone, past, present and future should the preferred route be any other route besides Bartlett/Park. Removing the negative impact from Bartlett/Park and placing it on another road or route compounds the negative impact exponentially.

If Bartlett/Park is not the ultimate final choice of route, the people who sold their properties on that road have no way to recoup their social and economic loss. The people who acquired land at a discount will receive a windfall not deserved. The people and businesses of the new route will now unfairly suffer: they invested in land, houses, businesses, believing that their road was safe because Bartlett/Park was the route for the crossing.

Developments to the infrastructure of our communities that are necessary for the “greater good” always have a negative impact on someone. The negative impact for Bartlett/Park started almost 30 years ago. By selecting a different route after 30 years, all that adverse impact will be for nothing and will be dropped, unfairly, on a whole new group of people.

The point is, the Region and the Minister of the Environment Conservation and Parks must take this all this negative impact history into consideration and into account when they evaluate avoidance, mitigation and compensation methods. We are asking for fairness in this process and an acknowledgement of history.

4. Comments on Alternatives

Alternative 1 - Do Nothing

We do not agree with this option for the following reasons:

Lincoln and Grimsby’s downtown core suffers from heavy truck traffic causing dangerous situations for all types of active transportation and for small local and tourist vehicles.

The built environment of the downtown cores would benefit by removing as much truck traffic as is feasible.

Socially it would improve the everyday lives of the residents and visitors.

Economically it would help revitalize the core by attracting more businesses and tourists.

Culturally it would encourage the redevelopment of existing heritage features.

Visually it would allow the towns to improve their downtown streetscapes.

The only aspect of the environment that would benefit from the “do nothing” alternative would be the natural environment.

Alternative 2 - Implement Additional Traffic Management Measures

In the short term (less than 10 years), we believe that additional improvements to the Mountain Road and Ontario/Mountain Streets should be implemented for safety reasons, however we do not believe this is a long term (greater than 10 years) solution for similar reasons as “do nothing”.

Alternative 3 - Extend Bartlett Avenue Southerly and Utilize the Park Road Corridor

We agree with this option. This has been the preferred option for thirty years.

The natural environment would be impacted by this choice, but it is the shortest (distance) route of all of the possible options and would have the least impact on the Escarpment. The corridor already exists and damage to the natural environment could be mitigated by improving the current roadway rather than cutting a whole new route through currently untouched natural areas. Improving the existing roadway would also have the least impact on established animal movement corridors.

The built environment would also be impacted the least because most of the buildings from where Bartlett ends to the top of the Escarpment are well set back from Bartlett and Park Road or are on cul-de-sacs. On the portion of Bartlett from the QEW to Bartlett's end (just beyond Muscat Drive), the infrastructure is already in place. The underpass for the rail line exists, the roadway width is suitable and the QEW interchange is in place. Some properties serving the extension have already been assembled by the Region.

The existing built environment on Bartlett/Park that is primarily residential on the Escarpment lands. Developing there would have the least impact on the cultural, social and economic environments of farms, vineyards, orchards, wineries and other commercial businesses.

Alternative 4 - Construct a New North-South Corridor between Grimsby and Beamsville

We do not agree with this option. This option has the potential to have the most severe impact on all aspects of the environment.

Financially it would have the greatest impact. Regional staff have stated publicly that the MOT would most likely not fund a new interchange to the QEW so it would be at the Region's expense. This expenditure of local tax funds is not acceptable or appropriate when an interchange at Bartlett has already been built. In addition, the CN rail line has been under-passed at Bartlett, which is an added benefit to this being the truck route.

Further, if a new interchange was necessary, the interchange would have to be built at an equal distance between the Bartlett and Ontario interchanges and it would therefore be placed at Mountainview Road. Mountainview Road is the worst possible location for a truck crossing of the Escarpment.

Mountainview Road is the most populated (in terms of residents and businesses) of the existing rural roads between Bartlett/Park and the urban edge of Beamsville. A truck route would impact many more people than any other route including Bartlett/Park Road.

This option would impact the natural environment severely. The steep shoulders of Mountainview would necessitate destruction of a huge swath of the Mountainview Conservation Area which is an undisturbed home for animals and plants and home to the Bruce Trail.

A truck crossing would have a huge visual impact due to its length and the number of homes, farms, businesses located on Mountainview.

The cultural identity of Mountainview Road area would be severely negatively impacted. It has developed its own cultural identity as a wine tourist destination featuring internationally acclaimed wines. Thousands of wine tourists visit Mountainview Road and area annually.

Economically, it would devastate the businesses, wineries, orchards, and farm markets. Millions of dollars have been invested by the wineries, vineyard owners and farmers. Hundreds of people are employed in this area and would suffer severely should the area lose it's appeal to wine tourists.

The built environment would also be severely impacted. The rural feel of the area would be lost. Many homes are located in very close proximity to Mountainview Road and would either need to be expropriated or would suffer severely with a truck route at their door step.

Socially, this is a quiet, quaint area loved by people who live, work and visit here. They can safely walk, bike and hike here. The noise and visual affect of a truck route would completely change the cultural feel and would create dangerous situations for active transportation and slow moving farm vehicles.

In closing, thank you for inviting us to respond to the Draft Terms of Reference. Please consider the above comments in writing the final TOR
and please include this letter in the submission to the Minister of the Environment Conservation and Parks.

Kind regards,

Directors of Mountainview Niagara Escarpment Community Association

[REDACTED]

October 9, 2024

Mountainview Niagara Escarpment Community Association

Sent Via Email To:

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

**Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference**

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). We were pleased that you found the draft ToR well organized, well written, and logical in describing the progression of events. The following provides our responses to the four items highlighted in your letter dated July 10, 2024:

Item #1 – Clarity of the draft ToR

Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *Environmental Assessment Act (EA Act)*, the preferred alternative to the Project is unknown at this time and is subject to the completion of the assessment and evaluation methodology in Section 8.1 of the draft ToR. As referenced in Section 8.1, the recommended/preferred alternative could consist of just a single alternative or a combination of two or more alternatives; hence the use of “(s)” in Sections 8.1.4 and 8.1.5. So, you are correct in your interpretation of the draft ToR, the “(s)” in “Alternative(s)” is referring to the possibility of a combination of alternatives being identified during the Niagara Escarpment Crossing EA.

Item #2 – Comprehensiveness of the Draft ToR

Just to clarify, the definition of the “environment” in Section 6.2 of the draft ToR is not preliminary but reflects that which is referenced in the *EA Act*. What is preliminary is the descriptions of the environment provided in Sections 7.2.1 to 7.2.5 of the draft ToR. This is purposeful because the preliminary descriptions are in alignment with the Ministry of the Environment, Conservation and Parks’ (MECP’s) Code of Practice for Preparing and

Reviewing Terms of Reference for Environmental Assessments in Ontario (Code of Practice).

As committed to in Section 7.3 of the draft ToR, a more detailed description of the environment will be developed during preparation of the Niagara Escarpment Crossing EA and will be provided in the EA Report. This detailed description will be developed based on available existing information sources and additional work such as field investigations and modelling, as appropriate, through several investigative studies including, but not limited to, the following:

- Air Quality
- Agricultural
- Archaeology
- Built Heritage and Cultural Heritage Landscapes
- Contaminated Property
- Groundwater
- Land Use
- Natural Heritage
- Noise and Vibration
- Surface Water
- Visual Impact

The details associated with each of these studies are provided in separate work plans (**Appendices C to M**, respectively of the draft ToR). As a result, a detailed and comprehensive understanding of the environment will be generated during the Niagara Escarpment Crossing EA to successfully carry out the assessment and comparative evaluation of the alternatives to the Project and alternative methods of the carrying out the Project.

Thank you for your comments on the preliminary descriptions of the environment in Sections 7.2.1 to 7.2.5 of the draft ToR. This information will be considered during the Niagara Escarpment Crossing EA as part of developing a more detailed description of the environment. We look forward to potentially receiving further information on the environment from the Mountainview Niagara Escarpment Community Association during the Niagara Escarpment Crossing EA.

Item #3 – Section 8.1.2 Task B: Assessment of the Alternative to the Project Task 2 Activity No. 2 Impact Management Measures

Section 4.2 of the draft ToR acknowledges and considers the previous findings and recommendations from the past studies carried out by the Province, Region and/or local area municipalities relative to commercial vehicles travelling on steep grades across the Niagara Escarpment. These findings and recommendations will be built upon during preparation of the EA through the Work Plans (e.g., Traffic, Operations and Safety Work Plan (Appendix B of the draft ToR).

Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with MECP's Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process including Alternative 4 - Construct a New North-South Corridor between Grimsby and Beamsville.

To clarify, the application of impact management measures (i.e., avoidance, mitigation, compensation) will take place during the assessment of both the alternatives to the Project and alternative methods of carrying out the Project as part of addressing potential adverse environmental effects, which you cite in your comments (e.g., property loss, displacement/disruption to existing land uses).

As stated in Section 8.1.3 of the draft ToR, the alternatives to the Project will be comparatively evaluated using the Reasoned Argument or "Trade-off" approach based on the results of the net effects analysis. This approach identifies the relative differences in net effects between the alternatives to determine the relative advantages (positive) and disadvantages (negative) to the environment of each alternative to the Project. As a result, the evaluation process consists of trade-offs in which the advantages and disadvantages to the environment are considered holistically in determining a recommended alternative. In general, the alternative that has the best balance of advantages and disadvantages is identified as the recommended alternative to the Project. With this in mind, a description of and the rationale for the Project will be provided in the EA Report as part of preparing the Niagara Escarpment Crossing EA.

In summary, the Niagara Escarpment Crossing EA will be carried out in a transparent, open, and fair manner recognizing previous findings and recommendations, but without a predetermined outcome.

Item #4 – Comments on the Alternatives

Thank you for your comments on each of the four alternatives to the Project. Please see our response to Item #3 for the rationale of including the four alternatives to the Project in the draft ToR and how they will be comparatively evaluated based on the relative advantages (positive) and disadvantages (negative) to the environment of each alternative during preparation of the EA.

As requested, your letter will be appended to the Record of Consultation that is submitted along with the proposed ToR to the Minister for her information.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments to MECP.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

July 12, 2024

Sent via email

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment
Draft Terms of Reference (DTOR)

We live at [REDACTED] The side yard of [REDACTED] Approximately 500 ft (150m) of that length is a steep slope dropping 62 ft (19m) in a distance of about 196 ft (60m). Figure 1 is a contour map from the NPCA Watershed Explorer showing the contour. The blue shaded area represents area included in the NPCA Regulation Lands.

Figure 2 is a map from the NEC which identifies the Escarpment Natural Area in green and the Escarpment Protection area in brown.

Figure #3 is an NEC map which shows our property is within a Natural Heritage area for its substantial Woodland.

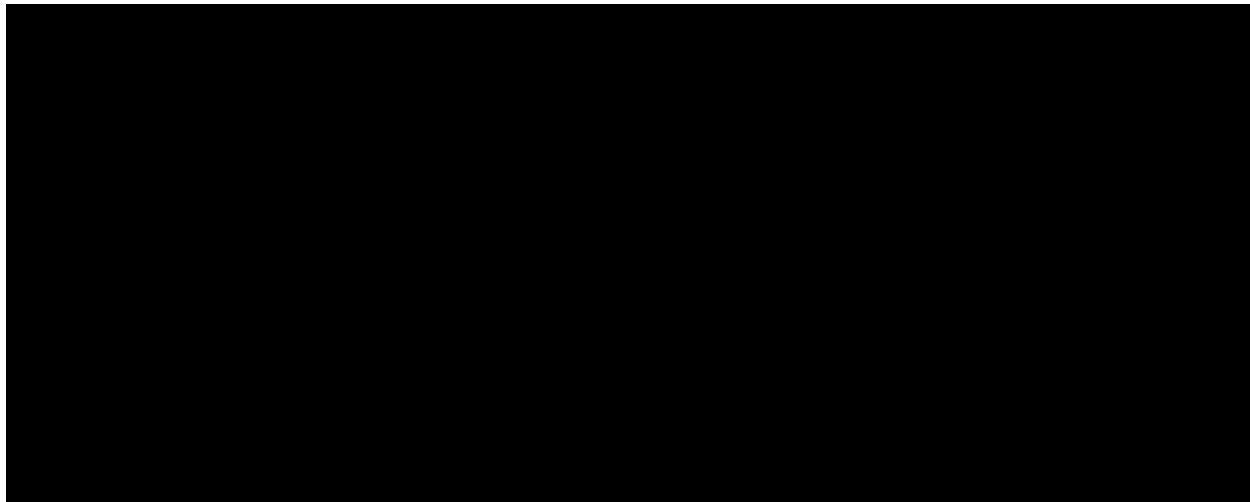


Figure #1 NPCA Contours

Figure #2 NEC Natural Area

Figure #3 NEC Natural
Heritage Woodland

Across the Mountainview is the Mountainview Conservation Area, an Area of Natural and Scientific Interest and is designated as a Natural Heritage area. The built environment on Mountainview includes the high-voltage transmission line buried under the road.

Figure #4 and #5 are views of the slope with Mountainview in the background.

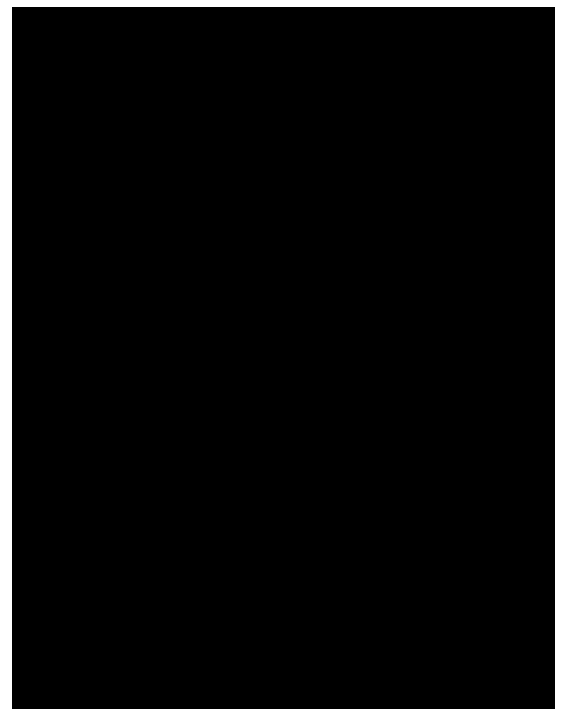


Figure #4 Slope - Mountainview Rd. in background Figure #5 - Slope to Mountainview Rd.

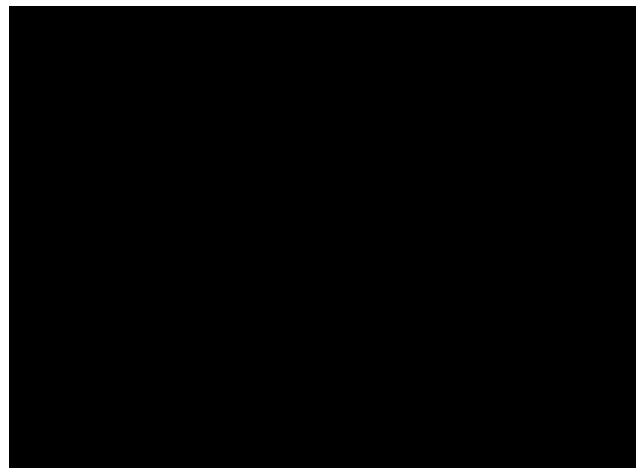
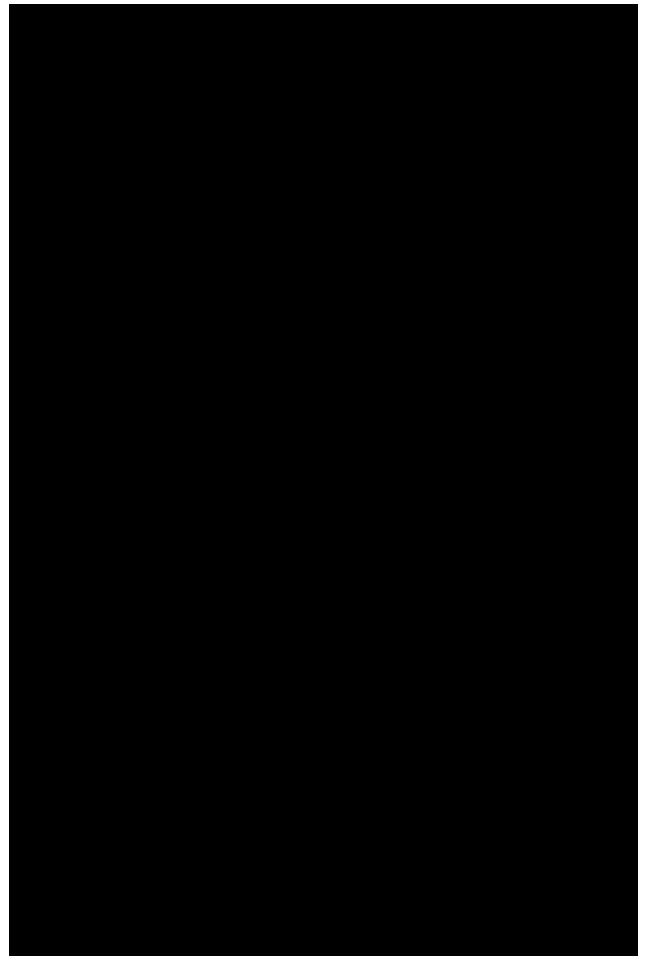
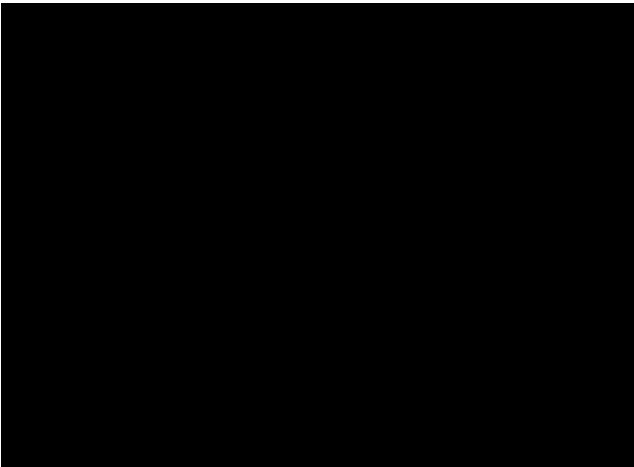
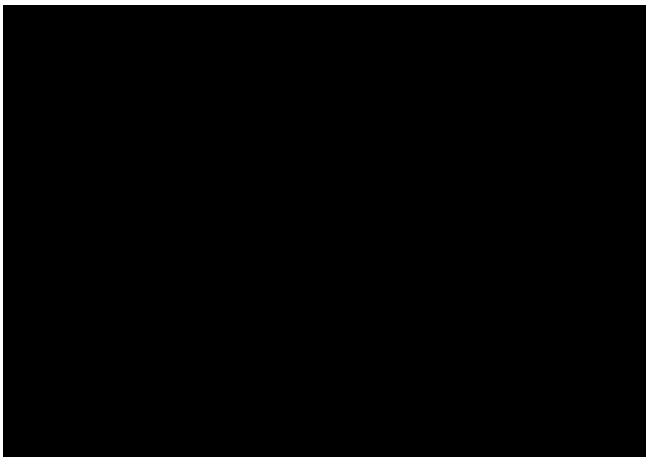
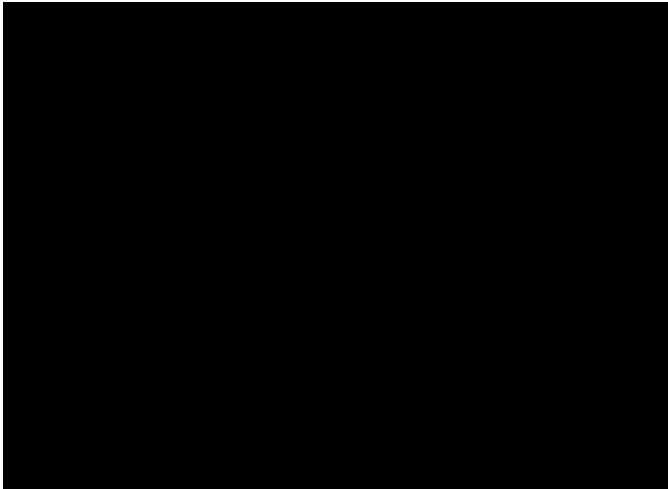
partner in [REDACTED] He was a [REDACTED] in [REDACTED]
Canada including [REDACTED]
[REDACTED] He sold his shares in [REDACTED] about eight
years ago and continues to be [REDACTED] and most
recently has been [REDACTED] in Grimsby and the new
[REDACTED] in Niagara Falls.

[REDACTED]

We purchased [REDACTED]. It had a [REDACTED]
[REDACTED] of the Escarpment in the
Woodland and a [REDACTED] in the
open area of the site. We are enrolled in the Conservation
Land Tax Incentive Program and annually promise to retain
the natural aspects of the site and leave the Natural Area
untouched.



In 2009 we had extensive heavy landscaping completed to rebuild the [REDACTED], constructed a retaining wall to level out the site and corrected some drainage issues. In 2010 [REDACTED] and we constructed a [REDACTED] studio building of 1400 sq ft adjacent to the existing pool. The pool was completely renovated in 2011 including a pool shed, new parging on the existing concrete pool, new pavers for the patio around the pool. In 2013, a severe wind storm felled a large tree which landed on the existing house, damaging it beyond repair. [REDACTED] at this point and in 2015 [REDACTED] and we constructed a 4600 sq ft addition of bedrooms, offices and garage to the original [REDACTED] which was renovated to accommodate a living room, dining room and kitchen. A detached 500 sq ft shed was then completed. In 2022 we paved the [REDACTED] We have incorporated extensive gardens on the property with perennials and plants native to the Carolinian Forest.



We invested millions of dollars in this property because we were led to believe that Mountainview Road would not be the truck route. We are directors of Mountainview Niagara Escarpment Community Association and invested thousands of hours in fighting the Niagara Region Wind Farm's high-transmission line on Mountainview Road. We were stakeholders on the technical committee for the [REDACTED] conducted in 2014-2016 and attended all the meetings advocating for Mountainview Road.

The cultural fabric of this area is incredible and we love living amongst the vineyards and having people from the urban community walk our roads. We take part in the winery events and welcome tourists to enjoy this gem of a region. Our plan has always been to continue living here in this idyllic setting for as long as our health will permit. Socially, culturally and economically, we would be devastated to lose this environment to a truck route.

Please do not include Mountainview Road as a potential route for the Niagara Escarpment Truck Crossing.

Sincerely,

[REDACTED]

October 9, 2024

[REDACTED]
[REDACTED]
[REDACTED]

Sent Via Email To:

[REDACTED]
[REDACTED]

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 12, 2024. You have been added to the Project's mailing list for being kept informed of the Project. As requested, your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks (Minister) for her information.

We acknowledge your request of excluding Mountainview Road from being considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Natural Heritage (Appendix J), Land Use (Appendix I), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an

alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

From: [Elmadhoon, Maged](#)
To: [Katherine Jim](#); [Ian Dobrindt](#); [Elysia Friedl](#)
Subject: FW: IEA Niagara Escarpment Crossing Study Terms of Reference
Date: Wednesday, April 3, 2024 10:26:18 AM

EXTERNAL EMAIL

Fyi

Maged Elmadhoon, M.Eng., P.Eng. (he/him)
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca

-----Original Message-----

From: Fraser, Scott <Scott.Fraser@niagararegion.ca>
Sent: Wednesday, April 3, 2024 9:58 AM
To: [REDACTED]
Cc: Tassone, Frank <frank.tassone@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Bradley, Jim <Jim.Bradley@niagararegion.ca>; Tripp, Ron <Ron.Tripp@niagararegion.ca>; Witteveen, Albert <Albert.Witteveen@niagararegion.ca>; Carnegie, Dan <Dan.Carnegie@niagararegion.ca>; Easton, Sandra <Sandra.Easton@niagararegion.ca>; Foster, Robert <Robert.Foster@niagararegion.ca>; M Kirkopoulos <MKirkopoulos@lincoln.ca>; Tony Brunet <tbrunet@lincoln.ca>; JD Pachereva <jdpachereva@lincoln.ca>; D Graham <dgraham@lincoln.ca>; Julie Kirkelos <jkirkelos@lincoln.ca>; Andrea Chambers <achambers@lincoln.ca>; Sam.Oosterhoff@pc.ola.org; [REDACTED]
[REDACTED]
Ricketts, Terry <Terry.Ricketts@niagararegion.ca>
Subject: RE: IEA Niagara Escarpment Crossing Study Terms of Reference

Good Morning [REDACTED],

Thanks for reaching back out. Over the past weeks we have been continuing our internal discussions to confirm the direction for this project.

We will shortly be launching into the consultation phase for this project. While tentative, we anticipate this will begin with a presentation to the Region's Public Works Committee on May 7th. This presentation will provide a summary of the project history, an overview of the work completed to date, what comes next including the planned consultation activities.

This Region Public Works presentation will be followed by presentations to each of the three local Councils (Grimsby, Lincoln, West Lincoln) and a public information centre in late May and early June. Specific dates for these activities are still being worked out - we'd been waiting on landing them before responding.

I would also like to offer an opportunity for MNECA to meet with the project team and discuss your concerns as this consultation phase launches. Please let me know if that is of interest to you, and we will look to arrange a time. I will need to consider the exact timing for this meeting as I will want to be sensitive to ensuring that updated project information is going to our elected officials first, but we will work it out.

If MNECA has not yet done so, I would also encourage you to register as a Lobbyist at either the Regional or local level to support your engagement with our elected officials.

Thanks,

Scott Fraser, M.Eng, P. Eng
Associate Director, Transportation Planning scott.fraser@niagararegion.ca
Office: +1 (905) 980-6000 x3771
Mobile: +1 (416) 319-4694

-----Original Message-----

From: [REDACTED]
Sent: Wednesday, April 3, 2024 8:18 AM
To: Fraser, Scott <Scott.Fraser@niagararegion.ca>
Cc: Tassone, Frank <frank.tassone@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Bradley, Jim <Jim.Bradley@niagararegion.ca>; Tripp, Ron <Ron.Tripp@niagararegion.ca>; Witteveen, Albert <Albert.Witteveen@niagararegion.ca>; Carnegie, Dan <Dan.Carnegie@niagararegion.ca>; Easton, Sandra <Sandra.Easton@niagararegion.ca>; Foster, Robert <Robert.Foster@niagararegion.ca>; M Kirkopoulos <MKirkopoulos@lincoln.ca>; Tony Brunet <tbrunet@lincoln.ca>; JD Pachereva <jdpachereva@lincoln.ca>; D Graham <dgraham@lincoln.ca>; Julie Kirkelos <jkirkelos@lincoln.ca>; Andrea Chambers <achambers@lincoln.ca>; Sam.Oosterhoff@pc.ola.org; [REDACTED]
Subject: Re: IEA Niagara Escarpment Crossing Study Terms of Reference

CAUTION EXTERNAL EMAIL: 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.

Good morning Scott.

It is now April and we have not heard anything on the IEA. I note from your website project page that progress has not occurred as outlined in your posted schedule. Could you please let us know the status of the project.

Regards,
[REDACTED]

> On Jan 9, 2024, at 5:28 PM, Fraser, Scott <Scott.Fraser@niagararegion.ca> wrote:

>

> [REDACTED]

>

> I wanted to take the opportunity to acknowledge both your original letter from November 21st as well as your more recent followup with Maged. The Region has reviewed the concerns outlined in your letter and will be providing a response to the MNECA in the coming weeks.

>

> The primary reason for the longer length of time in providing this response to the MNECA is we are currently determining the timing and finalizing content of upcoming consultations/presentations with the three local municipalities, the Region's Public Works Committee and a planned Public Information Centre. These consultations and presentations will speak to many of the issues that you have raised in your letter, and provide an opportunity for all concerned parties to provide direct feedback before the Terms of Reference move forward. We want to ensure that the information we provide in response to your letter is consistent with the information planned to be shared with Council's and the general public, and further be able to share the specific timing of those activities with you as part of our response.

>

> Scott Fraser, M.Eng, P. Eng
> Associate Director, Transportation Planning
> scott.fraser@niagararegion.ca
> Office: +1 (905) 980-6000 x3771
> Mobile: +1 (416) 319-4694

>
>
>
>

> -----Original Message-----

> From: [REDACTED]
> Sent: Wednesday, January 3, 2024 12:34 PM
> To: Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
> Cc: Bradley, Jim <Jim.Bradley@niagararegion.ca>; Tripp, Ron
> <Ron.Tripp@niagararegion.ca>; Tassone, Frank
> <frank.tassone@niagararegion.ca>; Witteveen, Albert
> <Albert.Witteveen@niagararegion.ca>; Carnegie, Dan
> <Dan.Carnegie@niagararegion.ca>; Sandra Easton <seaston@lincoln.ca>;
> Foster, Robert <Robert.Foster@niagararegion.ca>; M Kirkopoulos
> <MKirkopoulos@lincoln.ca>; Tony Brunet <tbrunet@lincoln.ca>; JD
> Pachereva <jdpachereva@lincoln.ca>; D Graham <dgraham@lincoln.ca>;
> Julie Kirkelos <jkirkelos@lincoln.ca>; Andrea Chambers
> <achambers@lincoln.ca>; Sam.Oosterhoff@pc.ola.org; [REDACTED]
> [REDACTED]

> Subject: Re: IEA Niagara Escarpment Crossing Study Terms of Reference

>

> CAUTION EXTERNAL EMAIL: 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.

>

> Good afternoon and Happy New Year.

>

> Maged, could you please let us know when we might expect a response to our communications of November 21, 2023? It's been 6 weeks.

>

> Thank you,

> [REDACTED]

>

>> On Nov 21, 2023, at 1:43 PM, Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca> wrote:

>>

>> Good afternoon,

>>

>> Thanks for your response to the Notice of Commencement and interest in the subject study. This is to acknowledge receiving your email and the letter attached to it. We will review your comments very carefully and will respond accordingly.

>>

>> Best regards

>> Maged

>>

>> Maged Elmadhoon, M.Eng., P.Eng. (he/him) Manager, Transportation

>> Planning Transportation Services Division Public Works, Niagara

>> Region

>> 1815 Sir Isaac Brock Way, Thorold, ON

>> Maged.Elmadhoon@niagararegion.ca

>> Phone: 905-980-6000 ext. 3583

>> Cell: 289-407-6862

>> www.niagararegion.ca

>>

>>

>> -----Original Message-----

>> From: [REDACTED]

>> Sent: Tuesday, November 21, 2023 1:18 PM

>> To: Bradley, Jim <Jim.Bradley@niagararegion.ca>

>> Cc: Tripp, Ron <Ron.Tripp@niagararegion.ca>; Tassone, Frank

>> <frank.tassone@niagararegion.ca>; Witteveen, Albert

>> <Albert.Witteveen@niagararegion.ca>; Elmadhoon, Maged

>> <Maged.Elmadhoon@niagararegion.ca>; Carnegie, Dan

>> <Dan.Carnegie@niagararegion.ca>; Sandra Easton <seaston@lincoln.ca>;

>> Foster, Robert <Robert.Foster@niagararegion.ca>; M Kirkopoulos

>> <MKirkopoulos@lincoln.ca>; Tony Brunet <tbrunet@lincoln.ca>; JD

>> Pachereva <jdpachereva@lincoln.ca>; D Graham <dgraham@lincoln.ca>;

>> Julie Kirkelos <jkirkelos@lincoln.ca>; Andrea Chambers

>> <achambers@lincoln.ca>; Sam.Oosterhoff@pc.ola.org; [REDACTED]

>> Subject: IEA Niagara Escarpment Crossing Study Terms of Reference

>>

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>>

>> On behalf of the Directors of Mountainview Niagara Escarpment Community Association (MNECA) please find attached our comments and objections regarding the Niagara Escarpment Crossing Study Terms of Reference for an IEA.

>>

>> We await your response.

>> Directors of MNECA

>>

>> 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.

>

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Online Form - Enquiry from Region website
Date: Monday, June 10, 2024 12:58:45 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Good Afternoon,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Niagara Region Website <webmaster@niagararegion.ca>
Sent: Sunday, June 9, 2024 8:10 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Cc: webincoming <webincoming@niagararegion.ca>
Subject: Online Form - Enquiry from Region website

Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their email address)

name

[REDACTED]

phone

[REDACTED]

email

[REDACTED]

municipality

pelham

subject

Niagara Escarpment Crossing

comments

Hello I am representing the Niagara Bruce Trail Club as club vice president. The Bruce Trail will be impacted as is within the study area and crosses and/or is along the identified potential crossing routes. This crossing has the potential to negatively impact the function of a continuous, uninterrupted safe trail system. I note that the Bruce Trail is noted once in the ToR however the Bruce Trail is noted in any of the detailed workplans. How is it proposed that the trail will be taken into consideration? I suggest the Bruce Trail should be included in a detailed work plan- perhaps Appendix F. Please also add the Niagara Bruce Trail Club to the circulation list for this project.

reply

yes

Page Referrer

<https://niagararegion.ca/projects/niagara-escarpment-crossing/>



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.



July 6, 2024

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
1815 Sir Isaac Brock Way, Thorold, Ontario

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation

Sent Via Email escarpmentcrossingIEA@niagararegion.ca

RE: Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA).

Dear Mr. Elmadhoon & Ms. Jim,

I am writing to you on behalf of my family business located on Mountainview Road & Locust Lane in Lincoln. We are very concerned with the Regions decision to expand the CEA and include Mountainview Rd in the study. I understand that pressure from trucks in Beamsville and Grimsby needs to be alleviated but diverting trucks to Mountainview Rd would be detrimental.

We purchased our property where the winery is located in 2000. We searched many years in the Niagara region for the perfect location to start our farm and business. We found this area to be less busy and quieter than most areas in the region and this was a big factor in why we purchased where we did.

Expanding the study area casts a "black cloud" over us personally and our business. It gives us uncertainty with what the future holds. Referring back to the 1997 Truck route study and the proposed options given this would wipe out our farm, winery, residence and barns due to land expropriation.

The Beamsville bench is a world renowned grape growing area with some of the best grape growing soil and some of the most expensive farmland in the country. The tourism sector that visits the Beamsville Bench is a huge economic driver for Lincoln & the Niagara Region. Expanding the truck route to Mountainview rd area will be detrimental to the farmers, businesses and residents.



We have been proud to win numerous awards over the years, being named one of the Top 10 Wineries in Canada twice, Grape Grower of the year 2012, more wine awards that I can name. We employ many local people at the winery from our winemaking team, retail, seasonal help and our farm workers, it takes a lot of good people to run a successful business.

We are hoping the region excludes Mountianview Rd area from the CEA and finds a better solution for the truck route.

Sincerely,

Curtis Fielding
President

October 9, 2024

Fielding Estate Winery
4020 Locust Lane
Lincoln Ontario L3J 2B5

Sent Via Email To:

Curtis Fielding, President (curtis@fieldingwines.com)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 6, 2024 on behalf of Fielding Estate Winery. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your recommendation of excluding Mountainview Road from being studied or considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA citing such concerns as impacting farms, wineries, vineyards, residences, jobs, and tourism. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Agricultural (Appendix D), Land Use (Appendix I), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an

alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conversation and Parks (MECP) with a copy also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

July 9, 2024

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isacc Brock Way, Thorold, ON

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington, ON

Good afternoon,

Thank you for the opportunity to provide comments on the process (CEA-Comprehensive Environmental Assessment) for a new escarpment crossing/truck route in either the Town of Lincoln or Grimsby.

The Grape Growers of Ontario, representing over 500 farm families on 18,000 acres across the province of Ontario, including over 210 wineries in our membership, plays a pivotal role in the economy of the Region and Province. The industry is a significant contributor to the Ontario economy and is the largest wine region in Canada, with an annual average farmgate of \$110 million.


In a recent economic impact report (2022), the Ontario grape and wine industry has a staggering \$5.49 billion economic impact, providing \$970 million in tax revenue and markups and, importantly, creating 22,000 jobs in the province. With its significant financial contribution, this industry is a cornerstone of the Ontario economy.

The Niagara Benchlands are recognized as an essential terroir and part of the Niagara Escarpment, a designated world biosphere. This vital ecosystem is integral to our industry and must be identified and protected as part of any future policy development.

We recognize that the Region has selected Mountain Road in Lincoln as part of the study area; however, it is critical that the region understands the impact a truck route will have on our wineries and family farms as part of the study's terms of reference. We urge the Region to redirect its efforts away from sensitive, irreplaceable farmland to an area that is less intrusive to accommodate the impact of truck traffic.

Thank you again for the opportunity to provide our input, and I am happy to provide further information or participate in any future meetings.

Kindest regards,



Debbie Zimmerman
CEO, Grape Growers of Ontario

cc. Matthias Oppenlaender, Chair, Grape Growers of Ontario
Curtis Fielding, Fielding Winery

Rooted in Ontario

1634 South Service Road, St. Catharines, ON L2R 6P9
P. 905.688.0990 F. 905.688.3211
E. info@grapegrowersofontario.com
grapegrowersofontario.com



October 9, 2024

Grape Growers of Ontario
1634 South Service Road
St. Catharines Ontario L2R 6P9

Sent Via Email To:

Debbie Zimmerman, CEO, Grape Growers Ontario

(d.zimmerman@grapegrowersofontario.com)

Sarah Burgstaler, Executive Assistant / Communications

(sarahb@grapegrowersofontario.com)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 9, 2024 on behalf of the Wine Marketing Association of Ontario. You have been added to the Project's mailing list for being kept informed of the Project. Your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your concerns of considering Mountain Road within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA including the potential impacts on wineries, farms, and farmland. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Agricultural (Appendix D), Land Use (Appendix I), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment.

Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project, and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conversation and Parks (MECP) with a copy also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD



ONTARIO
CRAFT
WINERIES

July 10th, 2024

Maged Elmadhoon, M.Eng., P.Eng
Manager Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Issac Brock Way
Thorold, ON, L2V 4T7

Katherine Jim, M.Eng., P.Eng
Senior Project Manager
Transportation, CIMA+
400-3027 Harvester Road
Burlington, ON, L7N 3G7

Dear Mr. Elmashoon and Ms. Jim:

I am writing to you both today to express my concerns with respect to the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA or previously known as an Individual Environmental Assessment). As a non-profit trade association, the Ontario Craft Wineries represents over 100 wineries from across the three designated viticultural areas of Niagara, Prince Edward County, and Lake Erie North Shore. Our members are also located in the emerging wine-producing regions such as Ontario's South Coast and Georgian Bay/Grey County.

Referred to as the CEA, I understand the current study aims to improve the capacity for goods movement and redirect truck traffic away from residential areas in west Niagara. In particular, Niagara Region has identified Mountainview Road in Lincoln as part of the study area in the CEA. We cannot support the Road's inclusion in the study due its tourism importance and draw to the area. The Beamsville Bench, where Mountainview Road is located, is home to over 50 wineries, 25 restaurants and multiple preeminent accommodations. Many winery businesses, farms and residents would be negatively impacted - with the possibility of land being expropriated - if Mountainview Road were to be selected as the preferred route in the CEA. We cannot allow this to happen. This area of the Beamsville Bench is a world-renowned area. It is home to some of the best vineyards in Ontario, tasting rooms and guided tours, wine shops and views of Lake Ontario. It is also home to nearby towns like Beamsville, Vineland and Jordan Village, nestled in rural areas where outdoor enthusiasts can pursue cycling, hiking and golfing on a variety of courses and trails. Surely, the CEA must consider the safety of these tourists and resident farmers due to increased traffic as well as job losses if the route is built. Including Mountainview Road in the CEA would only hurt the economic, social and cultural impact of the area as well as years of investment by local farmers and residents.

In closing, Ontario Craft Wineries strongly recommends that Mountainview Road in the Beamsville Bench be excluded from the CEA. We look forward to ongoing discussions with yourselves and the Region with respect to the CEA and any other future studies in this regard.

Sincerely,

A handwritten signature in blue ink, appearing to read "Richard Linley". The signature is fluid and cursive, with the first name "Richard" and last name "Linley" clearly distinguishable.

Richard Linley
President, Ontario Craft Wineries

cc. Mr. Sam Oosterhoff, MPP and Associate Minister of Energy-Intensified Industries

October 9, 2024

Ontario Craft Wineries
4890 Victoria Avenue North, P.O. Box 4000
Vineland Station ON L0R 2E0

Sent Via Email To:

Richard Linley, President, Ontario Craft Wineries (richard.linley@ontariocraftwineries.ca)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 10, 2024 on behalf of the Ontario Craft Wineries. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your request of excluding Mountainview Road from being considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA citing such concerns as potential impacts to wineries, businesses, tourism, residents, private property, and recreation as well as increased traffic negatively affecting safety. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operation and Safety (Appendix B), Agricultural (Appendix D), Land Use (Appendix I), Visual Impact (Appendix M), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation

measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Tuesday, June 4, 2024 1:05:48 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Good Afternoon,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Monday, June 3, 2024 11:28 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
West Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Yes, consider using Thirty Rd (reg 14) to connect to either Durham Rd OR to Mountainview Rd.

Create a QEW access right in the middle between Grimsby's Bartlett Ave and Beamsvilles Ontario St.

Presently, Thirty Rd is most often used by residents as a main artery from Smithville to the QEW anyway.

Consider connecting Thirty Rd to either DurhamRd or Mountainview Rd as the most direct link to the QEW.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

The region has SNOOZED on this project TOO LONG!! (Actually Decades!)

WAKE UP! HURRY UP!!

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, June 10, 2024 12:55:54 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Good Afternoon,

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Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, June 7, 2024 2:19 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

Apt. / suite

public domain but audible and annoying to residents about half a mile away

City

Grimsby

Specify other city

Phone

Email

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

Uncertainty of Vehicle safety. Reading News Now an extremely high percentage of Heavy Trucks were found to have major defects when stopped during a safety blitz, From my own experience in law enforcement dump trucks sometimes have multiple deficiencies

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Are there other alternatives that the project team should consider?

many miles of disused and underused railroad track on the escarpment. Mineral extractors should have a concentration point where heavy loads can be progressed by rail (as in UK and Europe)

Read up on any roadstone or aggregate extractors and how their product is conveyed by rail

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

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Financial

Are there other considerations or criteria that should be added to these categories?

please consult with Traffic safety experts, Accident investigators, Law Enforcement re the dangers of having very heavy trucks in a area where there are elderly and mobility restricted pedestrians; (Retirement homes etc) These same elderly residents are sometimes taken by tricycle (Volunteers) to a Lakeside Park via Bartlett, Also one would hope that Main St will be more heavily used by cyclists as it is redeveloped. Heavy trucks, pedestrians and cyclists; check out the accident and fatality numbers, The chances of surviving such a collision are small) The Quarry owners will save money but others will have their lives put at risk. Bartlett Ave in its now developed state is not suitable for heavy trucks. Put human lives ahead of profit and convenience and put the aggregates on a railcar

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Traffic Safety

Truck safety numbers in Niagara Region (% of defects per number of vehicles stopped

Check with UK and European Roadstone and aggregate producers and how they convey their product by rail

A couple of companies are ARC and Han son in the UK and i believe that there are trade magazines

Fatality numbers Truck/Pedestrian

Fatality numbers Truck/Cyclist

7. Do you have any other comments or questions?

We need better solutions in the 21st Century, They may not always be the cheapest but the cost of human lives cannot be measured!

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From: [Escarpment Crossing](#)
To: [REDACTED]
Bcc: [Elmadhoon, Maged](#); [Fraser, Scott](#); [Elysia Friedl](#); [Katherine Jim](#); [Ian Dobrindt](#)
Subject: Re: New Response Notification
Date: Monday, June 17, 2024 8:16:15 AM
Attachments: [image.png](#)

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, June 14, 2024 5:16 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

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Apt. / suite

City
Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

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The document handed out references, "several historical and on-going problems in West Niagara". I can understand residents are concerned about the truck traffic moving "dirt" as it was said. I also understand that this conversation has been going on for close to 50 years so I am in some doubt about the statement to "address historical problems. My point would be I would think that such a project would reference a "future" that is uncertain or in need of support. I know that as a resident of Lincoln and living on the Bench, the future is right in front of us with a strong agricultural presence including grape crops and associated wineries. Do you really think you are addressing and "future" when considering ALL options?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

No comment other than the reference to Do Nothing is important to look at also from the financial costs perspective as some upgrades to road enforcement might solve some of the traffic challenge reported by residents, which we also feel here on Mountainview.

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- Financial

Are there other considerations or criteria that should be added to these categories?

I wonder if the basis for this work is the Niagara Official plan of November 2022? If so, then I am a bit confused, as when I see the growth of our population into the future (2051) and considering Minimum density targets I ask what future model is driving this need? And at what cost to us, taxpayers. Really, before we can consider too much this needs to be understood much better.

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- Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

The financial work plan speaks to some reference data that will be sought. I believe that when the process can permit, this should be made clear via one of the methods you list but most desirably in Public information venues. Also, I know Niagara Region is pushing this so I trust that Niagara Regional leadership will always be present in this process with the public. No hiding behind the technical staff, stand out in front and show us why this needs to be done

7. Do you have any other comments or questions?

I do find one very bitter point on all of this. And that is that when we moved to Niagara, we were struck by the spirit of the people here. In many of the walks of life that we intercepted, you could sense a real community. This process has the real potential to create a winner and a loser, and I regret this very much. It is very sad to witness and I do quietly hope that another completely different approach can be found as not a lot of this makes sense and given the history you speak of, it is clear why it does not.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Wednesday, July 3, 2024 4:14:19 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

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Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Monday, July 1, 2024 9:03 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City

Grimsby

Specify other city

Phone

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment? Given Bartlett Road was designed for this purpose, I am concerned the scope of this study will spend funds with little return in a time when Niagara residents are facing difficult financial challenges. I suggest the scope of this study be spent on making the original plan work the best it can.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Only the Bartlett/Park route.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

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Social environment

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Financial

Are there other considerations or criteria that should be added to these categories?

The conduct and action of politicians who either live near park Rd, or whose families own land near Park Rd. Call it "Impartiality".

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Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

So long as the project team are transparent, consultative and accessible, these should suffice.

7. Do you have any other comments or questions?

I appreciated the section regarding why we are looking beyond the Bartlett/Park route, but to say they felt more study was required is not good enough explanation for this significant additional spend of our tax dollars. There must exist clear, impactful and compelling rationale to overrule the engineering decisions of the past.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 8, 2024 3:43:56 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 5, 2024 12:35 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Grimsby

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

The environmental impact of this project coupled with environmental impact of the recently approved 112-unit residential complex being built just south of the intersection of Bartlett Avenue and Muscat Drive at 37 Barlett Avenue cannot be ignored. This area needs to be preserved as it is a significant piece of escarpment lands that would be destroyed. This area is a haven for birds, fireflies and other species that are at risk of being eliminated from this area. Currently, storm water runoff floods the area at the intersection of Bartlett Avenue and Muscat Drive. Reduction of natural absorption of storm water runoff will exacerbate an already unacceptable situation.

When the original extension plan was developed in the late 1970's, the area did not have a large residential population. The face of Grimsby has changed over the last 40 years. The Barlett extension would now run through a larger residential area than some of the other existing escarpment crossings, negating a core reason for this project as stated

"The study aims to ... redirect truck traffic away from residential areas in west Niagara"

How does the assessment intend to:

"look at a range of options to demonstrate the need for a new crossing of the escarpment." ?

We submit that the crossings are not necessary if the Mid-Peninsula Highway is established.

The monies that the Government of Ontario would spend on the Escarpment crossing is much better utilized in establishing the Mid-Peninsula Highway. Establishment of the mid-peninsula corridor would relieve much of the truck traffic as it would provide a more suitable East-West route for trucks as they would not be forced to cross the escarpment to reach the QEW.

In one of the previous traffic pattern surveys, it was found that Victoria Avenue and Mountain Road are commonly used by trucks to avoid the inspection station on the QEW. A large percentage of escarpment crossing truck traffic can be eliminated by establishing a truck

inspection station at one of the current crossings or increasing monitoring through traffic cameras and enforcement. Undoubtedly, we will find that a large percentage of the truck traffic is not necessary.

One of the primary goals of establishing a crossing at Bartlett / Park extension was to improve safety. If safety is one of the primary concerns, then moving truck traffic from Mountain Rd to Bartlett Avenue would be a net loss for safety of citizens as there are more populous residential areas adjacent to Bartlett and Park today, many of whom live in retirement homes or have young families. The new approved residential complex at 37 Barlett Avenue will bring many young families into the area. We cannot underestimate the huge safety concern this raises with a medium / high density residential building directly on Bartlett Avenue.

The grade of Park Rd is much steeper and concurrently winding than other crossings. This grade cannot be changed in any way without severely impacting residences access to their homes on Park Rd.

The useful information section provided online states:

"The existing crossings are not well suited for truck traffic. This is due to steep grades, limited room for turning and how close they are to residential neighbourhoods."

Park Road a steep grade. Comparing it to the other existing crossings it is the same or potentially worse. It has a steep grade (at least 8 degrees or greater in sections) and winds quite substantially at this grade. Park Road / Bartlett Avenue goes through existing residential areas that are of higher density and greater residential populations than some of the existing crossings like Mountain Road. This is a misrepresentation of the facts. This can open you up for disgruntled residents that are impacted to seek other means to get their point across.

The higher residential populations on Bartlett Road and Park Road will be impacted by degraded housing values if this goes through. We expect that this will have a significant impact on the project's success.

The Bartlett Road and Park Road area will be impacted by greater noise and air pollution. Many of the residents of this area are older or have young families (multiple retirement homes, multiple new residential developments) and are more susceptible to air pollution, noise pollution and safety concerns.

The time for the viability of this project has passed. It was a great idea before the area became a highly residential area. Politicians who lived in this area effectively blocked this development for a majority of the last 50 years. Now that the politicians have moved away from this area, the project cannot be envisioned as before. Establishment of a new crossing in an unpopulated non-residential area is the key to the success of this project. If it impacts the Wine Route, so be it. At least the safety and quality of life of our citizens will be improved and not worsened.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

We should focus on additional, cost-effective safety and operational improvements to the existing crossings as soon as possible. Moving or installing of additional enforcement cameras at Victoria Avenue and Mountain Road to aid enforcement is key. Increasing enforcement of truck traffic on existing routes will prove to eliminate and reduce both truck traffic and safety incidents / fatalities.

The only real alternative, if it is found that truck traffic needs to cross the escarpment after establishment of a Mid-Peninsula Corridor is to create a new crossing that minimizes the

effects of the crossing for all Niagara residents that is environmentally, socially and economically responsible.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

- Natural environment
- Built environment
- Social environment
- Economic environment
- Cultural environment
- Financial

Are there other considerations or criteria that should be added to these categories?

Financial impact to current residents.

Safety of current and future residents (taking into consideration currently approved builds on Bartlett Avenue and Park Road.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

- Social media postings
- Local newspaper publications
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- Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

Do not move forward with the Bartlett extension, it creates more problems than it solves.
Focus on truck traffic enforcement and lobbying of the Ontario Government for the Mid Peninsula corridor project completion.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Friday, July 5, 2024 9:20:48 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

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Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 5, 2024 7:02 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
West Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.
Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

It is important to consider the impact of a new/expanded road on agricultural vehicles. Access/road crossing by large, slow moving farm vehicles must be included in the plan. Safe crossing areas for wildlife must also be factored into the plan. Bicycle access, especially for larger bike races should also be considered.

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Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

Agriculture impacts must be considered. We need to feed increasing numbers of people, using decreasing space. This matters.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 8, 2024 3:46:29 PM
Attachments: [image.png](#)

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Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 5, 2024 12:54 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Grimsby

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

No.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Please complete the Bartlett Ave Grimsby access route between the QEW and Regional Rd 20, so big trucks can stop using Mountain Rd in Grimsby.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 8, 2024 3:47:48 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Saturday, July 6, 2024 11:28 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Grimsby

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

no

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Anything to get the increasing number of trucks and traffic in in general off Mountain St in Grimsby quickly.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

no

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

no

7. Do you have any other comments or questions?

As a stopgap measure only put photo radar in effect on Mountain St.
in Grimsby, both up and down.

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Tuesday, July 9, 2024 9:03:40 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Tuesday, July 9, 2024 8:29 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City

Grimsby

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

I feel the Mid Peninsula corridor needs to be looked at again. Adding more traffic to the already congested QEW and Burlington Skyway bridge is only going to add to this existing traffic issue. the future GoTrain will not have enough impact to resolve the traffic issue.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

Besides creating a new north south corridor to have traffic travel safely, I feel there is a need to reconsider the midpeninsula corridor. More traffic on the already congested QEW and Burlington Skyway bridge is only going to create another major traffic issue. The future expansion of the GoTrain will not solve this issue.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

multiple regions and the province need to look at this problem for a solution..

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Thursday, July 11, 2024 10:46:34 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Wednesday, July 10, 2024 8:18 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

1. Ask the public if there is a bypass required/

2. The truck traffic is 90% based on the movement of dirt for the Regional contracts.

3. why is the tax payer paying for multiple studies and consultants with each successive Regional Government blaming its past peers for incompetence. People should be fired and taxpayers to get a refund on all monies spent.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

1. Who pays for the lost property values and investments lost of all affected properties during the study period. The Region and leadership should pay.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

1. Regional legal staff should take the time to attend not paid consultants.

7. Do you have any other comments or questions?

1. I would like a copy of the Region's Conflict of Interest Guidelines that cover all Regional Council Members, Staff and Consultants.

2. I would like a copy of the Region's Director and Officers insurance and its related carriers

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Thursday, July 11, 2024 10:48:35 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Wednesday, July 10, 2024 8:43 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

The existing infrastructure and roads in the Town of Lincoln are already suffering wear and tear as well as coping with the increase in traffic from new development, increased population and tourism. I think pedestrian/bicycle paths need to be designed and implemented to give healthy and safe options for alternate modes of transportation and keep the Town accessible to all people.

Safe habitats for the existing wildlife and natural corridors for them to traverse the landscape and maintain and thrive in their natural environments is also a priority to consider.

Air quality, light and noise pollution will have negative affects on residents and wildlife.

Maintaining the natural escarpment skyline view to Lake Ontario and agricultural crops, land and watershed are very important and contribute to the tourism plan for the Town of Lincoln and Grimsby. Economic goals on these beautiful tourist features depends on them not being damaged and keeping the beauty of this pristine environment for future generations and economic growth.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

HAMILTON?

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or

criteria for evaluation. These categories include:

Transportation

- Natural environment
- Built environment
- Social environment
- Economic environment
- Cultural environment
- Financial

Are there other considerations or criteria that should be added to these categories?

The historical value of the fruit belt of Niagara and preserving what is left of this area without a truck route running through the heart of it is important.

The wildlife and footprint of their habitats and role in the balance of ecosystems is not to be neglected or destroyed.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

- Social media postings
- Local newspaper publications
- Direct mail via Canada Post
- Drop-in style Public Information Centres
- Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

Perhaps have an education day at the new West Niagara high school and involve this next younger generation to have a voice and a vision for their community moving into the future.

7. Do you have any other comments or questions?

A truck route on Mountainview Rd or Thirty RD or Mountain Rd in Beamsville will negate the economic investments and vision for this Town. It will destroy the beauty of the escarpment and wildlife and not benefit the community as a whole with the noise and pollution and safety of the existing residents, businesses, farms and wildlife.

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 15, 2024 2:15:36 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued by the Project Team once all comments have been reviewed. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 12, 2024 11:00 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

Apt. / suite

City

Grimsby

Specify other city

Phone

Email

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

1. Groundwater and surface water. It is paramount that the impacts of water flow, water table and surface runoff be very carefully analyzed. [REDACTED], a severe weather scientist at Western University, notes that with increased development of natural lands into concrete and asphalt, flooding of roadways and homes will occur. This scenario has already happened in Grimsby along the base of the escarpment: Baker Rd and Dorchester Dr, and perhaps most severely, Golf Woods Dr. Flooding of Bartlett at Main St E has also happened.

2. Soil Instability. With the removal of trees and vegetation from the Niagara Escarpment, the soil will become increasingly unstable. This needs to be addressed.

3. Wildlife. In reviewing the provided documents, it is evident that study area is home to white-tailed deer. How will this species be impacted? What about the other species that will be affected: coyotes, foxes, hawks, eagles, salamanders, wild turkeys?

4. Vegetation. What are the impacts on the increasingly rare Carolinian forest vegetation?

5. Noise and light pollution.

6. Air quality

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Option #5 - Casablanca Blvd

I understand that the location of Casablanca Blvd does not align with the mapped boundaries of the Project, however there has been minimal, if any, rationale and/or data provided for the exclusion of this roadway as a possible access point to Highway 20.

Why consider Casablanca?

1. The QEW interchanges are already approved for re-development as is the widening of Casablanca.
2. The proposed GO station is to be built at Casablanca making an access route to Highway 20 preferential for commuters that live off the escarpment.
3. In the Casablanca and Highway #8 area, there are much fewer homes at the base of the escarpment that would be at risk of flooding due to changes in water runoff from a concrete traffic corridor.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

- Natural environment
- Built environment
- Social environment
- Economic environment
- Cultural environment
- Financial

Are there other considerations or criteria that should be added to these categories?

When the Bartlett extension was proposed decades ago, it was a very different landscape. The area remained quite undeveloped until recent years. Now many factors need to be under serious consideration:

1. West Niagara Secondary School. Students walk and drive their bikes to WNSS. How will a major transportation corridor affect their safety? The Niagara Region has invested millions of dollars in developing and enforcing the Vision Zero traffic safety project. How does a proposed traffic corridor align with this traffic safety initiative?
2. Property Values. What are the possible financial impacts on decreased property values in the study area?
3. Cost. What is the proposed budget of this Project? Who is financing this Project?
4. Truck Safety. By developing a corridor for trucks to access Highway 20 and QEW, trucks can more easily by-pass the Vineland truck inspection station. Why would the Region want to encourage this?
5. Niagara Escarpment Biosphere UNESCO designation. How does the development of a traffic corridor through the Niagara Escarpment align with, or threaten, its designation as a UNESCO recognized biosphere? Has the Plenty Canada organization been consulted on the proposed changes to this region of the Niagara Escarpment?
6. Greenbelt Lands: <https://geohub.lio.gov.on.ca/datasets/lio::greenbelt-designation/explore?location=43.155228%2C-79.521466%2C11.66>

The ArcGIS map provided on the Ontario Government GeoHub link shows that the study area includes protected countryside as per the Greenbelt designation. The Town of Grimsby recently requested that the Ontario Government withdraw some of the town owned lands from Greenbelt designation. This request was readily denied. So how does the development of a

traffic corridor in the subject area lands align with the Greenbelt designation? Will requests need to be made to the Ontario Government to remove lands from the Greenbelt?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

Yes - a meeting in which BOTH the engineering consultants of the Project as well as the elected representatives of the Niagara Region are in attendance.

7. Do you have any other comments or questions?

If there is such a great necessity for an escarpment crossing that can handle more traffic, this means that there must be a road network above the escarpment to accommodate these vehicles? So where is the traffic being directed to once it ascends the escarpment? Surely, the Niagara Region has the foresight to recognize that Highway 20 cannot simply absorb more traffic. A quick examination of the small scale of the rotary at Highway 20 and South Grimsby Road Six in Smithville illustrates that this roadway is not designed to carry additional traffic. By creating an escarpment crossing, is the Niagara Region merely trying to resolve one possible problem and moving the problem elsewhere? In this case, increased and dangerous traffic congestion on Highway 20? Is the expectation that this higher volume of traffic will also efficiently flow through the Town of Smithville with its traffic lights, pedestrian areas and on-street parking? And yes, most certainly, a Niagara Escarpment crossing will lead to increased vehicular traffic loads on the road network above the escarpment.

Before, the Niagara Region carries on with this Project, and wastes taxpayer money, perhaps more attention should be given to the possibility of a Mid-Peninsula Highway. This would allow for a more comprehensive and cohesive plan for a traffic corridor that allows vehicles to safely and efficiently travel from the QEW to a purpose-built road network on the Niagara Escarpment.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Friday, July 12, 2024 8:14:59 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 12, 2024 7:02 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Grimsby

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

This will not be only a truck transportation route. The vehicular crashes on the QEW over the past years (the BIG ONE in 2023 at Beamsville) and many others will attract motor vehicles of all types to seek this route.

Connecting it to Highway 20 was feasible 50 years ago but that road will need to be expanded, a belt will need to be built around Fonthill as #20 goes through the middle of it, access to the QEW from Lundy's Lane (AKA #20) will need to be built as it is currently an overpass.

If the Park Rd route is selected what about the big pumping station the Region just built at the top of the escarpment there? The senior living complexes (retirement and long term care on Bartlett Ave.)?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Not at this time

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment
Economic environment
Cultural environment
Financial

Are there other considerations or criteria that should be added to these categories?

Emissions from vehicular traffic (contributing to global warming)

Noise

Have we the workforce to do this

Consider how many properties will need to be expropriated as each route is considered and the social and financial impact of this

An overpasses east-west that will need to be built so the people living on the escarpment that currently travel along Regional Rd 73 can continue to do so.

There will be increased traffic on #20 moving west from this build-have you considered the impact on the neighbouring Municipality of Hamilton?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

A dedicated page on the Region's website with video presentations, documents, FAQ and updates-everything transparent as the project progresses.

7. Do you have any other comments or questions?

This is years too late-the corporate side of Niagara Region should have adopted the public health's upstream approach. However the challenge before us is to act now, not let this project get 'tabled' somewhere as it seems it was, and to move ahead with transparency and expertise. Engage the province in any constructive way possible and always remember that whichever taxation envelop is used the individual taxpayer is footing the bill in the end.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 15, 2024 2:17:13 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

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Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Friday, July 12, 2024 12:58 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City

Lincoln

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

Yes.

The Terms of Reference and Appendices appear comprehensive in nature and as a result, subsequent assessments/work plans will understandably take years to complete. Sadly, we have already lost the past 7 years in this process.

Trucks will continue to travel and speed on Mountain Street in Beamsville for years to come while these work plans are undertaken and completed.

Speeding is a known safety issue on Mountain Street and was identified by the 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study. (Please see my comments under #5 for more details).

The Niagara Region must presently address this ongoing safety issue (not wait until the studies are completed) and implement additional lower cost traffic management strategies (including bollards and a stop sign at the corner of Elizabeth and Mountain Streets) to force truckers and other drivers to keep to the posted speed limit (see my comments under #5 for more details).

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

No. The TOR appear comprehensive from this perspective.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

No. The TOR appear comprehensive from this perspective.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

Please consider running focus groups of the residents who live on the streets that are impacted the most by truck traffic. This includes Mountain Street in Beamsville.

Also, I would appreciate the opportunity for individual consultation with representative from the Niagara Region and Town of Lincoln. Future direct mailings need to include the addresses of all residents who live on streets that are impacted by truck traffic.

7. Do you have any other comments or questions?

Words cannot express my shock, dismay, and the level of dissatisfaction with the representatives at the Town of Lincoln and Niagara Region, upon learning that movement of the Niagara Escarpment Crossing Project had come to a complete halt 7 years ago. How does this happen?

Truck traffic has been an ongoing safety issue on Mountain Street in Beamsville for well over 30 years. I do not need to remind you that a 5 year old child was killed on Mountain Street in 1994 by an "out of control" dump truck with failed brakes. Unfortunately, truck vehicle safety continues to be an issue. During a safety blitz in May 2024, 25 trucks were comprehensively inspected and 8 were removed from the road. The outcome of this safety blitz does little to reassure me that the majority of trucks travelling and speeding on Mountain Street are operationally safe.

I have lived on

Everyday - dump, cement, and transport trucks and other vehicles (including cars, pick-up trucks and

motorcycles) speed along this straight section of the street and drive aggressively (pass on the solid yellow line) from both north and south directions.

Speeding on Mountain Street in Beamsville was identified in the 2019 Niagara Escarpment Crossings Traffic Operations and Safety Study. In this report, recommendations for short-term strategies included lower speed limits and increased enforcement (either police or electronic). I am pleased that Mountain Street has been recently designated as a Community Safe Zone under the Vision Zero program. However, this designation has had zero effect on speeding trucks and other vehicles between Elizabeth and James Streets. Other mitigation factors such as calling the Niagara Regional Police - Traffic Hotline, does little to force drivers to follow the posted speed limit as well.

Trucks and other vehicles need to be monitored and/or "calmed" on a continuous basis. If electronic speed cameras are eventually placed on Mountain Street, they will be near the school, be operational only part of the day and will not reduce around the clock speeding and aggressive driving between Elizabeth and James Street. I have witnessed on multiple occasions dump and concrete trucks speed past my house travelling south only to apply their brakes to significantly slow down once they are near the flashing 40 Km zone by the school and church.

A recent accident occurred on Mountain Street by Elizabeth Street in January 2024, where a speeding car going south on Mountain Street (at 10 pm) hit a car and telephone pole. Our security camera filmed the speeding car and this video was shared with the police that evening.

To compound the speeding issue on Mountain Street, the site line where Mountain Street bends just past James Street, going south, makes visibility extremely poor. Vehicles travelling south on this stretch of Mountain Street using excessive speeds pose a safety issue to the residents in this area. It is often difficult to get in and out of our driveway. Last week, my husband was backing into our driveway. A man stopped his pick-up truck and aggressively shouted at and berated my husband as this man had to "slow down" in order to allow my husband to back in his car. This incident was also captured on our security camera and I'd be happy to share it with you along with other videos of speeding trucks. In fact, I invite representatives from both the Region and the Town to visit me at some point and witness these traffic hazards first hand.

The above concerns/examples clearly demonstrate that not enough is being done to improve truck (and other vehicle) safety on Mountain Street. Additional traffic calming/management measures need to be implemented including bollards and a stop sign at Elizabeth and Mountain Street (other truck accesses such as Victoria and Mountain Street in Grimsby have traffic lights/stop signs to help manage traffic). This would force drivers to drive the posted speed limit particularly where the line of site is poor near James Street. This cannot wait until a new escarpment crossing is studied, identified and built (years from now). I am extremely frustrated with my past attempts to bring this issue to light (meeting with Rob Foster, emailing Carolyn Ryall, posting on Speak Up Lincoln, attending numerous town meeting). The Town of Lincoln redirects me to the Niagara Region and then my concerns have fallen on deaf ears. Please advise.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Tuesday, July 9, 2024 9:03:40 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Tuesday, July 9, 2024 8:29 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City

Grimsby

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

I feel the Mid Peninsula corridor needs to be looked at again. Adding more traffic to the already congested QEW and Burlington Skyway bridge is only going to add to this existing traffic issue. the future GoTrain will not have enough impact to resolve the traffic issue.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

Besides creating a new north south corridor to have traffic travel safely, I feel there is a need to reconsider the midpeninsula corridor. More traffic on the already congested QEW and Burlington Skyway bridge is only going to create another major traffic issue. The future expansion of the GoTrain will not solve this issue.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

multiple regions and the province need to look at this problem for a solution..

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Wednesday, July 31, 2024 10:38:55 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued by the Project Team once all comments have been reviewed. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Saturday, July 27, 2024 8:25 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

[REDACTED]

City

Lincoln

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.

Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

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Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

Why was the previous study not submitted? Who is responsible for not doing so?

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Wednesday, July 31, 2024 10:41:38 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued by the Project Team once all comments have been reviewed. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Wednesday, July 31, 2024 3:09 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Lincoln

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.
Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

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Are there other alternatives that the project team should consider?

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Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

There is only one option to consider: the Bartlett Extension

7. Do you have any other comments or questions?

Get on with it

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Thursday, July 11, 2024 10:42:33 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Tuesday, July 9, 2024 8:16 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Lincoln

Specify other city

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.
Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

Lack of a good connection between West Lincoln and the QEW. The only place for industry to build on in NW Niagara is the QEW corridor, why not also use good old Smithville clay instead of valuable tender fruit land?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?
Bartlett Ave should be the one. Has been so since 1974.

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

Transportation and related safety aspect trumps them all. What is the value of the Human lives

lost since it was not completed in 1974?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

no

7. Do you have any other comments or questions?

Get it built! now!!

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification - Niagara CEA Draft ToR
Date: Friday, May 31, 2024 9:15:29 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Thursday, May 30, 2024 6:50 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Lincoln

Specify other city

Phone

[REDACTED]

Email

[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.
Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

I would like more specific details about what the four alternative options to Bartlett/Park are that are being considered. I could not find clear information about this on the Region's information slides from the public meeting or on the website. Thank you.

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

Slow-moving agricultural vehicle traffic should be taken into consideration. As an agricultural community, we have already suffered a tragic tractor accident in recent years on the North Service Road due to a reckless driver of a car. There needs to be some consideration of slow

moving ag traffic routes that may pose dangers with large truck movement. This is especially true for orchard and vineyard farming as the tractors tend to be smaller than those used in cover crops, making the ag workers more vulnerable in collisions.

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

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From: [Escarpment Crossing](#)
To: [REDACTED]
Cc: [Gillian Thompson](#); [Alejandra Boyer](#); [Khalil, Ayat](#)
Subject: FW: Online Form - Enquiry from Region website
Date: Thursday, July 20, 2023 1:32:52 PM
Attachments: [image001.jpg](#)

EXTERNAL EMAIL

Hi [REDACTED],

Thank you for your interest in this project. We look forward to your participation and valuable input from your experience in the trucking industry. We are still early in the IEA process, however, once the draft ToR is complete, we will share it with the public – via the PIC as well as posting it on the project webpage for public comments.

Please let me know if you have any question.

Regards
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca



From: Niagara Region Website <webmaster@niagararegion.ca>
Sent: Sunday, July 2, 2023 10:25 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Cc: webincoming <webincoming@niagararegion.ca>
Subject: Online Form - Enquiry from Region website

Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their email address)

name
[REDACTED]

phone

[REDACTED]

email

[REDACTED]

municipality

West Lincoln

subject

Niagara Escarpment Crossing

comments

Having worked in the Trucking Industry for over 30 years I was horrified to see how the region has tackled this huge problem in recent years...there has been no logic applied and very little concern for public safety in what has been done over the past few years...everything seems to have been based on "what gets the most votes" You worked for decades on Park Rd/Bartlett then shelved that...due to votes. It's time to get real...you appear to have the infrastructure there to have an effective solution...tearing another swath through the escarpment does not seem to meet any logical environmental plan unless you abandon/disband the NEC. Time to get the truck traffic out of the center of towns...just do it

reply

yes

Page Referrer

<https://niagararegion.ca/projects/niagara-escarpment-crossing/>



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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Input/Comments
Date: Tuesday, June 4, 2024 1:02:31 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Good Afternoon,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Monday, June 3, 2024 6:05 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Input/Comments

I'd like to begin by saying thank you for your public presentation last Wednesday. The gentleman who led the discussion was very professional and very well spoken.

I left the meeting after the topic of the 35-40yrs of nothing being done was repeated numerous times. Spending energy on the past, stating "nothing was done" is a waste of energy and time. That's the past and now, today we need to move forward with as much momentum that can be generated.

Item #2 on your Comment Sheet from May 29th asks about possible alternatives.

A hybrid version of the Park Rd/Bartlett option might be worth exploring. Using the Park Rd corridor is a strong idea, coming down the Escarpment just west of Peninsula Ridge winery and crossing Hwy 8 between the new high school and Durham Rd could be a way of circumventing the housing situation on Bartlett. The possibility of a new QEW interchange

at/near Durham could also be explored and built while the upcoming expansion of the QEW is being implemented.

I wish you luck moving forward and more than likely I won't be living in West Lincoln when it's eventually completed.

Yours truly,

A black rectangular redaction box covering the signature of the sender.

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.

From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Comments re long time needed escarpment crossing
Date: Wednesday, July 3, 2024 4:12:10 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Sunday, June 30, 2024 10:50 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Comments re long time needed escarpment crossing

To all concerned,
As a Grimsby citizen who has lived on Mountain St [REDACTED] I have seen an ever increasing amount of traffic barrelling up and down this narrow 2 lane escarpment access.

50 years ago when we moved into our home we were told that the already built cloverleaf at Bartlett and QEW would become the new escarpment access
..WE ARE STILL WAITING

With the population increase in Smithville area and beyond this CANNOT wait any longer. Traffic in the entire peninsula has greatly increased...seems to me it is a problem which needs the attention of many regions and the province.
What happened to the mid- peninsula corridor idea?

The QEW is already overcapacity much of the day and the Burlington Skyway bridge is almost always congested with traffic brought to a stop.
The Go Train is not going to relieve most of this traffic.

In the meantime, I hope more effort is put into slowing the traffic going up and down.
Photo radar would be the ideal way to do this.
There must be a way to implement it whether or not it follows provincial guidelines.

Why are the building of new homes still being approved in the Bartlett area??
It's about time that towns, region and province solve this issue together .

I would like to be added to the Study Contact list.



Sent from my iPad

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference - Commenting Deadline July 12, 2024
Date: Friday, July 5, 2024 9:17:29 AM
Attachments: [image001.png](#)
[image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Thursday, July 4, 2024 9:23 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference - Commenting Deadline July 12, 2024

Hello,

Under the Terms of Reference, Is there intent to complete an updated traffic survey similar to the previous surveys completed in 2012 and 2018 (reference tables 4-3 and 4-4)? Can you provide more detail on these past surveys or the actual surveys themselves? Looking for data on length of the survey - time of day, number of days, etc.

The most recent survey is 2018 and is six years old. I believe a new expanded traffic study should be completed to accurately reflect the growth of the area and the increase in pedestrian and truck traffic. This current data is would be an important inclusion in the proposed framework that will be followed during the preparation of the Niagara Escarpment Crossing Environmental Assessment.

Thank you,

[REDACTED]

From: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>

Sent: Thursday, July 4, 2024 3:26 PM

Subject: Niagara Escarpment Crossing Comprehensive EA – Draft Terms of Reference - Commenting
Deadline July 12, 2024

Hello,

Just a reminder that the commenting period for the Niagara Escarpment Crossing CEA Draft Terms of Reference closes on **Friday, July 12, 2024**. Documents are uploaded to the project website at the following link:

niagararegion.ca/projects/niagara-escarpment-crossing [niagararegion.ca].

Please submit comments to the Region Project Manager and Consultant Project Manager listed below:

Maged Elmadhoon, M.Eng., P.Eng.

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
905-980-6000 ext. 3583

escarpmentcrossingIEA@niagararegion.ca

Katherine Jim, M.Eng., P.Eng.

Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington,
ON 289-288-0287 ext. 6835

A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year.

Best Regards

Project Team

Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

escarpmentcrossingIEA@niagararegion.ca



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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Niagara Truck Route
Date: Monday, July 8, 2024 3:54:09 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Sunday, July 7, 2024 6:02 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Niagara Truck Route

July 6, 2024
Maged Elmadhoon, M.Eng., P.Eng
Manager Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Issac Brock Way
Thorold ON
L2V 4T7

Katherine Jim, M.Eng., P.Eng
Senior Project Manager
Transportation

CIMA+
400-3027 Harvester Road
Burlington, ON
L7N 3G7

Dear Mr. Elmashoon and Ms. Jim:

We are writing you today out of concern and opposition that the Niagara Region is considering Mountainview road in the CEA ie. Truck route. Our residence & farm borders Mountainview Rd and would be directly impacted if not wiped out if this moves ahead. We purchased our property over twenty years ago which is approx. [REDACTED] and consists of a farm, winery, barn and residence. The residence is [REDACTED] from Mountainview Rd. Before purchasing the property, we scoured the Niagara Region looking for the ideal location to live, farm and build our winery business. This area is rural, quiet and peaceful and we enjoy it very much. The Beamsville bench is home to some of Canada's best agricultural land for growing wine grapes. As you may know the wineries & farms support many full time and part time jobs to people in the area and is an economic tourist destination.

We have reviewed the proposed truck routes from a 1997 study that was done and two of the routes directly impact my farm and residence. I am very concerned that if this area is studied again and the truck route is proposed in this area that my farm & residence will be expropriated.

I understand that traffic pressures in Lincoln & Grimsby need to be alleviated but poor planning should not fall at the detriment of long-time residents that have invested substantial capital in their homes, farms and property. I understand that the preferred route to be an extension of Bartlett Ave in Grimsby. Previous studies have highlighted this route to be preferred as well and the region has expropriated land above the escarpment for this already. I also understand the previous study could not or failed to be filed with the proper ministry contacts costing tax payers a lot of wasted money.

I strongly recommend that Mountainview Rd be excluded from the CEA.

Sincerely,

[REDACTED]
[REDACTED]

Lincoln.

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: New Response Notification
Date: Monday, July 8, 2024 3:54:56 PM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Alchemer <no-reply@niagararegion.ca>
Sent: Sunday, July 7, 2024 11:49 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: New Response Notification

New response on the Niagara Escarpment Crossing Comprehensive Environmental Assessment Public Information Centre comment form.

Page 1 Questions

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

City
Other, please specify

Specify other city
St. Anns

Phone
[REDACTED]

Email
[REDACTED]

2. I would like to be added to the study mailing list to receive future project updates.
Yes

Page 2 Questions

3. The draft Terms of Reference states that the project's purpose is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Highway 20. This is to address several historical and ongoing problems in west Niagara. Are there other problems that the project should address during the Comprehensive Environmental Assessment?

4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.

Are there other alternatives that the project team should consider?

Bartlett Ave. up escarpment good choice. But what about Victoria Ave. in Vineland. Straight up escarpment then truckers have choice go to Regional 20 or continue to highway 3

5. The draft Terms of Reference proposes several categories for evaluating alternatives in the Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:

Transportation

Natural environment

Built environment

Social environment

Economic environment

Cultural environment

Financial

Are there other considerations or criteria that should be added to these categories?

6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:

Project webpage

Social media postings

Local newspaper publications

Direct mail via Canada Post

Drop-in style Public Information Centres

Public meetings with presentations

Are there any other consultation activities that you think the project team should consider?

7. Do you have any other comments or questions?

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: NE crossing Lincoln/WL/Grimsby
Date: Tuesday, July 9, 2024 9:02:13 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Monday, July 8, 2024 10:39 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: NE crossing Lincoln/WL/Grimsby

Hello PMs.

I am disappointed that the Bartlett extension will likely not come to pass but the inclusion of Grimsby Mtn Rd/12 is justified.

Mtn Rd/12 connects 20 to QEW. It is a good road and runs only a short stretch through Grimsby to QEW. I recently used it and trucks were coming up and down and I never felt unsafe in my small car.

It seems Grimsby Council, past Niagara Region and maybe Provincial govts have thwarted the Bartlett ext with residential development and an awkward QEW exit. Who were these NR agents who decided not to forward Bartlett ext plans for environmental assessment? Should this not be investigated? What a waste of time and money for building up Bartlett Ave - should call it Park Ave.

My neighbourhood concern is for the increased and dangerous truck traffic mixed with school buses on winding 30Rd/14 as a result of trucks avoiding Beamsville and Grimsby town centres and the new WN high school. School buses have limited routes down and at least don't operate in bad

weather.

Trucks have plenty of NS routes - Redhill, 20, 24, 406, QEW. The truck routes need to be enforced. Some drivers are avoiding MTO inspections.

I agree that existing routes can be improved and we need to get past Bartlett ext.

Thanks, [REDACTED], Beamsville

Sent from my iPhone

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From: [Elmadhoon, Maged](#)
To: [REDACTED]
Cc: [Elysia Friedl](#); [Katherine Jim](#)
Subject: RE: 4397 and 4371 Thirty Rd.
Date: Tuesday, July 9, 2024 3:14:43 PM
Attachments: [image001.jpg](#)

EXTERNAL EMAIL

Hi [REDACTED],

I assume you are providing the comment below on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Thanks
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca



From: [REDACTED]
Sent: Tuesday, July 9, 2024 2:58 PM
To: Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
Subject: 4397 and 4371 Thirty Rd.

CAUTION EXTERNAL EMAIL: 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 Maged,

We as farmers in the area are greatly opposed to having truck traffic on Thirty Rd. in Beamsville. We have tractors and other farm equipment that would be greatly jeopardised by changing this road to

a high traffic area. Already with the increased building happening in Smithville we have noticed a huge impact on our road that is not meant for volume. Also our farmland will be jeopardised.

The Bartlet Street access makes the most sense as it already has highway access and the available location up the escarpment which was over 20 years ago.

Please use common sense with this project.

Sincerely,

[REDACTED]

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From: [Escarpment Crossing](#)
To: [REDACTED]
Subject: Re: Draft Terms of Reference for Niagara Escarpment Crossing
Date: Thursday, July 11, 2024 10:47:27 AM
Attachments: [image.png](#)

EXTERNAL EMAIL

Hello,

Thank you for your comments on the Niagara Escarpment Crossing Environmental Assessment Terms of Reference. A specific response to your comments will be issued after the July 12, 2024 commenting period ends. Your comments will be considered as part of finalizing the proposed Terms of Reference for submission to the Ministry of the Environment, Conservation and Parks later this year. In the meantime, your name has been added to the Study Contact List for receiving future notifications directly.

Best Regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: [REDACTED]
Sent: Wednesday, July 10, 2024 12:52 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Draft Terms of Reference for Niagara Escarpment Crossing

Dear Maged Elmadhoon and Katherine Jim,

Thank-you for the opportunity to provide input into the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing (NEC) Comprehensive Environmental Assessment (EA). [REDACTED] in the preliminary study area at Golf Woods Drive in Grimsby, Ontario. I submit my concerns and requests as below.

I request that Alternative 3 (extending Bartlett Avenue Southerly and utilize Park Road Corridor) be eliminated as an option for a north-south NEC. This is based on a number of reasons/concerns that I will outline. They include the residential and commercial structures already present. On Bartlett Avenue between the QEW and the Niagara escarpment, there are a number of residential neighbourhoods (with largely detached homes) that enter/exit or abut this avenue, a nursing home, two retirement homes, a strip plaza with small shops and a healthcare facility (with a dentist, pharmacist and physicians office). Further, just recently in October 2023, a townhouse development with 116 units was approved for 37 Bartlett Avenue. Given all this density, with the human and vehicle traffic, the idea of a large north-south NEC using Bartlett Avenue makes no sense to me. Frankly, to those who have made the area around Bartlett Avenue as described above their home (with a 116 townhouse units to come) and some their place of

business, it is in my view just cruel to place a high-speed corridor (i.e a highway) right through this space. Many of the homes in this area have been there for decades, and the residents living there do not want to lose their peace and quiet in their neighbourhoods.

A north-south NEC using Bartlett Avenue will create safety concerns due to the intersection(s) created. An intersection at Main Street East at Bartlett Avenue with a high-speed corridor carries the risk of increased vehicle and vehicle-pedestrian collisions. This is a concern due to increased speeds on the high-speed corridor and the expected increased traffic volume. The idea of an overpass at this intersection is not a good solution as it creates a hideous sight in a peaceful and attractive neighbourhood.

The issue of noise and vibration (NAV) cannot be overstated. A high-speed corridor as suggested using Bartlett Avenue (Alternative 3 in the ToR) introduces increased NAV from vehicles using any such NEC in the densely used area as described above. This again impacts negatively on the quiet and remaining tranquility of this area.

The relatively new YMCA and the new West Niagara Secondary School (WNSS) lie to the east of Bartlett Avenue on Main Street. Using Bartlett Avenue for the NEC would have the effect of partitioning the area east of Bartlett Avenue (and south of the QEW) from the rest of Grimsby. This also impacts on the walkability and use of bicycles along Main Street due to the high-speed corridor proposed using Bartlett Avenue. Further it introduces more traffic in this area that adds to the traffic due to the YMCA and WNSS. In short, the built up environment that includes the YMCA and WNSS cannot be neglected.

I will also draw your attention to section 4.4 of the draft ToR and especially page 15 which indicates only 3% of the north-south truck volume is flowing through Park Road. Additionally, it is noted that "48% of the drivers indicated that nothing would change the route choice – which may be partly due to the result of high degree of local truck trips noted in the survey". As such it appears that 97% truck drivers don't use the Park Road option, and 46.5% (97 x 48%) would not change from this. So if nearly 50% would not change, why would we even consider using Bartlett Avenue (Alternative 3)?

Given the many concerns above regarding Alternative 3 (using Bartlett Avenue), I submit this alternative is impractical from the outset and should be **dropped** as an option in the ToR for the north-south NEC. In your draft ToR you do outline an Alternative 4: Construct a New North-South Corridor between Grimsby and Beamsville. Alternative 4 would appear to be a much better option as it appears to go through much less residential density, and as such does not introduce as much safety concern, reduces increased noise and vibration to as many residents, and does not have the impact of partitioning a town. Consequently, if a north-south NEC is desired, then Alternative 4 would appear to be a better option to explore.

I thank-you for your consideration of my concerns and request. If you have any questions or concerns, please do not hesitate to contact me. Also please keep me updated on your work.

Kind Regards,

[REDACTED]

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Niagara North/South Proposed Escarpment Crossing

I have a couple of points I would like to add regarding the Public Information session for the proposed North/South escarpment crossing, held at the West Niagara Fairgrounds on May 29/24 .

Firstly, if you really want to open up dialogue with the community, don't schedule the meeting for 5:30pm on a Wednesday evening when most people are just finishing work, trying to get home and making dinner for their families.

Secondly, I understood the Bartlett Ave/Park Rd. route was NOT a done deal.

Some voiced their frustrations louder than others but that does not mean this is the best route. Aren't we at the development phase of the Terms of Reference? Which includes objectively REASSESSING options and their impact? Or, is this just going to be another "exercise" to progress a 37-year-old outdated plan?

Yes, it has 4 lanes but that doesn't make it a safe access route for heavy trucks.

And I suspect that is not the most expensive part of constructing a new mountain access and improving truck navigation on and off the QEW.

The Regional Transportation Master Plan has a catchy slogan; How we grow, How we flow, How we go. Maybe it should be "How we go again and again". Kidding aside I suggest we are here again for a very good reason, the Bartlett/Park Rd access is NOT an easy, safe solution.

I think we can certainly all agree that truck access through the town centre of Grimsby and Beamsville is not safe, but rerouting this to Bartlett, one of Grimsby's most populated residential areas is equally unsafe.

Yes, there are 4 lanes on Barlett but that's the easy part. The grade on Park Rd is just as steep as Mountain Rd in Grimsby only both at the top and the bottom. So now we are going to reroute the trucks down Park Rd and Bartlett into a densely populated residential area because it already has 4 lanes for traffic? It is not unusual for air brakes will lose their air before the second steep spot at the bottom when jam on the loud Jack brakes. Connecting Park Rd to Barlett will involve 2 turns for heavy trucks to navigate. This is where there is new construction is already in the works, it's designed for families with 161 stacked housing units. Joining in at this point is a subdivision with 2 bungalow developments designed for seniors, that's 63 more units. As well hundreds of single family homes. Then we hit the light where walkers and wheelchairs cross from Shalom and Lincoln Park to the medical buildings. From there we have Evergreen Terrace (98 units), Shalom Manor Long Term Care Home (144 beds), Shalom Gardens and Lincoln Park Retirement homes (40 + 70 units) and another 2

bungalow townhouse developments designed for seniors (64 units). Now add the subdivisions on each side with hundreds of homes off Central Ave. Plus those coming from Dorchester and Terrace Drive – just to name a few. The number of units does not reflect how many people live in each unit or how many visitors come to the medical centre, the dental or podiatry clinics or the senior residences. Or, elderly spouses coming to visit their partners in Long Term Care. I suggest instead of just bulldozing ahead and “getting it done” let’s take some time to TRULY examine options other than the Bartlett/Park Rd. route. It is not the viable route that it was 37 years ago. Let’s not address our present safety issues by moving from one high risk route to another. I know everyone is frustrated but let’s do it right this time, and then “Get it done”.

October 9, 2024

Sent Via Email To:

[REDACTED]

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project) submitted via the online form and your letter sent via email on June 12, 2024. As requested, you have been added to the Project's mailing list based on the contact information provided in response to Questions 1 and 2 of the Online Public Information Centre (PIC) Comment Form and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

The following provides our responses to your comments to Questions 4 through 6 for your information.

Question #4: As stated in the draft ToR, the boundaries of the preliminary study area will be finalized during preparation of the EA based on the confirmed alternatives to the Project considering comments from review agencies, Indigenous Communities, and the public. As a result, the final study area boundaries may be different. In addition, as mentioned in the draft ToR, since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister's approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice so that this not an exercise to move any particular alternative forward including the Bartlett Avenue/Park Road corridor.

Question #5: As stated in the draft ToR, safety will be considered in the assessment and evaluation of both the alternatives to the Project and alternative methods of carrying out the Project during preparation of the EA. The Transportation category includes several traffic safety related evaluation criteria (e.g., Ability to enhance traffic safety, etc.).

Question #6: We note your suggestion of holding public meetings later in the evening. The Region will consider the suggestion in carrying out consultation during preparation of the EA.

In your letter sent on June 12, 2024, you re-iterated your concerns with holding public meetings early in the evening as well as utilizing the Bartlett Avenue/Park Road Corridor (Alternative 3 in the draft ToR). The assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take your concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operations and Safety (Appendix B), Noise and Vibration (Appendix K) and Land Use (Appendix I)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public.

Thank you again for your interest in the Project, and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

Maged Elmadhoon, M.Eng., P.Eng.

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

Katherine Jim, M.Eng., P.Eng.

Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington, ON 289-288-0287 ext. 6835

RE: Escarpment Crossing

I attended the public information session regarding the proposed Escarpment Crossing Study and am very concerned that Park/Bartlett continues to be considered a possibility and many deem the preferred location. Full disclosure I reside [REDACTED]
[REDACTED] I believe I have good knowledge of the road network all over this Region.

I am very concerned with the terms of reference with this study as it does not include RR24 Victoria Avenue, the best truck route in West Niagara. The current term of reference excludes this crossing as if it doesn't exist and creates a bias. RR 24 Victoria Ave, is the best, and the lowest grade, commercial escarpment, crossing in West Niagara. The study should not exclude this. Road access improvements to RR24 from areas like Smithville should be included and evaluated as an appropriate and most likely least cost and lowest environment impact alternative.

The document also states that Mountain Road in Grimsby and Mountain St in Lincoln are not well suited to commercial traffic because of: steep grades, limited turning room and residential neighbourhoods.

Park Rd/ Bartlett has a steeper grade than either of these two roads. (That's why it was never chosen as an escarpment crossing decades ago). There are still limited turning areas for commercial vehicles and the access and goes through residential neighbourhoods. To reconcile the steep grade and limited turning room for commercial vehicles will require extensive road reconstruction causing a huge impact on the residential neighbourhoods and the environment. I really don't see any gains and only losses to Grimsby and the Region.

Park Rd S has extensive native tree and plants and is home to various species of animals, amphibians, insect and birds many of which are threatened and several creeks that run down the escarpment. I trust the environment study will consider the impact on the flora and fauna.

If the purpose of this crossing is to link Highway 20 north/south so commercial trucks can access the QEW and improve commercial traffic flow I think everyone can agree this will fail. The traffic on the Niagara section of the QEW is terrible for all users; it is becoming the worst stretch of the QEW in Ontario. If the goal is to improve commercial traffic then expanding the term of reference to include RR24 Victoria Ave and evaluate better links to HWY 20 is essential. As well an evaluation of better links to the Lincoln Alexander Parkway and the 403 so there is an alternative to QEW Niagara. Diverting traffic from a congested QEW and logjam over the Burlington Skyway would really achieve the goal of getting commercial traffic moving.

I hope that the Region avoids a very biased and narrow view to traffic flow- the Bartlett Park access will be very expensive and have a negative impact on residences, the environmental and in the end will not improve traffic flow.

Sincerely,

[REDACTED]

Concerned Citizen

[REDACTED]

Grimsby

October 9, 2024

[REDACTED]

[REDACTED]

[REDACTED]

Sent Via Email To:

[REDACTED]

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter sent on July 12, 2024. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We note your concerns associated with Bartlett Avenue/Park Road corridor (Alternative 3 in the draft ToR) including steep grades, limited turning radius, residential neighbourhoods, and potential impacts to flora and fauna. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives including those previously contemplated needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

In addition, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Transportation Planning and Engineering (Appendix A), Traffic, Operations and Safety (Appendix B), Land Use (Appendix I), Natural Heritage (Appendix J), etc.) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public.

Your suggestion of possibly using Victoria Avenue for the proposed Niagara Escarpment Crossing is presently outside of the preliminary study area associated with the alternatives

to the Project identified in the draft ToR. As a result, this potential road would not be considered during preparation of the EA at this time subject to finalizing the study area.

The consideration of an alternative to the QEW through Niagara Region is outside of the purpose of the Project as defined in the draft ToR. Notwithstanding this, the Region was working with the City of Hamilton and Regions of Halton, Peel, and Waterloo to advocate for the new Niagara to GTA Corridor with the Province as an alternate route to the QEW. However, it is a provincial initiative under the direction of the Ministry of Transportation (MTO). MTO is not actively planning for the central portion of the Niagara to GTA (Highway 406 to the City of Hamilton in the vicinity of the Hamilton International Airport/Highway 403). As part of preparing the draft ToR, the Region has consulted with MTO and will continue to do so during preparation of the EA to incorporate their planned and approved studies into the Project, as appropriate so provincial and regional transportation efforts are coordinated.

The Traffic, Operations and Safety Work Plan (Appendix B to the draft ToR) proposes that the transportation analysis carried out during the preparation of the EA consider an area much broader than the preliminary study area to capture traffic flow beyond just a single corridor like Bartlett Avenue/Park Road. The initial Traffic Analysis Study Area is generally bounded by Lake Ontario to the north, Highway 20 (West Lincoln) to the south, Tufford Road (Lincoln) to the east, and Mountain Road (Grimsby) to the west. The initial Traffic Analysis Study Area will be confirmed during preparation of the EA to ensure any potential bias is eliminated.

Thank you again for your interest in the Project, and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,

A handwritten signature in cursive script that reads "M. Elmadhoon".

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

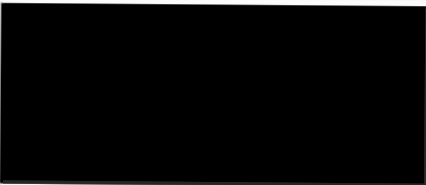
Public Works, Niagara Region

cc. Scott Fraser, Niagara Region

Elysia Friedl, CIMA+

Katherine Jim, CIMA+

Ian Dobrindt, GHD



July 6, 2024

Katherine Jim, M.Eng., P.Eng.,
Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington; ON

Attention: Katherine Jim

Subject: Opposition to Inclusion of Mountainview Road in the Comprehensive Environmental Assessment (CEA) for the New Truck Route/Corridor

Dear Ms. Jim

I am writing as a concerned resident of Mountainview Road in Lincoln, to express my strong opposition to the inclusion of Mountainview Road as part of the study area in the Comprehensive Environmental Assessment (CEA) for identifying a new truck route/corridor to cross the Niagara Escarpment. I believe that selecting Mountainview Road for this purpose would have detrimental impacts on the Beamsville Bench area and its surrounding community.

The Beamsville Bench is a vital component of the Niagara Region, known for its thriving wineries, farms, leisure time activities and vibrant tourism. This area has become a significant tourism draw, attracting thousands of visitors annually. Events like Graze the Bench, Love the Bench, and Rock the Bench highlight its cultural and economic importance. The potential construction of a truck route through this area poses severe economic, social, safety and cultural threats.

Seven important wineries are located directly along Mountainview Road, which all have made substantial investments over the years. The proposed truck route would not only disrupt these businesses but also negatively impact the residents who have invested in this community. The scenic 2.5km loop of Mountainview Rd and Locus Lane Road is popular among tourists and residents for walking and jogging, enhancing the region's tourism appeal. Additionally, the Bruce Trail, which is frequented by hundreds of tourists daily, would be adversely affected.

Furthermore, the Beamsville Bench vineyards and orchards are among Canada's most valuable farmland, renowned worldwide for their quality. Disrupting this area for a truck route would jeopardize the safety of residents, tourists and farmworkers who rely on these lands, lead to potential job losses, and hinder the overall economic stability of the region.

It is also worth noting that even the wind farm transmission lines had to be buried underground along Mountainview Road to protect the businesses and preserve the area's heritage. This

precedent underscores the need to protect the Beamsville Bench / Mountainview Road from further disruption.

Considering these factors, I strongly urge the Niagara Region to exclude Mountainview Road from the study area in the CEA. The potential negative impacts far outweigh any perceived benefits. Instead, the focus should be on alternative routes that do not threaten the economic, social, and cultural fabric of the Beamsville Bench area. I support the position or opinion of the Town of Lincoln's Mayor and Councillors, who advocate for Bartlett Avenue/Park Road in Grimsby as a more suitable route.

I kindly request that my comments be submitted with the Terms of Reference to the Minister of the Environment. We do not need an expensive study; we need common sense to prevail and protect this invaluable region.

Thank you for your attention to this matter. I trust that the concerns of the residents, businesses, and tourists will be carefully considered in the decision-making process.

Yours sincerely,

A black rectangular redaction box covering the signature of the sender.A large black rectangular redaction box covering the address and contact information of the sender.

October 9, 2024

[REDACTED]
[REDACTED]
[REDACTED]

Sent Via Email To:

[REDACTED]

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 6, 2024. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your opposition to including Mountainview Road within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA citing such concerns as disrupting businesses including wineries, negatively impacting the community and residents, tourism, recreation, vineyards, and farmland, jeopardizing safety, and resulting in economic impacts including job losses. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister's approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operations and Safety (Appendix B), Agricultural (Appendix D), Land Use (Appendix I), Natural Heritage (Appendix J), Visual Impact (Appendix M), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential

effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

We note your support for the Bartlett Avenue/Park Road Corridor (Alternative 3 in the draft ToR). Alternative 3 will be assessed and comparatively evaluated along with other three alternatives during preparation of the EA to select a recommended alternative to the Project for presentation to review agencies, Indigenous Communities, and the public for comments before identifying a preferred alternative for the Project.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conversation and Parks (MECP) with a copy also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

From: [Escarpment Crossing](#)
To: [REDACTED]
Cc: [Elmadhoon, Maged](#); [Katherine Jim](#); [Elysia Friedl](#)
Subject: RE: Online Form - Enquiry from Region website
Date: Friday, January 19, 2024 8:26:49 AM
Attachments: [~WRD0000.jpg](#)
[image001.jpg](#)

EXTERNAL EMAIL

Hello [REDACTED]

Thank you for interest in the Niagara Escarpment Crossing Individual Environmental Assessment (IEA) Terms of Reference (ToR) study. The Project Team is working on the draft Terms of Reference at the moment. A Public Information Centre is tentatively to be held in Spring this year; an exact date has not been determined at this time. The purpose of the ToR is to define a “work plan” for the future Individual Environmental Assessment study. Due to the nature of the document (i.e. a “work plan” and not the planning and design study itself), it will not speak to the specific design element of pedestrian and cycling access; however, it will set the parameters for the overall corridor planning and how different modes of transportation may be considered during the future Individual Environmental Assessment study. Your contact information will be added to our study contact list and you will be informed of the upcoming Public Information Centre at that time.

Please feel free to reach out to the project team if you have any further questions.

Best regards,

Project Team
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
escarpmentcrossingIEA@niagararegion.ca



From: Niagara Region Website <webmaster@niagararegion.ca>
Sent: January 12, 2024 5:53 PM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Cc: webincoming <webincoming@niagararegion.ca>
Subject: Online Form - Enquiry from Region website

Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their

email address)

name

[REDACTED]

phone

[REDACTED]

email

[REDACTED]

municipality

Grimsby

subject

Niagara Escarpment Crossing

comments

could you provide an update on the status of the draft terms of reference, including the expected completion date? Also, the website indicates that a Public Information Centre will be held to review the project and draft terms of reference. Can you provide an estimate of when this PIC will be held. Lastly, will the terms of reference address pedestrian and cycling access (other modes of transportation) for both the new access, as well as existing accesses in Grimsby that do not currently have safe access for these two modes? thank you!

reply

yes

Page Referrer

<https://niagararegion.ca/projects/niagara-escarpment-crossing/>



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computer system. Thank you.

From: [Escarpment Crossing](#)
To: [REDACTED] [Escarpment Crossing](#)
Cc: [Fraser, Scott](#); [Katherine Jim](#); [Ian Dobrindt](#); [Elysia Friedl](#); [Khalil, Ayat](#)
Subject: RE: FW: Online Form - Enquiry from Region website
Date: Friday, March 22, 2024 10:31:05 AM
Attachments: [image001.jpg](#)

EXTERNAL EMAIL

Hi [REDACTED],

As you know, municipalities must follow the process prescribed by the Environmental Assessment Act when planning and implementing large transportation and infrastructure projects. This process could last longer for some projects. We don't have an exact date to hold the PIC to present the ToR to the public, but the target is to hold it before the summer season, late May or early June if possible.

Regards
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca



From: [REDACTED]
Sent: Friday, March 22, 2024 8:56 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Subject: Re: FW: Online Form - Enquiry from Region website

Maged,

Thank you for your timely response.

I have more than a continued interest. I have a multi million dollar investment and additional investment on hold due to the Region's ever changing approach and decisions.

Despite the Region's continued position that their very public "what if" study doesn't affect property values until a decision is made the general Real estate industry and courts would suggest otherwise. That's who will ultimately decide on compensation. There have been many legal precedents in Ontario. It's not "premature".

Secondly you imply that all stakeholders will have the opportunity to review your recommendation and provide input by spring. I assume you mean 2024. First day of summer is June 20, 2024.

Please confirm.

Thanks Frank

On Thu, Mar 21, 2024 at 1:15 PM Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca> wrote:

Good afternoon [REDACTED],

I appreciate your continued interest in the project and your follow up for project updates. The Region is following the process prescribed by the Environmental Assessment Act (Ontario) and, in this way, I can assure you that the Region will be consulting with the public and relevant local area municipalities for input on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Individual Environmental Assessment (IEA) study. We expect to present the draft ToR to the three local municipalities in the next few months and plan to hold a Public Information Centre (PIC) in late spring.

As I have noted earlier, it is premature to establish property requirements at this stage. Any potential property impacts won't be known until alternative design solutions are identified as part of the Environmental Assessment, the next phase of this process.

Please do not hesitate to contact me if you have further questions.

Best regards
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

[1815 Sir Isaac Brock Way, Thorold, ON](https://www.1815sirisaacbrockway.com)

Maged.Elmadhoon@niagararegion.ca

Phone: 905-980-6000 ext. 3583

Cell: 289-407-6862

www.niagararegion.ca



From: [REDACTED]

Sent: Wednesday, March 13, 2024 9:08 AM

To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>

Subject: Re: FW: Online Form - Enquiry from Region website

Maged,

It's almost been a year since your "Public" notice. Despite several meetings and inquiries by the

the Town of Lincoln, its Mayor and councillors, local Community Associations and individual stakeholders the Region has provided no update relative to their initial promises of a open and transparent process.

Unless of course you take Scott Fraser's response to [REDACTED] as meaningful. It said and clarified nothing with no commitment of anything to anyone.

I've now received my final quote of four from local builders and am still wondering what the Region's plan is and if they even have one relative to the use of Mountainview in their study. It seems that everybody there is waiting for 3rd Party paid consultants to tell them what they should do...seems like a consistent approach through all levels of government lately. Good to be a taxpayer.

I'm looking at investing an incremental \$3million dollars in this property which would bring my investment to between \$4-5 Million dollars.

My questions:

- 1) Does the Region have a plan and will it include public input.
- 2) When will be the first "Public" Meeting with all affected stakeholders.
- 3) Will the Region compensate for lost property values (30%) if they can be sold during the very Public study period.
- 4) Does the Region have a suggestion as to what I should do?

Despite your earlier response you are liable for lost property values and related damages associated with the loss of use of properties during this period.

Lastly its been demonstrated by the ongoing changes at the region that you may not be following your own policies and procedures as highlighted in several submissions by many different stakeholders. Ie D&O Insuras

On Mon, Jul 17, 2023 at 2:58 PM [REDACTED] wrote:

Maged,

Thank for the timely response. Sounds like my acquisition of the property, subsequent investment and future investment in 2024 was a mistake on my part.

Ive been here for the last 12 years and this random change in boundaries on this legacy issue not only takes my investment off the table but puts all future investment for every winery on hold for the new study area for the next 5 years.

The Regional rules continue to change.

Thank you again for the follow up and I'll in turn forward these responses and updates over to my lawyers in Toronto.

Kind regards,

Frank

On Mon, Jul 17, 2023 at 2:31 PM Escarpment Crossing

<escarpmentcrossingIEA@niagararegion.ca> wrote:

Hi [REDACTED],

The consultant team has been copied on the email and you have been added to the project mailing list. Thanks for your interest in the study.

With respect to your question regarding compensation, it is premature to establish property requirements and/or property values at this stage. We are still in the very early planning stages as I noted earlier. The process to complete the IEA will last for several years. The initial property impacts will only be determined during the evaluation of alternatives.

Upon completion of the Detailed Design stage, which will come after completion of the EA, the Regional Real Estate staff will contact impacted property owners to discuss the level of impact, disturbance damages, injurious affection, business loss and compensation. These factors can only be assessed upon completion of detailed design inclusive of road reconstruction (if applicable), utility relocations and other mitigating factors identified through that process.

Thanks
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

[1815 Sir Isaac Brock Way, Thorold, ON](#)

Maged.Elmadhoon@niagararegion.ca

Phone: 905-980-6000 ext. 3583

Cell: 289-407-6862

www.niagararegion.ca



From: [REDACTED]

Sent: Monday, July 17, 2023 10:07 AM

To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>

Cc: Alejandra Boyer <Alejandra.Boyer@cima.ca>; Gillian Thompson <Gillian.Thompson@cima.ca>; Khalil, Ayat <Ayat.Khalil@niagararegion.ca>

Subject: Re: FW: Online Form - Enquiry from Region website

Magee,

Thank you for the timely communication. Yes please add me to the contact list.

That being said you haven't answered any of my questions. I have a significant amount of monies invested in this property and am in the process (which is now on hold) of spending double the initial investment. I have an architect and builder now on hold. What is the Region's recommendations/answers to what I should do now?

I would like some additional clarity as to my questions below.

Kind regards,
Frank

On Mon, Jul 17, 2023 at 9:23 AM Escarpment Crossing
<escarpmentcrossingIEA@niagararegion.ca> wrote:

Good morning [REDACTED],

This phase of the subject study is only to prepare the terms of reference (ToR) that will outline the planning and decision-making process for the future EA. We have not proposed a specific escarpment crossing yet. The ToR will include alternatives to consider and the consultation activities that will take place in the future.

Please advise if you would like to be added to the project contact list to be part of the public engagement process and for future updates.

Thanks
Maged

Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
[1815 Sir Isaac Brock Way, Thorold, ON](#)
Maged.Elmadhoon@niagararegion.ca
Phone: 905-980-6000 ext. 3583
Cell: 289-407-6862
www.niagararegion.ca



From: Niagara Region Website <webmaster@niagararegion.ca>
Sent: Friday, July 14, 2023 7:01 AM
To: Escarpment Crossing <escarpmentcrossingIEA@niagararegion.ca>
Cc: webincoming <webincoming@niagararegion.ca>
Subject: Online Form - Enquiry from Region website

Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their email address)

name
[REDACTED]

phone

[REDACTED]

email

[REDACTED]

municipality

Lincoln

subject

Niagara Escarpment Crossing

comments

I'm a recent owner of a property and in the process of acquiring additional land and working with architects and builders. Your proposed use of Mountainview Rd has put this entire investment and process on hold. My initial question is how will this process take. My second question is the region planning on compensating land owners for monies spent to date, lost property values and the risk that the related properties are now unsaleable during the process and certainly afterwards. Please respond. Thank you

reply

yes

Page Referrer

<https://niagararegion.ca/projects/niagara-escarpment-crossing/>



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[REDACTED]
[REDACTED]
Lincoln, [REDACTED]
[REDACTED]
[REDACTED]

July 12, 2024

Katherine Jim, M.Eng., P.Eng.,

Senior Project Manager

Transportation

CIMA+

400-3027 Harvester Road, Burlington; ON

Attention: Katherine Jim

Subject: Opposition to Inclusion of Mountainview Road in the Comprehensive Environmental Assessment (CEA) for the New Truck Route/Corridor

Dear Ms. Jim

We are writing as a concerned resident of Mountainview Road in Lincoln, to express my strong opposition to the inclusion of Mountainview Road as part of the study area in the comprehensive Environmental Assessment (CEA) for identifying a new truck route/corridor to cross the Niagara Escarpment. We believe that selecting Mountainview Road for this purpose would have detrimental impacts on the Beamsville Bench area and its surrounding community.

In the twenty years we have lived in this community, the landscape has transformed into a destination location for wine enthusiasts and thousands of tourists each year. Not only have there been significant investments by local farmers and wineries as they have grown their businesses and taken care of the land, but we as residents have also contributed thousands of dollars to the Town of Lincoln tax base.

As an integral part of the community, this neighbourhood is a popular route for families and pedestrians walking and running, cyclists, bird watchers, and more. The town has reduced the speed limit to 50 Km to reflect the importance of keeping those using the road safe and encouraging further tourism. This unique stretch of road welcomes residents and those from afar to enjoy "The Benchlands" as they walk from winery to winery. Our own three children board the school bus each morning and are dropped off at home each day on Mountainview Road. Their safety as they do so is paramount to us. Unlike twenty years ago we are not the only family with children residing on the street. A number of children are transported by bus to

local schools each day. The potential construction of a truck route through this area poses severe economic, social, safety, and cultural threats to everything this community has worked to build.

Hundreds of hikers each year visit as they make their way along the Bruce Trail. The trail and its users would be adversely affected. The local wildlife such as turtles return to this street each year as they make their way to their nesting locations. Hawks, owls and bald eagles are often seen hunting and seeking refuge in the trees. A truck route would put all of these and more at great risk of injury or worse.

Seven wineries and multiple orchards are located within this stretch of land. They are among Canada's most valuable farmland and are known far and wide for their products and unique growing conditions. The construction of a truck route would result in Job losses in these farming industries and would have a severely negative effect on the stability of this region.

It is also worth noting that even the wind farm transmission lines had to be buried underground along Mountainview Road to protect the businesses and preserve the area's heritage. This precedent underscores the need to protect the Beamsville Bench / Mountainview Road from further disruption.

Considering these factors, we strongly urge the Niagara Region to exclude Mountainview Road from the study area in the CEA. The potential negative impacts far outweigh any perceived benefits. Instead, the focus should be on alternative routes that do not threaten the economic, social, and cultural fabric of the Beamsville Bench area. We support the position or opinion of the Town of Lincoln's Mayor and Councillors, who advocate for Bartlett Avenue/Park Road in Grimsby as a more suitable route.

We kindly request that my comments be submitted with the Terms of Reference to the Minister of the Environment. We do not need an expensive study; we need common sense to prevail and protect this invaluable region. Thank you for your attention to this matter. We trust that the concerns of the residents, businesses, and tourists will be carefully considered in the decision-making process.

Lincoln

October 9, 2024

[REDACTED]
[REDACTED]
[REDACTED]

Sent Via Email To:

[REDACTED]

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 12, 2024. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your request of excluding Mountainview Road from being considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA citing such concerns as potential impacts to wineries, farms, tourism, the Bruce Trail, businesses, residents, and wildlife as well as the potential loss of business, municipal taxes, and jobs and safety implications (e.g., pedestrians, cyclists, children, students). Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to Minister's approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operation and Safety (Appendix B), Agricultural (Appendix D), Land Use (Appendix I), Natural Heritage (Appendix J), Visual Impact (Appendix M), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential

effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

We note your support for the Bartlett Avenue/Park Road Corridor (Alternative 3 in the draft ToR). Alternative 3 will be assessed and comparatively evaluated along with other three alternatives during preparation of the EA to select a recommended alternative to the Project for presentation to review agencies, Indigenous Communities, and the public for comments before identifying a preferred alternative for the Project.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD

June 27, 2024

Maged Elmadhoon, M.Eng., P.Eng
Manager Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Issac Brock Way
Thorold ON
L2V 4T7

Katherine Jim, M.Eng., P.Eng
Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road
Burlington, ON
L7N 3G7

Dear Mr. Elmashoon and Ms. Jim:

I am writing to you today on behalf of Wine Growers Ontario in regard to the draft Terms of Reference for the Niagara Escarpment Crossing Comprehensive EA.

Wine Growers Ontario members are the largest VQA producers in the province, produce over 80% of the wine made in Ontario and purchase over 75% of the commercially grown grape crop. Several of our members own and operate wineries within the Beamsville Bench and near Mountainview Road. A recent investment by one of those wineries is creating a home for one of the country's pre-eminent wines. This and other investments over the decades demonstrate the value of the unique soils and climate that make the Bench such an important part of the Ontario and Canada wine industry.

The Beamsville Bench is a significant part of the success of the Ontario wine industry and the future of the region's economic opportunity. In addition to making superior wines the "Bench" is an essential part of the regional economy, attracting tourists to the region who support not only the wineries but local hospitality, culinary and cultural businesses. A recent study by Deloitte, <https://uncorkontario.ca/>, shows how premium wine can be the catalyst for a regional supercluster supporting jobs in many sectors including agriculture, tourism, education, hospitality, culture and housing. Much of that success relies on wine country being a place where people want to visit, work and live. Transforming Mountainview Road into a major truck corridor, right in the middle of wine country, would be a mistake of epic proportions.

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Visitors to, and residents of, wine country expect a very specific type of experience. One of the great draws of the Bench is the ability of visitors to so quickly transition from the QEW to country roads, vines and beautiful views. The Bench embodies what a wine country is supposed to be. Turning Mountainview Road into a major truck thoroughfare threatens that experience and will certainly have a significant negative impact on our visitors experience. This will in turn threaten the Bench's ability to realize its full economic potential as demonstrated by the Deloitte report.

Wine Growers Ontario strongly recommends that Mountainview Road be excluded from the CEA.

Sincerely,



Aaron Dobbin
President and CEO
Wine Growers Ontario

October 9, 2024

Wine Growers Ontario
4890 Victoria Avenue North, Box 4000
Vineland Station ON L0R 2E0

Sent Via Email To:

Aaron Dobbin, President and CEO, Wine Growers Ontario (adobbin@wgontario.ca)

Karen Loch, Executive Assistant (karen@wgontario.ca)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project) provided via letter dated June 27, 2024 on behalf of Wine Growers Ontario. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your recommendation of excluding Mountainview Road from being considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA citing such concerns as vineyards, wineries, businesses, tourism, and economic benefits. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister's approval in accordance with Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operations and Safety (Appendix B), Agricultural (Appendix D), Land Use (Appendix I), etc.) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of

Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD



Wines
of Ontario

July 8, 2024

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON

Katherine Jim, M.Eng., P.Eng.
Senior Project Manager
Transportation
CIMA+
400-3027 Harvester Road, Burlington, ON
escarpmentcrossingIEA@niagararegion.ca

Re: Niagara Escarpment Crossing Comprehensive EA

Hello,

The Wine Marketing Association of Ontario is a non-profit association that markets Ontario's wineries and the unique qualities of 100% Ontario VQA wines. Wines of Ontario is also dedicated to promoting Ontario's wine-growing regions. Foremost among them is the Niagara Peninsula and its 10 sub-appellations which play a key role in rural economic development, through tourism, culinary and hospitality, education, job creation, farming and small manufacturing.

Niagara is the largest wine production region in Canada, responsible for 80% of Canada's total grape and wine production. Despite this incredible output, wine is a unique economic engine that promotes growth while preserving the desirable local character of the region. Our wineries practice Sustainable Winegrowing which includes water conservation, reduction in waste and wastewater, energy-efficient programs and sustainable power sources. The sub-appellation known as the Beamsville Bench represents an important microcosm of this industry that would be negatively impacted by selecting Mountainview Road as a new truck route/corridor.

The development of a busy thoroughfare through the area would result in the loss of precious farmland, existing and potential vineyards, historic villages, and one of our most popular assets, the Ontario Wine Route. Some of Ontario's most widely acclaimed wineries, as well as associated farm supply companies, vineyard workers and residents, would be affected.

The Beamsville Bench sub-appellation is recognized worldwide for its mineral-rich soils, moderating breezes and excellent drainage that all contribute to the unique character of wines from this region. Tourists appreciate the charming villages, rural nature, and safe driving and cycling routes. The disruption caused by a busy highway through this area would be devastating to our industry.

Sincerely,

Dean Foerter
Executive Director
Wine Marketing Association of Ontario

October 9, 2024

Wine Marketing Association of Ontario
4890 Victoria Avenue North, P.O. Box 4000
Vineland Station On L0R 2E0

Sent Via Email To:

Dean Foerter, Executive Director (dean.foerter@wmao.ca)

Lynn Sullivan, Marketing & Tourism Specialist (lynn.sullivan@wmao.ca)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated July 10, 2024 on behalf of the Wine Marketing Association of Ontario. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your concerns of considering Mountainview Road within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA including the potential loss of farmland, vineyards, historic villages, and the Ontario Wine Route as well as affecting companies, workers, and residents. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Agricultural (Appendix D), Land Use (Appendix I), Built Heritage and Cultural Heritage Landscapes (Appendix F), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the

preferred alternative will be based on the potential effects considering proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project, and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



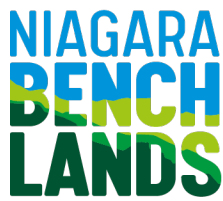
Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD



Justin Downes- Chair
Twenty Valley Tourism Association c/o Town of Lincoln
4800 South Service Rd.
Beamsville, ON



Tuesday, June 25, 2024

Niagara Region
c/o Maged Elmadhoon, M.Eng., P.Eng.
Manger, Transportation Services Division
1815 Sir Isaac Brock Way
Thorold, ON

Dear Maged,

I am writing on behalf of Lincoln's Joint Destination Marketing Organization (DMO) in partnership with the City of St. Catharines, to express our strong support for the concerns raised by local business owners and residents regarding the inclusion of Mountainview Road in the Niagara Region's Comprehensive Environmental Assessment (CEA) for a new truck route/corridor.

The Beamsville Bench area, particularly Mountainview Road, is a cornerstone of the Niagara Benchlands' tourism and agricultural industries. This region attracts countless visitors annually due to its world-renowned wineries, orchards, and greenhouses. The unique combination of scenic beauty, agricultural excellence, and cultural richness makes it an invaluable asset to our local economy and a key destination within the Niagara Region.

Including Mountainview Road in the proposed truck route study threatens to undermine years of dedicated investment by businesses, farmers, and residents. The potential expropriation of land for a truck route would have several adverse impacts:

1. **Economic Impact:** The Beamsville Bench is home to some of Canada's most prestigious wineries, including those owned by the country's top wine companies. The introduction of a truck route could disrupt operations, lead to job losses, and deter future investment in this vital sector.
2. **Tourism Appeal:** This area is a major draw for tourists who contribute significantly to the local economy. The presence of a truck route would diminish the scenic and tranquil appeal of the region, thereby reducing visitor numbers and negatively affecting businesses reliant on tourism.

3. **Agricultural Integrity:** The Beamsville Bench encompasses some of the most valuable and productive farmland in Canada. Introducing heavy truck traffic could compromise the safety and efficiency of farm operations and threaten the livelihoods of farmworkers.
4. **Social and Cultural Impact:** The Beamsville Bench area has a rich cultural heritage and a close-knit community. The potential disruption caused by a truck route would erode the quality of life for residents and undermine the social fabric of the area.

To support our position, we reference the successful efforts of the Mountainview Niagara Escarpment Community Association (MNECA) in advocating for the community's interests, including the burial of Wind Farm transmission lines and opposing increased truck traffic. Their proven track record underscores the importance of considering local perspectives in regional planning decisions.

In conclusion, we strongly urge the Niagara Region to exclude Mountainview Road from the CEA study area. Preserving this vital region will safeguard its economic contributions, maintain its tourism appeal, protect valuable agricultural land, and uphold the community's quality of life. We believe that alternative routes, such as Bartlett Avenue/Park Road in Grimsby, should be explored to achieve the desired transportation improvements without compromising the Beamsville Bench.

Thank you for your consideration. We are committed to working collaboratively with all stakeholders to ensure the best outcomes for the Niagara Benchlands and its residents.

Sincerely,

A handwritten signature in black ink, appearing to read "Justin Downes", with a long horizontal line extending to the right.

Justin Downes - Chair
Twenty Valley Tourism Association c/o Town of Lincoln

Cc: Curtis Fielding- Proprietor, Fielding Estate Winery
JD Pachereva – Councillor, Town of Lincoln
Mike Kirkopoulos- CAO, Town of Lincoln
Katherine Jim – Senior Project Manager (Transportation), Niagara Region
Paul Dilanni – Director of Economic Development, Communications and IT, Town of Lincoln

October 9, 2024

Twenty Valley Tourism Association
c/o Town of Lincoln
4800 South Service Road
Beamsville Ontario L3J 1L3

Sent Via Email To:

Justin Downes, Chair [REDACTED]
Britnie Bazylewski, Tourism Development Officer, Town of Lincoln
(bbazylewski@lincoln.ca)

Re: Niagara Escarpment Crossing Comprehensive Environmental Assessment –
Comments on the Draft Terms of Reference

Hello,

Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via a letter dated June 25, 2024 on behalf of the Twenty Valley Tourism Association. You have been added to the Project's mailing list for being kept informed of the Project and your letter will be appended to the Record of Consultation that is submitted along with the draft ToR to the Minister of the Environment, Conservation and Parks for her information.

We acknowledge your request of excluding Mountainview Road from being considered within the context of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) during preparation of the EA. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the *EA Act*, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister of the Environment, Conservation and Parks' (Minister's) approval in accordance with the Ministry of the Environment, Conservation and Parks' (MECP's) Code of Practice. As a result, none of the alternatives put forward in the draft ToR can be eliminated by the Region at this step in the CEA process.

Notwithstanding this, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take the concerns into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Natural Heritage (Appendix J), Land Use (Appendix I), Financial (Appendix N)) and the application of the evaluation criteria and indicators to identify potential adverse effects on the environment. Selection of the preferred alternative will be based on the potential effects considering

proposed mitigation measures and comments received from review agencies, Indigenous Communities, and the public. The possible consideration of Mountainview Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was carried forward as the preferred alternative.

Thank you again for your interest in the Project and you will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person may inspect the proposed ToR and provide comments directly to the Ministry of the Environment, Conservation and Parks (MECP) with a copy of the comments also forwarded to Niagara Region.

Please contact me if you have questions on the preceding information.

Sincerely,



Maged Elmadhoon, M.Eng., P.Eng. (he/him)

Manager, Transportation Planning

Transportation Services Division

Public Works, Niagara Region

cc. Scott Fraser, Niagara Region
Katherine Jim, CIMA+
Elysia Friedl, CIMA+
Ian Dobrindt, GHD