

# F

## **Appendix F: Public Information Centre Documentation**



# **Welcome to the Public Information Centre**

## **Niagara Escarpment Crossing - Comprehensive Environmental Assessment**

**May 29, 2024**

**5:30 pm – 8:00 pm**

**West Niagara Fairgrounds**

# Project Overview

- Niagara Region is undertaking the **Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA)** (previously known as an Individual Environmental Assessment) to improve overall goods movement capacity and redirect truck traffic away from residential areas in west Niagara.
- The CEA will examine a range of alternatives to demonstrate the need for a new crossing of the escarpment.
- Tonight's presentation will provide:
  - A summary of the project's history;
  - An overview of the work completed on a *Terms of Reference*; and
  - What comes next, including planned consultation.

# Purpose of the Project

The purpose of this project is to consider a north-south transportation link, including a crossing of the Niagara Escarpment, between the Queen Elizabeth Way (QEW) and Regional Road 20 to:

- Provide for safe and effective commercial vehicle movements and operations;
- Accommodate commercial vehicles and other transportation modes ;
- Provide greater safety for local communities;
- Provide for additional transportation system capacity with redundancy and resiliency; and
- Improve the economy vitality with the efficient movements of goods and people.

# History

- Plans for a new north-south road in west Niagara have been explored before.
- The CEA represents a new planning initiative.
- Previous planning work and studies serve as important background information to contribute to the study file.

2016 NEC Transportation Study	2017 – 2018	2020 NEC Operations Study
<ul style="list-style-type: none"><li>• Council recommended an extension of Bartlett Avenue, to be completed as a Municipal Class C EA.</li></ul>	<ul style="list-style-type: none"><li>• Staff identified risks that the Municipal Class C EA could not be completed.</li><li>• Consulting assignment examined alternative EA process options.</li></ul>	<ul style="list-style-type: none"><li>• PW 9-2020 – Council informed CEA is recommended path forward.</li></ul>

# Comprehensive Environmental Assessments

- A Comprehensive Environmental Assessment (CEA) is different than a Schedule B or C Class EA. It is most often utilized for large projects with significant environmental impacts.
- A CEA is followed where enhanced consultation is required and will be necessary in this case to secure approvals from the Niagara Escarpment Commission and MECP.
- The first stage of the CEA is to develop a ***Terms of Reference (TOR)***:
  - The TOR provides the framework for the project, identifying in advance the studies, workplans, and consultation to be undertaken during the EA.
  - Interested parties are consulted throughout the development of the TOR.
  - The TOR is approved by the Minister of Environment, Conservation and Parks (MECP) before the EA begins.

# Comprehensive Environmental Assessments

- Niagara Region has developed a draft TOR for the CEA.
- The draft TOR will be shared with interested parties for their review and feedback over the coming weeks.

Key Components	
<ul style="list-style-type: none"><li>• Project Purpose</li><li>• Preliminary Study Area &amp; Description</li><li>• Alternatives To &amp; Alternative Methods</li><li>• Types of Potential Effects to be Assessed</li></ul>	<ul style="list-style-type: none"><li>• Assessment &amp; Evaluation Methodology</li><li>• Commitments &amp; Monitoring</li><li>• Consultation Plan</li><li>• Technical Work Plans</li></ul>

# TOR – Technical Work Plans

- The technical work plans define the "what" and "how" of the EA, describing what studies will be undertaken, what the area of study will be, and what factors will be considered.
- Workplans are included in TOR and approved by MECP before the EA begins.

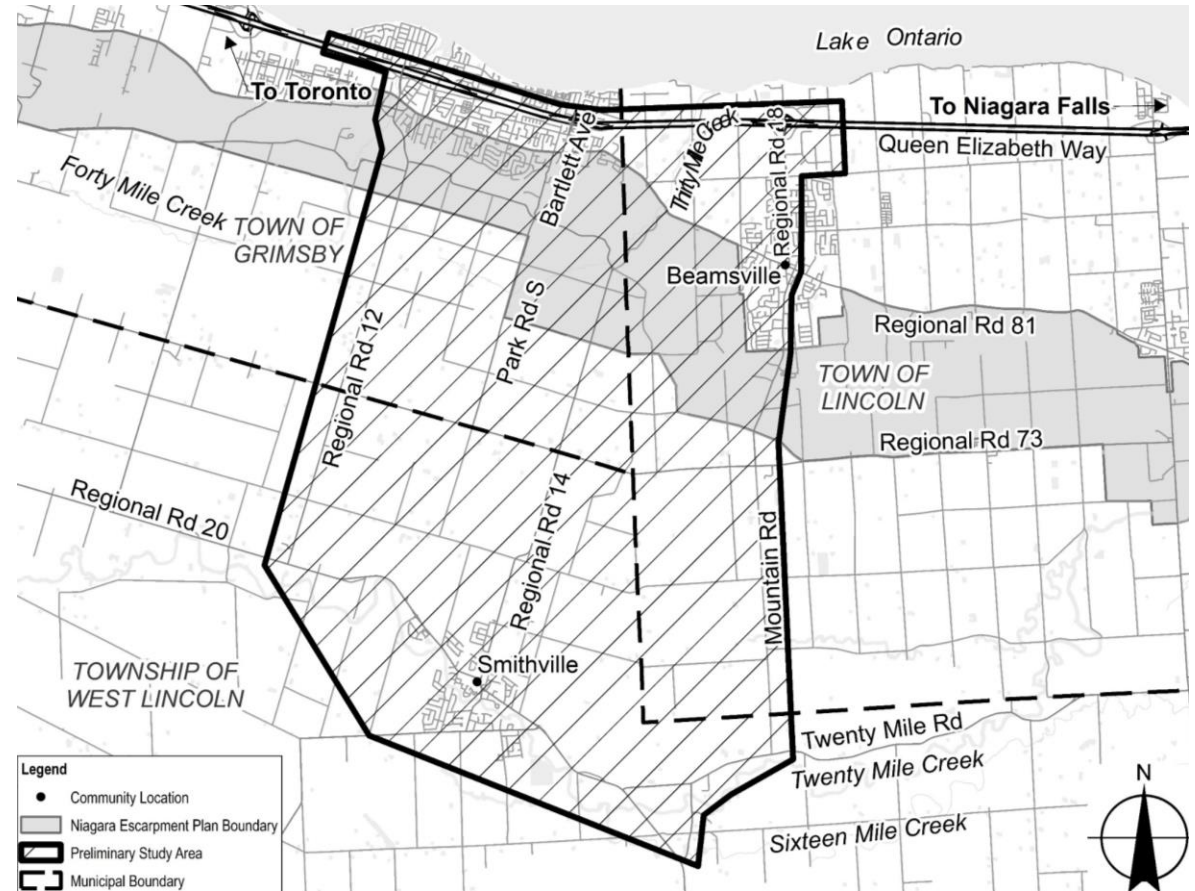
## Technical Work Plans

- |                      |                         |
|----------------------|-------------------------|
| 1. Air Quality       | 7. Natural Environment  |
| 2. Agriculture       | 8. Hydrogeology         |
| 3. Archaeology       | 9. Surface Water        |
| 4. Culture Heritage  | 10. Noise and Vibration |
| 5. Land Use          | 11. Transportation      |
| 6. Visual Assessment | 12. Financial           |



# TOR – Study Area and Alternatives

1. Do Nothing
2. Implement additional traffic management measures
3. Extend Bartlett Avenue and utilize the Park Road corridor
4. Construct a new corridor between Grimsby and Beamsville



# Consultation and Next Steps

- Interested parties have been consulted throughout the early stages of the TOR development. These parties are now being provided an opportunity to review and comment on the draft TOR.
  - Grimsby, Lincoln, and West Lincoln staff;
  - Niagara Escarpment Commission;
  - Provincial Ministries (MECP, MTO); and
  - Indigenous Communities.
- Consultation activity is now expanding to include Grimsby, Lincoln, and West Lincoln Councils and a Public Information Centre open to all interested parties.

# Consultation and Next Steps

Spring 2024	Summer 2024	Fall 2024 / Early 2025
<ul style="list-style-type: none"><li>• Presentations to Grimsby, Lincoln, and West Lincoln Councils (Complete)</li><li>• Public Information Centre (Today)</li><li>• Circulation of Draft TOR to all interested parties: LAM staff, Agencies, Ministries, Indigenous Communities.</li></ul>	<ul style="list-style-type: none"><li>• Consultation input reflected in revised TOR.</li><li>• Submission of final TOR to Ministry of Environment, Conservation and Parks.</li></ul>	<ul style="list-style-type: none"><li>• Anticipated approval of TOR by Minister.</li><li>• Request for Proposals issued for Environmental Assessment.</li></ul>

# Questions

# Welcome to the Public Information Centre

## Niagara Escarpment Crossing - Comprehensive Environmental Assessment



**Please sign in at  
the registration  
table upon arrival**



**Feel free to discuss  
the project with any  
team member**



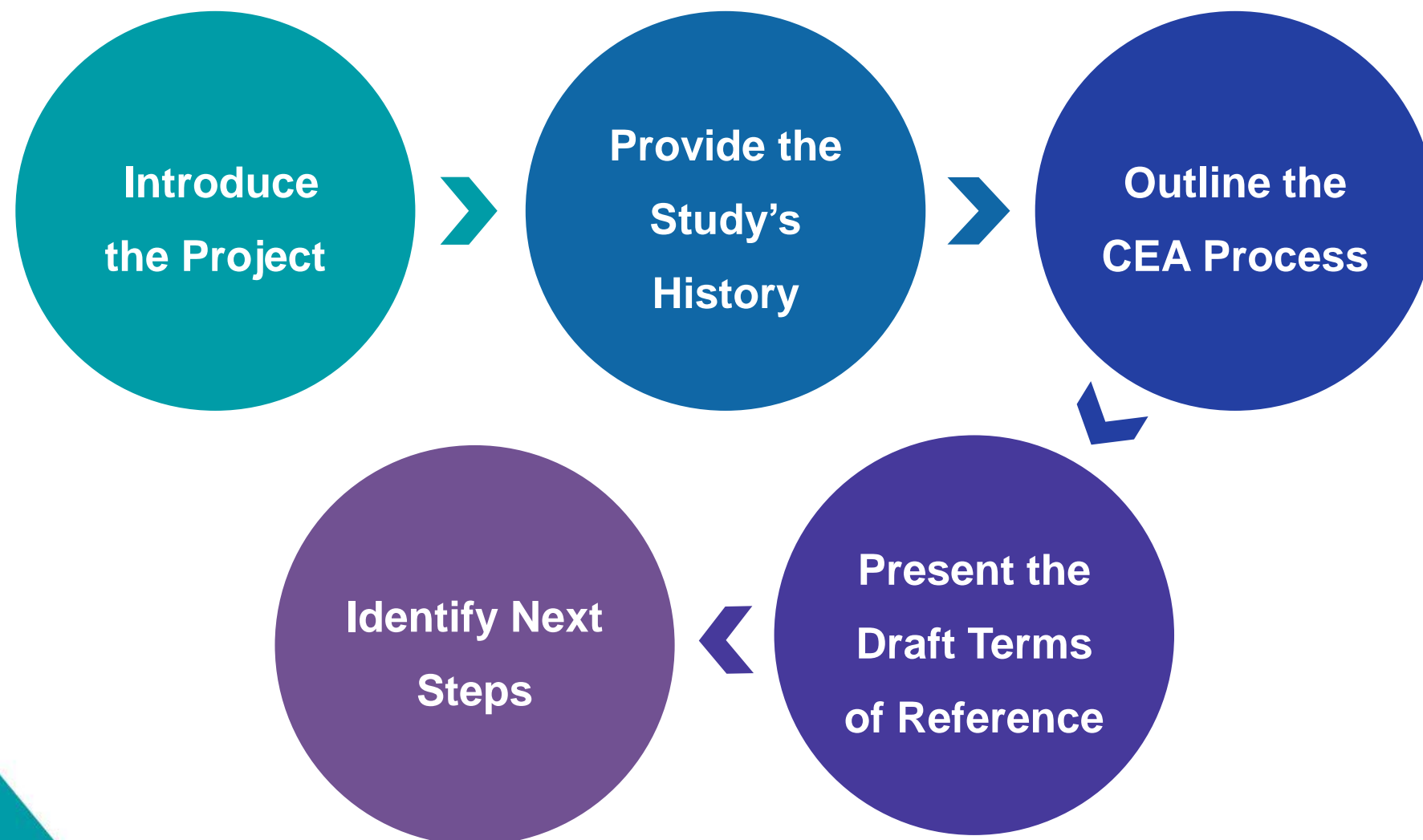
**Please share your thoughts  
with us by completing a  
comment form**

**May 29, 2024 | 5:30 pm – 8:00 pm | West Niagara Fairgrounds**

# Purpose of the Public Information Centre

The purpose of tonight's event is to present the draft Terms of Reference (ToR) prepared for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) and collect your comments.

## Tonight, we will:



## Comments

Please complete a Comment Form and submit your comments by:

**July 12, 2024**

You can also visit the project webpage to:

- Be added to the contact list to receive updates and notices
- Email the Project Team directly
- Learn more about the project





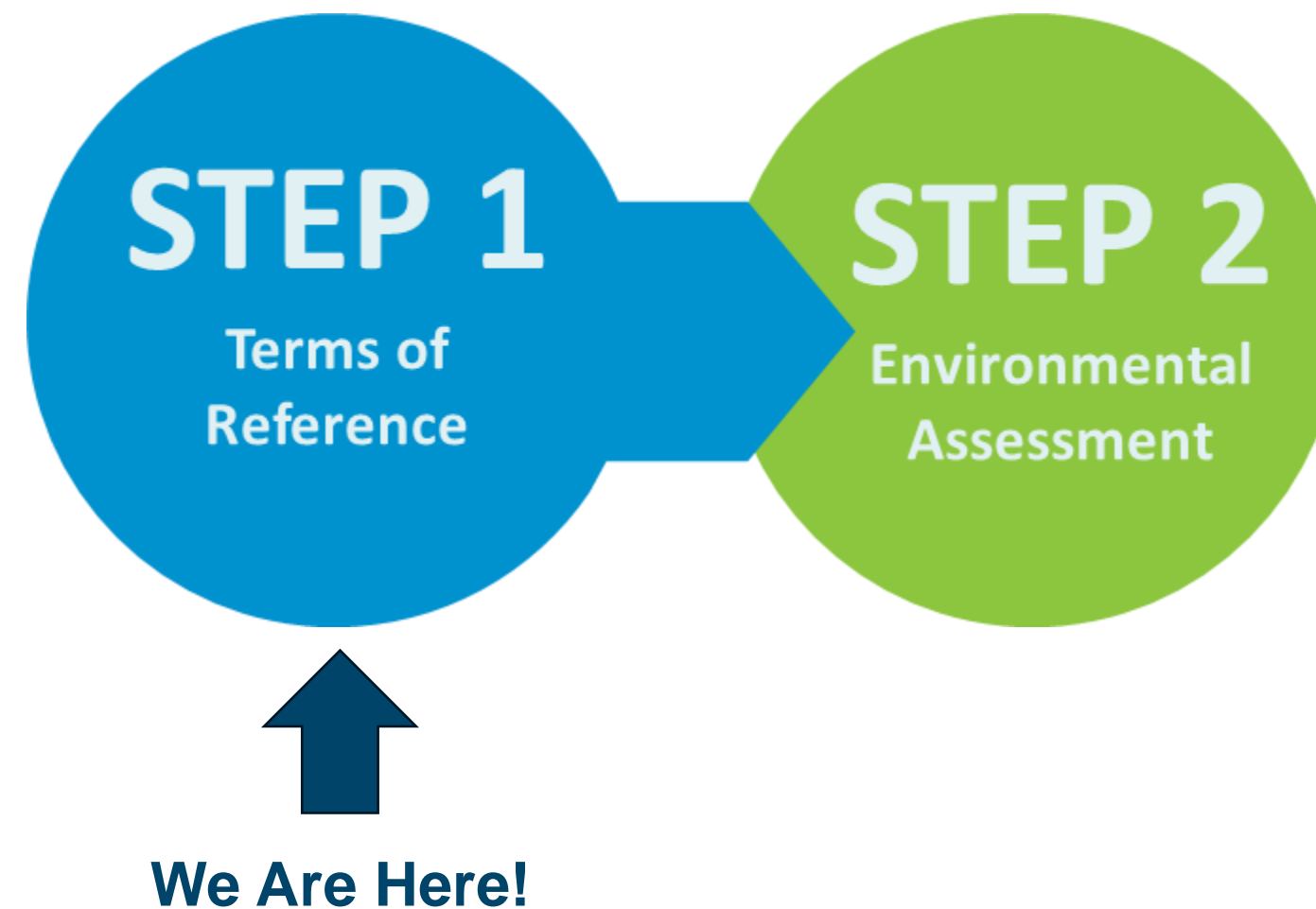
# Study History

- Plans for a new north-south road in west Niagara have been explored before.
- This Comprehensive Environmental Assessment (CEA) represents a new planning initiative.
- Previous planning work and studies serve as important background information and contribute to the CEA.

2016 NEC Transportation Study	2017 – 2018	2020 NEC Operations Study
<ul style="list-style-type: none"><li>• Regional Council recommended an extension of Bartlett Avenue, to be completed as a Municipal Class C EA.</li></ul>	<ul style="list-style-type: none"><li>• Staff identified risks that the Municipal Class C EA could not be completed.</li><li>• A subsequent consulting assignment examined alternative EA process options.</li></ul>	<ul style="list-style-type: none"><li>• Public Works staff informed Regional Council that a CEA is the recommended path forward (Report: PW 9-2020).</li></ul>

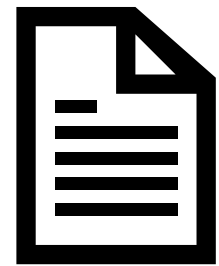
# Comprehensive Environmental Assessments

- A Comprehensive Environmental Assessment (CEA) is a planning and decision-making process defined in the *Ontario Environmental Assessment Act (OEAA)*.
- A CEA (formerly known as an Individual EA) applies to significant or large projects in Ontario.
- A CEA is composed of two steps – a ‘Terms of Reference’ and an ‘Environmental Assessment’.





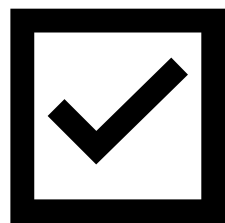
# Step 1 - Terms of Reference



A Terms of Reference (ToR) is a document developed as part of 'Step 1' of a Comprehensive Environmental Assessment (CEA), which determines how the Environmental Assessment ('Step 2') will be carried out.



A ToR is submitted to Ontario's Minister of the Environment, Conservation and Parks for approval.



The Environmental Assessment can only start after the Minister approves the ToR.

# Anticipated Next Steps

**Spring 2024**

- Presentations made to Grimsby, Lincoln and West Lincoln Councils (complete)
- Public Information Centre (today)
- Draft ToR made available to review agencies (including local municipalities), Indigenous Communities, and the public for comment (tomorrow)

**Summer 2024**

- Comments considered in proposed ToR
- Submission of proposed ToR to Ministry of Environment, Conservation and Parks
- Proposed ToR made available to review agencies (including local municipalities), Indigenous Communities, and the public for comment

**Late 2024 /  
Early 2025**

- Anticipated approval of ToR by Minister of Environment, Conservation and Parks

**Step 2:  
Environmental Assessment**

# Draft Terms of Reference Components

# Terms of Reference Components

The draft Terms of Reference for the Niagara Escarpment Crossing Comprehensive Environmental Assessment consists of:

- A main document
- Appendices

Key Components of a Terms of Reference	
<ul style="list-style-type: none"><li>• Project Purpose</li><li>• Alternative To the Project &amp; Alternative Methods of Carrying Out the Project</li><li>• Types of Potential Effects to be Assessed</li><li>• Preliminary Study Area &amp; Description</li></ul>	<ul style="list-style-type: none"><li>• Assessment &amp; Evaluation Methodology</li><li>• Commitments &amp; Environmental Monitoring</li><li>• EA Consultation Plan</li><li>• Technical Work Plans</li><li>• EA Commitments</li></ul>

# EA Technical Work Plans

- 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.
- The work plans are included as appendices in the Terms of Reference for approval by the Minister of the Environment, Conservation and Parks.

Types of Technical Work Plans in a Terms of Reference	
1. Air Quality 2. Agricultural 3. Archaeology 4. Built Heritage and Cultural Landscapes 5. Contaminated Property 6. Financial 7. Groundwater	8. Land Use 9. Natural Heritage 10.Noise and Vibration 11.Surface Water 12.Transportation Planning & Engineering 13.Traffic, Operations & Safety 14.Visual Impact



# Purpose of the Project

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 that:

- Provides for safe and effective commercial vehicle movements and operations
- Accommodates commercial vehicles and other transportation modes
- Provides greater safety for local communities
- Provides for additional transportation system capacity with redundancy and resiliency
- Improves the economy's vitality with the efficient movements of goods and people

# Alternatives To the Project

## 1. Do Nothing

- No changes made to existing transportation crossings and no new transportation crossing between the QEW and Regional Road 20.
- Serves as a benchmark against which to assess other alternatives during the EA.

## 2. Implement Additional Traffic Management Measures

- Implement additional traffic management measures beyond those in place based on previous studies and the EA (e.g., improve road and shoulder widths, install guiderail and illumination treatments, add traffic control devices, install traffic calming measures, make active transportation enhancements, consider prohibitive restriction of truck movements on Regional roads, etc.).

## 3. Extend Bartlett Avenue Southerly & Utilize the Park Road Corridor

- View more information on the next display panel.

## 4. Construct a New North-South Corridor between Grimsby & Beamsville

- View more information on the next display panel.

**Alternatives to the project are defined as functionally different ways of approaching and dealing with a problem or opportunity.**

# Alternative Methods No. 3 and No. 4

Alternative methods of carrying out the project are different ways of doing the same activity.

## No. 3: Extend Bartlett Avenue Southerly & Utilize the Park Road Corridor

- Uses the preferred route from previous studies.
- Extends Bartlett Avenue southerly to Regional Road 20 via the Park Road South/South Grimsby Road 6 corridor.
- Accesses the QEW at Bartlett Avenue, which may need to be improved to facilitate traffic operations.
- Proposed corridor would be approximately 500 m wide, allowing for the development of several road alignments (alternative methods of carrying out the Project).

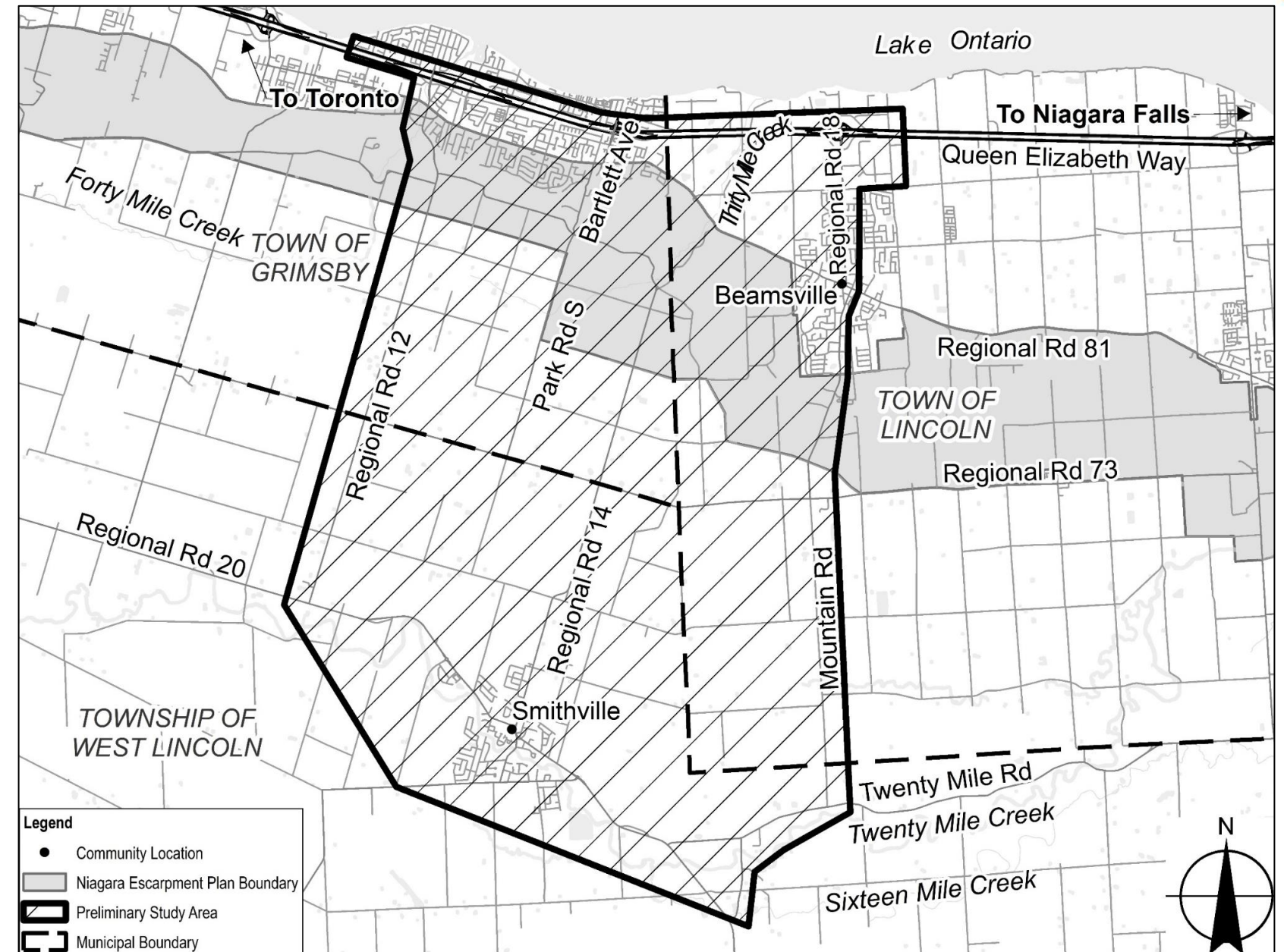
## No. 4: Construct a New North-South Corridor between Grimsby & Beamsville

- A new transportation corridor consisting of existing roads, realignments of existing roads, and/or new road alignments to connect the QEW to Regional Road 20.
- A new interchange with the QEW and/or the significant reconfiguration of the existing Bartlett Avenue or Ontario Street interchanges.
- Proposed corridor would be approximately 2,000 m wide, allowing for the development of several road alignments (alternative methods of carrying out the project).



# Preliminary Study Area

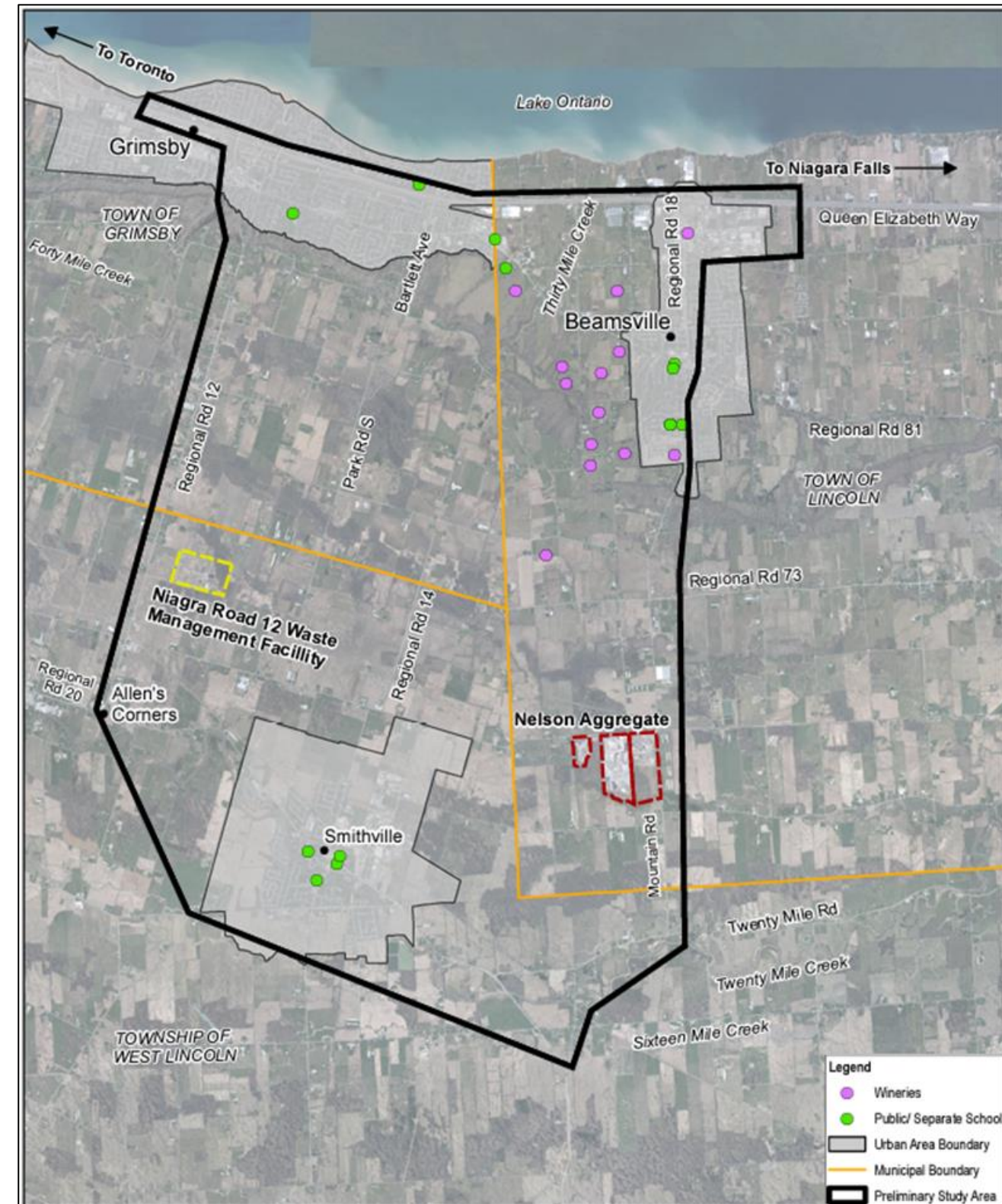
- Extends from just north of the existing QEW to south of the community of Smithville, and from just west of Mountain Road/Grimsby Road (Regional Road 12) to just east of Mountain Road/Ontario Street (Regional Road 18). Includes the area along the QEW from east of the Casablanca Boulevard (Regional Road 14) interchange to just east of the Ontario Street (Regional Road 18) interchange.
- Reflects the four alternatives to the Project being considered.
- It is the location where all Project activities are anticipated to occur; denotes the area where potential environmental effects will be studied.





# Description of the Environment

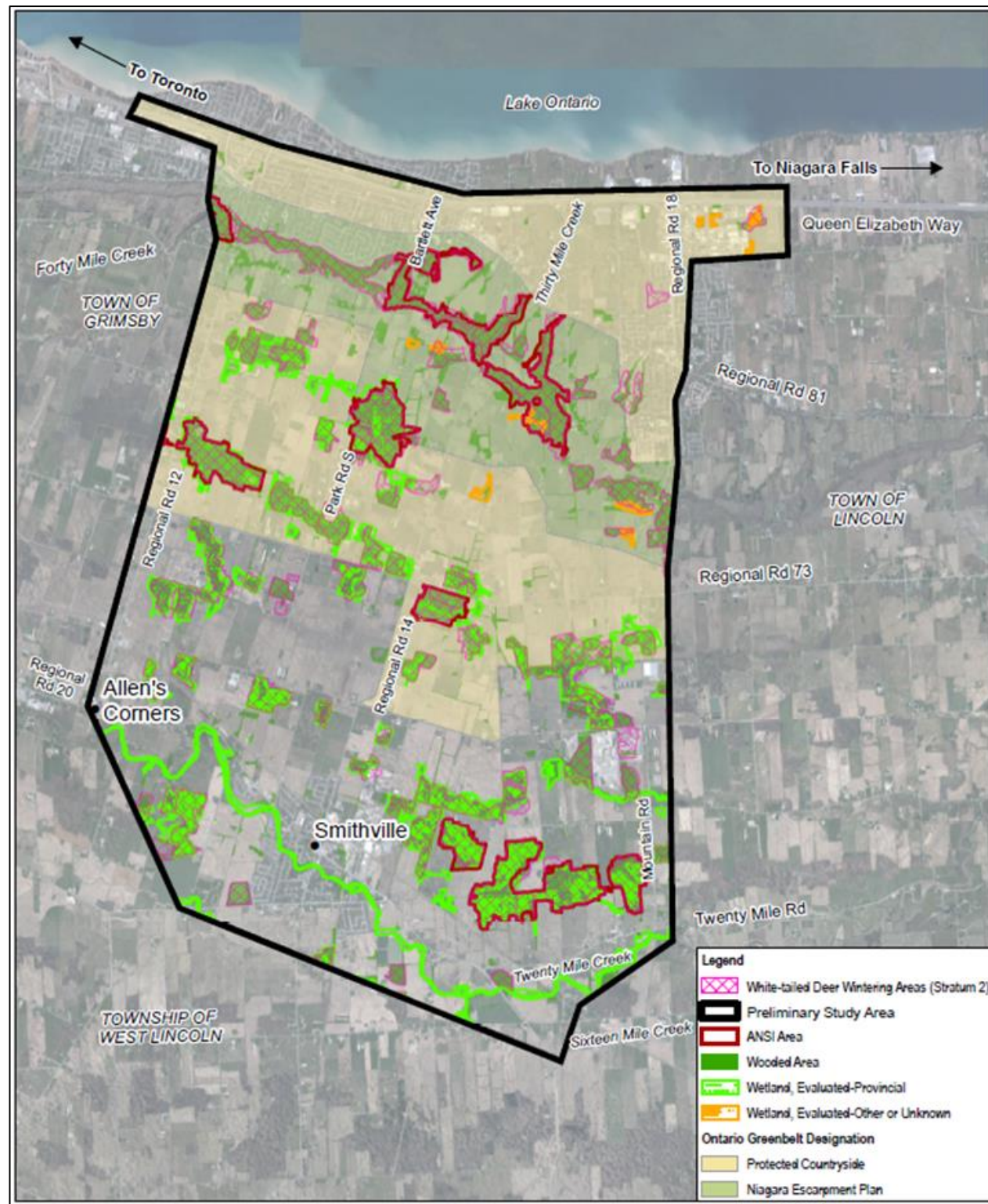
- The preliminary study area is largely rural, featuring agricultural land uses and the urban communities of Grimsby, Beamsville, and Smithville.
- The Niagara Escarpment Plan Boundary sits in the middle of the preliminary study area and encapsulates the Niagara Escarpment.
- Several Indigenous archaeological sites are within the preliminary study area, as well as 19<sup>th</sup>-century archaeological sites and modern cemeteries.
- Multiple known or potential built heritage resources and cultural heritage landscapes are within the preliminary study area.



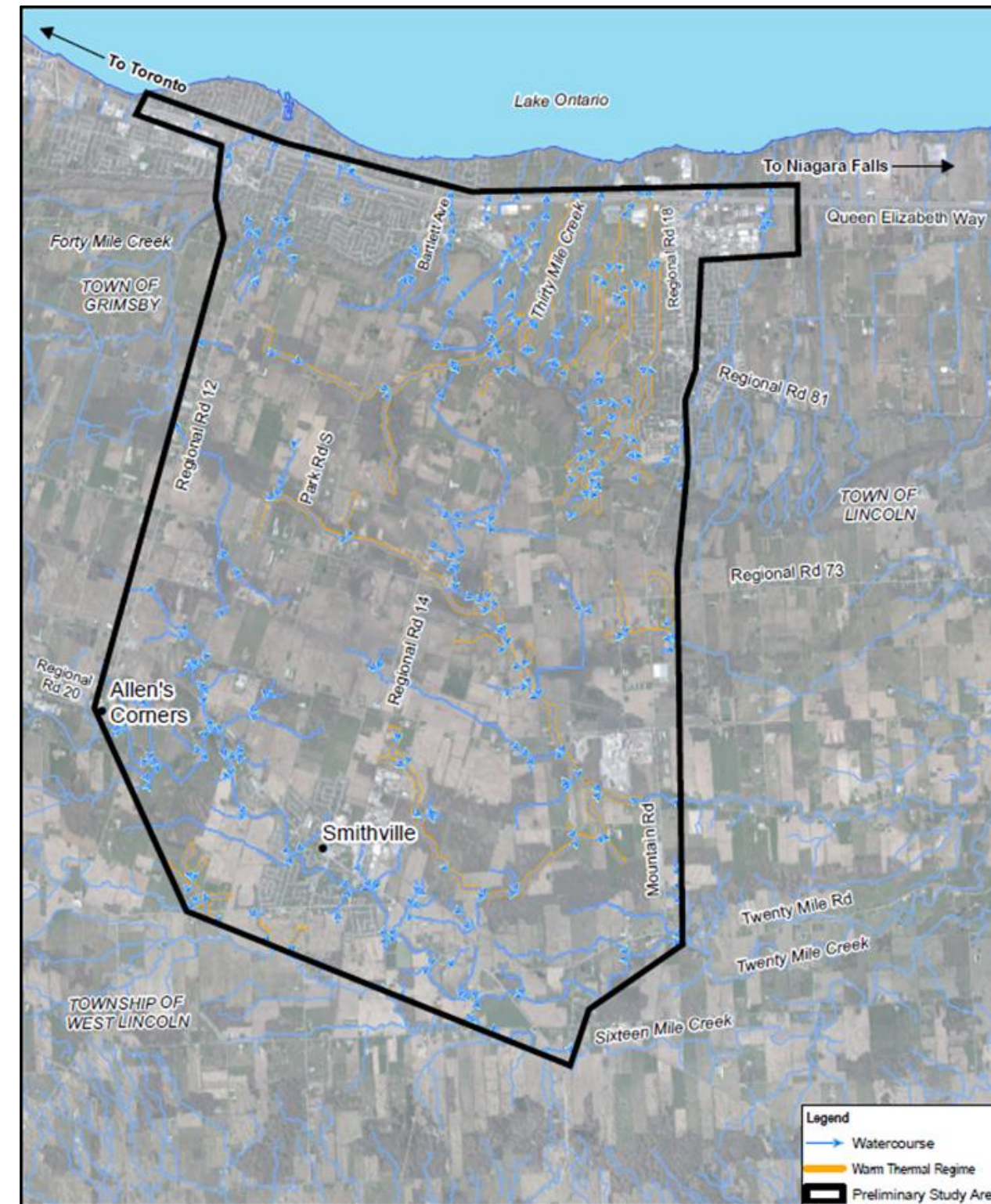
*Urban Boundaries and Built Environment*



# Description of the Environment



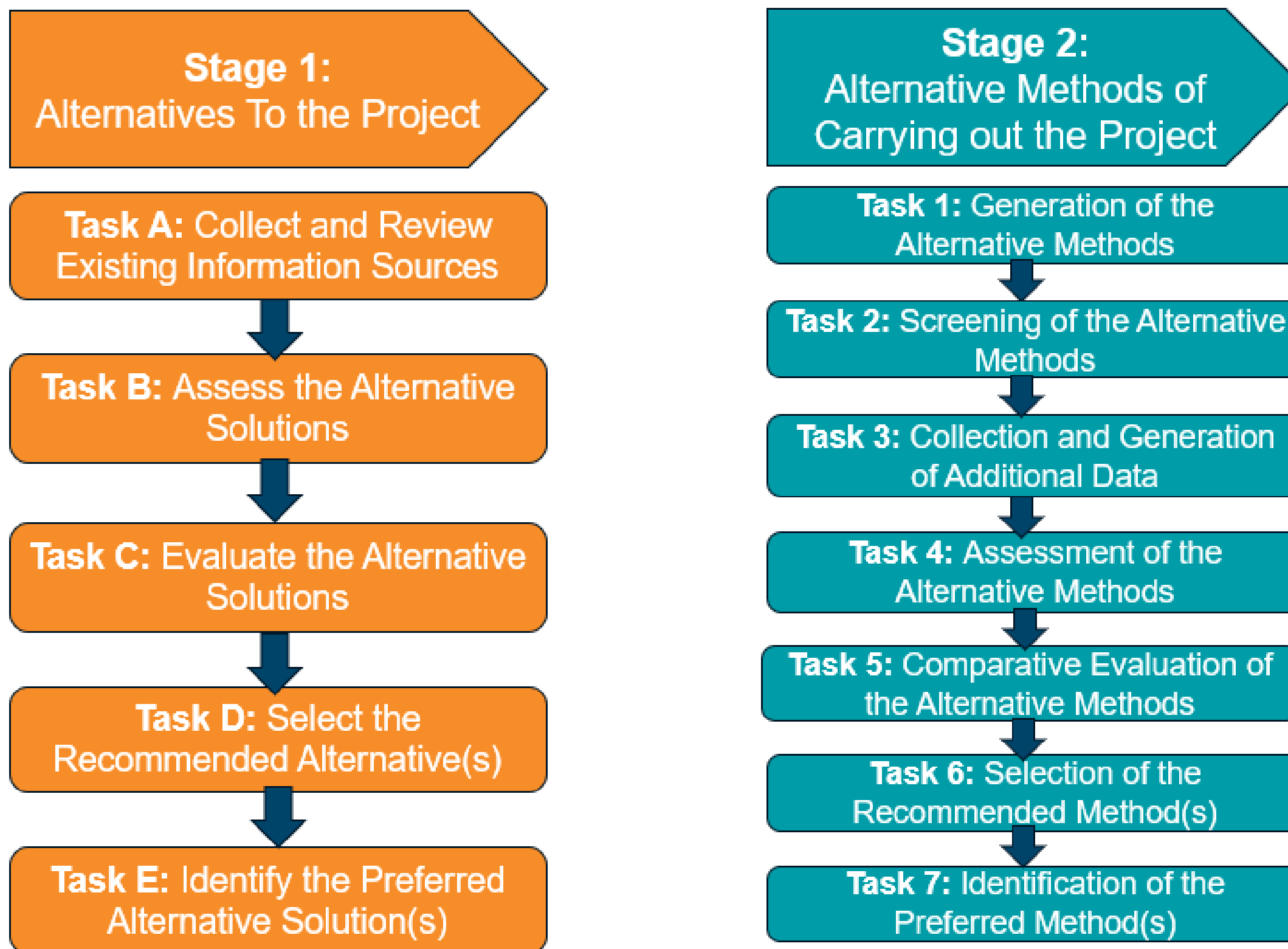
Wooded Areas & Natural Heritage Features



Watercourses & Aquatic Features










# EA Assessment & Evaluation Methodology



# EA Evaluation Categories & Considerations

The alternatives to the Project and alternative methods of carrying out the Project will be evaluated according to several ‘environmental’ categories, considering the broad definition of the environment as per the *Ontario Environmental Assessment Act*.

	Category	Example Considerations
	Transportation	Traffic safety & operations, constructability, design standards
	Natural Environment	Groundwater, watercourses, fish & aquatic species, aquatic habitat, wildlife, terrestrial habitat
	Built Environment	Land use, residences, businesses, property, infrastructure/utilities
	Social Environment	Air quality, noise & vibration, visual landscape, private wells
	Economic Environment	Provincial, regional, & municipal plans, proposed developments
	Cultural Environment	Archaeological sites, heritage buildings, cemeteries
	Financial	Construction costs, operation and maintenance costs

# EA Consultation Plan

A consultation plan is planned for the Niagara Escarpment Crossing EA, building on what has been carried out during the Terms of Reference.

## Proposed consultation activities



**Project Webpage**



**Social Media**



**Project Notices**



**Letters**



**In-person and/or Virtual Meetings**



**Public Information Centres**



**Presentations to Councils, Boards & Committees**

## Obtaining input from interested participants

Input will be obtained through a variety of means from these three groups:

Review Agencies	Indigenous Communities	Public Members
Includes federal agencies and departments, provincial ministries and agencies, municipalities, conservation authority, school boards, utilities, and rail companies, etc.	Includes the Mississaugas of the Credit First Nation, Six Nations of the Grand River, Haudenosaunee Confederacy Chiefs Council, and Métis Nation of Ontario.	Includes individuals, groups or associations, property owners, residents, business owners, etc.

# We want to hear from you!

## Invitation for Participation

You are invited to be added to the Study contact list and provide comments by submitting a completed comment form in the comment box today or contacting one of the following Project Team members by **July 12, 2024**.

**Maged Elmadhoun, M. Eng., P.Eng.**  
**Manager, Transportation Planning**  
Transportation Services Division  
Public Works, Niagara Region  
1815 Sir Isaac Brock Way, Thorold, ON  
Phone: 905-980-6000 ext. 3583  
Email:  
[escarpmentcrossingIEA@niagararegion.ca](mailto:escarpmentcrossingIEA@niagararegion.ca)

**Katherine Jim, M.Eng., P.Eng.**  
**Senior Project Manager, Transportation**  
CIMA+  
400-3027 Harvester Road, Burlington, ON  
Phone: 289-288-0287 ext. 6835  
Email:  
[escarpmentcrossingIEA@niagararegion.ca](mailto:escarpmentcrossingIEA@niagararegion.ca)

Visit the Project webpage for more details:

[niagararegion.ca/projects/Niagara-escarpment-crossing](https://niagararegion.ca/projects/Niagara-escarpment-crossing)

Display boards will be available on the Project webpage after the Public Information Centre.



**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?

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: \_\_\_\_\_

**Total Comments: 64**

- LAMs: 3
- Agencies/Utilities: 7
- Indigenous Communities: 3
- Public: 55
  - 10 comment forms submitted at PIC (by 5 people)
  - 45 comments submitted online (via comment form or email – some people submitted multiple comments)

**Key Messages:**

- Various specific reference to preference for the Escarpment crossing location:
  - Remove of Mountainview Road as part of the study area; there are many wineries and important businesses along the corridor.
  - Eliminate Alternative 3 (extending Bartlett Avenue Southerly and utilize Park Road Corridor) as an option as there are a number of developments already in place or planned in the area.
  - Consider Casablanca Boulevard as an option due to its connection with the QEW.
  - Consider the moving the Mid-Peninsula Corridor project forward to help alleviate traffic issues.
  - Consider Tufford / Quarry Road as part of the study – less residential and less incline.
  - Consider Victoria Avenue (RR24) in Vineland as it connects to Highway 20.
  - Consider Thirty Road as an option as it is easier to manage topographically.
- Concern over impacts to sensitive features in the study area:
  - Niagara Benchlands (including wildlife, etc.)
  - Bruce Trail
  - Agriculture – specifically wineries; Slow moving agricultural vehicles need to be considered
  - UNESCO Site impacts
  - Property values
  - Residential Areas (senior homes, school, new housing)
- Traffic Safety
  - Calming initiatives, no truck routes in populated areas, load limits
  - Braking of trucks on escarpment
  - Implementation traffic safety measures now
  - Safety for Student Travel
- Concern of cost of project
- Increase in noise and pollution due to increase in truck and vehicle traffic
- The description of the built environment could be more comprehensive
- Include active transportation facilities in the design
- Consider economic impact to wineries, tourism etc.
- Get this done now – Decisions / planning for the Escarpment Crossing has taken a long time in the past decades, cost of re-doing studies, etc.

Last Updated: October 2, 2024

The following tables includes stakeholder and public comments. Comments have been formatted and spelling errors corrected, otherwise the content is “as submitted”.

Contact	Correspondence Received	Response
Agencies and Utilities		
<b>TC Energy</b>  Kaitlin Webber, MA   Planner 12 James Street North, Unit 301, Hamilton, Ontario L8R 2J9. MHBC Planning, Urban Design & Landscape Architecture on behalf of TransCanada PipeLines Limited (TCPL) tcenergy@mhbcplan.com	May 27, 2024 / Email with PDF Letter  Good afternoon,  On behalf of TransCanada PipeLines Limited (TCPL), please see attached response letter regarding the Niagara Escarpment Crossing CEA. Please continue to circulate study updates to TCenergy@mhbcplan.com.  Kind regards	Hello,  Thank you for the letter dated May 27, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to TCPL’s comments for your information.  Thank you again for your interest in the Project, and TCPL will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including TCPL may inspect the proposed ToR and provide comments to MECP.
<b>Hydro One Networks Inc</b>  SecondaryLandUse@HydroOne.com	June 5, 2024 / Email with PDF Letter  Please see the attached for Hydro One’s Response.	Hello,  Thank you for the letter dated June 5, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to Hydro One’s comments for your information.  Thank you again for your interest in the Project, and Hydro One will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including Hydro One may inspect the proposed ToR and provide comments to MECP.
<b>Ministry of Natural Resources and Forestry</b> Land Use Planning and Strategic Issues Section (LUPSI)  Samual Short Regional Planner   Land Use Planning and Strategic Issues Section/Southern Region Ministry of Natural Resources and Forestry   Ontario Public Service 705-772-9329  sam.short@ontario.ca	June 6, 2024 / Email with PDF Letter  Hello Maged and Katherine,  Thank you for circulating the invitation to comment to our office for review.  MNRF’s Land Use Planning and Strategic Issues Section (LUPSI) has received the invitation to comment on the Comprehensive EA for the Niagara Escarpment Crossing Terms of Reference. We provide the attached comments for your consideration at this time.  Thank you for the opportunity to provide comments. I look forward to hearing from you.	Hello,  Thank you for the letter dated June 6, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to MNRF’s comments for your information.  Thank you again for your interest in the Project, and MNRF will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including MNRF may inspect the proposed ToR and provide comments to MECP.

Contact	Correspondence Received	Response
<b>Ministry of Citizenship and Multiculturalism (MCM)</b>  Liam Smythe   Heritage Planner Citizenship, Inclusion and Heritage Division   Heritage Branch   Heritage Planning Unit Ministry of Citizenship and Multiculturalism 416.301.4797 Liam.Smythe@ontario.ca	July 11, 2024 / Email with PDF Letter  Good afternoon,  Thank you for providing the Ministry of Citizenship and Multiculturalism (MCM) with the opportunity to review the Draft Terms of Reference for the Niagara Escarpment Crossing Comprehensive EA.  MCM’s comments on the draft Terms of Reference, Archaeological Work Plan, and Built Heritage and Cultural Landscapes Work Plan can be found in the attached letter.  Please do not hesitate to contact us if you have any questions or require further information.  Best regards,  Liam Smythe	Hello,  Thank you for the letter dated July 11, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to MCM’s comments for your information.  Thank you again for your interest in the Project, and MCM will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including MCM may inspect the proposed ToR and provide comments to MECP.
<b>Niagara Escarpment Commission (NEC)</b> Rosi Zirger Senior Planner   Niagara Escarpment Commission 232 Guelph Street, Georgetown, Ontario L7G 4B1 905-703-7216 rosi.zirger@ontario.ca	July 12, 2024 / Email  Good morning  The Niagara Escarpment Commission (NEC) staff have reviewed the PIC material and the Draft Terms of Reference. Please continue to circulate NEC staff on this Comprehensive EA at nec@ontario.ca.  Meanwhile we offer the following preliminary observations and comments: <ul style="list-style-type: none"><li>• The portion of the study area that intersects with the Niagara Escarpment Plan (NEP) area contains land designated as: Escarpment Natural Area, Escarpment Protection Area, Escarpment Rural Area, and Urban Area. Infrastructure is a permitted use in each of these designations under Part 1 of the NEP.</li><li>• Given the location of the study area and the nature of the proposed works, the NEC has a significant interest in this project and request the opportunity to comment and participate in every stage of the Comprehensive EA.</li><li>• The portion of the study area that intersects with the NEP area is mostly within development control and therefore following the EA, a development permit will be required to implement the development. Please note that there are no guarantees that a development permit application can be supportable at the end of the EA process. Additionally, decisions on development permit applications are subject to appeal.</li><li>• The Escarpment and lands in its vicinity contain key hydrologic features and key natural heritage features. Policies under Part 2 of the NEP restrict development in these features with the exception of a few limited types of development including infrastructure, where the project has been deemed necessary to the public interest and there is no other alternative.</li><li>• I note that NEC staff participated in review of a Schedule C Municipal Class EA in 2013-2014. The conclusions of this EA were that there are existing routes that may be upgraded to account for traffic demands, including truck traffic. Information on what upgrades or changes to existing routes have taken place over the preceding decade, whether additional upgrades could be carried out to existing crossings, and a focus on whether a new crossing is necessary and</li></ul>	July 19, 2024 / Email  Hi Rosi,  On behalf of the Project Team, thank you for NEC’s input on the draft Terms of Reference (ToR) and Work Plans. This is to confirm receipt of your email. We will be issuing a formal response to the comments shortly. In the meantime, we would like to clarify the last sentence of the last bullet point in your email ( <i>italics added</i> ):  <i>“Please be aware that an NEC Development Permit will be required at a later stage. As such, we will be considering development criteria through this process in order to determine whether the proposal conforms with the NEP. This consideration will therefore require studies and reports as well as detailed plans. We understand that the Terms of Reference part of the process will be the opportunity to outline these requirements in more detail.”</i>  Please note that the draft ToR and associated Work Plans already specify the studies and reports that the Region is planning to carry out and prepare during the Environmental Assessment, which will follow the approval of the ToR. The draft ToR and Work Plans are being updated, as appropriate, at this time based on input from technical agencies and stakeholders’s recent review. Does the NEC have any specific comments on the content of the main draft ToR document and/or the Work Plans (e.g. Natural Heritage, Visual Impact Work Plans, etc.). Thereafter, we will be formally submitting the proposed ToR and Work Plans to MECP for review and approval by the Minister.  So with this in mind, does the NEC have any specific requirements beyond those already included in the draft ToR and Work Plans that we should consider for inclusion? Acknowledging the need for a future development permit, Niagara Region would like to ensure that the plans and studies to be conducted through the EA will provide the

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	<p>there are no other alternatives must be thoroughly investigated in this process to meet the tests of NEP policy.</p> <ul style="list-style-type: none"><li>Please be aware that an NEC Development Permit will be required at a later stage. As such, we will be considering development criteria through this process in order to determine whether the proposal conforms with the NEP. This consideration will therefore require studies and reports as well as detailed plans. We understand that the Terms of Reference part of the process will be the opportunity to outline these requirements in more detail.</li></ul>	<p>necessary analysis and information required for the NEC effectively consider this application in the future.</p> <p>Best regards, Katherine</p>
<p><b>Niagara Escarpment Commission (NEC)</b> Rosi Zirger Senior Planner   Niagara Escarpment Commission 232 Guelph Street, Georgetown, Ontario L7G 4B1 905-703-7216 rosi.zirger@ontario.ca</p>	<p>July 19, 2024 / Email</p> <p>Good afternoon Katherine</p> <p>Apologies that my preliminary comments were vague.</p> <p>I have reviewed the proposed Terms of Reference and Works Plans, and confirm that the NEC does not have specific requirements beyond what is being proposed. I note that in some cases e.g., Visual Impact Assessment, consultation with NEC is already included.</p> <p>Regards Rosi</p>	<p>Hello,</p> <p>Thank you for your emails on July 21 &amp; 19, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to NEC’s comments for your information.</p> <p>Thank you again for your interest in the Project, and NEC will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including NEC may inspect the proposed ToR and provide comments to MECP.</p>
<p><b>Ministry of the Environment, Conservation and Parks (MECP)</b> Catherine Sutherland, M. Env. Sc. Special Project Officer (A) Ministry of the Environment, Conservation and Parks Environmental Assessment Branch 135 St Clair Avenue West, 1st floor Toronto, ON M4V 1P5 Catherine.sutherland@ontario.ca</p>	<p>July 12, 2024 / Email with PDF Comments</p> <p>Hi Katherine,</p> <p>Please find attached comments from MECP’s Environmental Assessment Branch as well as MECP Technical Reviewers on Niagara Region’s Draft Terms of Reference for the Niagara Escarpment Crossing Project.</p> <p>Please provide a response to the comments which are attached. MECP is happy to set up a meeting to discuss any questions or concerns you may have.</p> <p>If there are any issues, please do not hesitate to contact me.</p> <p>Thank you and have a great weekend.</p>	<p>Hello,</p> <p>Thank you for the letter dated July 12, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to MECP’s comments.</p> <p>If there are any questions, please do not hesitate to contact us.</p> <p>Thank you</p>

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<b>District School Board of Niagara</b> Michelle McPhee Jr. Planner michelle.mcphee@dsbn.org	July 18, 2024 / Email with PDF Letter  Hello, Please find attached our comments for the Escarpment Crossing Comprehensive EA and Terms of Reference.  Thank you,	Hello,  Thank you for the letter dated Jul 18, 2024 in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to the District School Board of Niagara ’s comments for your information.  Thank you again for your interest in the Project, and the School Board will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including TCPL may inspect the proposed ToR and provide comments to MECP.
<b>Indigenous Communities</b>		
<b>Six Nations of the Grand River</b> Peter Graham Consultation Supervisor (Land Use unit)/Land Use Officer LRCS@sixnations.ca	May 31, 2024 / Email  Good afternoon Maged,  I don’t have time to look at all the TOC documents, but from a quick scan there’s two aspects I’d like to comment on. For the natural heritage piece, we would like dedicated searches for deer, rabbits, and other mammals which can be hunted. For assessment criteria, we’d like effects on First Nation communities added under social environment and effects on plants and animals important to First Nations under cultural environment.  Thank you and have a good weekend.  Peter	July 11, 2024 / Email  Hello Peter,  Thank you for providing comments on the draft ToR for the Niagara Escarpment Crossing CEA.  We would like to schedule a meeting (virtual or in-person) with the Six Nations of the Grand River to discuss their comments below to ensure we clearly understand them and confirm how best to accommodate the requests as part of updating the proposed ToR before submitting it to the Ministry of Environment, Conservation and Parks.  With this in mind, please provide me with some suitable dates so I can coordinate with our Project Team.  We look forward to meeting with the Six Nations of the Grand River.  Best regards Maged

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<b>Six Nations of the Grand River</b> Dawn Russell Consultation Administration Assistant dawnrussell@sixnations.ca	<p>July 19, 2024 / Email</p> <p>Good afternoon Maged,</p> <p>On behalf of Six Nations of the Grand River Elected Council (SNGREC) Lands and Resources Department Consultation and Accommodation Process (CAP) Team we would like to engage in further discussion and are proposing the following dates:</p> <p>Tuesday, August 6th at 9am Monday, August 12th at 9am Monday, August 19th at 9am</p> <p>Please advise what works best on your side and your preference for an in-person or virtual meeting. If the latter please send an invitation to confirm.</p> <p>Nya:weh (Thank you) much appreciated,</p> <p>Dawn Russell</p>	<p>July 22, 2024 / Email</p> <p>Good morning Dawn,</p> <p>Thank you for providing your availability to meet regarding the Niagara Escarpment Crossing Comprehensive Environmental Assessment project.</p> <p>The project team is available on August 19th and at this time a virtual meeting is preferred to accommodate all project team members who will be attending the meeting.</p> <p>I will send you Teams meeting invite. Please feel free to forward it to members of the Six Nations of the Grand River who will attend the meeting. It will also help if you can provide your comments ahead of the meeting or any items you would like to discuss for the project team to prepare for the meeting.</p> <p>Thanks Maged</p> <p>See Six Nations Meeting Minutes – Meeting held on Monday, August 19, 2024.</p>
<b>Six Nations of the Grand River</b> Peter Graham Consultation Supervisor (Land Use unit)/Land Use Officer LRCS@sixnations.ca	n/a	<p>Hello,</p> <p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to the Six Nations of the Grand River ’s comments for your information.</p> <p>Thank you again for your interest in the Project, and the Six Nations of the Grand River will be directly notified of the submission of the proposed ToR to the Minister for a decision. At that time, any interested person including TCPL may inspect the proposed ToR and provide comments to MECP.</p>
<b>Haudenosaunee Development Institute (HDI)</b> Rae Lumsdon	<p>June 12, 2024 / Email</p> <p>Good afternoon Maged and Katherine,</p> <p>We trust this email finds you well and in good spirits.</p> <p>We are writing to confirm that we have received the notice of the presentation materials regarding the Niagara Escarpment Crossing.</p> <p>In our initial review of the linked webpage and supporting sources, it is clear that the Niagara Region project will impair, infringe and interfere with Haudenosaunee rights and interests.</p>	n/a



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	<p>We would like to know how and when engagement with respect to Haudenosaunee Treaty rights will occur. We require, at a minimum, engagement and consent, in upholding established Haudenosaunee treaty rights, which exist over the entirety of the Niagara Region.</p> <p>We look forward to sitting down with you and discussing, how and when the obligation to uphold the honor of the crown, as well as the specific engagements required for a comprehensive process. This will obviously include our engagement in developing the terms of reference, with which we presently have significant concerns.</p> <p>At the same time, we need to consider the following projects, where engagement has not occurred. We would also like to sit down and discuss the Projects set out at the Official Plan (link below) and the Transportation Master Plan (link below) as they are all proceeding without engagement despite the fact that the Niagara Region is aware of their obligations to engage.</p> <p><a href="https://niagararegion.ca/official-plan/pdf/2022-niagara-official-plan.pdf">https://niagararegion.ca/official-plan/pdf/2022-niagara-official-plan.pdf</a></p> <p><a href="https://niagararegion.ca/2041/transportation-master-plan/default.aspx">https://niagararegion.ca/2041/transportation-master-plan/default.aspx</a></p>	
<b>Haudenosaunee Development Institute (HDI)</b> Rae Lumsdon	<p>July 3, 2024 / Email</p> <p>Good afternoon Mr. Elmadhoon,</p> <p>I am following up on my email dated June 12, 2024 - for which we have not received a response.</p> <p>As mentioned, this project will significantly impair and infringe on treaty rights and interests. As per the below, we remain open to meeting at your earliest convenience to discuss how and when engagement will proceed on the proposed Niagara Escarpment MCEA.</p> <p>Please confirm some dates and times that work for you and your team to discuss further.</p> <p>I look forward to your reply.</p>	n/a
<b>Haudenosaunee Development Institute (HDI)</b> Rae Lumsdon	<p>August 13, 2024 / Email</p> <p>Good morning Mr. Elmadhoon,</p> <p>I am following up on my previous email below dated July 3, 2024.</p> <p>Please confirm some dates that work for your organization to meet and discuss your engagement obligations.</p> <p>I look forward to hearing from you</p>	<p>August 28, 2024 / Email</p> <p>Good morning Rae,</p> <p>Sorry for the delay. I now have few dates when the project team is available to meet. The below dates and times are available:</p> <p>Sept. 4th: 9-10am</p> <p>Sept. 16th: 1-2 pm or 3-4pm</p> <p>Sept. 20th: 9-10am</p>



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		<p>Please let me know when you are available to meet and we will send the meeting invite with all other details.</p> <p>Regards Maged</p>
<b>Haudenosaunee Development Institute (HDI)</b> Rae Lumsdon	n/a	<p>September 3, 2024 / Email</p> <p>Good afternoon Rae,</p> <p>I was wondering if you have checked HDI availability as per the suggested dates below. Given, the first option is tomorrow, and we haven’t heard back from you yet, this date will not be available for all the project team.</p> <p>Please confirm if the other two dates/times (highlighted in yellow) work for you, and we will finalize the meeting arrangements.</p> <p>Thanks Maged</p>
<b>Haudenosaunee Development Institute (HDI)</b> Rae Lumsdon	<p>September 4, 2024 / Email</p> <p>Good morning Maged,</p> <p>Thank you for following up.</p> <p>We are available on either date. It is our preference that this meeting is held in person. As such, we are happy to host at our offices in Six Nations. Please confirm that these dates still suit your team.</p> <p>In addition, please confirm that funding will be provided for our team to attend this meeting. Our rates are listed below:</p> <p>\$125.00/hr Data-Room Co-ordinator \$175.00/hr Co-ordinator and Administration \$300.00/hr Policy and Technical Analyst \$450.00/hr. Manager and Relationship Steward \$300.00/hr HCCC Secretary \$550/hr Legal</p> <p>\$1,250.00 Per Chief/Clan Mother per Meeting</p> <p>I look forward to hearing from you.</p>	<p>September 5, 2024 / Email</p> <p>Good afternoon Rae,</p> <p>Thank you for responding and providing your availability.</p> <p>The project team will be more than happy to meet with your team in person at your offices in Six Nations. I can send a meeting invite for September 16, 2024 at 1:00 PM. Please provide the location information and directions, and who will attend, and we can finalize the meeting invite and agenda.</p> <p>With respect to funding, the Region will not be able to fund the meeting, and this is consistent with all Regional projects.</p> <p>We continue to invite the Haudenosaunee Confederacy Chiefs Council, through HDI to participate in this project. I look forward to hearing from you soon.</p> <p>Best regards Maged</p>

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<b>Haudenosaunee Development Institute (HDI)</b> Aaron Detlor	<p>September 5, 2024 / Email</p> <p>Good Evening</p> <p>Thank you for your email.</p> <p>Without funding we are unable to participate or move forward with the meeting and as such we will be moving to ensure that Haudenosaunee rights and interests are protected where it appears that this is not currently a concern for Niagara at this time. It seems difficult to believe that funding for engagement was not budgeted for such a significant project which will require a significant number of provincial, municipal and federal approvals.</p> <p>We would invite you to reconsider your position on funding as it seems somewhat absurd for us to incur the costs of engagement where we have indicated that your proposed project will significantly impair infringe and interfere with established treaty rights.</p> <p>`Please advise if you have been delegated any aspect of engagement as we find it hard to believe that the delegation would not also require the process of engagement to be funded. Please provide any prima facie assessment that you may have received or commissioned.</p> <p>As the same time we are aware that the `MCEA User Guide contemplates the provision of funding to ensure that engagement is fair equitable and meaningful.</p> <p>Regards, Aaron Detlor</p> <p>Rae please hold the meeting internally so we can receive instructions from Chiefs and Clanmothers on next steps. For instance we might receive instructions to ensure that no archaeology proceeds on this project</p>	<p>September 26, 2024 / Email</p> <p>Good afternoon Mr. Detlor,</p> <p>We have had an internal discussion in response to your email below dated September 5, 2024. We acknowledge your request and continue to invite the Haudenosaunee Confederacy Chiefs Council, through HDI, to meet with the project team and identity where the draft Terms of Reference (ToR) may impact the community, identify where the project interferes with established treaty rights, and suggest modifications to the ToR that would address these concerns.</p> <p>Consistent with existing Niagara Region practice with regards to Environmental Assessments, capacity funding is provided for participating in Stage 2 and later archaeological investigations.</p> <p>Please do not hesitate to contact me if you have any question.</p> <p>Best regards Maged</p>
<b>LAMs</b>		
<b>Town of Lincoln</b> David Graham Director, Public Works 905-563-2799 ext.275 Dgraham@lincoln.ca	<p>July 12, 2024 / Email</p> <p>Good Afternoon Scott and Maged,</p> <p>I'd like to thank you again for hosting the staff workshop meeting to review the draft terms of reference (TOR) on June 27th with Lincoln, Grimsby and West Lincoln, I found that session to very informative and helpful. In follow up Town staff have reviewed the draft terms of reference (TOR) document and appended work plans and find the package well organized and very thorough.</p> <p>Generally speaking, staff want to reinforce how important this study is for the Town of Lincoln in terms of community safety by providing a long-term solution for truck traffic accessing the escarpment areas and reducing the amount of truck traffic from our downtown areas. As you know the Town of Lincoln Transportation Master Plan also identified the importance of a new escarpment crossing (Bartlett</p>	<p>September 5, 2024 / Email with PDF Letter</p> <p>Good Afternoon Dave, Mike and Brandon,</p> <p>Thanks again for suggesting and participating in our late June workshop, your comments on the Draft ToR over the summer, and ongoing support of this project. We expect that things will move relatively quickly in the coming weeks, and so there are a few items that I wanted to bring to your attention. If you have any further questions on any of these materials or the planned process, I'd be happy to set up a time to discuss further.</p> <p>Hopefully though its all clear, and we look forward to working with each of you on the EA itself.</p>

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	<p>Avenue extension) as the long-term solution for good movements in west Niagara. In addition, the Town in collaboration with the Region have also completed the Beamsville Alternate Truck Route Study as a short to intermediate term solution to help reduce truck traffic from our downtown areas.</p> <p>It is also important that the study recognizes the growth that is forecasted to occur within Lincoln and the corresponding increase in traffic volumes, especially with the Provincial mandate to build more housing which adds more traffic pressures to our road network. With increased growth projections, this only further supports the need to provide a safe, efficient, future transportation route for all a modes of transportation and if we can avoid or minimize heavy truck conflicts in our downtown areas, this will ease the impacts on the overall community.</p> <p>From the Town’s perspective recognizing that this is a significant, complex and ultimately costly project, this study needs to be a high priority to complete because the sooner a final plan can be developed to move forward with the better.</p> <p>If you have any questions or require additional information, please let me know.</p> <p>Thank you</p>	<ul style="list-style-type: none"><li>On Tuesday we will be before our Public Works Committee with a short report outlining the feedback we heard on the ToR, and planned next steps. The agenda is now public at: <a href="https://pub-niagararegion.escrimemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English">https://pub-niagararegion.escrimemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English</a>, and I’ve attached the report directly. In summary, we are prepared to move forward with submission of the ToR with minor revisions reflecting feedback, as outlined in the report.<ul style="list-style-type: none"><li>As you will note, this report will be circulated to each of your Council’s for information, following Regional Council approval.</li></ul></li><li>Also attached are formal response letters to the comments that you each provided over the summer, detailing how they have been considered as we finalize the ToR.<ul style="list-style-type: none"><li>While we are informing our Council of the intention to proceed with submitting, the ToR itself is still being finalized – if you have concerns with particular areas and how your comments have been considered we’d be happy to discuss further before we proceed to formal submission.</li></ul></li><li>We have also attached the DRAFT comment tracking sheet as we committed to in our workshop. This remains a work-in-progress and these responses have not been sent out yet. Accordingly I would ask that you please treat this document as confidential until such time as we finalize and issue these responses, and reflecting the fact it has identifiable information included. To emphasize, please do not distribute this beyond yourselves without consulting with the Region’s project team first. The intent of our passing it on now is to ensure that, staff-to-staff, you are comfortable that we have understood the general themes and we have summarized them appropriately.</li></ul> <p>Over the next few weeks we will be finalizing the ToR itself so that we are in a position to proceed with submission to MECP in anticipation of this report passing our Council. The ToR will be posted for a 30-day comment period as part of MECP review, which will be the opportunity for all interested parties to offer any further comments on the ToR directly to the Minister.</p> <p>Scott Fraser, M.Eng, P. Eng Associate Director, Transportation Planning</p>
<p><b>Township of West Lincoln</b> Pauline Pace Public Works Secretary Tel: 905-957-3346, etc. 5139 ppace@westlincoln.ca</p>	<p>July 12, 2024 / Email with PDF Letter</p> <p>Good Morning Katherine Jim and Maged Elmadhoon,</p>	<p>September 5, 2024 / Email with PDF Letter</p> <p>Good Afternoon Dave, Mike and Brandon,</p> <p>Thanks again for suggesting and participating in our late June workshop, your comments on the Draft ToR over the summer, and ongoing support of this project. We expect that things</p>

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	<p>Please see below email and the above attached letter with the Township of West Lincoln’s comments in regards to the Draft TOR and Technical Work Plans for the Niagara Region Escarpment Crossing Comprehensive Environmental Assessment (CEA) Terms of Reference (TOR).</p> <p>Please note that this email was sent on July 12, 2024 to the <a href="mailto:escarpmentcrossingIEA@niagararegion.ca">escarpmentcrossingIEA@niagararegion.ca</a> email, as instructed, but I did not receive a response, so I am sending this to you directly to make sure you receive it.</p> <p>Thank you and have a nice day.</p> <p>Sincerely</p>	<p>will move relatively quickly in the coming weeks, and so there are a few items that I wanted to bring to your attention. If you have any further questions on any of these materials or the planned process, I’d be happy to set up a time to discuss further.</p> <p>Hopefully though its all clear, and we look forward to working with each of you on the EA itself.</p> <ul style="list-style-type: none"><li>On Tuesday we will be before our Public Works Committee with a short report outlining the feedback we heard on the ToR, and planned next steps. The agenda is now public at: <a href="https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English">https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English</a>, and I’ve attached the report directly. In summary, we are prepared to move forward with submission of the ToR with minor revisions reflecting feedback, as outlined in the report.<ul style="list-style-type: none"><li>As you will note, this report will be circulated to each of your Council’s for information, following Regional Council approval.</li></ul></li><li>Also attached are formal response letters to the comments that you each provided over the summer, detailing how they have been considered as we finalize the ToR.<ul style="list-style-type: none"><li>While we are informing our Council of the intention to proceed with submitting, the ToR itself is still being finalized – if you have concerns with particular areas and how your comments have been considered we’d be happy to discuss further before we proceed to formal submission.</li></ul></li><li>We have also attached the DRAFT comment tracking sheet as we committed to in our workshop. This remains a work-in-progress and these responses have not been sent out yet. Accordingly I would ask that you please treat this document as confidential until such time as we finalize and issue these responses, and reflecting the fact it has identifiable information included. To emphasize, please do not distribute this beyond yourselves without consulting with the Region’s project team first. The intent of our passing it on now is to ensure that, staff-to-staff, you are comfortable that we have understood the general themes and we have summarized them appropriately.</li></ul> <p>Over the next few weeks we will be finalizing the ToR itself so that we are in a position to proceed with submission to MECP in anticipation of this report passing our Council. The ToR will be posted for a 30-day comment period as part of MECP review, which will be the opportunity for all interested parties to offer any further comments on the ToR directly to the Minister.</p> <p>Scott Fraser, M.Eng, P. Eng Associate Director, Transportation Planning</p>

Contact	Correspondence Received	Response
<b>Town of Grimsby</b> Shannon Downey Administrative Coordinator – Public Works 905-945-9634, ext. 2014	July 24, 2024 / Email with PDF Letter  Maged,  Further to Elysia Friedl’s email of July 18, 2024 (below), please find attached the Town of Grimsby, Public Works’ comments with respect to the Niagara Region CEA Terms of Reference.  Kind regards, Shannon	September 5, 2024 / Email with PDF Letter  Good Afternoon Dave, Mike and Brandon,  Thanks again for suggesting and participating in our late June workshop, your comments on the Draft ToR over the summer, and ongoing support of this project. We expect that things will move relatively quickly in the coming weeks, and so there are a few items that I wanted to bring to your attention. If you have any further questions on any of these materials or the planned process, I’d be happy to set up a time to discuss further.  Hopefully though its all clear, and we look forward to working with each of you on the EA itself.  <ul style="list-style-type: none"><li>On Tuesday we will be before our Public Works Committee with a short report outlining the feedback we heard on the ToR, and planned next steps. The agenda is now public at: <a href="https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English">https://pub-niagararegion.escribemeetings.com/Meeting.aspx?Id=5976cbfd-e4c5-49ed-9647-7b39d5dd7d97&amp;Agenda=Agenda&amp;lang=English</a>, and I’ve attached the report directly. In summary, we are prepared to move forward with submission of the ToR with minor revisions reflecting feedback, as outlined in the report.<ul style="list-style-type: none"><li>As you will note, this report will be circulated to each of your Council’s for information, following Regional Council approval.</li></ul></li><li>Also attached are formal response letters to the comments that you each provided over the summer, detailing how they have been considered as we finalize the ToR.<ul style="list-style-type: none"><li>While we are informing our Council of the intention to proceed with submitting, the ToR itself is still being finalized – if you have concerns with particular areas and how your comments have been considered we’d be happy to discuss further before we proceed to formal submission.</li></ul></li><li>We have also attached the DRAFT comment tracking sheet as we committed to in our workshop. This remains a work-in-progress and these responses have not been sent out yet. Accordingly I would ask that you please treat this document as confidential until such time as we finalize and issue these responses, and reflecting the fact it has identifiable information included. To emphasize, please do not distribute this beyond yourselves without consulting with the Region’s project team first. The intent of our passing it on now is to ensure that, staff-to-staff, you are comfortable that we have understood the general themes and we have summarized them appropriately.</li></ul> Over the next few weeks we will be finalizing the ToR itself so that we are in a position to proceed with submission to MECP in anticipation of this report passing our Council. The

Contact	Correspondence Received	Response
		<p>ToR will be posted for a 30-day comment period as part of MECP review, which will be the opportunity for all interested parties to offer any further comments on the ToR directly to the Minister.</p> <p>Scott Fraser, M.Eng, P. Eng Associate Director, Transportation Planning</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
Climate Change		
<b>Biodiversity and Climate Action Niagara</b> Liz Benneian Chair bcacniagara@gmail.com	<p>May 30, 2024 / Email</p> <p>Dear Mr. Elmadhoon and Ms. Jim:</p> <p>I know my Mayor and Council have a lot to say about this study so I will leave details to them, I only wish to say that I am astonished that several years after the Region has declared a Climate Emergency, the Region is still undertaking EAs for major projects without including Climate Impacts as part of the EA Technical Work Plans.</p> <p>Why is that?</p> <p>Thanks, Liz Benneian resident of Lincoln</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Climate impacts will be considered during preparation of the environmental assessment for the Project. The Ministry of the Environment, Conservation and Parks (MECP) requires climate impacts to be considered as part of an EA, including how a project’s expected production of greenhouse gas emissions and impacts on carbon sinks (climate change mitigation); and resilience or vulnerability of the undertaking to changing climatic conditions (climate change adaptation).</p> <p>As stated in the Air Quality Work Plan (Appendix C to the ToR), both the alternatives to the Project and alternative methods of carrying out the Project will be assessed/comparatively evaluated with regards to air quality, greenhouse gas emissions, and climate change. In addition, the impact assessment of the Project will include an air quality impact assessment, a greenhouse gas assessment, and a construction related impacts assessment. The results of these assessments including climate change impacts will be documented in the EA Report.</p> <p>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.</p>
Natural Environment		
<b>Ellen Savoia</b> niagarabruceclub@gmail.com	<p>June 9, 2024 / Website Inquiry</p> <p>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.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). The Bruce Trail will form part of the more detailed description of the environment which will be developed during preparation of the EA via the Land Use Work Plan (Appendix I).</p> <p>In addition, the potential impacts to the Bruce Trail will be considered as part of assessing/comparatively evaluating both the alternatives to the Project and alternative methods of carrying out the Project through the preliminary evaluation criterion “Effect on existing infrastructure and facilities (e.g., pedestrian, cycling, transit, road, highway, rail, water/wastewater, utility, etc.)”.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
		<p>As requested, the Niagara Bruce Trail Club has been added to the Project contact list for receiving future Project notifications directly.</p> <p>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.</p>
<div>██████████</div> <div>██████████████████</div>	<p>July 10, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information</p> <p>First name ██████████</p> <p>Last name ██████████</p> <p>Street address ██████████████████</p> <p>City ██████████</p> <p>Phone ██████████</p> <p>Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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.</p> <p>Air quality, light and noise pollution will have negative affects on residents and wildlife.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question 3.: We note your concerns of increasing traffic in the Town and its effect on existing infrastructure, wildlife, residents and the need to maintain views from the Niagara Escarpment which contributes to tourism and economic growth. The Work Plans included in the draft ToR consider your noted concerns so that they will be assessed during preparation of the EA EA (e.g., Land Use (Appendix I), Natural Heritage (Appendix J, Visual Impact (Appendix M), etc.).</p> <p>Question 4.: Since Niagara Region is the sole proponent for the CEA, the Project needs to be within its jurisdiction which excludes the City of Hamilton from being an area for potential alternatives to be considered.</p> <p>Question 5.: We note the importance you have given to preserving the Niagara fruit belt and to wildlife and their habitats. The Work Plans included in the draft ToR consider these aspects of the environment so that they will be assessed during preparation of the EA (e.g., Agricultural (Appendix D), Natural Heritage (Appendix J, etc.).</p> <p>Question 6: We note your suggestion of having an education day at the new West Niagara high school as part of engaging young people in the Project to have a say. The Region will consider the suggestion in carrying out consultation during preparation of the EA.</p> <p>Question 7: We note your concerns with the potential use of Mountainview Road or Thirty Road or Mountain Road in Beamsville as the proposed corridor for the Niagara Escarpment crossing.</p> <p>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.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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.</p> <p>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?</p> <p>HAMILTON?</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>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.</p> <p>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</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>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.</p> <p>7. Do you have any other comments or questions?</p>	

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	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	
Traffic Safety		
<div>██████████</div> <div>████████████████████</div>	<p>May 20, 2024 / Email</p> <p>Please include this letter to the record of public input into this matter.</p> <p>My name is ██████████ and I lived at ██████████ for over forty years. I no longer live there and thus you may consider my input as more valid as I have no stake in the matter. I attended a similar meeting about 35 years ago and am familiar with the fact that Park Road South/Bartlett Avenue will likely be the preferred route that the Region is considering for this project.</p> <p>With that in mind, I would like to point out that whatever route is ultimately decided on, you have to include an emergency runway/ramp as part of the design in the event that trucks should lose their brakes. The reason that I say that is because a truck lost its brakes and used my driveway as an emergency ramp, managing to stop just shy of my house. We had four small children, who usually played on the driveway but were not outside at that time.</p> <p>I would also like to remind you of a similar event in Beamsville in which two children were killed when a runaway construction truck hit a parked car. This was when the QEW was being tripled. I am sure that you are familiar with the circumstances.</p> <p>The grade of Park Road is very steep in places and I don't think that road could ever be made safe for the type of traffic that you envision.</p> <p>In addition, I don't think it is appropriate to build that type of road in what is now a quiet residential area.</p> <p>I suggest that the boundaries of your study should be widened and that you should consider cutting a new, purpose built escarpment crossing in a location which has a safer grade and would allow you to do the road properly.</p> <p>I suggest the Tufford Road area for example.</p> <p>While it may be expedient for the Region to simply suggest that Bartlett Road be continued, I always felt that the concept was flawed from the beginning. I no longer live there, but I still feel the same.</p> <p>Yours truly, ██████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). You have been added to the Project’s mailing list.</p> <p>We note your suggestion of including an emergency runaway ramp as part of any route that is selected and your concerns with steep grades on Park Road and associated residential area. The Work Plans included in the draft ToR consider these aspects of the environment so that they will be assessed during preparation of the EA. In addition, as mentioned in the draft ToR, the preliminary study area boundaries will be finalized during preparation of the EA based on the confirmed alternatives to the Project.</p> <p>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.</p>
<div>██████████</div> <div>████████████████████</div>	<p>May 30, 2024 / Online Comment Form</p> <p>Page 1 Questions</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>1. Contact information</p> <p>First name [REDACTED]</p> <p>Last name [REDACTED]</p> <p>Street address [REDACTED]</p> <p>City [REDACTED]</p> <p>Phone [REDACTED]</p> <p>Email [REDACTED]</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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.</p> <p>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?</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 and 5 for your information:</p> <p>Question #3: Further details of the four alternatives to the Project are provided in Section 6 of the draft ToR.</p> <p>Question #5: Slow moving agricultural vehicles will be considered during preparation of the EA through a couple of the Work Plans appended to the draft ToR (Traffic, Operations and Safety (Appendix B) and Agricultural (Appendix D)).</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>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.</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p>	
<div>██████████ ██████████</div>	<p>June 7, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information First name ██████████ Last name ██████████ Street address ████████████████████ Apt. / suite public domain but audible and annoying to residents about half a mile away City Grimsby Phone ██████████ Email ██████████████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concern regarding vehicle safety especially that related to heavy trucks. The Traffic, Operations and Safety Work Plan (Appendix B) included in the draft ToR considers this aspect so that it will be assessed during preparation of the EA. Notwithstanding this, vehicle safety / defects are outside of Niagara Region’s authority to monitor and control. Niagara Regional Police and its partner will continue their effort in monitoring and enforcing heavy vehicle operation safety.</p> <p>Question #4: We note your suggestion of having the aggregate industry utilize rail instead of heavy trucks for transporting product to market, but this a commercial decision outside the jurisdiction and authority of Niagara Region.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>2. I would like to be added to the study mailing list to receive future project updates. Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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</p> <p>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?</p> <p>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</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>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</p>	<p>Questions #5 &amp; 6: Please see our response to Question 3.</p> <p>Question #7: We note your suggestion of needing better solutions. To this end, the Region is carrying out the Project as a Comprehensive Environmental Assessment with detailed Technical and Environmental Work Plans and extensive consultation to potentially generate innovative solutions. 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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>developed state is not suitable for heavy trucks. Put human lives ahead of profit and convenience and put the aggregates on a railcar</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>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</p> <p>Fatality numbers Truck/Pedestrian Fatality numbers Truck/Cyclist</p> <p>7. Do you have any other comments or questions?</p> <p>We need better solutions in the 21st Century, They may not always be the cheapest but the cost of human lives cannot be measured!</p>	
<div>██████████ ██████████████ ██████████████████</div>	<p>June 30, 2024 / Email</p> <p>To all concerned,</p> <p>As a Grimsby citizen who has lived on Mountain St Grimsby (between Oak St &amp; Ridge Rd) I have seen an ever increasing amount of traffic barrelling up and down this narrow 2 lane escarpment access.</p> <p>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</p> <p>With the population increase in Smithville area and beyond this CANNOT wait any longer.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference for the Niagara Escarpment Crossing CEA. As requested, you have been added to the Project’s mailing list.</p> <p>We note your concerns regarding increasing traffic volumes on local and regional roads and the QEW and the need to address the problem. In terms of slowing down traffic, Niagara Region and area municipalities have implemented several traffic management measures on various local and regional roads that cross the Niagara Escarpment and will continue to monitor the situation. In addition, the Niagara Regional Police will continue their effort in monitoring and enforcing vehicle speeds on local and regional roads.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>I would like to be added to the Study Contact list.</p> <p>██████ ██████████████████ ██████████████████</p>	<p>Further, the Traffic, Operations and Safety Work Plan (Appendix B) included in the draft ToR will consider the traffic management measures implemented to date and add to them as appropriate based on its findings during preparation of the EA.</p> <p>Niagara Region will continue to work collaboratively with the local area municipalities of Grimsby, Lincoln, and West Lincoln as well as the Province in carrying out the Project so the problem can be solved together.</p> <p>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.</p>
<p>██████████ ██████████████ ██████████████</p>	<p>July 6, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information First name ██████ Last name ██████ Street address ██████████ City Grimsby Phone ██████████ Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: Noted.</p> <p>Question #4: We note your interest in seeing the increasing number of trucks and traffic redirected away from Mountain Street in Grimsby, which is aligned with the purpose of the Project as stated in the draft ToR:</p> <ul style="list-style-type: none"><li>• Provides for safe and effective commercial vehicle movements and operations;</li><li>• Accommodates commercial vehicles and other transportation modes;</li><li>• Provides greater safety for local communities;</li><li>• Provides for additional transportation system capacity, redundancy and resiliency; and</li><li>• Improves the economy vitality with the efficient movement of goods and people.</li></ul>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Page 2 Questions</p> <p>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?</p> <p>no</p> <p>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?</p> <p>Anything to get the increasing number of trucks and traffic in in general off Mountain St in Grimsby quickly.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>no</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>no</p>	<p>Question #5: Noted</p> <p>Question #6: Noted</p> <p>Question #7: We have noted your suggestion of using photo radar as a stop-gap measure. However, the use of photo radar is outside of Niagara Region’s authority and ability to implement. Niagara Regional Police will continue their effort in monitoring and enforcing speeding on local and regional roads.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>7. Do you have any other comments or questions?</p> <p>As a stopgap measure only put photo radar in effect on Mountain St. in Grimsby, both up and down.</p>	
<div>██████████ ████████████████████</div>	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name ██████</p> <p>Last name ████████</p> <p>Street address ██████████████████</p> <p>City Lincoln</p> <p>Phone ██████████</p> <p>Email ████████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>Yes.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concerns regarding truck traffic and speeding on Mountain Street in Bearsville and the need to address safety. In terms of slowing down traffic as part of addressing safety, Niagara Region and area municipalities have implemented several traffic management measures on various local and regional roads that cross the Niagara Escarpment including Mountain Street and will continue to monitor the situation. In addition, the Niagara Regional Police will continue their effort in monitoring and enforcing vehicle speeds on local and regional roads.</p> <p>Further, the Traffic, Operations and Safety Work Plan (Appendix B) included in the draft ToR will consider the traffic management measures implemented to date and add to them as appropriate based on its findings during preparation of the EA.</p> <p>Question #4: Noted, thank you.</p> <p>Question #5: Noted, thank you.</p> <p>Question#6: We note your suggestions of focus groups, individual one-on-one meetings, and direct notification to those potentially impacted by truck traffic. The Region will consider the suggestions in carrying out consultation during preparation of the EA.</p>

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	<p>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.</p> <p>Trucks will continue to travel and speed on Mountain Street in Beamsville for years to come while these work plans are undertaken and completed.</p> <p>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).</p> <p>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).</p> <p>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?</p> <p>No. The TOR appear comprehensive from this perspective.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>No. The TOR appear comprehensive from this perspective.</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post</p>	<p>Question #7: Please see our response to Question 3.</p> <p>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.</p>

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Contact	Correspondence Received	Response
	<p>Drop-in style Public Information Centres Public meetings with presentations Are there any other consultation activities that you think the project team should consider?</p> <p>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.</p> <p>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.</p> <p>7. Do you have any other comments or questions?</p> <p>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?</p> <p>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 reviewed 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.</p> <p>I have lived on Mountain Street in Beamsville since 1990. [REDACTED] [REDACTED]. 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.</p> <p>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.</p> <p>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</p>	



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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>	

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<div>██████████</div> <div>██████████████████</div>	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name</p> <div>██████</div> <p>Last name</p> <div>██████</div> <p>Street address</p> <div>██████████████████</div> <p>City</p> <p>Grimsby</p> <p>Phone</p> <div>██████████</div> <p>Email</p> <div>██████████████████</div> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <div><div>a.</div><div>The Bartlett/Park option is now a heavily built-up residential area including new Regional High School and YMCA, large Retirement centres on the corner of Bartlett &amp; Main, many new home developments including right on Bartlett with a 100+ unit facility approved for build. Are there not other options that could be considered that are not so populated with families and community support services, protected forests and wildlife?</div></div> <div><div>b.</div><div>The QEW exchange #68 would need to be fully redone for trucking. It currently is too tight a turn even for personal vehicles.</div></div> <div><div>c.</div><div>If the north-south transportation corridor is planned through Bartlett/Park or another option is the additional traffic on Highway 20 going to be included in the development planning so that the full system were to work.</div></div> <div><div>d.</div><div>A Regional Trucking Route through highly populated residential &amp; public service areas will create a high safety risk for human activities.</div></div>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concerns of 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 them into consideration during preparation of the EA by carrying out the proposed Work Plans 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.</p> <p>Question #4: We note your suggestions of increased calming initiatives and enforcement, protecting natural areas, where possible, and a new Niagara Escarpment crossing between Grimsby and Stoney Creek. In terms of increasing traffic calming initiatives, Niagara Region and area municipalities have implemented several traffic management measures on various local and regional roads that cross the Niagara Escarpment for enhancing safety and will continue to monitor the situation. In addition, the Niagara Regional Police will continue their effort in monitoring and enforcing vehicle speeds on local and regional roads. Further, the Traffic, Operations and Safety Work Plan (Appendix B) included in the draft ToR will consider the traffic management measures implemented to date and add to them as appropriate based on its findings during preparation of the EA.</p> <p>Protecting natural areas will be considered during preparation of the EA as stated in the draft ToR (Natural Heritage Work Plan (Appendix J)). As mentioned in the draft ToR, alternatives to the Project will be confirmed during preparation of the EA taking into consideration comments suggesting other potential corridors.</p> <p>Question #5: The draft ToR takes into consideration health and safety through several categories including the Social Environment (e.g., air quality, noise, vibration, etc.) and Transportation (e.g., traffic safety, roadway design, etc.). Please see the draft ToR Work Plans for further information.</p> <p>Question #6: We note your suggestions of targeted more frequent consultation with those most impacted by the Project. The Region will consider the suggestions in carrying out consultation during preparation of the EA.</p> <p>Question #7: We note your concerns with the potential use of the Bartlett Avenue/Park Road Corridor as the proposed route for the Niagara Escarpment crossing (e.g., area residents, natural</p>

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	<p>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?</p> <p>Calming initiatives needs to be more permanent and there needs to be enforcement. Populated residential &amp; public service communities should not be considered appropriate for a regional trucking route. Also natural forests &amp; wildlife areas should be protected as much as possible.</p> <p>Add to the review - a route to include the area boarding on Grimsby &amp; Stoney Creek. It would be a more natural way to connect regional traffic from the QEW to Fort Erie/Buffalo.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>Health &amp; Safety This may fall under or within one of the above but I believe it is important enough to stand on it's own and not be buried under another heading.</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>The above is a good list. I would however note that the specific area (s) being reviewed need additional information, more frequent communication to ensure that those who may be most impacted are well informed.</p>	<p>areas and wildlife, recent and on-going development, amenities, etc.). Please see our response to Question #3.</p> <p>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.</p>

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	<p>7. Do you have any other comments or questions?</p> <p>I live and have retired in my home on [REDACTED] in Grimsby. It's a quiet community with a large population of seniors and young families. In our neighbourhood we enjoy a beautiful original Carolinian Forest, an abundant amount of wildlife including the largest hawk migration zone in NA and Lake Ontario a walk away. We are lucky enough to have the regional high school which just opened this year a couple blocks away, a new hospital within walking distance and a new YMCA down the street. There are also two Large retirement centres and medical/dental offices at the corners of Main Street &amp; Bartlett Road. We have hundreds of new homes that have been built in the last number of months within a few blocks, including approval for Bartlett Rd to have a new facility with 100+ units &amp; additional new/under construction single family homes right on the proposed trucking route. I understand that it may have been the vision of some to keep this area for a regional trucking route but if that was indeed the plan then it was the responsibility of the Region and Grimsby council to manage development in this area so that an eventual trucking route would not drive right through the middle of a thriving residential &amp; public service area like the one I just described above. There has to be a better solution to minimize impact on human lives (especially seniors and children), our forests and wildlife that depend on the environment that is currently in place. I have watched semi-trucks back down Park Rd unable to make the grade. I would assume it will take a tremendous amount of time, money and impact on human and animal lives to drive a regional trucking route through Grimsby on Bartlett &amp; Park Drive. We have proudly been in the top ranks of the best places to live in Canada. How sad that we may push through on an initiative that no longer makes sense based on the current environment. It would be no different than driving a trucking route up Mountain Street in Beamsville which is very similar to our community. I hope the review will seek to find a solution that works today to meet the needs of commercial vehicles and other modes of transportation vs one that no longer makes sense. I don't believe if the region was choosing a location today that they would choose to run a regional trucking route right through the middle of a thriving residential and protected forest and wildlife area. The only reason this is still on the docket is that it historically was the location everyone wanted. But it is now where many people live, raise their children, retire, work and play. Most residents in this area do not realize that this is a regional trucking route initiative, they think it is to move the Grimsby trucking traffic out of the downtown area. How shocked and saddened they will be when they realize what is really at stake.</p>	
General Comments		
<p>[REDACTED] (Comment Sheet at PIC)</p>	<p>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?</p> <p>The CEA should be framed with a long timeframe of at least 50 years (allowing for study, construction and some growth). Capacity of extra-regional alternatives such as Red Hill, Hwy 403</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). As requested, you have been added to the Project’s mailing list based on the contact information provided in response to</p>

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	<p>and Hwy 406 for commercial traffic, as well as longer term growth projections need to be considered.</p> <p>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?</p> <p>The four alternatives are valid, but alternative #4 (other route between Grimsby &amp; 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.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>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?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>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 necessary for acceptance.</p>	<p>Questions 1 and 2 of the Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to PIC Questions 3 through 7 for your information:</p> <p>Question #3: The draft ToR proposes that the traffic analysis carried out during preparation of the EA be based on available Provincial planning data (Traffic, Operations and Safety Work Plan (Appendix B)), which is presently 2051 as the future horizon year.</p> <p>Question #4: As stated in the draft ToR, the alternatives to Project will be further defined during preparation of the EA so that your suggestions for Alternative 4 will be reflected in that detailed description. Please see Appendix A (Transportation Planning and Engineering) for further information.</p> <p>Question #5: Constructability / feasibility will be considered during preparation of the EA. Please see Appendix A (Transportation Planning and Engineering) of the draft ToR for further information as well as the extent of preliminary design proposed.</p> <p>Question #6: We note your suggestion of keeping the public regularly informed through updates. The Region will consider the suggestion in carrying out consultation during preparation of the EA.</p> <p>Question #7: As part of developing the draft ToR, the Region consulted with agencies like the NEC as well as local groups and the public. As stated in the draft ToR, the Region is planning on continuing this consultation during preparation of the EA with review agencies, Indigenous communities, and the public including local groups. Appendix J (Natural Heritage Work Plan) of the draft ToR proposes several natural environmental investigations for identifying potential adverse effects and developing proposed impact management measures. Likewise, the draft ToR proposes an assessment/evaluation methodology for application during preparation of the EA (both alternatives to the Project as well as alternative methods of carrying out the Project).</p> <p>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.</p>



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	<p>7. Do you have any other comments or questions?</p> <p>In order for the CEA to be successful, it is essential that is includes the technical studies and consultation 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.</p> <p>The ToR should include evaluation methodology and weighting.</p>	
<div>██████████</div> <div>(Comment Sheet at PIC)</div>	<p>1. 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?</p> <p>For consideration of Mountain Street 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.</p> <p>2. 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?</p> <p>The Casablanca access seems the least complicated a less developed (with an access to the highway). The distance between the proposed options and Casablanca is not that much. Most of the dump tucks and others are coming off the QEW and Main Street coming from the west.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 1 and 2 for your information:</p> <p>Question #1: Mountain Road in Grimsby is presently not being considered as a transportation corridor for the proposed Niagara Escarpment crossing based on the preliminary list of alternatives to the Project identified in the draft ToR. Notwithstanding this, your concerns regarding steep grades, exhaust, and brake noise will be considered during preparation of the EA in undertaking several of the proposed Work Plans (e.g., Traffic, Operations and Safety, Air Quality, Noise and Vibration, etc.).</p> <p>Question #2: Your suggestion of using the Casablanca Boulevard access 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 access to the QEW would not be considered during preparation of the EA at this time subject to finalizing the study area.</p> <p>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.</p>
<div>██████████</div> <div>(Comment sheet at PIC)</div>	<p>1. 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?</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Give jurisdiction over Mountain St. in Grimsby &amp; Beamsville to the Towns so they can set load limits. But keep maintenance and upgrades with the Region so they can keep the taxes assessed. At least the Towns can set load limits to keep dump trucks off Mountain Street.</p> <p>Reconsider Casablanca because of work about to be done &amp; it already has an interchange.</p> <p>Parabolic mirror at the top of Mountain Street in Grimsby.</p> <p>2. 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?</p> <p>If the environment is being considered, has anyone estimated the pollution created when thousands of dump trucks spew diesel fumes ascending the escarpment roads while coming from distant other jurisdictions?</p> <p>More truck inspections on Mountain Street in Grimsby.</p> <p>Parabolic mirror at the top of Park Road in Grimsby for safety.</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 1 and 2 for your information:</p> <p>Question #1: Your suggestion of downloading Mountain Road in Grimsby and Mountain Street in Lincoln to the local municipalities may be considered during preparation of the EA recognizing that the Region can currently establish load limits on regional roads. In addition, your suggestion of using the Casablanca Boulevard access 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 access to the QEW would not be considered during preparation of the EA at this time subject to finalizing the study area. Finally, your suggestion of installing a parabolic mirror at the top of Mountain Road in Grimsby will be referred to our Road Safety team for consideration as an interim measure.</p> <p>Question #2: Vehicle exhaust will be considered during preparation of the EA through the proposed Air Quality Work Plan (Appendix C) of the draft ToR.</p> <p>The potential of increasing truck inspections...</p> <p>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.</p>
<div></div> (Comment sheet at PIC)	<p>1. 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?</p> <p>Thirty Road – QEW Access</p> <p>2. 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?</p> <p>Minimize impact on Niagara Escarpment and Environment.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 1 and 2 for your information:</p> <p>Question #1: During preparation of the EA, regional and local roads and streets in the preliminary study area including Thirty Road will be subject to a traffic demand analysis and traffic operations and safety assessment which will consider such aspects as QEW access (Traffic, Operations and Safety Work Plan (Appendix B of the draft ToR)).</p> <p>Question #2: Potential adverse effects to the Niagara Escarpment and environment in general will be considered during preparation of the EA through the various Work Plans appended to the draft ToR (e.g., Natural Heritage (Appendix J)).</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
		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.
██████████ ██████████████████	<p>May 25, 2024 / Website Inquiry</p> <p>Please keep me informed of the decisions and process. Also, along with the planning stage please also plan for various public access, for example parking to be able to access the opened up escarpment slope area which is a beautiful area and should be maintained as best as possible but also open to the public.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). As requested, you have been added to the Project’s mailing list for being kept informed of the Project. Although the purpose of the Project is to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Regional Road 2 and not open areas of the Escarpment to the public, opportunities for additional public access may be considered during preparation of the EA depending upon the nature and location of the proposed Project.</p> <p>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.</p>
██████████ ██████████████████	<p>July 5, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information</p> <p>First name ██████████</p> <p>Last name ██████████</p> <p>Street address ██████████████████</p> <p>City ██████████████</p> <p>Phone ██████████</p> <p>Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates. Yes</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 5 for your information:</p> <p>Question #3: We note the importance you have given to considering slow moving agricultural vehicles, wildlife crossings, and cycling access during the Project. The Work Plans included in the draft ToR consider these aspects so that they will be assessed during preparation of the EA (e.g., Agricultural (Appendix D), Natural Heritage (Appendix J), Land Use (Appendix I), Traffic, Operations and Safety (Appendix B), etc.).</p> <p>Question #5: Potential adverse effects to agriculture will be considered during preparation of the EA (Agricultural Work Plan (Appendix D) of the draft ToR).</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Page 2 Questions</p> <p>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?</p> <p>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.</p> <p>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?</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>Agriculture impacts must be considered. We need to feed increasing numbers of people, using decreasing space. This matters.</p> <p>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</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>7. Do you have any other comments or questions?</p>	<p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name [REDACTED]</p> <p>Last name [REDACTED]</p> <p>Street address [REDACTED]</p> <p>City Grimsby</p> <p>Phone [REDACTED]</p> <p>Email [REDACTED]</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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.</p> <p>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.</p> <p>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.)?</p> <p>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?</p> <p>Not at this time</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: The potential adverse effects of the Niagara Escarpment crossing being a connection between the QEW and Regional Road 20 in Smithville will be considered during the preparation of the EA including the potential implications of its use as an alternate in case of collisions on the QEW. These potential implications will be assessed through the Traffic, Operations and Safety Work Plan (Appendix B of the draft ToR), and if required, impact management measures proposed.</p> <p>Potential adverse effects to existing infrastructure like the Park Road Reservoir and Pumping Station and senior residences will be considered during preparation of the EA through the Land Use Work Plan (Appendix I of the draft ToR).</p> <p>Question #4: Noted.</p> <p>Question #5: Vehicle emissions, noise, property impacts, infrastructure requirements, and increased traffic resulting from the proposed Project will all be considered during preparation of the EA through several Work Plans appended to the draft ToR (e.g., Air Quality (Appendix C), Noise and Vibration (Appendix K), Land Use (Appendix I), Transportation Planning and Engineering (Appendix A), Traffic, Operations and Safety (Appendix B), etc.. With this in mind, if there are potential traffic impacts affecting the City of Hamilton, then they will be consulted with during preparation of the EA.</p> <p>Question #6: The Region has already established a specific webpage for the Project and is proposing to continue it during preparation of the EA so the public is kept informed of the Project's progress. Please see the following link:</p> <p><a href="https://niagararegion.ca/projects/niagara-escarpment-crossing/">https://niagararegion.ca/projects/niagara-escarpment-crossing/</a></p> <p>Question #7: We note the importance of completing the Project quickly. To this end, Niagara Region will continue to work collaboratively with the Province in completing the Project as expeditiously as possible.</p> <p>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.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>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?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>A dedicated page on the Region's website with video presentations, documents, FAQ and updates- everything transparent as the project progresses.</p> <p>7. Do you have any other comments or questions?</p> <p>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.</p>	

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
<div>██████████</div> <div>████████████████████</div>	<p>July 27, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name</p> <div>██████████</div> <p>Last name</p> <div>██████████</div> <p>Street address</p> <div>██████████</div> <p>Apt. / suite</p> <div>██████████</div> <p>City</p> <p>Lincoln</p> <p>Phone</p> <div>██████████</div> <p>Email</p> <div>████████████████████</div> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>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:</p> <p>Transportation</p> <p>Natural environment</p> <p>Built environment</p> <p>Social environment</p> <p>Economic environment</p> <p>Cultural environment</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments for Question #7 for your information:</p> <p>Question #7: The previous Niagara Escarpment Crossing Transportation Study (2016), which was subject to the Municipal Class Environmental Assessment process, was not completed because the Region identified potential approval risks with that process with key regulatory agencies like the Niagara Escarpment Commission as well as potential Part II Order requests (elevate a MCEA project to an Individual EA project). As a result of discussions with the Ministry of the Environment, Conservation and Parks, it was decided to complete the Project through a CEA process (formerly known as an Individual EA).</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>7. Do you have any other comments or questions? Why was the previous study not submitted? Who is responsible for not doing so?</p>	
Alternatives To (Preference / Comment)		
<div>██████████</div> <div>(Comment Sheet at PIC)</div>	<p>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?</p> <p>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 ongoing and passes close to neighbourhood housing.</p> <p>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?</p> <p>Yes</p> <p>1. 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:</p> <p>Transportation Natural environment Built environment</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concerns of 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 them 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.</p> <p>Question #4: Noted. The alternatives to the Project will be confirmed during preparation of the EA.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Social environment Economic environment Cultural environment Financial Are there other considerations or criteria that should be added to these categories?</p> <p>Noise Levels, affects on senior homes that are quite large and there is 3 of them.</p> <p>2. 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?</p> <p>Public Consultations</p> <p>3. Please add any additional comments in the box below</p> <p>Absolutely no to Bartlett!! Too late now as environment has changed since original planning.</p>	<p>Question #5: As mentioned in our response to Question #3, the draft ToR includes a Noise and Vibration Work Plan (Appendix K) that will be undertaken during preparation of the EA to assess noise levels on sensitive receptors like senior residences as part of evaluating the alternatives to the Project.</p> <p>Question #6: Noted. As stated in the draft ToR , the public will be consulted with during preparation of the EA through several activities.</p> <p>Question #7: Noted. Please see our response to Question #3.</p> <p>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.</p>
<div>██████████ ████████████████████ ████████████████████</div>	<p>June 3, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information First name ██████████ Last name ██████████ Street address ████████████████████ City ██████████ Phone ██████████ Email ████████████████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 4 and 7 for your information:</p> <p>Question #4: Your suggestion of using Thirty Road (Regional Road 14) will be considered during preparation of the EA as part of further defining Alternative 4 Construct a New North-South Corridor between Grimsby and Beamsville.</p> <p>Question #7: We note the importance of completing the Project as soon as possible. To this end, Niagara Region will continue to work collaboratively with the Province in completing the Project as expeditiously as possible.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>2. I would like to be added to the study mailing list to receive future project updates. Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>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 Beamsville 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 Durham Rd or Mountainview Rd as the most direct link to the QEW.</p> <p>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:</p> <p>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?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p>	<p>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.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Are there any other consultation activities that you think the project team should consider?</p> <p>7. Do you have any other comments or questions?</p> <p>The region has SNOOZED on this project TOO LONG!! (Actually Decades!) WAKE UP! HURRY UP!!</p>	
<div>██████████</div> <div>████████████████████</div>	<p>June 3, 2024 / Email</p> <p>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.</p> <p>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.</p> <p>Item #2 on your Comment Sheet from May 29th asks about possible alternatives.</p> <p>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.</p> <p>I wish you luck moving forward and more than likely I won’t be living in West Lincoln when it’s eventually completed.</p> <p>Yours truly,</p> <p>Sláinte,</p> <div>██████████</div> <div>██████████</div>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). You have been added to the Project’s mailing list for being kept informed of the Project. Thank you for your compliments on the presentation and Regional staff member who spoke.</p> <p>In terms of moving forward, Niagara Region will continue to work collaboratively with the Province in completing the Project as expeditiously as possible.</p> <p>As stated in the draft ToR, the alternatives to the Project will be confirmed during preparation of the EA taking into account your suggestion regarding a hybrid version of the Park Road / Bartlett Road option.</p> <p>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.</p>
<div>██████████</div> <div>████████████████████</div>	<p>June 10, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information First name ██████████ Last name</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to your comments for your information.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<div>██████████ Street address ██████████ City Grimsby Phone ██████████ Email ████████████████████</div> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>The boundaries of investigation are limited. Other than Mountain St in Beamsville and Grimsby the emphasis again goes back to a very outdated plan for Bartlett/Park Rd that is location in an extremely densely populated area. I attended and participated the study in 2016. That did not really look at option. It appeared to be only an exercise to move the Barlett plan forward. Please see my letter to the editor of NewsNow in response to his editorial that indicates this will just be an exercise with little emphasis on other options which is alarming to me. The Bartlett route is outdated and no longer a safe or easy choice with all the residential developments since this access was initiated. The boundaries initially went as far as Tufford Rd. Why not now?</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment</p>	<p>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 parties may inspect the proposed ToR and provide comments to MECP.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>Since this was initiated primarily due to safety concerns I feel this should be addressed as a separate bullet so we can see what has been reviewed for each proposed route.</p> <p>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?</p> <p>Please schedule your public meetings at a time residents can attend. 5:30 is way too early for a predominantly bedroom community. 7:00 is more realistic and</p> <p>7. Do you have any other comments or questions?</p>	
<div>██████████ ██████████████████ ██████████████████</div>	<p>June 12, 2024 / Email with Word Document (Letter)</p> <p>Hi Maged:</p> <p>In my response to the TOR I indicated I had additional information that hopefully would be included in this weeks NewsNow newspaper. Unfortunately it may be too lengthy to put in the paper. As I am not sure it will be included I am forwarding my response in the attachment for consideration in your study.</p> <p>I can be reached for clarification as needed @ ██████████</p> <p>Letter: 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</p>	<p>(Combined response with online form per above)</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>and their impact? Or, is this just going to be another “exercise” to progress a 37-year-old outdated plan?</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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”.</p>	
<b>Andrew Peller Ltd.</b> Mark Torrance Vice President, Estate Wine Group Operations	<p>June 26, 2024 / Email</p> <p>Dear Maged Elmadhoon and Katherine Jim,</p> <p>I am writing to express my concerns regarding the opening of a CEA related to the location of a new North/South truck corridor, specifically my concern that Mountainview Road could be considered as an option for this North/South corridor. Mountainview Road is home to 6 award winning wineries, a successful cycle rental business and a popular fruit market all of which make</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). You have been added to the Project’s mailing list for being kept informed of the Project.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>this road a popular and vibrant tourism draw which provides jobs and economic benefits to the wine growers, fruit growers and other business and residents in the surrounding area.</p> <p>As the Andrew Peller Limited representative who is responsible for operating Thirty Bench Winemakers, I would like to point out that the vineyards located along the Mountainview road area are among the highest valued and best vineyards in Canada. Wine from grapes grown in these vineyards compete at, and win prestigious awards in competitions throughout Canada and around the world. Some of the highest awards received by Canadian wineries have been awarded to the wineries and wines along Mountainview Road.</p> <p>In addition, wine tourism is a vital aspect of building a sustainable wine business and provides each winery with an opportunity to build relationships with visitors that will become lifelong consumers of, and advocates for the wines being produced at each winery. Transforming this bucolic, cycling-friendly and walkable stretch of road into a truck artery would be deeply detrimental to the wineries located along this road and to the region who also benefit from the visitor draw and elevated cultural associations that wine and wineries bring. There would be both a negative reputational impact on Beamsville as a whole, as well as an economic impact through reduced winery visitation which would harm the Mountainview Road businesses directly, as well as other businesses that are also visited by wine lovers exploring the local area. This includes retail stores, restaurants, fruit stands, café’s and various types of accommodation. Inevitably this would create a knock-on cycle of job losses among the local community who are employed in vineyards, wineries and the other businesses previously mentioned.</p> <p>Lastly, from the perspective of safety it would seem unwise to create significantly increased truck traffic on a known farming-intense, tourism destination that attracts walkers and cyclists. These activities attract generally slower moving and more vulnerable types of road users than would be appropriate to mix with heavy traffic, which is presumably trying to complete their journey along Mountainview Road as swiftly as possible.</p> <p>I hope you will take the above feedback into consideration, please contact me if I can be of further assistance to this process.</p> <p>Sincerely,</p> <p>Mark</p>	<p>We note your concerns associated with Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) and, in particular, the use of Mountainview Road because of its associated 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 <i>EA Act</i>, a reasonable range of alternatives needs to be considered by Niagara Region subject to the 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.</p> <p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>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.</p>
<b>Wine Growers Ontario</b> Andrew Dobbin c/o Karen Loch karen@wgontario.ca	<p>June 27, 2024 / Email with PDF Letter</p> <p>Hello</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Please find attached a letter from Aaron Dobbin, President and CEO, Wine Growers Ontario.</p> <p>Thank you</p> <p>Karen Loch</p>	<p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to your comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP</p>
<div>██████████ ██████████████ ██████████████████</div>	<p>July 9, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name ██████</p> <p>Last name ██████</p> <p>Street address ██████████████</p> <p>City Grimsby</p> <p>Phone ██████████</p> <p>Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>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 GO Train will not have enough impact to resolve the traffic issue.</p> <p>5. The draft Terms of Reference proposes several categories for evaluating alternatives in the</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 4, 5 and 7 for your information:</p> <p>Questions #4 and 5: Since the Mid-Peninsula Highway is a provincial initiative under the direction of the Ministry of Transportation (MTO) proposing to connect Highway 403 in Hamilton to the Peace Bridge in Fort Erie, it is outside of Niagara Region’s jurisdiction to undertake and potentially implement this on their own to address the purpose of the Project stated in the draft ToR. 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.</p> <p>Question #7: Niagara Region will continue to work collaboratively with the local area municipalities of Grimsby, Lincoln, and West Lincoln as well as the Province in carrying out the Project so the problem can be solved together.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Comprehensive Environmental Assessment. Each category has specific considerations or criteria for evaluation. These categories include:</p> <p>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?</p> <p>Besides creating a new north south corridor to have traffic travel safely, I feel there is a need to reconsider the mid-peninsula 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 GO Train will not solve this issue.</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p> <p>multiple regions and the province need to look at this problem for a solution</p>	
<div>██████████ ██████████</div>	<p>July 5, 2024 / Online Comment Form</p> <p>1. Contact information First name ██████████ Last name ██████████ Street address ████████████████████ City Grimsby</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3, 4, 5, and 7 for your information:</p> <p>Question #3:</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Phone [REDACTED]</p> <p>Email [REDACTED]</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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 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.</p> <p>When the original extension plan was developed in the late 1970's, the area did not have a large residential population. The face or 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"</p> <p>How does the assessment intend to: "look at a range of options to demonstrate the need for a new crossing of the escarpment." ?</p> <p>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.</p> <p>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 reviewion station on the QEW. A large percentage of escarpment crossing truck traffic can be eliminated by establishing a truck reviewion 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</p>	<p>We note your concerns associated with the Niagara Escarpment (e.g., wildlife, storm water runoff) and recent residential development in the area of Bartlett Avenue (Alternative 3 in the draft ToR). The assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take them into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Natural Heritage (Appendix J), Surface Water (Appendix L), 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.</p> <p>Regarding your suggestion of establishing the Mid-Peninsula Highway. It is a provincial initiative under the direction of the Ministry of Transportation (MTO) proposing to connect Highway 403 in Hamilton to the Peace Bridge in Fort Erie. As a result, it is outside of Niagara Region’s jurisdiction to undertake and potentially implement this on their own to address the purpose of the Project stated in the draft ToR. 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.</p> <p>We note your additional concerns of utilizing the Bartlett Avenue/Park Road Corridor (e.g., safety, residential area, steep grades, property values, air quality, noise). As mentioned, the assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take them into consideration during preparation of the EA by carrying out the proposed Work Plans (e.g., Traffic, Operations and Safety (Appendix B), Land Use (Appendix I), Transportation Planning and Engineering (Appendix A), Air Quality (Appendix C), Noise and Vibration (Appendix K)) 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.</p> <p>Question #4: In terms of making safety and operational improvements to the existing crossings, the Region and area municipalities have implemented several traffic management measures on various local and regional roads that cross the Niagara Escarpment and will continue to monitor the situation. In addition, the Niagara Regional Police will continue their effort in monitoring and enforcing vehicle safety on local and regional roads.</p> <p>Further, the draft ToR includes Alternative 2 (Implement Additional Traffic Management Measures) as part of the preliminary list of alternatives to the Project that will be assessed during preparation of the EA. Alternative 2 consists of further safety and operational improvements that can be made to existing Niagara Escarpment crossings and will be based on the findings from the Traffic, Operations and Safety Work Plan (see Appendix B of the draft ToR).</p> <p>As stated in the draft ToR, the rationale or need for the Project will be demonstrated during preparation of the EA along with assessing a new crossing of the Niagara Escarpment between Grimsby and Beamsville (Alternative 4 in the draff ToR).</p>

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	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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?</p> <p>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.</p> <p>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</p>	<p>Question #5: In terms of financial impacts to existing residents, the draft ToR includes a Financial Work (Appendix N) that will consider potential property requirements and market value compensation to affected owners. Likewise, please see our responses to Question 3 that addresses how the safety of residents is considered in the Work Plans appended to the draft ToR for completion during preparation of the EA.</p> <p>Question #7: Please see our response to Question 3 regarding Alternative 3 and the Mid-Peninsula Highway.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>the crossing for all Niagara residents that is environmentally, socially and economically responsible.</p> <p>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?</p> <p>Financial impact to current residents.</p> <p>Safety of current and future residents (taking into consideration currently approved builds on Bartlett Avenue and Park Road.</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p> <p>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.</p>	
<div>██████████ ██████████</div>	<p>July 5, 2024 / Online Comment Form</p> <p>1. Contact information First name</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<div><div></div><div>Last name</div><div></div><div>Street address</div><div></div><div>City</div><div>Grimsby</div><div>Phone</div><div></div><div>Email</div><div></div></div> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>No.</p> <p>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?</p> <p>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.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 and 4 for your information:</p> <p>Question #3: Noted.</p> <p>Question #4: 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.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
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	<p>Are there other considerations or criteria that should be added to these categories?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p>	
<b>Fielding Estate Winery</b> <b>Curtis Fielding, President</b> <b>Heidi Fielding</b> curtis@fieldingwines.com	<p>July 6, 2024 / Email with PDF Letter</p> <p>Please find attached my comments for the terms of reference for the CEA draft.</p> <p>Thank you,</p> <p>Curtis</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to your comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP</p> <p>Hello,</p>
<b>Fielding Estate Winery</b> <b>Curtis Fielding, President</b> <b>Heidi Fielding</b> curtis@fieldingwines.com	<p>July 6, 2024 / Email</p> <p>Dear Mr. Elmadhoon and Ms. Jim:</p> <p>I am writing you today out of concern and opposition of the Niagara Region considering the truck route being proposed and studied in the Mountainview Rd area in Lincoln. We bought our rural property on [REDACTED] approximately seven years ago to get away from busy roads and streets and enjoy the peaceful rural area. Our property is approx. 40 acres consisting of a farm, growing wine grapes and an old historic barn that was built in 1810, and a beautiful 30 acres of bush where we enjoy the trails and hunting of deer and wild turkey.</p>	<p>Hello,</p> <p>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.</p> <p>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,j Jobs, and tourism. Since the Niagara Escarpment Crossing EA will be</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>The Beamsville bench is home to some of Canada’s best agricultural land for growing wine grapes. As you may know the wineries &amp; farms support many full time and part time jobs to people in the area and is a economic tourist destination.</p> <p>I 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 &amp; residence will be expropriated.</p> <p>I understand that traffic pressures in Lincoln &amp; 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 costing taxpayers a lot of wasted money.</p> <p>I strongly recommend that Mountainview Rd be excluded from the CEA.</p> <p>Sincerely,</p> <p>Curtis &amp; Heidi Fielding [REDACTED] Lincoln</p>	<p>prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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’ 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.</p> <p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>Finally, the draft ToR includes Bartlett Avenue as one of the alternatives to the Project (Alternative 3), which will be assessed and comparatively evaluated along with other three alternatives during preparation of the EA.</p>
<p>[REDACTED] [REDACTED]</p>	<p>July 6, 2024 / Email</p> <p>Dear Mr. Elmadhoon and Ms. Jim:</p> <p>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 &amp; 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. 20 acres and consists of a farm, winery, barn and residence. [REDACTED]. 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.</p> <p>The Beamsville bench is home to some of Canada’s best agricultural land for growing wine grapes. As you may know the wineries &amp; farms support many full time and part time jobs to people in the area and is an economic tourist destination.</p> <p>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 &amp; residence will be expropriated.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>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.</p> <p>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 <i>EA Act</i>, 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’ 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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>I understand that traffic pressures in Lincoln &amp; 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.</p> <p>I strongly recommend that Mountainview Rd be excluded from the CEA.</p> <p>Sincerely,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>Finally, the draft ToR includes Bartlett Avenue as one of the alternatives to the Project (Alternative 3), which will be assessed and comparatively evaluated along with other three alternatives during preparation of the EA.</p>
<p>[REDACTED]</p> <p>[REDACTED]</p>	<p>July 7, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name</p> <p>[REDACTED]</p> <p>Last name</p> <p>[REDACTED]</p> <p>Street address</p> <p>[REDACTED]</p> <p>City</p> <p>[REDACTED]</p> <p>Phone</p> <p>[REDACTED]</p> <p>Email</p> <p>[REDACTED]</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Question 4 for your information:</p> <p>Question #4: 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.</p> <p>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.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>problems that the project should address during the Comprehensive Environmental Assessment?</p> <p>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?</p> <p>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</p> <p>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:</p> <p>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?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p>	
<div>██████████</div> <div>██████████████████</div>	<p>July 8, 2024 / Email</p> <p>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.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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.</p> <p>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.</p> <p>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.</p> <p>Trucks have plenty of NS routes - Redhill, 20, 24, 406, QEW. The truck routes need to be enforced. Some drivers are avoiding MTO reviews.</p> <p>I agree that existing routes can be improved and we need to get past Bartlett ext.</p> <p>Thanks, [REDACTED]</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA). You have been added to the Project's mailing list for being kept informed of the Project.</p> <p>Mountain Road (Regional Road 12) in Grimsby is presently not being considered as a transportation corridor for the proposed Niagara Escarpment crossing based on the preliminary list of alternatives to the Project identified in the draft ToR. As stated in the draft ToR, the Bartlett Avenue/Park Road corridor is one of the alternatives to the Project for consideration during the preparation of the EA.</p> <p>We note your concerns of increased truck traffic, school bussing, and enforcement. 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 Traffic, Operations and Safety Work Plan (Appendix B) 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.</p> <p>Niagara Regional Police will continue their efforts in monitoring and enforcing truck routes.</p> <p>Improvements to existing roads including truck routes will be considered during preparation of the EA as part of Alternative 2 (Implement Additional Traffic Management Measures).</p> <p>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.</p>
<p><b>Twenty Valley Tourism c/o Town of Lincoln</b> Britnie Bazylewski Tourism Development Officer Town of Lincoln Direct: 905 563 2799 ext. 218 Tel: 905 563 8205 bbazylewski@lincoln.ca</p>	<p>July 8, 2024 / Email with PDF Letter</p> <p>Dear Maged,</p> <p>I hope this message finds you well.</p> <p>On behalf of the Twenty Valley Tourism Association, I am submitting formal commentary regarding the Niagara Escarpment Crossing study.</p> <p>This submission represents the collective insights and perspectives of the Association, and the Niagara Benchlands Tourism destination. We trust it will be considered thoughtfully as part of your comprehensive consultation process.</p> <p>Please confirm receipt of this email and the attached commentary at your earliest convenience.</p> <p>Thank you for your attention and for including our input in your study.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to Twenty Valley Tourism's comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP</p> <p>.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
<div>██████████</div> <div>██████████</div>	<p>July 9, 2024 / Email</p> <p>Hi Maged,</p> <p>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.</p> <p>The Bartlet Street access makes the most sense as it as it already has highway access and the available location up the escarpment which was over 20 years ago.</p> <p>Please use common sense with this project.</p> <p>Sincerely,</p> <div>██████████</div>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA). You have been added to the Project’s mailing list for being kept informed of the Project.</p> <p>We note your opposition to including Thirty Road in the Town of Lincoln 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 farm vehicles and agricultural land. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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.</p> <p>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)) 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 Thirty Road as an alternative method of carrying out the Project would only take place during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>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.</p> <p>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.</p>
<b>Mountainview Niagara Escarpment Community Association (MNECA)</b> <div>██████████</div>	<p>July 10, 2024 / Email with PDF Letter</p> <p>Good afternoon Maged. Hope this finds you well.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Attached is MNECA’s response to the DTOR.</p> <p>Kind regards, Marcia Christie</p>	<p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to MNCEA’s comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP</p>
<div>██████████ ██████████████████ ██████████</div>	<p>July 12, 2024 / Email with PDF Letter</p> <p>Good morning Maged. █████ and I have written a response to the DTOR and you will find it attached. Please consider its content when finalizing the TOR and please send this letter to the Minister of the Environment Conservation and Parks when you submit the TOR</p> <p>Kind regards, ██████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to your comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP.</p>
<div>██████████ ██████████████████ ██████████</div>	<p>July 10, 2024 / Letter via Canada Post</p> <p>(opposition of Mountainview Road being included in Study)</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>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. 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, Conversation and Parks for his information.</p> <p>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 <i>EA Act</i>, a reasonable range of alternatives needs to be considered by Niagara Region subject to the Minister’s approval in accordance with the Ministry</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
		<p>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.</p> <p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>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.</p> <p>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.</p>
<b>Wine Marketing Association of Ontario</b> Lynn Sullivan Marketing & Tourism Specialist	July 10, 2024/ Email with PDF Letter  Hello,  Please find attached a letter from Executive Director, Dean Foerter in response to the request for Public Comments on the proposed Niagara Escarpment Crossing.  Sincerely	October 9, 2024 / Email  Hello,  Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to WMAO’s comments for your 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 parties may inspect the proposed ToR and provide comments to MECP.
<b>Grape Growers of Ontario</b> Sarah Burgstaler Executive Assistant / Communications P: (905) 688-0990 Ext. 224 C: (905) 329-2106	July 9, 2024 / Email with Letter  Good afternoon,  Please see the attached letter from Grape Growers of Ontario.	October 9, 2024 / Email  Hello,

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
A: 1634 South Service Road, St. Catharines ON L2R 6P9	Thank you, Sarah	<p>Thank you for the comments in regards to the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). Please see the attached letter providing responses to Grape Growers of Ontario’s comments for your information.</p> <p>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 parties may inspect the proposed ToR and provide comments to MECP.</p>
<div>██████████</div> <div>██████████████████</div>	<p>July 9, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information</p> <p>First name ██████</p> <p>Last name ██████████</p> <p>Street address ██████████████████</p> <p>City Lincoln</p> <p>Phone ██████████</p> <p>Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: Your comment that there is a lack of a good connection between West Lincoln and the Queen Elizabeth Way (QEW) is reflected in the purpose of the Project presently included in the draft ToR: to provide a north-south transportation corridor crossing of the Niagara Escarpment between the QEW and Regional Road 20 that:</p> <ul style="list-style-type: none"><li>• Provides for safe and effective commercial vehicle movements and operations;</li><li>• Accommodates commercial vehicles and other transportation modes;</li><li>• Provides greater safety for local communities;</li><li>• Provides for additional transportation system capacity, redundancy and resiliency; and</li><li>• Improves the economy vitality with the efficient movement of goods and people.</li></ul> <p>Question #4: We note your support for Bartlett Avenue (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.</p> <p>Question #5: The considerations you have noted of transportation and safety are reflected in the draft ToR by the Traffic, Operation and Safety Work Plan which will be completed during preparation of the EA. In addition, the preliminary evaluation criteria for assessing and comparatively evaluating both the alternatives to the Project and alternative methods of carrying out the Project consider various transportation elements including safety.</p> <p>Question #6: Noted.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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?</p> <p>Bartlett Ave should be the one. Has been so since 1974.</p> <p>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:</p> <p>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?</p> <p>Transportation and related safety aspect trumps them all. What is the value of the Human lives lost since it was not completed in 1974?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>no</p> <p>7. Do you have any other comments or questions?</p> <p>Get it built! now!!</p>	<p>Question #7: We note the importance of completing the Project quickly. To this end, the Region will continue to work collaboratively with the local area municipalities of Grimsby, Lincoln, and West Lincoln as well as the Province in carrying out the Project as expeditiously as possible.</p> <p>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.</p>
<div>██████████ ██████████████████</div>	<p>July 10, 2024 / Email</p> <p>Dear Maged Elmadhoon and Katherine Jim,</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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). I (and our family of five) live in the preliminary study area at [REDACTED] in Grimsby, Ontario. I submit my concerns and requests as below.</p> <p>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.</p> <p>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 his intersection is not a good solution as it creates a hideous sight in a peaceful and attractive neighbourhood.</p> <p>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.</p> <p>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.</p> <p>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</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via email dated July 10, 2024. You have been added to the Project’s mailing list for being kept informed of the Project.</p> <p>We acknowledge your request of eliminating Alternative 3 (Extend Bartlett Avenue Southerly and Utilize the Park Road Corridor) from being considered during preparation of the EA citing such concerns as potential impacts to existing residential and commercial development and institutions, safety, increased noise and vibration, etc. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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.</p> <p>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), (Land Use (Appendix I), Noise and Vibration (Appendix K)) 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.</p> <p>As stated in Appendix B, an updated travel demand analysis and traffic operation and safety assessment will be carried out to generate up to date information for consideration during preparation of the EA recognizing that Section 4.4 of the draft ToR presents historical data going back to 2012 in some cases for context. The information generated through the assessment will be use in finalizing the problem/opportunity statement for the Project and assessing and comparatively evaluating the alternatives to the Project to ensure that the most relevant data is applied in the decision-making process.</p> <p>We note your support for Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) in the draft ToR. Alternative 4 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.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
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	<p>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)?</p> <p>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.</p> <p>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.</p> <p>Kind Regards, [REDACTED]</p>	
<b>Ontario Craft Wineries</b> Richard Linley President	<p>July 11, 2024 / Email with PDF Letter</p> <p>Dear Mr. Elmadhoon and Ms. Jim:</p> <p>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).</p> <p>As outlined in our letter, Ontario Craft Wineries strongly recommends that Mountainview Road in the Beamsville Bench be excluded from the CEA.</p> <p>We look forward to ongoing discussions with yourselves and the Region with respect to the CEA and any other future studies in this regard.</p> <p>Sincerely, Richard</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>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.</p> <p>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 <i>EA Act</i>, 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.</p> <p>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</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
		<p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>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.</p>
<p><b>William Roman – Rosewood Estates Winery &amp; Meadery</b> Will.roman@rosewoodwine.com</p>	<p>July 11, 2024 / Email</p> <p>Hello</p> <p>To whom it may concern, I am writing on behalf of Rosewood Estates Winery as its General Manager and a fellow believer and supporter of the Niagara Region.</p> <p>I am writing to you today because the region has identified Mountainview Road in Lincoln as part of the study area in the CEA. As you know the Beamsville Bench area where many winery businesses, farms and residents are located and they would all be negatively impacted with the possibility of land being expropriated if Mountainview Road would be selected as the preferred route for the heavy truck route for the Niagara Escarpment Crossing.</p> <p>I cannot stress enough how important this road is for local regionally tourism and business to Lincoln and Niagara. We have 6 thriving wineries (two of which are owned by Canada's biggest wine companies, Arterra (Le Clos Jordanne) and Andrew Peller Limited (30 Bench)). Each winery contributes to the beautiful makeup of "Beamsville" or "Lincoln" wine country. This important artery has been identified by many sommeliers and international wine writers as a hidden gem of quality wine producing world class wines. Many of these wines are consumer not only domestically within Ontario, but throughout Canada and exported Internationally. This is done by design with the key goal of getting foot traffic (consumers) back to the winery itself, here in Lincoln. It is critically important that as wineries / budding businesses, we are allowed to maintain this growth and future vision without the interference of a heavy truck laneway. This would be a crippling blow to Mountainview road and its wineries. Many of these business (Rosewood included) have invested 2 to 3 decades of time and capital to make this a worthy wine destination. This winery destination brings in tens of thousands of tourists each year and is a considerable source of local growth potential and economic activity. All these tourists coming to Mountainview for its wineries will need to stop for gas, food, refreshments, or pre-book short term accommodation within the region. All very, very positive things for our rural community.</p>	<p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via an email dated July 11, 2024. You have been added to the Project’s mailing list for being kept informed of the Project.</p> <p>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, businesses, residents, and private property as well as the potential loss of business and jobs and safety implications. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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.</p> <p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p>

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	<p>Please consider how much of an impact such a heavy truck route has on a peaceful afternoon for someone who has come to wine country to escape their busy lives. Do they want to be reminded of big trucks motoring 80km/hr++ alongside the vineyard or patio? It is not a good look for local and world-renowned wineries. It is not us as a region putting our best foot forward. It is not us representing ourselves well. It is not a good look to put it plainly.</p> <p>It goes without saying how much of a negative impact such a construction project in the immediate short term (we saw this with the building of the underground power vaults, each winery saw a 35-50% reduction in foot traffic and associated total retail sale (called farm gate sales, our highest margin sale because it is the lowest taxed option for the sale of wine within Ontario). This is not a small number but has a significant impact on each of the wineries operating cash position during the most expensive time of growing season (summer and harvest). When they built those underground power vaults, it was a very tough financial year. This is only the immediate impact. The longer term impact is continued and further reduced traffic as fewer and fewer people will want to venture onto a busy truck laneway. This reduction in business will have a significant impact on jobs with the very real possibility of local job loss.</p> <p>Additionally, the safety of the residents who walk on the road daily and of farm workers who also regularly frequent this road is in question. I worry that the road will become less safe then it is today and will pose daily safety risks.</p> <p>With all this being said, I cannot advocate for this decision. To include Mountainview Road in the study area in the CEA for this project is a mistake. Mountainview Road should be omitted from consideration given the points above and many of other valid points and arguments our fellow wineries and residents along Mountainview Road have put forward. I simply cannot see how any reasons can outweigh the negatives that are brought forward.</p> <p>I do not support any decision that includes Mountainview Road as part of the study area or any decision that allows for any remote possibility of such a heavy-truck lane way to be considered for Mountainview Road. It is the wrong thing to do to a beautiful part of Niagara that draws in thousands of customers and tourists each year, a home to thriving wineries who are all trying to produce world class wines and manage successful, healthy, businesses.</p> <p>I am happy to chat about any of these points or this topic in general. I can be directly reached at [REDACTED] should someone like to speak.</p> <p>Thank you for your time and consideration of my points.</p>	<p>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.</p>
[REDACTED] [REDACTED]	<p>July 12, 2024 / Email with PDF of Comment Form (inserted below)</p> <p>3. Other problems that should be addressed:</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p>



Stakeholder Groups (Grouped into Themes)		
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	<p>a) Why is the RESIDENTIAL NEIGHBORHOOD/AREAS of BARTLETT AVENUE AND PARK ROAD IN THE TOWN OF GRIMSBY being studied in the “Niagara Escarpment Crossing Comprehensive Environmental Assessment” as an option when the Terms of Reference on the website clearly states:</p> <ul style="list-style-type: none"><li>• “The study aims to...redirect truck traffic away from residential areas in west Niagara.”</li><li>• “A north-south transportation crossing of the Niagara Escarpment may have the potential to: Increase safety for local communities...”</li><li>• “Why a new escarpment crossing is necessary: 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.” – This is the same for Bartlett Avenue!</li></ul> <p>b) What will happen to the people in the NEIGHBORHOOD around BARTLETT AND PARK if the study misses its aim and truck traffic is directed there?</p> <p>c) Considering the population size and existing traffic around the RESIDENTIAL AREAS of BARTLETT AND PARK – How could a truck crossing in this area possibly increase safety for our local communities?</p> <p>d) My understanding is that the effort for an escarpment crossing began almost 50 years ago – long before the NEIGHBORHOOD of BARTLETT AND PARK were built. The big problem with the proposal for this area is that all of this is now located directly off of BARTLETT AVENUE:</p> <ul style="list-style-type: none"><li>• 3 Retirement/Senior Living Homes</li><li>• 2 New homes recently built</li><li>• 1 New housing development in progress for 112 units</li><li>• 1 Pharmacy</li><li>• 2 Dentist Offices</li><li>• 1 Foot Care Clinic &amp; Orthotic Centre</li><li>• 1 Retail Store</li><li>• 1 Bakery</li><li>• 1 Convenience store</li><li>• 1 Animal Hospital (around the corner)</li></ul> <p>If a truck crossing was needed in this area 50 years ago, plans should have been made and followed through on then, before the RESIDENTIAL AREA on BARTLETT AND PARK got built up decades later.</p> <p>e) Another problem is the destruction of the Niagara Escarpment – which became a UNESCO World Biosphere Reserve in 1990, Greenbelt (mitigating effects of climate change, providing clean air, water, local food), and plant/wildlife in the area (habitat fragmentation and loss).</p>	<p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concerns associated with Bartlett Avenue (Alternative 3 in the draft ToR) including potential impacts to area residents, safety, businesses and the Niagara Escarpment itself. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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.</p> <p>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), Land Use (Appendix I), Natural Heritage (Appendix J)) 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.</p> <p>Question #4: Regarding your suggestion of moving forward with the Niagara-Hamilton Trade Corridor (Niagara to GTA Corridor), the Region is actively working with the City of Hamilton and Regions of Halton, Peel, and Waterloo to advocate for the new 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 a result, it is outside of Niagara Region’s jurisdiction to undertake and potentially implement this on their own to address the purpose of the Project stated in the draft ToR. 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.</p> <p>The Region will be seeking funding support from both the Provincial and Federal governments if the Project is approved by the Minister.</p> <p>Regarding the protection of the Niagara Escarpment, the Region consulted with agencies like the Niagara Escarpment Commission (NEC) as part of developing the draft ToR including the Natural Heritage Work Plan (Appendix J). As stated in the draft ToR, the Region is planning on continuing this consultation during preparation of the EA with the NEC and recognizes that a NEC Development</p>

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	<p>4. Are there other alternatives that you think should be considered by Niagara Region for addressing the purpose of the Project?</p> <p>a) Move forward with the proposed East-West Niagara-Hamilton Trade Corridor to connect the Greater Toronto Area (GTA) to the U.S. border through south Niagara.</p> <p>b) Pursue a commitment from the Ontario Province for the Niagara to GTA (NGTA) Corridor.</p> <p>c) Pursue federal funds for the NGTA: “In July 2017, the federal government announced \$2.1 billion of funding for the National Trade Corridors Fund, a program to improve the efficiency and reliability of</p> <p>d) national trade corridors. A Niagara-Hamilton Trade Corridor would support international trade by addressing vulnerabilities and congestion on QEW and could be eligible for federal funds.” Source: <a href="https://www.niagararegion.ca/2041/pdf/tmp-niagara-hamilton-trade-corridor.pdf">https://www.niagararegion.ca/2041/pdf/tmp-niagara-hamilton-trade-corridor.pdf</a></p> <p>e) Pursue enough funding from the Ontario Province to allow proper protection of the Niagara Escarpment: Global News reported, “A recent report by the auditor general said there are significant areas of the Escarpment not covered by the official plan that guides Escarpment land use, and that the plan allows for development that harms endangered species’ habitats.” Also reported, “The purpose of the Niagara Escarpment (legislation) is to maintain the Niagara Escarpment and adjacent lands as a continuous natural environment, and to allow only compatible development. Good stewardship requires constant improvements to best address and adapt to rising pressures on the Escarpment, including from the significant population growth in the region.” Source: <a href="https://globalnews.ca/news/9354878/niagara-escarpment-protections-lacking-ontario-auditor-general/">https://globalnews.ca/news/9354878/niagara-escarpment-protections-lacking-ontario-auditor-general/</a></p> <p>5. Are there other considerations or criteria that you think should be added to the categories for evaluating the alternatives?</p> <p>a) Consider the safety of residents surrounding BARTLETT AVENUE AND PARK ROAD IN THE TOWN OF GRIMSBY and the people who visit the area/do business there. In a Grimsby Lincoln News article on March 6, 2014, Paul Forsyth reported, “There’s no magic bullet to prevent the lives of folks in Grimsby and Lincoln being put at risk by massive trucks rumbling down the Niagara Escarpment, regional politicians heard this week.” He also reported that “Regional politicians revived the north-south highway in 2011 when the mid-pen’s future appeared in doubt, and after an accident in which a runaway dump truck roared down the escarpment and slammed into two cars on the corner of Main Street and Christie Street in Grimsby. Previous accidents involving runaway trucks have killed people in west Niagara.”</p>	<p>Permit is required prior to constructing any corridor crossing of the Niagara Escarpment if approved by the Minister.</p> <p>Question #5: Safety is one of the considerations that will be addressed during preparation of the EA through several work plans appended to the draft ToR including the Traffic, Operations and Stafey Work Plan (Appendix B). In addition, both the alternatives to the Project and alternatives to carrying out the Project will be assessed/comparatively evaluated through several safety related criteria.</p> <p>Question #6: We note your suggestions of consulting broadly so that those persons directly and indirectly affecting potentially by the Project are given the opportunity to provided comments during preparation of the EA. Presently, the draft ToR proposes an EA consultation plan that is broad in its outreach to the public (includes individuals, groups or associations, property owners, residents, business owners, etc.) through various activities. As mentioned, the Region consulted with agencies like the NEC as well as the MECP as part of developing the draft ToR As stated in the draft ToR, the Region is planning on continuing this consultation during preparation of the EA. The Greenbelt Foundation is already included on the Project mailing list for receiving notifications directly.</p> <p>Question #7: Your additional comments have been noted including your support for Alternative 2 (Implement Additional Traffic Management Measures).</p> <p>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.</p>

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	<p>A May 10, 2024 Niagara Falls Review article quoted Grimsby Councillor Michelle Seaborn who lives off Ridge Road near Mountain Street as saying that truck traffic is a nonstop issue, and that “The number of vehicles going up and down is ridiculous.”</p> <p>In his June 6, 2024 NewsNow editorial, Mike Williscraft wrote, “...(as I type this a dump truck is attempting to stop at the Main Street lights with brakes wailing)...”</p> <p>b) Why would Grimsby continue to develop the RESIDENTIAL NEIGHBORHOOD of BARTLETT AVENUE AND PARK ROAD only to use it as a literal dumping ground, moving the problems of truck noise, pollution, runaway trucks and accidents from one side of town to another?</p> <p>6. Are there any other consultation activities that you think should be considered by Niagara Region?</p> <p>a) Consider the safety of all the people in the Town of Grimsby and beyond who come into contact with BARTLETT AVENUE which is currently a thoroughfare for:</p> <ul style="list-style-type: none"><li>• Senior Citizens: Three retirement homes located on Bartlett with people who walk the Avenue unaided or aided by crutches, or travel it by wheelchair, and four driveways located off of Bartlett for drivers/visitors</li><li>• School-aged Children: Walk to/from school on Bartlett and also bike making turns on to/off Bartlett from Main Street East</li><li>• School Buses: Travel across Bartlett from Main Street East, make turns on to/off Bartlett from Main Street East, and make prompt lane changes off of Bartlett to turn on to Central Avenue</li><li>• Joggers, Pedestrians, Dog-walkers, Bicyclists, Wheelchairs: Many of whom cross Bartlett near Central Avenue (where there is no stop sign, light, or crosswalk)</li><li>• Schools: The region’s public secondary school and two elementary schools are located on Main Street East near on either side of Bartlett</li><li>• YMCA/Daycare: Many people travel to this facility located on Main Street East and potentially travel or cross Bartlett to do so</li><li>• Hospital: Emergency services travel on and cross Bartlett en route to the nearby hospital on Main Street East</li><li>• Vehicular Traffic: Truck, Cars, Motorcycles, Cyclists (there is no bike lane – cyclists often take up one of the two lanes)</li><li>• Additional Traffic: When QEW is congested during weekday peak periods, holidays, lane closures, road work, accidents, and tourist times with international border crossing, and the service road is at a standstill</li></ul> <p>b) Quantify the amount of traffic in and out of driveways/streets onto BARTLETT AVENUE and activity at the intersections of Bartlett/Main Street East, Bartlett/Central Avenue, and Bartlett/South Service Road that would be subject to intermingling with loud trucks that could be challenged with stopping when travelling downhill – especially during peak times</p>	

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	<p>for school buses and commuters. How would this look during the winter or during flood conditions in the area?</p> <p>c) Quantify the amount of people who live in the RESIDENTIAL NEIGHBORHOOD of BARTLETT AND PARK who would be subject to noise, pollution, and potential accidents – and the long-term cost of this.</p> <p>d) Consult with the following: Ontario Ministry of the Environment, Niagara Escarpment Commission, and Greenbelt Foundation</p> <p>e) Consider the 2022 Official Plan and what this means for the personal safety of those mentioned in Section 4.3.5 Haul Routes and Aggregate Truck Traffic: c. safety mitigation measures in all circumstances, with particular attention required where mineral aggregate truck traffic has the potential to mix with residential traffic, school buses, agricultural vehicles, pedestrian, cyclists, and other sensitive road users. Source: <a href="https://www.niagararegion.ca/official-plan/pdf/2022-niagara-official-plan.pdf">https://www.niagararegion.ca/official-plan/pdf/2022-niagara-official-plan.pdf</a></p> <p>7. Additional comments:</p> <p>a) Short-term choice for project alternatives is “2. Implement Additional Traffic Management Measures.”</p> <p>b) Long-term solution suggestion is east-west Hamilton Trade Corridor/mid-peninsula corridor.</p> <p>c) Do not destroy protected lands or Ontario’s Niagara Escarpment/UNESCO World Biosphere Reserve.</p> <p>d) Ultimately, “Redirect truck traffic away from residential areas in west Niagara” as the study aims to.</p>	
<div>██████████</div> <div>██████████</div>	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name ██████████</p> <p>Last name ██████████</p> <p>Street address ████████████████████</p> <p>City Grimsby</p> <p>Phone ██████████</p> <p>Email ████████████████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 and 4 for your information:</p> <p>Question #3: The potential impacts to both the Bench/Niagara Escarpment (Alternative 4) and Bartlett Avenue/Park Road (Alternative 3) will be considered along with costs during preparation of the EA (e.g., natural environment, existing and proposed residential development). The assessment and comparative evaluation of the alternatives to the Project outlined in the draft ToR will take these potential impacts into consideration during preparation of the EA by carrying out the proposed Work Plans appended to the draft ToR (e.g., Traffic, Operations and Safety (Appendix B), Agricultural</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>Any proposed crossing will impact the Bench/Escarpment's environment significantly. The real cost needs to be thoroughly examined and explained.</p> <p>A crossing at Park Rd would have particular impact on the existing and forthcoming residential development in the area. Grimsby council has shown little empathy in this regard as they seem to be more concerned for the residents of Mountain Rd. They need to recognize that a Park/Bartlett corridor would require a redesign of Bartlett to buffer the neighboring residential.</p> <p>However, the most significant shortcoming of this assessment is that it really has to not lead but follow a finalization of the NGTA Corridor plan. Why would you build a connector to an unresolved corridor?</p> <p>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?</p> <p>The Thirty Road area has less residential density and may be easier to manage topographically. Tufford/Quarry Rd provides an easier alternative (far less residential and less difficult incline). (The current Bartlett QEW exchange is inadequate for the corridor and would have to be redesigned.)</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p>	<p>(Appendix D), Land Use (Appendix I), Natural Heritage (Appendix J), Financial (Appendix N), 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.</p> <p>As stated in the draft ToR, 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. As a result, this Project is not dependent on outcome of the Niagara to GTA Corridor Study nor does the Project preclude a potential route from being recommended by the Study. Notwithstanding this, the Region is actively 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.</p> <p>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 a result, it is outside of Niagara Region’s jurisdiction to undertake and potentially implement this on their own to address the purpose of the Project stated in the draft ToR. 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.</p> <p>Question #4: Your suggestions for other alternatives are noted including Thirty Road and Tufford Road/Quarry Road. Please note that the Tufford Road/Quarry Road suggestion as an alternative is presently outside of the preliminary study area and so it would not be considered during preparation of the EA subject to finalization of the study area. The preliminary description of the Alternative 3 (Extend Bartlett Avenue Southerly and Utilize the Park Road Corridor) in the draft ToR acknowledges the need to improve the current configuration of the existing QEW interchange from a traffic operations perspective.</p> <p>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.</p>



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	<p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>7. Do you have any other comments or questions?</p>	
<div>██████████</div> <div>██████████████████</div>	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information First name ██████████ Last name ██████████ Street address ██████████████████ City Grimsby Phone ██████████ Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>1. Groundwater and surface water. It is paramount that the impacts of water flow, water table and surface runoff be very carefully analyzed. David Sills, a severe weather scientist at Western</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: The draft ToR includes several appended Work Plans that will be completed during preparation of the EA addressing the aspects you have noted including Groundwater (Appendix H), Surface Water (Appendix L), Natural Heritage (Appendix J), Noise and Vibration (Appendix K), Air Quality (Appendix C).</p> <p>Question #4: Your suggestion of using the Casablanca Boulevard access 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 you have noted in your comment. As a result, this potential access to the QEW would not be considered during preparation of the EA at this time subject to finalizing the study area. Notwithstanding this, the geographic location of Casablanca Boulevard is further away from trucks which are destined to the urban areas of Grimsby, Lincoln and West Lincoln which are the primary focus areas of this study.</p> <p>Question #5: We note your concerns associated with Bartlett Avenue (Alternative 3 in the draft ToR) including land use, safety, property, costs, the Greenbelt Plan, and the Niagara Escarpment itself. Since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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’</p>

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	<p>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.</p> <p>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.</p> <p>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?</p> <p>4. Vegetation. What are the impacts on the increasingly rare Carolinian forest vegetation?</p> <p>5. Noise and light pollution.</p> <p>6. Air quality</p> <p>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?</p> <p>Option #5 - Casablanca Blvd</p> <p>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.</p> <p>Why consider Casablanca?</p> <p>1. The QEW interchanges are already approved for re-development as is the widening of Casablanca.</p> <p>2. The proposed GO station is to be built at Casablanca making an access route to Highway 20 preferential for commuters that live of the escarpment.</p> <p>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.</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p>	<p>(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.</p> <p>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), Land Use (Appendix I), Natural Heritage (Appendix J), 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.</p> <p>Plenty Canada has not been consulted on the Project to date. However, the organization will be added to the Project’s mailing list for being directly notified in the future to see if they are interested in participating the Project recognizing they are located between Kingston and Ottawa.</p> <p>Question #6: We note your suggestion of holding public meetings with both the engineering consultants of the Project as well as the elected representatives of the Niagara Region in attendance. The Public Information Centre held as part of preparing the draft ToR included the consultants in attendance. In addition, there were elected representatives in attendance at the public event. Notwithstanding this, the Region will consider the suggestion in carrying out consultation during preparation of the EA.</p> <p>Question #7: As stated in the Traffic, Operations and Safety Work Plan (Appendix B) of the draft ToR, a Travel Demand Analysis and Traffic Operations and Safety Assessment will be carried out during preparation of the EA. As a result, the implications of additional traffic on provincial, regional, and local roads now and in the future with and without the Project in place will be understood so that needed improvements can be identified for mitigating the potential consequences you have noted (e.g., exasperating congestion, overloading insufficiently designed roads, worsening unsafe conditions, etc.).</p> <p>Regarding your suggestion of establishing the Mid-Peninsula Highway. It is a provincial initiative under the direction of the Ministry of Transportation (MTO) proposing to connect Highway 403 in Hamilton to the Peace Bridge in Fort Erie. As a result, it is outside of Niagara Region’s jurisdiction to undertake and potentially implement this on their own to address the purpose of the Project stated in the draft ToR. 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.</p> <p>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.</p>

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	<p>Are there other considerations or criteria that should be added to these categories?</p> <p>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:</p> <p>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 million of dollars in developing and enforcing the Vision Zero traffic safety project. How does a proposed traffic corridor align with this traffic safety initiative?</p> <p>2. Property Values. What are the possible financial impacts on decreased property values in the study area?</p> <p>3. Cost. What is the proposed budget of this Project? Who is financing this Project?</p> <p>4. Truck Safety. By developing a corridor for trucks to access Highway 20 and QEW, trucks can more easily by-pass the Vineland truck reviewion station. Why would the Region want to encourage this?</p> <p>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?</p> <p>6. Greenbelt Lands: <a href="https://geohub.lio.gov.on.ca/datasets/lio::greenbelt-designation/explore?location=43.155228%2C-79.521466%2C11.66">https://geohub.lio.gov.on.ca/datasets/lio::greenbelt-designation/explore?location=43.155228%2C-79.521466%2C11.66</a> 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 made to the Ontario Government to remove lands from the Greenbelt?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>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.</p>	

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	<p>7. Do you have any other comments or questions?</p> <p>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.</p> <p>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.</p>	
<div>██████████ ████████████████████</div>	<p>July 12, 2024 / Online Comment Form</p> <p>1. Contact information First name ████ Last name ██████████ Street address ██████████████████ City Grimsby Phone ██████████ Email ████████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question #3: We note your concerns associated with Bartlett Avenue/Park Road (Alternative 3 in the draft ToR) including potential impacts to residents and businesses (e.g., noise, traffic, environmental). 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), Land Use (Appendix I), Noise and Vibration (Appendix K), 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.</p> <p>Question #4: Alternative 4 (Construct a New North-South Crossing Corridor between Grimsby and Beamsville) in the draft ToR includes the potential use of the Ontario Street and QEW interchange for access to the provincial highway system. Your suggestion of possibly using Victoria Avenue for</p>

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	<p>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?</p> <p>Impact to residents and businesses in the Bartlett/Park region - this project should not just be a transfer of noise, traffic, environmental issues from one area passed to another area.</p> <p>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?</p> <p>Yes - why not open up the assessment options to Ontario Street in Beamsville and Victoria Ave. in Vineland. These two routes are currently in use as access to highway 20 so they should be reviewed as options as well. Victoria Ave. is already used and has much greater possibilities for widening and expansion plus the grade up the escarpment is much more manageable.</p> <p>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?</p> <p>Amount and level of disruption (both during construction and after) to existing residents.</p> <p>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?</p> <p>Looks like a strong list.</p>	<p>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.</p> <p>Question #5: Potential short-term construction related effects and longer-term operational effects on residents will be considered during preparation of the EA based on the draft ToR through several of the appended Work Plans (e.g., Traffic, Operations and Safety (Appendix B), Air Quality (Appendix C), Land Use (Appendix I), Noise and Vibration (Appendix K), etc.) and preliminary evaluation criteria for assessing and comparatively evaluating both the alternatives to the Project and alternative methods of carrying out the Project.</p> <p>Question #6: Noted.</p> <p>Question #7: The change to initiating a CEA from past studies results in the start of a new EA process and any past decisions/directions are considered as background information. In addition, the draft ToR presents a proposed assessment and evaluation methodology that represents a full and objective assessment that is subject to a review by not only agencies, Indigenous communities, and the public, but also by a provincial government review team. With a CEA, the Minister of the Environment, Conservation and Parks (Minister) now needs to make a formal approval of both the proposed ToR as well as the proposed Project before it can proceed to construction versus Regional council. This increases the transparency, objectivity, and comprehensiveness of the EA process and decisions made.</p> <p>Mountain Road (Regional Road 12) in Grimsby is presently not being considered as a transportation corridor for the proposed Niagara Escarpment crossing based on the preliminary list of alternatives to the Project identified in the draft ToR.</p> <p>As stated in the draft ToR, the preliminary description of Alternative 4 (Construct a New North-South Corridor between Grimsby and Beamsville) proposes a 2,000 m wide corridor allowing for the generation of a reasonable/feasible list of alternative methods of carrying out the Project. The 2,000 m wide corridor would be sufficiently sized to accommodate a combination of existing roads, realignments of existing roads, and/or new road alignments to connect the QEW to Regional Road 20 across the Niagara Escarpment. As a result, the number of potential routes within the 2,000 m wide corridor is not limited to only three.</p> <p>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 the Ministry of the Environment, Conservation and Parks.</p>



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	<p>7. Do you have any other comments or questions?</p> <p>Two particular comments:</p> <ul style="list-style-type: none"><li>- would like to reenforce the need for full and objective assessment of options and not just a fallback on previous studies... environmental, political, social, and infrastructure considerations have all changed in the last 5 years so it is very important for the assessment to be transparent, objective, and fully comprehensible based upon today's circumstances.</li><li>- I am concerned that options between regional road 12 and Thirty road are only being assessed ... why is the assessment limited to these three routes?... I truly believe the assessment should include Ontario/Mountain St. in Beamsville and Victoria Ave in Vineland... clearly these options are much less disruptive given the grade up the escarpment and existing infrastructure already in place.</li></ul>	
<div>██████████ ██████████</div>	<p>July 12, 2024 / Email with Letter (copied below)</p> <p>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 on ██████████ for the past 24 years and have lived and worked primarily in the Niagara Region for most of my 58 years. I believe I have good knowledge of the road network all over this Region.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Park Rd S has extensive native tree and plants and is home to various species of an 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.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>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.</p> <p>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 <i>EA Act</i>, 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.</p> <p>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.</p> <p>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</p>

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	<p>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.</p> <p>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.</p>	<p>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.</p> <p>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 is actively 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.</p> <p>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.</p> <p>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.</p>
<div>██████████ ██████████ ██████████</div>	<p>July 12, 2024 / Email with PDF Letter</p> <p>Please find attached our letter against Mountainview Road being included as part of the review.</p> <p>Thanks, ██████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>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, Conversation and Parks (Minister) for his information.</p> <p>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</p>

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Contact	Correspondence Received	Response
		<p>Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, 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.</p> <p>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 places during the preparation of the EA if Alternative 4 was selected as the preferred alternative.</p> <p>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.</p> <p>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.</p>
<div>██████████ ██████████████████</div>	<p>July 31, 2024 / Online Comment Form</p> <p>1. Contact information</p> <p>First name ██████████</p> <p>Last name ██████████</p> <p>Street address ██████████████████</p> <p>City Lincoln</p> <p>Phone ██████████</p> <p>Email ██████████████████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 6 and 7 for your information:</p> <p>Question #6: 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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>2. I would like to be added to the study mailing list to receive future project updates. Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>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:</p> <p>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</p> <p>Are there other considerations or criteria that should be added to these categories?</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>Project webpage Social media postings Local newspaper publications Direct mail via Canada Post Drop-in style Public Information Centres Public meetings with presentations</p> <p>Are there any other consultation activities that you think the project team should consider?</p> <p>There is only one option to consider: the Bartlett Extension</p> <p>7. Do you have any other comments or questions? Get on with it</p>	<p>Question #7: We note the importance of completing the Project quickly. To this end, the Region will continue to work collaboratively with the local area municipalities of Grimsby, Lincoln, and West Lincoln as well as the Province in carrying out the Project as expeditiously as possible.</p> <p>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 of the Environment, Conservation and Parks for a decision. At that time, any interested person may inspect the proposed ToR and provide comments to the Ministry of the Environment, Conservation and Parks.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
Cost		
<div>██████████</div> <div>██████████████████</div>	<p>June 14, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information</p> <p>First name ██████</p> <p>Last name ██████</p> <p>Street address ██████████████████</p> <p>City Lincoln</p> <p>Phone ██████████</p> <p>Email ██████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates. Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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?</p> <p>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?</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question 3: As stated in the draft ToR, the purpose of the Project is future focused as providing a north-south transportation corridor crossing of the Niagara Escarpment between the Queen Elizabeth Way (QEW) and Regional Road 20 while considering historical problems to frame the Purpose/Opportunity Statement. The Traffic, Operations and Safety Work Plan (Appendix B to the draft ToR) proposes that the Travel Demand Analysis to be completed during preparation of the EA use 2051 as the ultimate planning horizon year. This future year is consistent with the provincial Growth Plan. The results of the Analysis will be used in assessing and comparatively evaluating the alternatives to the Project to ensure that the recommended alternative accommodates both existing and future travel demands in west Niagara.</p> <p>Question 4: As mentioned in the draft ToR, all alternatives to the Project including Do Nothing will be equally assessed and comparatively evaluated based on the preliminary evaluation criteria finalized during preparation of the EA including those associated with the Financial category (e.g., capital costs, etc.).</p> <p>Question 5: Although the Niagara Region Official Plan will be one of the planning policy documents considered during preparation of the EA, the reference to the year 2051 is associated with the provincial Growth Plan. Please see response to Question 3 for further information.</p> <p>Question 6: We note your suggestion of conveying the details of the Work Plans during preparation of the EA through the consultation activities proposed in the draft ToR such as a public information centre. Regional staff led the presentation and responses to questions at the May 2024 Public Information Centre held as part of the preparing the draft ToR and are planning to do the same during preparation of the EA.</p> <p>Question 7: We note your concerns associated with the potential outcome of the Project. In light of this, we point out that the change to initiating a CEA from past studies results in the start of a new EA process and any past decisions/directions are considered as background information. In addition, the draft ToR presents a proposed assessment and evaluation methodology that represents a full and objective assessment that is subject to a review by not only agencies, Indigenous communities, and the public, but also by a provincial government review team.</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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.</p> <p>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:</p> <p>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?</p> <p>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.</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>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</p> <p>7. Do you have any other comments or questions?</p> <p>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</p>	<p>With a CEA, the Minister of the Environment, Conservation and Parks (Minister) now needs to make a formal approval of both the proposed ToR as well as the proposed Project before it can proceed to construction versus Regional council. This increases the transparency, objectivity, and comprehensiveness of the EA process and decisions made so that all who want to have a voice can have a voice in the Project’s outcome.</p> <p>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.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	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.	
██████████ ████████████████████	<p>July 1, 2024 / Online Comment Form</p> <p>Page 1 Questions</p> <p>1. Contact information</p> <p>First name ██████████</p> <p>Last name ██████████</p> <p>Street address ████████████████████</p> <p>City Grimsby</p> <p>Email ████████████████████</p> <p>2. I would like to be added to the study mailing list to receive future project updates.</p> <p>Yes</p> <p>Page 2 Questions</p> <p>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?</p> <p>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.</p> <p>4. The draft Terms of Reference proposes four alternatives for evaluation during the Comprehensive Environmental Assessment.</p> <p>Are there other alternatives that the project team should consider? Only the Bartlett/Park route.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). 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 Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3 through 7 for your information:</p> <p>Question 3: We note your support for the Bartlett Avenue/Park Road Corridor (Alternative 3 in the draft ToR) and moving forward with constructing that alternative. However, since the Niagara Escarpment Crossing EA will be prepared as set out in subsection 17.6(2) of the <i>EA Act</i>, a reasonable range of alternatives needs to be considered by Niagara Region subject to the 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. As a result, Alternative 3 needs to be assessed and comparatively evaluated along with other three alternatives during preparation of the EA before selecting a recommended alternative to the Project, which will be presented to review agencies, Indigenous Communities, and the public for comments before a preferred alternative for the Project is identified.</p> <p>Question 4: Comment noted. Please see the response to Question 3.</p> <p>Question 5: Comment noted. The change to initiating a CEA from past studies results in the start of a new EA process and any past decisions/directions are considered as background information. In addition, the draft ToR presents a proposed assessment and evaluation methodology that represents a full and objective assessment that is subject to a review by not only agencies, Indigenous communities, and the public, but also by a provincial government review team.</p> <p>With a CEA, the Minister of the Environment, Conservation and Parks (Minister) now needs to make a formal approval of both the proposed ToR as well as the proposed Project before it can proceed to construction versus Regional council. This increases the transparency, objectivity, and comprehensiveness of the EA process and decisions made</p> <p>Question 6: As was the case during preparation of the draft ToR, the Region is committed to carrying out the proposed consultation plan during preparation of the EA in a transparent, consultative, and accessible manner with all potentially interested persons including the public.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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:</p> <p>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?</p> <p>The conduct and action of politicians who either live near park Rd, or whose families own land near Park Rd. Call it "Impartiality".</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>So long as the project team are transparent, consultative and accessible, these should suffice.</p> <p>7. Do you have any other comments or questions?</p> <p>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.</p>	<p>Question 7: We note your concerns with how tax dollars are spent for the Project. Please see the response to Question 3 for an explanation as to why additional funds are being presently spent on the Project. Notwithstanding this, the Region will be seeking funding support from both the Provincial and Federal governments if the Project is approved by the Minister.</p> <p>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.</p>
<div>██████████ ██████████████████</div>	<p>July 10, 2024 / Online Comment Form Page 1 Questions</p> <p>1. Contact information First name ██████</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) (Project). As requested, you have been</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<div>Last name [REDACTED]</div> <div>Street address [REDACTED]</div> <div>City Lincoln</div> <div>Phone [REDACTED]</div> <div>Email [REDACTED]</div> <div>2. I would like to be added to the study mailing list to receive future project updates.</div> <div>Yes</div> <div>Page 2 Questions</div> <div>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?</div> <div>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 taxpayer 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.</div> <div>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?</div> <div>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:</div> <div>Transportation Natural environment Built environment Social environment Economic environment Cultural environment Financial</div>	<div>added to the Project’s mailing list based on the contact information provided in response to Questions 1 and 2 of the Public Information Centre (PIC) Comment Form. The following provides our responses to your comments to Questions 3, 5 and 7 for your information:</div> <div>Question #3: As part of finalizing the purpose/opportunity statement for the Project during preparation of the EA, the public will have an opportunity to comment on it including whether the Project is required from their perspective. As stated in the Traffic, Operations and Safety Work Plan (Appendix B of the draft ToR), origin-destination surveys for commercial traffic will be completed as part of the traffic analysis carried out during preparation of the EA to thoroughly understand truck traffic movements and patterns within the broader Traffic Analysis Study Area. We can understand your frustration with the number of previous related studies completed in response to the problems associated with truck traffic and crossing the Niagara Escarpment. However, recommendations from those previous studies have been acted upon with physical improvements being constructed to enhance safety. In addition, the previous studies have been integral to developing the draft ToR and will again be used during preparation of the EA.</div> <div>Question #5: Upon completion of the EA, approval of the proposed Project by the Minister of the Environment, Conservation, and Parks (Minister), and Detailed Design (future stages), 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, utility relocations and other mitigating factors identified through that process.</div> <div>Question #7: There is a public Council code of conduct including conflict of interest provisions. You can insert the link to this Code of Conduct - <a href="https://www.niagararegion.ca/government/accountability/lobbyist-registry/code-of-conduct-councillors.aspx">https://www.niagararegion.ca/government/accountability/lobbyist-registry/code-of-conduct-councillors.aspx</a> This is what we can publicly provide. We can confirm that the Region holds Officers Insurance, however it is not a public document.</div> <div>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 the Ministry of the Environment, Conservation and Parks.</div>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Are there other considerations or criteria that should be added to these categories?</p> <p>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.</p> <p>6. The draft Terms of Reference proposes several activities for consulting with the public during the Comprehensive Environmental Assessment. These activities include:</p> <p>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?</p> <p>1. Regional legal staff should take the time to attend not paid consultants.</p> <p>7. Do you have any other comments or questions?</p> <p>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</p>	
Traffic Planning		
<div>██████████</div> <div>██████████</div>	<p>July 4, 2024 / Email</p> <p>The following are some comments and questions on the draft TOR for the Niagara Escarpment Crossing Comprehensive EA:</p> <p>General:</p> <p>Review agencies should be explicitly listed Need: updated truck volumes? expectation that all current truck escarpment crossings will be closed to trucks, including Victoria? will some remain as "local traffic"? Transportation measures should include access by active transportation across the crossing</p> <p>Appendix A Transportation Planning and Engineering Work Plan</p> <p>This doesn't describe much transportation planning work. What volumes of truck and total traffic are forecast? Is this all diverted traffic from West Niagara crossings, or does it include Red Hill</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via email dated July 4, 2024. You have been added to the Project's mailing list for being kept informed of the Project.</p> <p>General: The review agencies contacted as part of developing the draft ToR are listed in the Record of Consultation (RoC) prepared under separate cover. The RoC will be made available along with the proposed ToR for inspection by review agencies, Indigenous communities, and the public.</p> <p>Need: As stated in the Traffic, Operations and Safety Work Plan (Appendix B of the draft ToR), truck traffic volumes will be updated as part of the traffic analysis carried out during preparation of the EA. The potential closure of current crossings of the Niagara Escarpment to truck traffic are not</p>



Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>Creek or Hwy 403 traffic, for example? Does this forecast include future commercial development throughout the Region? Over what time horizon?</p> <p>At the alternatives stage the true feasibility and likelihood of any required QEW modifications (to existing interchanges or the creation of a new interchange) needs to be specified. There is no point in going into an in-depth consideration of an alignment between Beamsville and Grimsby, for example, if the likelihood of the planning and construction of a new interchange within the next 15 years is given a 0% likelihood of occurring by the MTO!</p> <p>Is including active transportation facilities a requirement?</p> <p>What is an acceptable grade for this facility?</p> <p>Appendix B Transportation Traffic Operations and Safety Work Plan</p> <p>Considering that it unlikely that construction could be completed within 7 years, the study timeframe seems too short.</p> <p>Are the typical AM, PM and weekend peak hours sufficient to show the peak commercial traffic (which is ostensibly the main driver of this study)?</p> <p>Is impact on crossing traffic quantified? Does this include active transportation?</p> <p>Is the stated timeframe of 18 months and 6 months for recent development still valid?</p> <p>What methodology is to be used for predicted collisions? (e.g. # of conflicting movements, weighting for type of road user, etc.)</p> <p>Appendix J Natural Heritage Work Plan</p> <p>“Meader-belt” or meander belt?</p> <p>Appendix K Noise and Vibration Work Plan</p> <p>Does the Traffic Noise Model being used explicitly consider truck volumes, truck types, grades and intersections?</p> <p>Overall, the Terms of Reference are detailed and hit all major areas. In order to show that the benefits of a new crossing outweigh the adverse impacts in a highly sensitive natural heritage area, the transportation demand and safety justification needs to be rock solid.</p> <p>Best of luck with the next stage of the study. I look forward to following your progress.</p> <p>██████████</p> <p>██████████████████</p> <p>██████████</p>	<p>envisioned at this time and, if considered, would be subject to the outcome of the EA as part of the proposed Project.</p> <p>As outlined in the Transportation and Engineering Work Plan (Appendix A of the draft ToR), the conceptual designs of Alternatives 3 and 4 to the Project will incorporate active transportation needs, as appropriate, which will be further refined during the alternative methods of carrying out the Project stage and developed to a preliminary design level of detail as part of impact assessment stage of the EA.</p> <p>Appendix A Transportation Planning and Engineering Work Plan: Please see the Transportation Traffic, Operation and Safety Work Plan (Appendix B of the draft ToR) that addresses your questions on forecasting truck volumes and total traffic, the limits of the Initial Traffic Analysis Study Area, and the future horizon years.</p> <p>As described in the Transportation and Engineering Work Plan (Appendix A of the draft ToR), the conceptual designs of Alternatives 3 and 4 to the Project will incorporate interchange layouts which will be further refined during the alternative methods of carrying out the Project stage and developed to a preliminary design level of detail as part of impact assessment stage of the EA. 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 including proposed interchange layouts with the QEW.</p> <p>As mentioned, active transportation needs will be considered during preparation of the EA. The conceptual designs of Alternatives 3 and 4 will determine appropriate grades for the proposed Project which will be further refined during the alternative methods of carrying out the Project stage and confirmed as part of preliminary design undertaken during the impact assessment stage of the EA.</p> <p>Appendix B Traffic, Operations and Safety Work Plan: Comment: Considering that it unlikely that construction could be completed within 7 years, the study timeframe seems too short Response: The ultimate horizon year is 2051, with interim year of 2035. This is consistent with the planning horizon in the current Provincial Growth Plan.</p> <p>Comment: Are the typical AM, PM, and weekend hours sufficient to show peak commercial traffic Response: These are the hours that typically represent the highest overall traffic conditions. In terms of the commercial vehicle percentage of the overall traffic volumes, the off-peak (night) may have a higher percentage than peak period but due to the relatively low autos during that period, the traffic operations are expected to be close to free-flow.</p> <p>Comment: Is impact on crossing traffic quantified? Does this include active transportation?</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
		<p>Response: Pages 10-11 of the Appendix B (Traffic Operations and Safety Analysis Methodology) provides an overview of the traffic operations assessment and how it is quantified. Measures of Effectiveness such as Level of Service, Volume-to-capacity ratio, delay, queuing (95th percentile), reduction in number of conflicts is expected to be used assess the impact on traffic. Active Transportation is included as part of the Transportation Planning and Engineering Work Plan (Appendix A).</p> <p>Comment: Is the stated timeframe of 18 months and 6 months for recent development still valid? Response: This timeline is for requesting development applications that have been approved or expected to be approved to estimate the expected future demand in the area. The 6-month and 18-month timeframe is in relation to the start of the Niagara Escarpment Crossing EA. Essentially any available information would be requested at the time of initiating the Niagara Escarpment Crossing EA regarding future developments so that it can be incorporated to estimate future travel demand.</p> <p>Comment: What methodology is to be used for predicted collisions? (e.g. # of conflicting movements, weighting for the type of road users, etc.) Response: As noted in the workplan (Appendix B Section 2.2.2), a reduction in the number of conflicts is included as a metric. The methodology for predicted collision will be dependent on the available data at the time of initiating the Niagara Escarpment Crossing EA (i.e. Regional Safety Performance Factors).</p> <p>Appendix J Natural Heritage Work Plan: The typo regarding “meander-belt” has been corrected.</p> <p>Appendix K Noise and Vibration Work Plan: Yes.</p> <p>Thank-you for overall positive view of the draft ToR, and we acknowledge your concluding statement.</p> <p>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.</p>
<div>██████████</div> <div>████████████████████</div>	<p>July 4, 2024 / Email</p> <p>Hello,</p> <p>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.</p>	<p>October 9, 2024 / Email</p> <p>Hello,</p> <p>Thank you for your comments on the draft Terms of Reference (ToR) for the Niagara Escarpment Crossing Comprehensive Environmental Assessment (CEA) provided via email dated July 4, 2024. You have been added to the Project’s mailing list for being kept informed of the Project.</p>

Stakeholder Groups (Grouped into Themes)		
Contact	Correspondence Received	Response
	<p>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 would be an important inclusion in the proposed framework that will be followed during the preparation of the Niagara Escarpment Crossing Environmental Assessment.</p> <p>Thank you,</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	<p>Yes, an updated traffic analysis including surveys will be carried out during preparation of the EA. Please see the Traffic, Operations and Safety Work Plan (Appendix B to the draft ToR) for further details.</p> <p>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.</p>