

Schedule 'C' Municipal Class Environmental Assessment for Merritt Road (Regional Road 37) and Rice Road (Regional Road 54) in the Town of Pelham, the City of Thorold and the City of Welland

APPENDIX

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Public Information Centre #2 Summary

If technical reports are required in an alternative format for accessibility needs, please contact:

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Public Information Centre #2 Summary Report

Schedule 'C' Municipal Class Environmental Assessment for
Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Town of Pelham, City of Thorold, and City of Welland, Ontario

Prepared for:

Niagara Region

30 July 2021



Public Information Centre #2 Summary Report

Schedule 'C' Municipal Class Environmental Assessment for
Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Town of Pelham, City of Thorold, and City of Welland, Ontario

Prepared for:

Niagara Region

Prepared by:

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30 July 2021

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1.0 Introduction

The Niagara Region (the Region) is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for improvements to Merritt Road and Rice Road as a result of proposed developments in the Town of Pelham, the City of Thorold, and the City of Welland. The purpose of this Class EA is to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study will address active transportation needs by providing dedicated pedestrian and cyclist infrastructure that is safe, attractive, conforms to a complete streets approach, and compatible with the changing land use in the three local municipalities. This study is being conducted in accordance with the Ontario Environmental Assessment Act (EAA) requirements for a Schedule 'C' Project (Phases 1-4) as outlined in the Municipal Engineers Association's Class EA document (Municipal Engineers Association, 2000 as amended in 2011 and 2015).

This report documents the methods of distribution of Notice of Public Information Centre (PIC) #2, the purpose and content of PIC #1, and the comments received and responses provided by the Study Team.

2.0 Study Contact List

A Study Contact List was developed at the outset of the Study to identify contacts to distribute Study notifications. This list includes contacts from Indigenous Nations, Federal and Provincial Agencies, the local Conservation Authority, various departments from the Niagara Region, the Town of Pelham, the City of Thorold, the City of Welland, utility companies, special interest groups, members of the public who expressed interest in the study and the area residents.

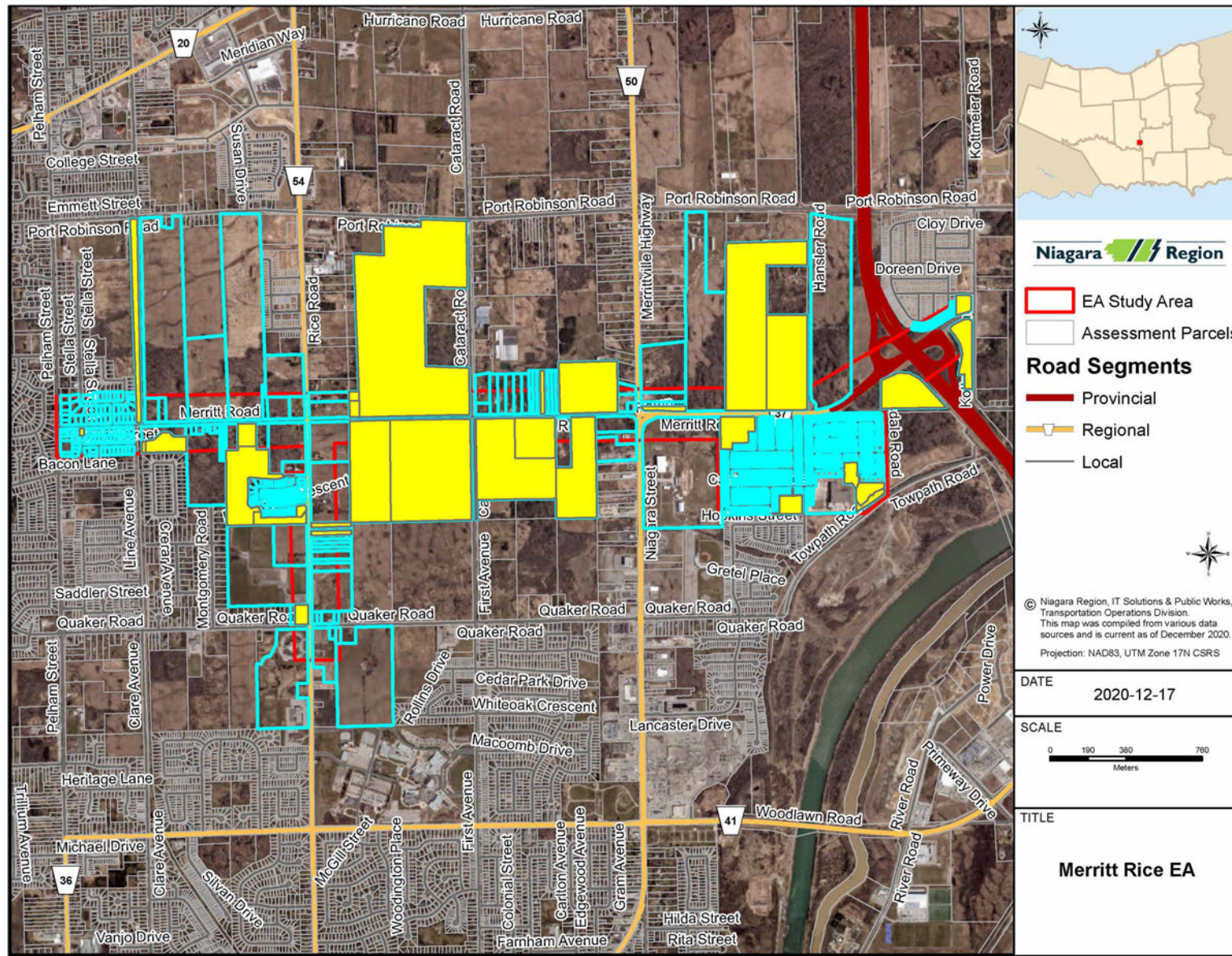
The Study Contact List will be updated throughout the Study. **Table 2-1** identifies the contact groups that are listed on the Study Contact List. **Figure 2-1** shows the consultation study area and highlights the area properties for which addresses are included in the Study Contact List.

Table 2-1: Contact Groups on the Study Contact List

Contact groups	
Indigenous Nations	
Six Nations of the Grand River	Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute
Mississaugas of the Credit First Nation	
Federal Agencies	
Fisheries and Oceans Canada	
Provincial Agencies	
Ministry of the Environment, Conservation and Parks	Ministry of Natural Resources and Forestry
Ministry of Heritage, Sport, Tourism and Culture Industries	Ministry of Municipal Affairs and Housing
Ministry of Agriculture, Food and Rural Affairs	Ministry of Transportation
Infrastructure Ontario	
Conservation Authority	
Niagara Peninsula Conservation Authority	
Niagara Region	
Regional Clerk; Transportation Systems & Planning; Planning and Development Services; Transit; Water/Wastewater; Public Health	Real Estate; Emergency Medical Services; Police Services; Active Transportation Sub Committee; Elected Officials

Contact groups	
Town of Pelham	
Public Works; Planning & Development; Fire Services	Active Transportation Committee; Elected Officials
City of Thorold	
Engineering Division; Fire and Emergency Services	Active Transportation Advisory Committee; Elected Officials
City of Welland	
Planning; Development and Building Services; Engineering and Public Works	Fire & Emergency Services; Elected Officials
Utility Companies	
Niagara Peninsula Energy Inc.	Bell Canada
Cogeco Cable	Rogers Communications Inc.
Enbridge Gas Distribution	Niagara Region Broadband Networks
TransCanada Pipelines	Hydro One Networks Inc.
Special Interest Groups	
Niagara Regional Agricultural Society	Ontario Federation of Agriculture
District School Board of Niagara	Niagara Catholic District School Board
Welland Pelham Chamber of Commerce	Greater Niagara Chamber of Commerce
Merritt Meadows Rinaldi Homes	Niagara Association of REALTORS
Ontario Trucking Association	Niagara College

Figure 2-1: Consultation Study Area for Area Residents



3.0 Notice of Public Information Centre #2

A Notice of Public Information Centre #2 was issued to invite the public, Indigenous Nations, regulatory agencies and stakeholders to participate in the PIC #2. The notice was issued via following means:

Table 3-1: Distribution Method for the Notice of Public Information Centre #2

Notice Distribution Method	Date
Posting on project webpage	May 25, 2021
Email circulation to the Indigenous Nations (Mississaugas of the Credit First Nation, Six Nations of the Grand River, and Haudenosaunee Confederacy Chiefs Council c/o Haudenosaunee Development Institute)	May 26, 2021
Issued for mailout to the area residents (Figure 2-1)	May 26, 2021
Email circulation to Government Agencies, Emergency Services, Active Transportation Committees, Utility Companies and Special Interest Groups	May 27, 2021
Email circulation to regional and municipal clerks for distribution to elected officials	May 27, 2021
Publication in Voice of Pelham	May 26, 2021 June 2, 2021
Publication in Niagara This Week, Welland Tribune and Thorold News	May 27, 2021 June 3, 2021

The Notice of Public Information Centre #2 is provided in **Appendix A**.

4.0 Online Public Information Centre #2

As part of the PIC #2, an online meeting was held on June 9, 2021, at 6:00 p.m. The online meeting was held through Microsoft Teams. The information materials for PIC#2 were posted online on the project webpage in advance of the online meeting.

The purpose of the PIC #2 was to share the following information:

- Study Overview
- Municipal Class EA process and Timeline
- Feedback from the Public Information Centre #1
- Future Traffic Conditions
- Problem Statement
- Evaluation of Alternative Solutions
- Preferred Solution
- Technical Studies
- Possible Cross-sections
- Next Steps and Questions

The PIC #2 slides are provided in **Appendix B**. Comments were invited during a three-week period from June 9, 2021 – June 30, 2021. PIC participants were encouraged to submit their comments during the online meeting, by sending them via email to the Study Team Members, or by completing an online comment form available on the project webpage.

4.1 Summary of PIC #2 Comments and Study Team's Responses

A summary of comments received, and Study Team's responses is provided in **Table 5-1**. The comments received through PIC #2 were grouped by theme and the content of comments was summarized. Please note that the comments provided in **Table 5-1** do not reflect the exact wording, but instead provide a summary of those comments. Detailed comments are provided in the comments tracking table in **Appendix C**.

Table 4-1: Summary of PIC #2 Comments and Study Team's Responses

Subject	Summary of Comments	Study Team Response
Road Segment 1: Merritt Road between Rice Road (Regional Road 54) and Cataract Road	Why is this project proceeding, without any seriousness, prior to completing the Natural Heritage Plan for the Niagara Region?	This Niagara Region is undertaking a number of studies and projects. This project is consistent with various policy documents, including Niagara Region's Official Plan. Changes to the Natural Heritage Plan as a result of the ongoing Official Plan Review will not impact this project.
	Why is segment#1 not designed as a more urban route like the other 3 sections?	Segment 1 route has been classified according to the new complete street guidelines as a rural roadway. The preferred design will be identified that will be cognizant of natural environment in the area.
	Could you give a few examples of what sort of finding of negative environmental impact would lead to abandoning the plan for a Segment 1 extension across the Provincially Significant Wetland?	The first step would be to avoid project's potential impacts. If impacts cannot be avoided, mitigation measures will be proposed to minimize project's impacts.
	My property is corner of section 1. How much of my property will be expropriated	Details about property impacts will be identified at PIC #3. The Study Team will share roll plans at the next PIC, which will show proposed road cross-sections and how they will impact any private properties.
	Will I have access to my property off of Merritt Road on Segment #1. My property is at the corner of Rice and Merritt.	Details about your property's access will be determined in the next steps of this study, once the proposed road alignment and cross-section have been determined.
	My hope is that you'll end up choosing not to build the Segment 1 extension. However, in the case that this happens, are any sidewalks or cycling allowances planned for the existing section of Merritt Road that runs between Rice Road and Pelham Street, to the west of the study area?	The Town of Pelham is aware of this project. The Town will complete a separate study to consider active transportation on Merritt Road, between Rice Road and Pelham Street.
	I understand that Segment 1 area is being considered to be included into the urban boundary under the new official plan. Should you not be collaborating with the Official Plan Project Team and consider not putting ditches but rather a better water runoff system in Segment 1?	A Stormwater Management Assessment is being completed as part of this study to identify proposed stormwater management options for the subject road segments.
	How much of the Provincially Significant Wetland will be destroyed with the project?	The amount of Provincially Significant Wetland area to be impacted by this project will be determined as part of Phase 3 of the Class EA process. This information will be made available at the PIC #3.

Subject	Summary of Comments	Study Team Response
Road Segment 3: Merritt Road between Merrittville Highway / Niagara Street and Highway 406	Are left turn lanes still going to be considered for segment #3?	Left-turn lanes will be considered.
Road Segment 4: Rice Road between 200m north of Merritt Road and Quaker Road	In 2041, Segment #4, Rice Road will be widened to four lanes. What changes are planned, if any, in the very near future with regards to pedestrian sidewalks and possible bicycle lanes?	Information about the implementation strategy, including timing, will be provided in detail in the Environmental Study Report. For Segment 4, the Study Team will evaluate the possibility of installing active transportation facilities in near future (interim), with ultimate road widening to 4-lanes by 2041.
	Currently, for residents of Rosewood Estates, just off Rice Road, there are no sidewalks or bicycle lanes. These residents are constantly in danger when out for a walk or cycling.	Comment noted. For Segment 4, the Study Team will evaluate the possibility of installing active transportation facilities in near future (interim), with ultimate road widening to 4-lanes by 2041.
Consultation	Why are you having PICs? Clearly, you have decided on Alternative #5 and will do all of your Environmental Assessments to justify it.	The Study Team used input from various technical investigations to provide justification for preferred solution. Consultation is a key component of the Municipal Class Environmental Assessment process, which is an approved process under the Ontario's Environmental Assessment Act. The Study Team shared the identified preferred solution for review and input from the public, Indigenous Nations, Government Agencies, and key stakeholders.
Property Taking	Expropriation is a last resort. Negotiation if necessary is first intent.	Once the property requirements have been identified, the Region will consult with the impacted property owners to discuss and negotiate property requirements for the project as part of detailed design.
Regional Planning	This type of planning is ignoring both the climate crisis and the biodiversity crisis. The evaluation criteria do not include climate change impacts or biodiversity impacts in any meaningful way.	<p>In Ontario, the responsibility for long-term planning is shared between the provincial and municipal governments. The province sets the rules and directions for land use planning through the Planning Act and the Provincial Policy Statement. In certain areas of the province, there are more detailed and geography-specific policies, such as the Greenbelt Plan, Niagara Escarpment Plan, and A Place to Grow: Growth Plan for the Greater Golden Horseshoe.</p> <p>The Niagara Region Official Plan (Official Plan) is the long-range, community planning document used to guide the physical, economic and social development of the Niagara Region. It contains objectives, policies and mapping that implement the Niagara Region's approach to managing growth, growing the economy, protecting the natural environment, resources and agricultural land, and providing infrastructure. Chapter 7 of the Official Plan outlines the policies related to the natural environment (including climate change), and Chapter 9 outlines the policies for a safe and efficient transportation system for multimodal travel for all users.</p> <p>The Growth Plan for the Greater Golden Horseshoe identifies where and how growth will occur to a 2041 planning horizon. In order to appropriately accommodate forecasted growth, the Region must</p>

Subject	Summary of Comments	Study Team Response
		<p>plan for and implement a sustainable transportation system that has the ability to withstand stresses associated with population growth.</p> <p>It is recognized that the Niagara Region and specifically the adjacent lands to Merritt Road and Rice Road will continue to experience population and employment growth in the near future. The need for the proposed improvements was identified in the Council approved 2017 Niagara Region Transportation Master Plan. A transportation assessment was completed as part of the current Class EA Study to assess traffic operations and safety within the study area in the context of anticipated development that will be occurring within/adjacent to the study area in accordance with three separate Secondary Plans (East Fonthill Secondary Plan in the Town of Pelham, Port Robinson Secondary Plan in the City of Thorold and Northwest Welland Secondary Plan in the City of Welland). As a result of the proposed development, the transportation assessment identified significant congestion on the road network, particularly on Merritt Road between the Merrittville Highway/Niagara Street and the Highway 406 interchange by 2041. With the existing Merritt Road segment between Rice Road and Cataract Road remaining closed, Niagara Street between Merritt Road and Quaker Road and Quaker Road between Rice Road and Niagara Street will also experience a significant increase in traffic volumes given the need for motorists to take an indirect route between the Town of Pelham and the Highway 406 intersection.</p> <p>While the Niagara Region understands the need and desire to protect our natural environment, the proposed transportation improvements are required in order to provide capacity for the projected traffic growth.</p> <p>With respect to the region-wide planning, the Niagara Region is currently developing a new Official Plan. A number of background studies have been completed that discuss work completed in the areas of natural environment planning, agriculture, climate change and aggregate resources. Detailed discussion regarding climate change risks and opportunities and Niagara Region's climate change initiatives are discussed in the Climate Change Discussion Paper (Niagara Region, 2019). We would like to share with you the Creating a New Niagara Official Plan webpage, which hosts various background reports completed in support of the new Official Plan.</p>
Evaluation of Alternative Solutions	Concern with assigned scoring related to Natural Heritage, Terrestrial and Aquatic Environment, Health and Public Realm and Stormwater Management and Climate Change criteria.	<p>The current Class EA Study is being carried out as a Schedule 'C' project in accordance with the requirements of the Municipal Class EA process, which is an approved process under the Ontario Environmental Assessment Act. This study will address the requirements of Phases 1 to 4 of the Municipal Class EA process as described in the Municipal Class Environmental Assessment document (Municipal Engineers Association, 2000, as amended in 2007, 2011 & 2015).</p> <p>The evaluation of alternative solutions conducted as part of Phase 2 was completed in accordance with the process outlined in the Municipal Class Environmental Assessment document (Municipal Engineers Association, 2000, as amended in 2007, 2011 & 2015). The various alternative solutions were evaluated based on their potential impacts on various criteria related to six main categories: transportation, socio-</p>

Subject	Summary of Comments	Study Team Response
Traffic Patterns during COVID-19	Due to COVID-19, traffic patterns have changed, with more people working from home. We cannot keep planning transportation as if everyone will be commuting to work in their own vehicles and as if the destruction of critical natural infrastructure like Provincially Significant Wetlands is just the price we have to pay to shave a few minutes off our driving times.	<p>economic environment, natural environment, cultural environment and technical and cost considerations. Each alternative was assigned a score based on its potential impacts to the corresponding criteria.</p> <p>It is understood that there are assumptions and opinions that suggest major changes in travel patterns because of the ongoing pandemic due to the recent lockdowns. However, it remains to be seen whether these changes in travel patterns will be permanent.</p> <p>The Niagara Region has been working with the Ministry of Transportation on the Greater Golden Horseshoe Transportation Plan (GGHTP) study that has developed a transportation plan to the year 2051. The GGHTP considers global, national, provincial, and regional influences on transportation travel characteristics, travel patterns and infrastructure requirements.</p> <p>The Ministry of Transportation released the Transportation Plan for Greater Golden Horseshoe (GGH) in June 2021. It recognizes that although the GGH is an integrated economic region, its communities are diverse, with different transportation needs. The highly urban core of the City of Toronto will rely on transit and active transportation to move masses of people. The rapidly growing suburban municipalities surrounding Toronto require more transportation options and better connections. Small towns, rural areas and Indigenous communities need right-sized options to access services (Ministry of Transportation, 2021).</p> <p>As previously noted, proposed improvements are required in order to address traffic capacity in response to the anticipated growth. The proposed improvements to these two roads will provide sustainable transportation system and help address transportation capacity and active transportation connectivity issues. These improvements will also implement a complete streets approach which will improve safety for drivers; bicyclists; and pedestrians of all ages and abilities, while providing opportunities for walking and cycling. Stormwater management measures will also be recommended as part of the proposed improvements to manage stormwater.</p>
Mitigation Measures	The removal of Provincially Significant Wetlands cannot be mitigated. Whatever portions of the wetlands that are not destroyed by the construction to the road will be destroyed by the salt and pollution the road will drive into the remaining wetland. The noise and the lighting will disturb breeding birds and other animals, and the road will also cause wildlife mortality.	The Niagara Region is committed to avoiding the project's potential negative impacts and, where avoidance is not possible, mitigating accordingly. An Environmental Impact Study (EIS) is underway in consultation with the Niagara Peninsula Conservation Authority (NPCA) and will comply with Provincial and Regional plans, policies and guidelines as required to support the MCEA process. This Class EA, through the EIS, will identify the existing conditions within the Study Area and project's potential impacts on natural environment. Both direct and indirect and short-term and long-term impacts during construction, operation, and maintenance phases will be considered. The EIS will provide direction to the Region on identified negative environmental impacts and identify potential permits required by the Niagara Peninsula Conservation Authority and other agencies (e.g., Ministry of the Environment, Conservation and Parks and Fisheries and Oceans Canada).

Subject	Summary of Comments	Study Team Response
		<p>Standard mitigation measures to minimize impacts during construction phases (e.g., vegetation clearing outside the breeding bird and bat active seasons, erosion and sediment control plans, spill plans, etc.) will be included. To prevent long-term impacts such as road mortality and hydrology changes various road designs that include road ecology principles will be explored and incorporated (e.g., elevated road, wildlife crossings, and fencing). Habitat enhancement, restoration, and compensation will also be required. Long-term monitoring and adaptive mitigation/monitoring will also be included in the recommendations to ensure impacts to the surrounding habitat features are reduced and mitigated.</p>
Area of Disturbance	<p>The Provincially Significant Wetlands exist on both the north and south sides of Merritt Road throughout almost its entire length. There is no way to widen any segment of the road, or create the extension of the road, without significant damage to wetlands.</p>	<p>The extension of Merritt Road between Rice Road and Cataract Road and widening of the existing road segments of Merritt Road and Rice Road will occur in accordance with the Niagara Region's Complete Streets Design Guide (currently under development). The following road typologies and associated road widths will be used:</p> <ul style="list-style-type: none"> • Rural Scenic: 20-26 m (Segment 1) • Urban General Narrow: 20-26 m (Segment 2) • Urban General Wide: 26-36 m (Segments 3 and 4) <p>As noted in the above response, the Niagara Region is committed to mitigating the project's potential negative impacts to the greatest extent possible. The project's direct and indirect impacts during construction and operation and maintenance phases will be mitigated to the extent possible.</p>
Justification for the Project	<p>The existing parallel roads to the north and south of the Segment 1, are alternatives to "the most direct route" that would not cause the same amount of environmental carnage.</p> <p>In addition, congestion can be an impetus for people to make different choices that would be better for the environment, for instance, take public transit, work from home more often, alter their work time to avoid traffic, carpool etc.</p>	<p>The need for the proposed improvements was identified in the 2017 Niagara Region Transportation Master Plan and confirmed via the traffic assessment completed as part of the current Class EA Study. As presented in the Public Information Centre #2 slides, traffic on the surrounding roads will be congested in the forecast horizon years. The proposed improvements will help address the anticipated traffic congestion and will improve active transportation connectivity by closing the gaps of missing pedestrian and cycling links.</p>
Impact of the project on Highway 20	<p>I was pleased to see the detailed analysis of traffic patterns for the various options. I was wondering if your data includes the impact of the project on Highway 20?</p>	<p>Our analysis of traffic did not include an analysis of traffic on Highway 20. However, the opening of the new section of Merritt Road will provide another alternative route for traffic and a direct route between the Town of Pelham and Highway 406, resulting in potential shift of some traffic away from Highway 20.</p>

Subject	Summary of Comments	Study Team Response
Stormwater Management / Low Impact Development (LID)	Is the Study Team able to comment on the LID features that may be implemented in the project design (e.g., biocells for trees, and permeable surfaces)?	<p>Thank you very much for your suggestion regarding the use of LID Best Management Practices for the proposed road improvements for Merritt Road and Rice Road.</p> <p>As part of the next phase of this Class EA (i.e., Phase 3), the Study Team will identify and evaluate various stormwater management (SWM) options for the various road segments. LID features will be considered as part of the SWM alternatives; however, appropriate LID options will vary based upon the future roadway section (i.e., urban cross-section vs rural cross-section). For example, silva cells for tree plantings would be appropriate for urban cross-sections, whereas LIDs such as enhanced grass swales would be preferred for rural / ditched roadways.</p> <p>Information related to the proposed SWM features will be presented at the PIC #3.</p>
Active Transportation Facilities	Will the Study Team consider sidewalks and bike lanes on one side of the road?	<p>As part of the next phase of this Class EA (i.e., Phase 3), the Study Team will identify and evaluate various cross-section alternatives for the four road segments, which will include active transportation facilities. Preferred road cross-sections (including active transportation facilities) will be identified considering constraints (for example, location of hydro poles) and evaluating impacts on various environmental factors and considering technical and cost considerations.</p> <p>Information related to the proposed active transportation facilities will be presented at the PIC #3.</p>
Vegetation and Tree Planting	What type of vegetation and trees will be planted for replacement?	<p>Vegetation and tree planting is typically confirmed during detailed design phase. Site restoration/revegetation will include an appropriate mix of native, non-invasive and locally appropriate plantings. A tree inventory will be completed during detailed design and an assessment will be completed at that time to identify number of tree removal. A tree assessment, protection and compensation plan will be developed at that time to protect as many trees as possible, and to identify tree compensation, where tree removal is required.</p>
Pelham's Active Transportation initiatives	It would be very interesting to know how the proposed project fits into Pelham's Active Transportation initiatives.	<p>The cross-sections and active transportation will be considered in context of the Town of Pelham's plans for active transportation. As noted in Town of Pelham's Active Transportation Plan, Merritt Road, between Pelham Street and Rice Road, is proposed to be a Signed Bike Route. Rice Road, between Merritt Road and Port Robinson Road, is proposed to include a "proposed in-boulevard trail".</p>

5.0 Next Steps

Comments will be further reviewed by the Study Team and will inform the next phase of the Study. The project team will identify and evaluate alternative design concepts to identify a preliminary preferred design for the proposed road improvements. The preliminary preferred design will be presented to the public, Indigenous Nations, Government Review Agencies, and key stakeholders/interest groups in PIC #3, which is planned for fall 2021.



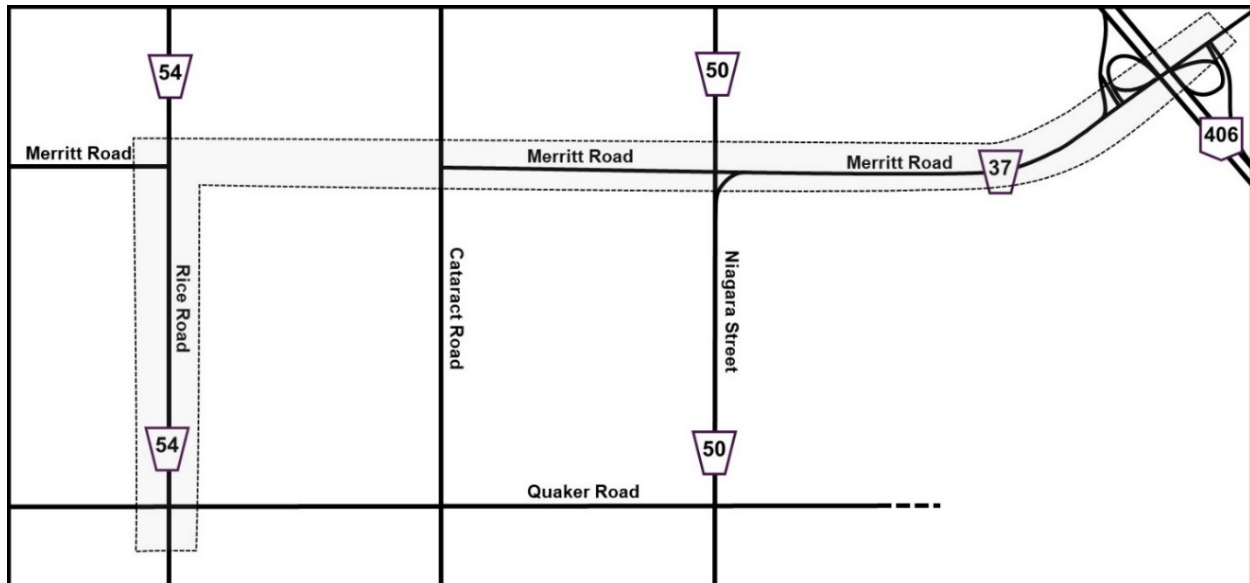
Appendix A:
Notice of Public Information Centre #2

Notice of Online Public Information Centre #2

Municipal Class Environmental Assessment for Merritt Rd. (RR 37) and Rice Rd. (RR 54) in Pelham, Thorold and Welland

The Study

The Regional Municipality of Niagara (Niagara Region) is undertaking an Environmental Assessment (EA) Study for improvements to Merritt Road and Rice Road as a result of proposed developments in the Town of Pelham, the City of Thorold and the City of Welland.



This study will build on the recommendations of the Niagara Region's Transportation Master Plan (TMP), which included the following:

- Extension of Merritt Road between Regional Road 54 (Rice Road) and Cataract Road;
- Capacity improvements of Merritt Road from Cataract Road to Highway 406; and,
- Capacity improvements to Regional Road 54 (Rice Road) from 200 meters north of Merritt Road to Quaker Road.

The Study will aim to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study will address active transportation needs by providing dedicated pedestrian and cyclist infrastructure that is safe, attractive, conform to a complete streets approach, and compatible with the changing land use in the three local municipalities.

The Process

The study is being carried out as a Schedule 'C' project in accordance with the requirements of the Municipal Class EA process, which is an approved process under the Ontario Environmental Assessment Act. This study will address the requirements of Phases 1 to 4 of the Municipal Class EA process. Once the study is complete, an Environmental Study Report will be prepared and available for public review and comment. A Notice of Completion will be issued at that stage.

You are invited to participate!

Consultation with the public, Indigenous Nations, regulatory agencies and stakeholders is a key element of the Class EA process. The Public Information Centre (PIC) #1 was held from March 24, 2021 to April 7, 2021 to introduce the Study. A Summary Report documenting the comments received from PIC #1 and Study Team's responses is provided on the [project webpage](#).

The Niagara Region is now planning to host the **PIC #2** for this study. The purpose of this PIC is to share information about the study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the Study. The PIC #2 will be held in an **online format** via project webpage.

You are invited to **attend the Online Presentation on Wednesday, June 9, 2021**, starting at **6:00 pm**. There will be an opportunity at the end of the presentation to ask any questions or submit comments. To join the online presentation, please visit the [project webpage](#) on the day of presentation and click on the presentation link. In addition, the information materials related to the PIC #2 will be available on the project webpage starting June 9, 2021, and comments will be received until **June 30, 2021**.

Stay Connected!

If you would like to receive future notices via email, or if you have any questions or comments, please contact one of the Study Team Members identified below:

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Consultant Project Manager

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Information will be collected in accordance with the Freedom of Information and Protection of Privacy Act. With the exception of personal information, all comments will become part of the public record.

Tracey General
Senior Administrator
Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute
hdi2@bellnet.ca

May 26, 2021

Re: Notice of Public Information Centre #2 - Municipal Class Environmental Assessment for Merritt Rd. (RR 37) and Rice Rd. (RR 54) in Pelham, Thorold and Welland

Dear Ms. General,

The Regional Municipality of Niagara (Niagara Region) is undertaking a Municipal Class Environmental Assessment Study (Class EA / the Study) for improvements to Merritt Road and Rice Road due to proposed developments in the Town of Pelham, the City of Thorold and the City of Welland.

A Notice of Study Commencement and a Project Summary was sent to the Haudenosaunee Confederacy Chiefs Council by the Niagara Region on January 14, 2021, followed by a Notice of Public Information Centre (PIC) #1 on March 5, 2021. PIC #1 was held from March 24, 2021 to April 7, 2021 to introduce the Study. A Summary Report documenting the comments received from PIC #1 and Study Team's responses is provided on the [project webpage](#).

The Niagara Region is now planning to host **PIC #2** to share information about the Study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the Study. As part of the PIC, an online presentation will be delivered on **Wednesday, June 9, 2021**, starting at **6:00 pm**. If you would like to attend the online presentation, please visit the [project webpage](#) on the day of presentation and click on the presentation link. In addition, information materials related to the PIC #2 will be available on the project webpage starting June 9, 2021 and comments will be received until **June 30, 2021**.

The Niagara Region would like to invite the Haudenosaunee Confederacy Chiefs Council to participate in the PIC #2 and provide any comments about the project. Alternatively, the Niagara Region would welcome the opportunity to meet and present this information to you and discuss any comments you may have about the project. We are also seeking information about the potential for the project to affect Indigenous and treaty rights. If you would like to meet, please feel free to contact the undersigned.

Sincerely,

M. Elmadhoon

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Todd Williams (williams.todde@gmail.com)
Mary Kelly, Wood (mary.k.kelly@woodplc.com)

Encl: Notice of Public Information Centre #2

Fawn Sault
Consultation Manager
Mississaugas of the Credit First Nation
Fawn.Sault@newcreditfirstnation.com

May 26, 2021

Re: Notice of Public Information Centre #2 - Municipal Class Environmental Assessment for Merritt Rd. (RR 37) and Rice Rd. (RR 54) in Pelham, Thorold and Welland

Dear Ms. Sault,

The Regional Municipality of Niagara (Niagara Region) is undertaking a Municipal Class Environmental Assessment Study (Class EA / the Study) for improvements to Merritt Road and Rice Road due to proposed developments in the Town of Pelham, the City of Thorold and the City of Welland.

A Notice of Study Commencement and a Project Summary was sent to the Mississaugas of the Credit First Nation by Niagara Region on January 14, 2021, followed by a Notice of Public Information Centre (PIC) #1 on March 5, 2021. PIC #1 was held from March 24, 2021 to April 7, 2021 to introduce the Study. A Summary Report documenting the comments received from PIC #1 and Study Team's responses is provided on the [project webpage](#).

The Niagara Region is now planning to host **PIC #2** to share information about the Study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the Study. As part of the PIC, an online presentation will be delivered on **Wednesday, June 9, 2021**, starting at **6:00 pm**. If you would like to attend the online presentation, please visit the [project webpage](#) on the day of presentation and click on the presentation link. In addition, information materials related to the PIC #2 will be available on the project webpage starting June 9, 2021 and comments will be received until **June 30, 2021**.

The Niagara Region would like to invite the Mississaugas of the Credit First Nation to participate in the PIC #2 and provide any comments about the project. Alternatively, the Niagara Region would welcome the opportunity to meet and present this information to you and discuss any comments you may have about the project. We are also seeking information about the potential for the project to affect Indigenous and treaty rights. If you would like to meet, please feel free to contact the undersigned.

Sincerely,

A handwritten signature in black ink that reads "M. Elmadhoon".

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
Maged.Elmadhoon@niagararegion.ca

A handwritten signature in black ink that reads "Jeff Suggett".

Jeff Suggett, M. Sc.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Jeff.Suggett@woodplc.com

Cc: Megan DeVries (megan.devries@mncfn.ca)
Mary Kelly, Wood (mary.k.kelly@woodplc.com)

Encl: Notice of Public Information Centre #2

Robbin Vanstone
Consultation Supervisor
Six Nations of the Grand River
rlinn@sixnations.ca

May 26, 2021

Re: Notice of Public Information Centre #2 - Municipal Class Environmental Assessment for Merritt Rd. (RR 37) and Rice Rd. (RR 54) in Pelham, Thorold and Welland

Dear Mr. Vanstone,

The Regional Municipality of Niagara (Niagara Region) is undertaking a Municipal Class Environmental Assessment Study (Class EA / the Study) for improvements to Merritt Road and Rice Road due to proposed developments in the Town of Pelham, the City of Thorold and the City of Welland.

A Notice of Study Commencement and a Project Summary was sent to the Six Nations of the Grand River by Niagara Region on January 14, 2021, followed by a Notice of Public Information Centre (PIC) #1 on March 5, 2021. PIC #1 was held from March 24, 2021 to April 7, 2021 to introduce the Study. A Summary Report documenting the comments received from PIC #1 and Study Team's responses is provided on the [project webpage](#).

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Sincerely,

M. Elmadhoon

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
Maged.Elmadhoon@niagararegion.ca

Jeff Suggett

Jeff Suggett, M. Sc.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
Jeff.Suggett@woodplc.com

Cc: Lonny Bomberry (lonnybomberry@sixnations.ca)
Tanya j. Hill-Montour (tanyahill-montour@sixnations.ca)
Dawn LaForme (dlaforme@sixnations.ca)
Mary Kelly, Wood (mary.k.kelly@woodplc.com)

Encl: Notice of Public Information Centre #2

Talpur, Mir

From: Talpur, Mir
Sent: Thursday, May 27, 2021 2:12 PM
To: EnviroOnt@tc.gc.ca; FisheriesProtection@dfo-mpo.gc.ca; joan.delvillarcuicas@ontario.ca; eanotification.wcregion@ontario.ca; MNRF.Ayl.Planners@ontario.ca; ken.cornelisse@ontario.ca; rosi.zirger@ontario.ca; karla.barboza@ontario.ca; Aldo.Ingraldi@ontario.ca; anneleis.eckert@ontario.ca; Kyle.Saulnier@ontario.ca; Jenna.Wolno@ontario.ca; lance.dutchak@ontario.ca; nancy.mott@ontario.ca; jim.avram@ontario.ca; michael.lindsay@infrastructureontario.ca; smiller@npca.ca; ddeluce@npca.ca; kfrohlich@npca.ca; aaldworth@npca.ca; mustafa.hirji@niagararegion.ca; Vanessa.Aykroyd@niagararegion.ca; Susan.Dunsmore@niagararegion.ca; Lori.Karlewicz@niagararegion.ca; Diana.Huson@niagararegion.ca; Leanna.Villella@niagararegion.ca; Tim.Whalen@niagararegion.ca; Taylor.Boyle@niagararegion.ca; Manny.Rataul@niagararegion.ca; shawn.mccauley@niagararegion.ca; Derek.McGaghey@niagararegion.ca; Jacqueline.Gates@niagararegion.ca; Cassandra.Ogunniyi@niagararegion.ca; Britney.Fricke@niagararegion.ca; jackie.gervais@niagararegion.ca; Dragan.Mrkela@niagararegion.ca; Kevin.Macdonald@niagararegion.ca; jade.anema@niagararegion.ca; Brittany.Lauzon@niagararegion.ca; jmarr@pelham.ca; rcook@pelham.ca; BWiens@pelham.ca; slarocque@pelham.ca; sean.dunsmore@thorold.ca; jaroslav.hajek@thorold.ca; rachel.learocque@welland.ca; grant.munday@welland.ca; sherri-marie.millar@welland.ca; scott.richardson@welland.ca; kevin.smith@niagararegion.ca; psb@nrps.on.ca; blymburner@pelham.ca; terry.dixon@thorold.ca; fire@welland.ca; active@pelham.ca; beaclark01@gmail.com; batyregion@gmail.com; dnicholson41@cogeco.ca; mary.clare@outlook.com; beatewolf@yahoo.co.uk; Donna.Delveccchio@thorold.ca; WATAC@welland.ca; haroldsawchuk@yahoo.ca; yang.xiao@npei.ca; steven.chappell@bell.ca; derek.black@cogeco.com; Randy.Leppert@cogeco.com; zachary.baum@rci.rogers.com; robert.donofrio@enbridge.com; Mark-Ups@enbridge.com; James.Callaghan@enbridge.com; robert.donofrio@enbridge.com; mark.kuhlmann@nrbn.ca; jeremy.smith@nrbn.ca; SecondaryLandUse@HydroOne.com; Jim.Oriotis@HydroOne.com; info@niagaraex.com; tyler.brooks@ofa.on.ca; Warren.Hoshizaki@dsbn.org; Karen.Bellamy@DSBN.ORG; Cheryl.Morgan@DSBN.ORG; info@ncdsb.com; scanjar@movingniagara.com; info@gncc.ca; admin@rinaldihomes.com; grant@niagararealtor.ca; stephen.laskowski@cantruck.ca; brhughes@niagaracollege.ca; stephanie@primont.com
Cc: Elmadhoon, Maged; Suggett, Jeff; Shams, Aniq; Ruck, Victoria
Subject: Notice of PIC 2 - Municipal Class EA-Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Attachments: IM20103036_MerrittRd-RiceRd_Niagara_Notice-PIC#2_19-05-2021 (Website).pdf

**Re: Notice of Online Public Information Centre #2
Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Municipal Class Environmental Assessment**

Please find attached Notice of Online Public Information Centre (PIC) #2 for the Municipal Class Environmental Assessment (Class EA) for the improvements to Merritt Road and Rice Road due to planned developments in the Town of Pelham, the City of Thorold and the City of Welland.

Building on the recommendations of the Niagara Region's Transportation Master Plan (TMP), the Niagara Region has retained Wood to undertake a Schedule 'C' Class EA to identify an implementation strategy for the transportation infrastructure requirements for Merritt Road and Rice Road. The EA study aims to reimagine the two roadways to meet the future needs of the surrounding community for all road users. The study will address active transportation needs by providing dedicated pedestrian and cyclist infrastructure that is safe, attractive, and conform to a complete streets approach.

The Niagara Region is planning to host the PIC #2 for this study. The purpose of this PIC is to share information about the study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the Study. The PIC #2 will be held in an online format via project webpage.

Date: Wednesday, June 9, 2021
Place: Online Presentation - project webpage: <https://niagararegion.ca/projects/regional-road-37>
Time: Starting at 6:00 p.m.

Please refer to the attached notice for more information.

Sincerely,

Mir

Mir Ahsan Talpur, M.Env.Sc., EP
Environmental Planner
Mobile: +1 (647) 545 8974
3450 Harvester Road, Suite 100
Burlington ON L7N 3W5
www.woodplc.com

wood.

Talpur, Mir

From: Talpur, Mir
Sent: Thursday, May 27, 2021 2:16 PM
To: sleach@pelham.ca; wolson@pelham.ca; clerk@welland.ca; Donna.Delvecchio@thorold.ca
Cc: Ann-Marie.Norio@niagararegion.ca; clerk@niagararegion.ca; Elmadhoon, Maged; Suggett, Jeff; Shams, Aniq; Ruck, Victoria
Subject: Notice of PIC 2 - Municipal Class EA-Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Attachments: IM20103036_MerrittRd-RiceRd_Niagara_Notice-PIC#2_19-05-2021 (Website).pdf

**Re: Notice of Online Public Information Centre #2
Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Municipal Class Environmental Assessment**

Please find attached Notice of Online Public Information Centre (PIC) #2 for the Municipal Class Environmental Assessment (Class EA) for the improvements to Merritt Road and Rice Road due to planned developments in the Town of Pelham, the City of Thorold and the City of Welland.

In addition to the attached notice, you will shortly receive a meeting invite for this PIC for Wednesday, June 9, 2021 at 6:00 PM.

We kindly request you to please circulate this notice and the meeting invite to the elected officials, as appropriate.

Sincerely,

Mir

Mir Ahsan Talpur, M.Env.Sc., EP

Environmental Planner

Mobile: +1 (647) 545 8974

3450 Harvester Road, Suite 100

Burlington ON L7N 3W5

www.woodplc.com

wood.

Notice of Online Public Information Centre #2

Municipal Class Environmental Assessment for Merritt Rd. (RR 37) and Rice Rd. (RR 54) in Pelham, Thorold and Welland

Thorold Today – May 26, 2021

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THOROLD NEWS

COVID-19: Active cases in Niagara now under 400 following Thursday update

Two arrested after suspect barricades himself inside St. Catharines residence

CANADA: Despite economic reopening, students still worry about lack of summer work

Police investigate after male found dead at Fort Erie residence

Good morning, Thorold!

BEYOND LOCAL: After a year of Zoom meetings, we'll need to rebuild trust through eye contact

Police seize air pistol, suspected meth, fentanyl during armed person call in St. Catharines

West Lincoln Farm 911 applications now available online


Sacred fire ceremony honours 215 dead Indigenous children

Surgeries to ramp up at Niagara Health as pressure eases on hospital system

Brock U on-pace to welcome over 4,000 new students this fall

Turtles are on the move in Niagara right now - and they need your help to cross the road

TOP STORY



LIVE: Health minister, solicitor general to provide vaccine update at 1 p.m.

PUBLIC NOTICE


Notice of Online Public Information Centre #2

Environmental Assessment Study for Merritt Road and Rice Road


Learn More

Niagara Region
niagararegion.ca/projects

SPOTLIGHT



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7 ultimate backcountry adventures in Sault Ste. Marie

Blue yeti

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IS POWERED BY BLUE

SHOP NOW

Listings Today

Events

view all

215

This WeekTotal

Buy & Sell

view all

34

This WeekTotal

Jobs

view all

04

This WeekTotal

Updated: about a minute ago

ng-armed-person-call-in-st-catharines-3860...update on the future

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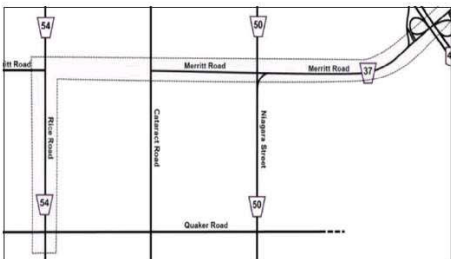
PUBLIC NOTICE

Notice of Online Public Information Centre #2 Municipal Class Environmental Assessment for Merritt Road (Regional Road 37) and Rice Road (Regional Road 54) in Pelham, Thorold and Welland

Niagara Region is undertaking an Environmental Assessment Study for improvements to Merritt Road and Rice Road as a result of proposed developments in the Town of Pelham, the City of Thorold and the City of Welland (see the study area map below). The study will aim to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study will address active transportation needs by providing dedicated pedestrian and cyclist infrastructure that is safe, attractive, conform to a complete streets approach, and compatible with the changing land use in the three local municipalities. This study is being carried out as a Schedule 'C' project in accordance with the requirements of the Municipal Class Environmental Assessment process. It will address the requirements of Class Environmental Assessment Phases 1 to 4.

The Public Information Centre #1 was hosted from March 24 to April 7, 2021 to introduce the study. A Summary Report documenting the comments received from Public Information Centre #1 and study team's responses is provided on the project webpage. Niagara Region is now planning to host the Public Information Centre #2 for this study. The purpose of this Public Information Centre is to share information about the study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the study. Public Information Centre #2 will be held in an online format via project webpage niagararegion.ca/projects/regional-road-37

You are invited to attend the online presentation on **Wednesday, June 9, 2021, starting at 6 p.m.** There will be an opportunity at the end of the presentation to ask any questions or submit comments. To join the online presentation, please visit the project page on the day of presentation and click on the presentation link. In addition, the information materials related to the Public Information Centre #2 will be available on the project webpage starting **June 9, 2021**, and comments will be received until **June 30, 2021**.



If you have any questions or comments, please contact one of the study team members:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3583
maged.elmadhoon@niagararegion.ca

Jeff Suggett, M. Sc.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
905-380-3601
jeff.suggett@woodplc.com

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 (MFIPPA)**. 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.

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Notice first issued in the newspaper on May 26 2021.

Niagara Region
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 @niagararegion

Letters continued

JUNKIN
continued from previous page

participate. All you need to do is track your minutes through the app or by calling them into the Town.

The timing of this challenge is fitting given that June is also Recreation Month. It doesn't matter how you participate. It could be playing tag with the kids in your yard, going for a walk on the Town's trails, biking the picturesque routes throughout the rural areas, or getting some gardening done. It all counts.

During this pandemic, I've seen firsthand and heard many more stories about Pelham residents, businesses, organizations, and groups answering the call to participate in virtual or distanced events, attend our drive-through parades, and engage with one another the community in safe ways. This challenge is no different, and why I believe we can win this thing.

All challenges in the June 30 for 30 calendar can be done safely and consider health and safety measures. As more amenities open up, so too will your options in how you participate.

Everything you need to know about the June 30 for 30 challenge and how to participate can be found by visiting www.pelham.ca/june30for30 or by contacting Leah Letford at lleford@pelham.ca or 905-892-2607 x352.

So, Pelham, what do you say? Do you think you have it in you? Do you think you can help make the Town of Pelham the most active community in Canada? I believe you can. Now get out there and get active!

Until next time... ♦

MCC donors on board with "agreeable outcome"

In the last week's "Publisher's Corner" column, attention was brought to the council-approved modifications to the second floor of the Meridian Community Centre. Those who closely follow the goings-on at Town Hall will know this is the formal location choice for an installation honouring the late councillor Mike Cioffi. Details remain intentionally ambiguous about the works in support of a public unveiling to come sometime later this year (pandemic health considerations being a major determining factor of when that will actually happen). The work is not complete, but what I've seen is attractive.

The idea of making a new space with a local history theme on the

second floor of the MCC is one that has been in circulation ever since the MCC opened. The Town has a hospitality advisory committee, upon which Councillor Cioffi sat, that has discussed different ways that local history might be recognized on the second floor, while recognizing that the donors must still be honoured. While the tragic death of Councillor Cioffi was unforeseen, the design and fundraising efforts currently underway are merely a continuation of this earlier advisory committee work with which he was involved. I can confirm that council approved the formation of a working group to complete this project, which Councillor Haun heads. One of the working group's mem-

bers was in communication with Mountainview Homes during the planning stages as was mentioned in the Voice's reporting.

I understand that any potentially impacted donors have been consulted and that the work being undertaken by the working group will result in an agreeable outcome that continues to recognize the donors, but also has space recognizing Councillor Cioffi. For example, the Upper Arena Lobby will remain solely sponsored by Mountainview Homes. I would be remiss not to mention that Mountainview Homes has continued its generous community support by yet again making a contribution to the MCC, this time specifically towards the Cioffi memorial that

will be adjacent to the Upper Arena Lobby. The Town is lucky to have community champions such as Mountainview Homes, the volunteers on the memorial working group, and the previous and current councils that gave birth to the MCC and have now made it more-or-less financially viable, at least outside of pandemics.

David Cribbs
Chief Administrative Officer
Town of Pelham

Editor's note: We couldn't agree more. All things considered, in response to the changes proposed for the MCC's upper lobby, and they way they were communicated, Mountainview has indeed been exceptionally accommodating.

NOISE
continued from Page 4

from cupboards and fillings to pop from teeth, maybe you could explain what it is you are attempting to project. We haven't yet heard of a trophy for having the most thunderous engine noise and you are a large part of the reason that we can't hear so well anymore.

But alas, your reign of aural terrorism is about to be quietened. The introduction of the near-silent electric car will mostly eliminate those piston-packing, four-cycle, V-something engines. Harley Davidson is selling electric motorcycles. So maybe you should get ready to amplify your near-noiseless car's audio system if you want to remain loudest among the most irritating audiophiles on the road. ♦

HUSON
continued from previous page

The reality is what we're trying to accomplish is setting a minimum standard for environmental policies. Local planning and councils have the ability to go above and beyond a Regional policy direction should they wish. By allowing for 3B and hoping local municipalities implement 3C, we're really missing the mark when it comes to the opportunity before us. I was ready to embrace the responsibility before us even if others were not.

When you diffuse responsibility across a great number of people (i.e., the 100-plus councillors in our 12 local municipalities) it becomes the responsibility of no one. We'll end up with a hodgepodge of environmental planning policies scattered across Niagara, because everyone could, and most likely will, make different decisions. No one wants that. And regardless of what option is selected down the road, the Region is a partner

with our local municipalities. They must work together, collaboratively and cohesively. The do so now, frequently and effectively.

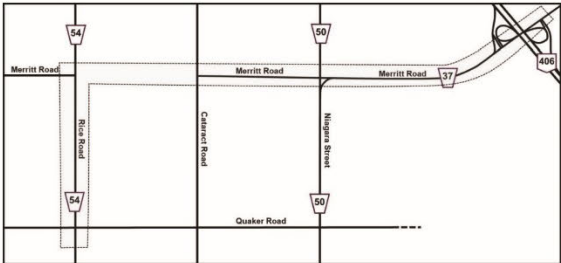
So, the fight for 3C will live for another day, another meeting and another vote. I truly felt we had an opportunity before us to set a vision for Niagara to the benefit of generations to come. There's a bigger picture here that seemed to be lost on a few. Municipalities are important partners in the fight against climate change. In fact, good land use planning is one of our most effective tools for adapting to climate change, and once we lose our green spaces, they are gone forever.

Let's not lose sight of the incredible opportunity before us and the gift we can leave our children, and their children for generations to come. ♦

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If you have any questions or comments, please contact one of the study team members:

Maged Elmadhoon, M.Eng., P.Eng. Manager, Transportation Planning Niagara Region 905-980-6000 ext. 3583 Maged.Elmadhoon@niagararegion.ca	Jeff Suggett, M. Sc. Consultant Project Manager Wood Environment & Infrastructure Solutions 905-380-3601 Jeff.Suggett@woodplc.com
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Notice first issued in the newspaper on May 26 2021.

NEWS



Petr Ganaj/Pexels
Emergency officials responding to a sudden death call at a home in Welland came across a number of dangerous reptiles, including a five-foot long cobra snake similar to this one.

COBRA AMONG REPTILES FOUND IN WELLAND HOME

POLICE RESPONDING TO SUDDEN-DEATH CALL FIND VENOMOUS CREATURES, REQUIRING EXPERTS TO BE CALLED IN

Emergency officials responding to a sudden-death call in Welland on Tuesday came across more than they bargained for: a number of dangerous reptiles, including a deadly five-foot-long cobra snake and other exotic snakes.

Niagara SPCA and Humane Society executive director John Greer said animal services officers from his agency were called by the Niagara Regional Police Service to help them after police officers discovered the venomous snake and the other reptiles on May 18.

Greer said specially trained and experienced reptile handling experts had to be called to the home on Crowland Avenue to safely remove the reptiles.

Greer reminded people that possessing a venomous snake is prohibited by law in the city of Welland, as well as many other cities and towns with bylaws covering exotic animals.

"Owning venomous reptiles, including snakes, poses serious risks to the public, the pet owners themselves, and emergency services personnel who may have to enter home," Greer said in a news release.

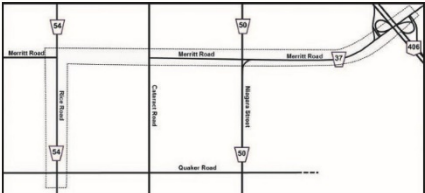
The Encyclopedia Britannica says cobra venom contains neurotoxins that attack the central nervous system, affecting breathing. Bites, particularly from larger species, can be fatal depending on the amount of venom injected.

Thousands of deaths occur each year in South and Southeast Asia from cobra bites, the encyclopedia says.

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If you have any questions or comments, please contact one of the study team members:

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3583
maged.elmadhoon@niagararegion.ca

Jeff Suggett, M. Sc.
Consultant Project Manager
Wood Environment & Infrastructure Solutions
905-380-3601
jeff.suggett@woodplc.com

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Niagara Region

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>>ARTS&LIFE

Toronto actor Paul Soles voiced ‘Spider-Man’ in 1960s animated series

VICTORIA AHEARN

> OBITUARY

Toronto actor Paul Soles, who voiced the lead role in Stan Lee’s original “Spider-Man” animated series and Hermey the elf in “Rudolph the Red-Nosed Reindeer,” has died.

His sister, Ruth-Ellen Soles, says he died of natural causes last Wednesday at home in Toronto.

He was 90.

Soles was the first actor to play the teenage Peter Parker and his arachnid-powered alter-ego onscreen in “Spider-Man” in the 1960s.

In a 2018 interview with The Canadian Press, he said he was initially “at a loss” on how to portray the role, partly because he didn’t feel like a superhero growing up.

But it turned out Lee wanted Spidey to have more human characteristics than other heroes of the era. Soles said he identified with the teen character’s feelings of being an outsider amongst his peers.

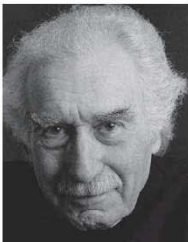
“I was like the proverbial 19-pound weakling who gets the sand kicked in his face,” Soles said.

“I never considered myself a superhero or how he would sound. But as it turned out over the years, that is what Lee apparently intended.”

Soles was born and raised in Toronto to parents Arthur L. Soles and Lillian (née Goodfellow), who were of Polish/Lithuanian Jewish ancestry. He had two siblings.

“He was a great person, he was a kind person, he was an ethical person, he was hugely funny,” Ruth-Ellen Soles said Monday in an interview.

Soles worked at radio stations while studying at Western University in London, Ont., and dropped out after his third year to work full-time in the business, which saw him take a job at a NATO military airbase in Germany in the 1950s.



THE CANADIAN PRESS

Paul Soles, shown in a family photo, who voiced Hermey the elf in “Rudolph the Red-Nosed Reindeer,” and the lead role in Stan Lee’s original “Spider-Man” animated series has died.

In 1962 he returned to Toronto, married wife Jean (née Allan) and went on to a longtime co-hosting job at CBC-TV’s “Take-30.”

His other credits around that time included the CBC-TV sketch comedy series “Charlie Had One But He Didn’t Like It, So He Gave It To Us” and the public broadcaster’s game show “This Is The Law.”

Soles also acted on stage in Canada and the U.S., but his roles as Spider-Man and Hermey, the misfit elf and Rudolph’s sidekick from the 1964 stop-motion animated TV special became part of the cultural lexicon. They would make him a fixture at comic-book con-

ventions for years.

“Spider-Man” was produced in Canada and the U.S., and ran on ABC from 1967 to 1970 with a cast of mostly Canadians.

Soles said his upbringing helped him identify with the teen angst of the friendly-neighbourhood superhero, noting he felt at times like he wasn’t accepted “by the vast majority” while growing up Jewish in Toronto from 1930-onward.

“That helped me find a common ground to be able to at least play the character with those characteristics, with those qualities that I think Stan had in mind,” he said.

“That, in a sense, was a bit of a

bond and why it was fun to do the character.”

Soles’ honours included a 2017 Canadian Screen Award for best actor in the digital series “My 90-Year Old Roommate.” He was deeply committed to his craft and also had passions for jazz music and aviation, says his family.

“I idolized him and wanted to do anything he did and that he would let me do with him,” said his sister.

“And anybody that I’ve ever spoken to over the years, the first thing that always came out of their mouths was ‘He was such a decent, kind person,’ and I’m proud of that.”

The Canadian Press

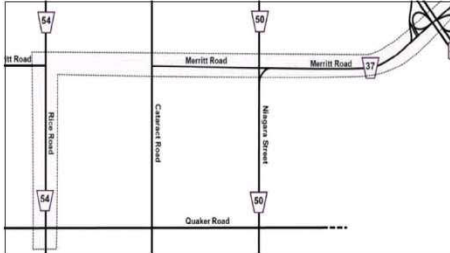
PUBLIC NOTICE

Notice of Online Public Information Centre #2
Municipal Class Environmental Assessment for Merritt Road
(Regional Road 37) and Rice Road (Regional Road 54)
in Pelham, Thorold and Welland

Niagara Region is undertaking an Environmental Assessment Study for improvements to Merritt Road and Rice Road as a result of proposed developments in the Town of Pelham, the City of Thorold and the City of Welland (see the study area map below). The study will aim to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study will address active transportation needs by providing dedicated pedestrian and cyclist infrastructure that is safe, attractive, conform to a complete streets approach, and compatible with the changing land use in the three local municipalities. This study is being carried out as a Schedule ‘C’ project in accordance with the requirements of the Municipal Class Environmental Assessment process. It will address the requirements of Class Environmental Assessment Phases 1 to 4.

The Public Information Centre #1 was hosted from March 24 to April 7, 2021 to introduce the study. A Summary Report documenting the comments received from Public Information Centre #1 and study team’s responses is provided on the project webpage. Niagara Region is now planning to host the Public Information Centre #2 for this study. The purpose of this Public Information Centre is to share information about the study, the evaluation of alternative solutions, the preferred solution and obtain input for consideration into the study. Public Information Centre #2 will be held in an online format via project webpage niagararegion.ca/projects/regional-road-37

You are invited to attend the online presentation on **Wednesday, June 9, 2021, starting at 6 p.m.** There will be an opportunity at the end of the presentation to ask any questions or submit comments. To join the online presentation, please visit the project page on the day of presentation and click on the presentation link. In addition, the information materials related to the Public Information Centre #2 will be available on the project webpage starting **June 9, 2021**, and comments will be received until **June 30, 2021**.



If you have any questions or comments, please contact one of the study team members:

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Notice first issued in the newspaper on May 26 2021.

Theft of egg cart saddens young entrepreneur

Ridgeville lad's chicken-raising venture faces surprising snag

BY DON RICKERS
VOICE CORRESPONDENT

Luke Braun is almost five years old, and lives with his family on rural Effingham Street, just south of Canboro Road. He attends Wellington Heights Public School, and loves baseball.

His father Tim thought that it would be a good life lesson for his son to raise chickens and sell the eggs, "to teach him the value of a dollar, and learn some responsibility."

So, every day, Luke tends to 26 cluckers in a homemade coop in the back yard. Many of the birds have names, which are displayed on small plaques attached to the chicken wire. Tim said that the birds produce about two dozen eggs every day, which are sold at a curbside cart by the driveway at only \$3 a dozen.

"We operate on the honour system. I leave a jar for people to deposit their money in, and I even

provide coins for change," said Tim.

At least, until recently.

Last week, an unknown miscreant in a black pickup truck stopped in front of the driveway, loaded the egg cart into the bed, and drove away. He was observed by Luke's mom, who was too late to intervene.

The cart was built only a couple weeks ago.

"You could still smell the varnish," said Tim, "and there was a wooden sign beside the cart that advertised 'Fresh Eggs, \$3.'"

Tim is planning for a replacement egg cart, but will likely chain it to the mailbox to prevent another theft. A neighbour, aware of the evil deed, presented Luke with \$50 to pay for materials to build a new one.

There is a remote possibility that the cart poacher thought that the cart was put out for free pickup. In that eventuality, the Brauns would appreciate the cart being dropped off, anytime—no questions asked.

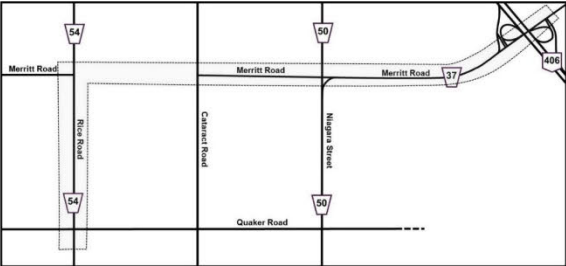


Luke Braun with one of his chickens. DON RICKERS

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COUNCIL

MORE LOTS MAY
MEAN MORE TICKET
REVENUE FOR
WELLAND COFFERS

WORKLOAD WON'T
INCREASE FOR BYLAW
OFFICERS, CITY SAYS

DAVE JOHNSON

Two private parking lots added to the City of Welland's municipal/private property schedule won't increase the workload on bylaw staff, says director of planning and development services Grant Munday.

On May 25, city councillors approved a report adding parking lots at 60 King St., Canal View Homes, and 547 Thorold Rd., Vanguard Professional Centre, to places parking enforcement officers can issue tickets or remove unauthorized vehicles.

Ward 5 Coun. Claudette Richard asked how many private properties the city looks after.

Munday didn't have a figure on hand, but said he would follow up with the councillor.

"Do we have the bylaw staring levels to increase their workload? Does the remuneration warrant the workload? Are we making money to do this?" Richard asked.

Munday said it is more about making sure bylaws were enforced and added the city had the capacity to handle the additional work.

"Bylaw officers are already passing by the properties," said Munday, adding property owners had to call in if they found vehicles that didn't belong.

In a report, city staff said a slight increase to parking ticket revenue could be expected.

Ward 5 Coun. Graham Speck shared some of his ward mates concerns and asked if approving the report would put the city in competition with private parking services.

Munday said it wouldn't.

Ward 2 Coun. David McLeod wondered what options a private property owner would have if the city didn't offer the service.

"They could put a note on the windshield or approach a person," said Munday.

McLeod, who was in favour of approving the report, didn't believe the service was a burden on staff and that it helped out property owners.

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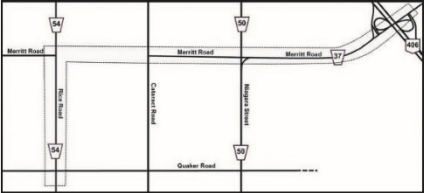
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Appendix B:
Public Information Centre #2
Presentation Slides



Welcome to the Online Public Information Centre #2

Municipal Class Environmental Assessment Study
for Merritt Road and Rice Road in Pelham,
Thorold and Welland

June 9, 2021

(Live Presentation 6:00 PM)



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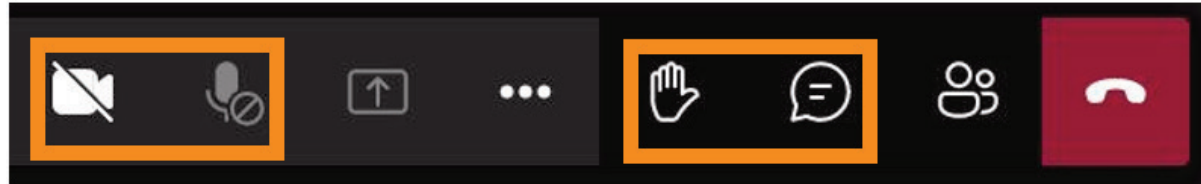
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Presentation Outline

- Introductions
- Study Overview
- Municipal Class EA process and Timeline
- Feedback from the Public Information Centre #1
- Future Traffic Conditions
- Problem Statement
- Evaluation of Alternative Solutions
- Preferred Solution
- Technical Studies
- Possible Cross-sections
- Next Steps and Questions

Housekeeping Items

- When joining the online meeting, the attendees will be muted. We request you to please turn off your camera.
- There will be an opportunity at the end of the presentation to ask any questions or submit comments. Please use the chat function to type in your questions/comments or click on "Raise hand".



- This presentation is being recorded and will be posted on the project webpage.
- In case if you would like to submit your feedback later, the presentation materials and an online comment form are available on the [project webpage](#).

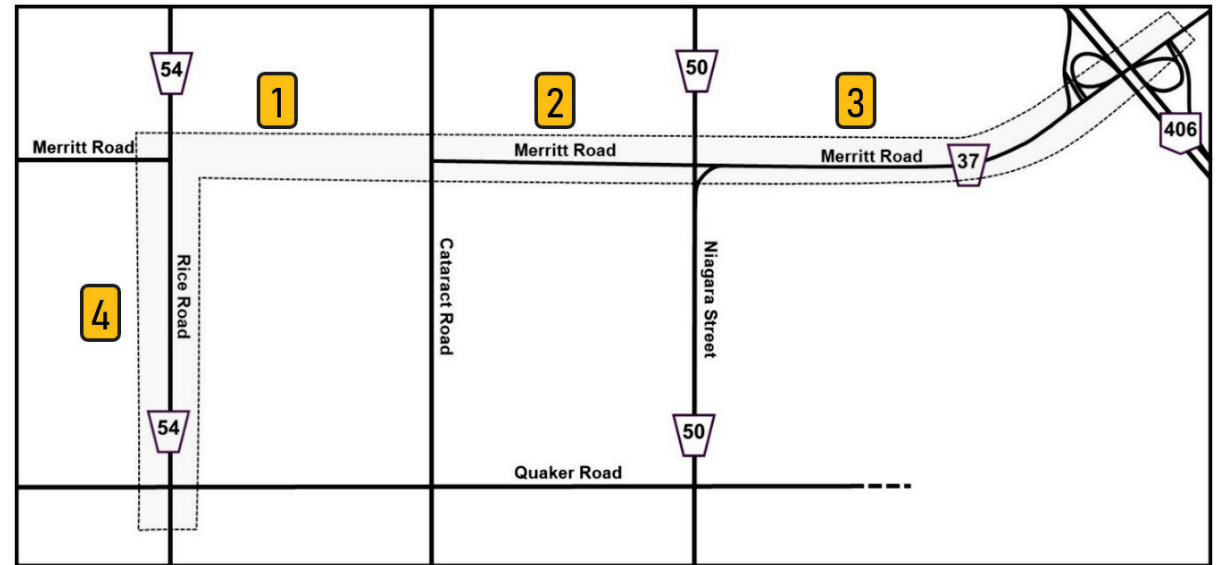
Introductions

Niagara Region	Wood Environment and Infrastructure Solutions
Maged Elmadhoon, M.Eng., P.Eng. Manager, Transportation Planning	Jeff Suggett, M. Sc. Project Manager
Sulaf Alkarawi, P.Eng., PMP Associate Director, Transportation Planning	John McGill, P.Eng., PTOE, RSP Project Advisor
	Mir Ahsan Talpur, M.Env.Sc., EP Environmental Planner

Study Overview

The Niagara Region is conducting an environmental assessment study for improvements to Merritt Road and Rice Road as a result of proposed developments in the Town of Pelham, the City of Thorold and the City of Welland. Building upon the recommendations of the 2017 Niagara Region Transportation Master Plan, this study will propose improvements and active transportation facilities to the following segments of Merritt Road and Rice Road:

- **Segment 1** – Merritt Road between Rice Road and Cataract Road
- **Segment 2** – Merritt Road between Cataract Road and Merrittville Highway / Niagara Street
- **Segment 3** – Merritt Road between Merrittville Highway / Niagara Street and Highway 406
- **Segment 4** – Rice Road between Merritt Road and Quaker Road



Municipal Class EA Process & Timeline

PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5
<ul style="list-style-type: none">▪ Notice of study commencement▪ Problem or opportunity statement▪ Public Information Centre #1	<ul style="list-style-type: none">▪ Inventory natural, social and economic existing conditions▪ Identify and evaluate alternative solutions▪ Identify preferred solution▪ Public Information Centre #2	<ul style="list-style-type: none">▪ Inventory natural, social and economic existing conditions▪ Identify and evaluate alternative design concepts for preferred solution▪ Identify preferred design concept▪ Public Information Centre #3	<ul style="list-style-type: none">▪ Document Study process and findings in Environmental Study Report (ESR)▪ Notice of Study Completion▪ Place ESR on public record for a minimum of 30-day review period	<ul style="list-style-type: none">▪ Proceed to the detailed design and construction of the project▪ Monitor environmental provisions and commitments
Winter 2021 (Complete)	Spring 2021	Summer / Fall 2021	Fall 2021 / Winter 2022	TBD



WE ARE HERE

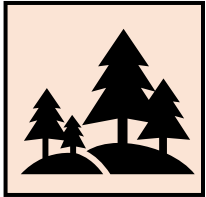
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Feedback from the Online Public Information Centre #1

The first Public Information Centre was hosted on March 24, 2021. Comments received from the public are summarized below. PIC #1 Summary Report is available on [project webpage](#).



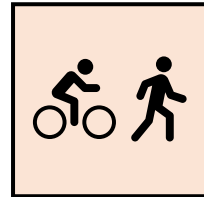
Protect Natural Environment



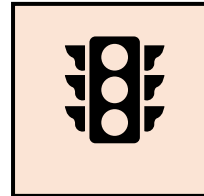
Provide Stormwater Management



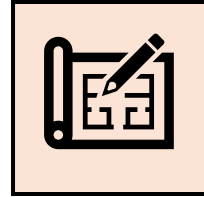
Provide Safety for Road Users



Provide Active Transportation Facilities



Provide Intersection Improvements



Do Not Build Merritt Road Between
Rice Road & Cataract Road

Existing and Future Right-of-Way Widths

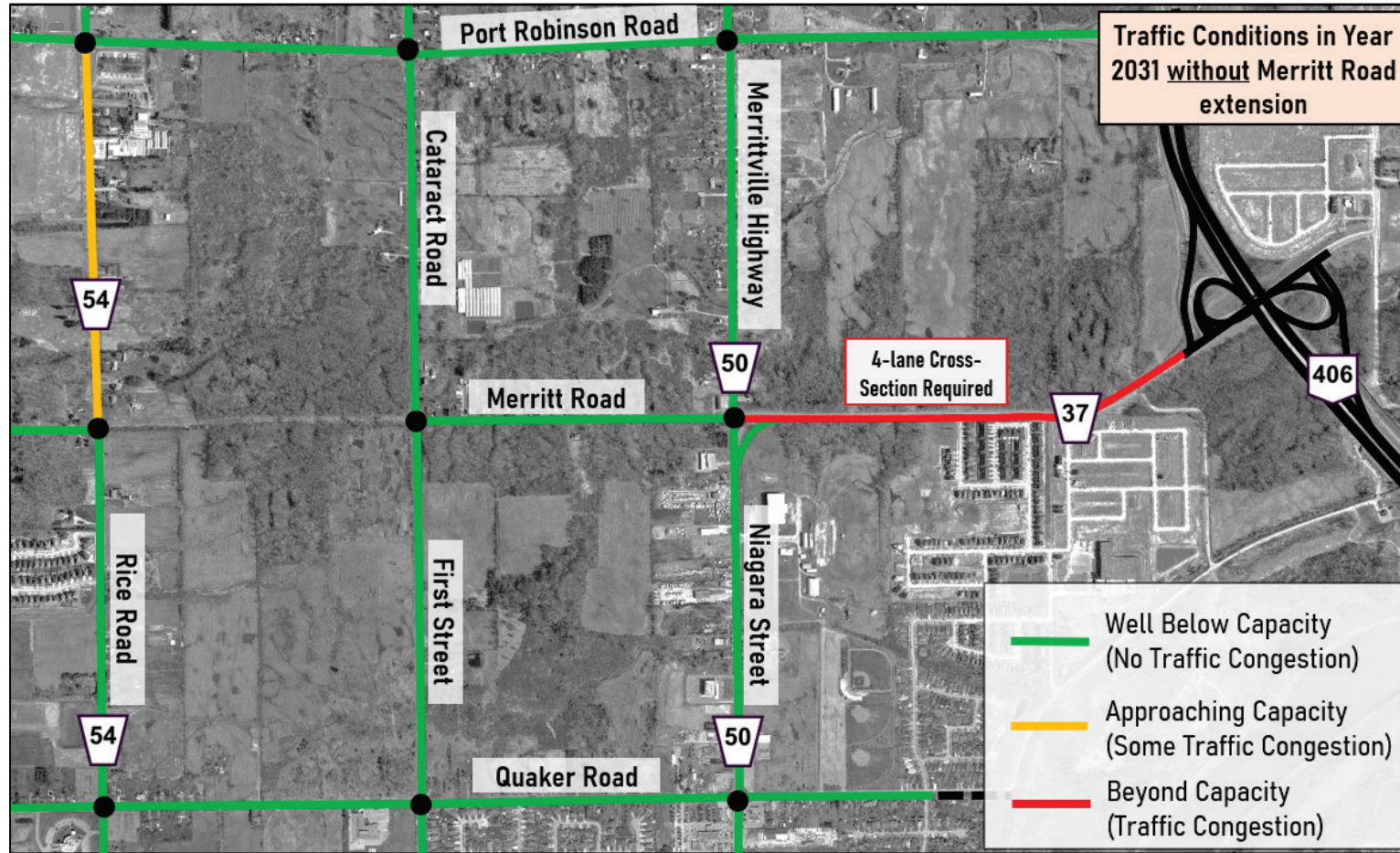
The existing and future right-of-way widths for the four road segments are identified in the table below:

Road Segment	Existing Right-of-Way Width	Future Right-of-Way Width
Segment 1: Merritt Road between Rice Road (Regional Road 54) and Cataract Road	~20m	26m ¹
Segment 2: Merritt Road between Cataract Road and Merrittville Highway / Niagara Street	~20m	-
Segment 3: Merritt Road between Merrittville Highway / Niagara Street and Highway 406	~30m	35m ²
Segment 4: Rice Road between 200m north of Merritt Road and Quaker Road	~20m	26.2m ²

¹ City of Thorold Official Plan (2016)

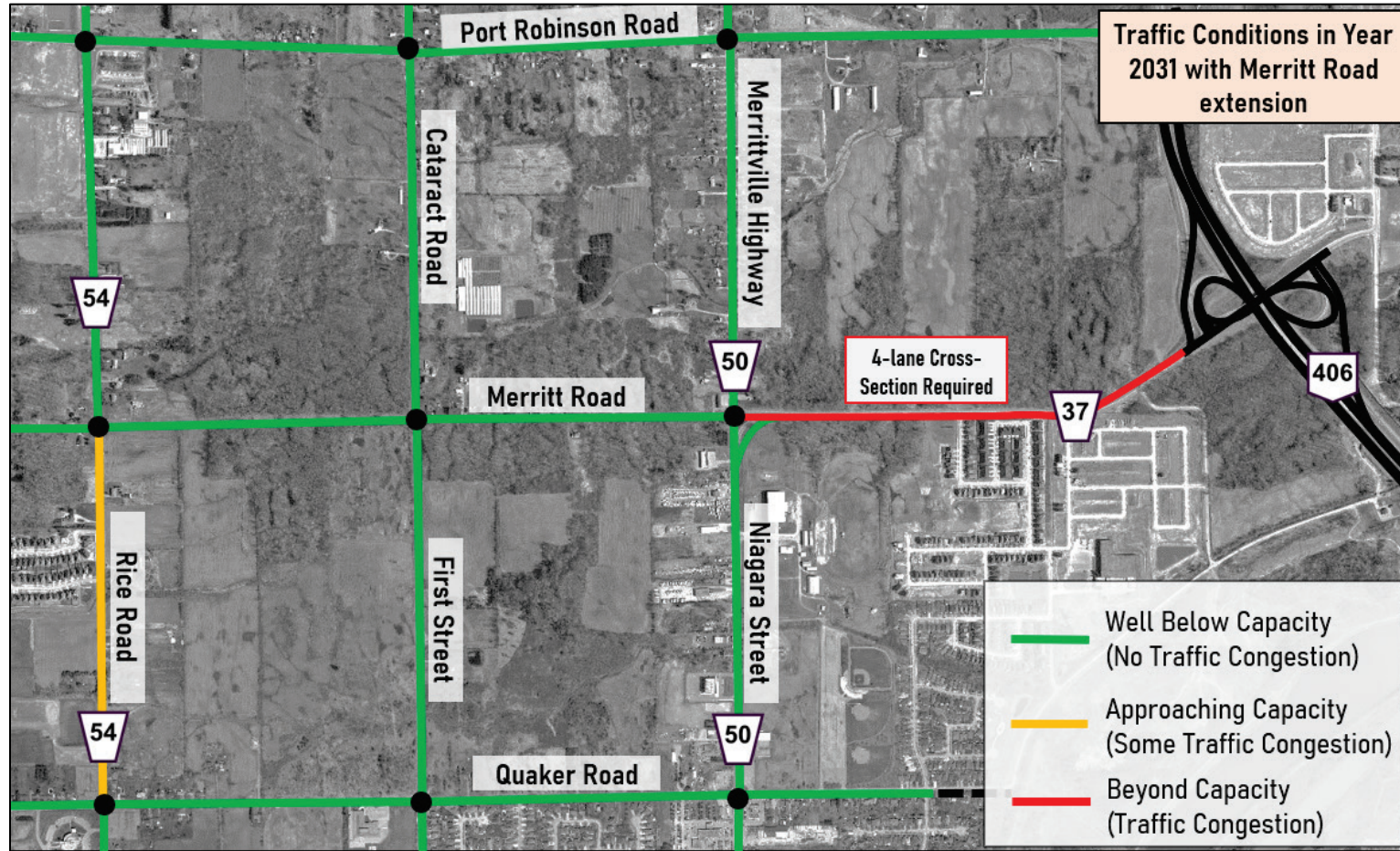
² Identified in Niagara Region Official Plan (2014)

Future Traffic Conditions (2031) – Without Merritt Road Extension



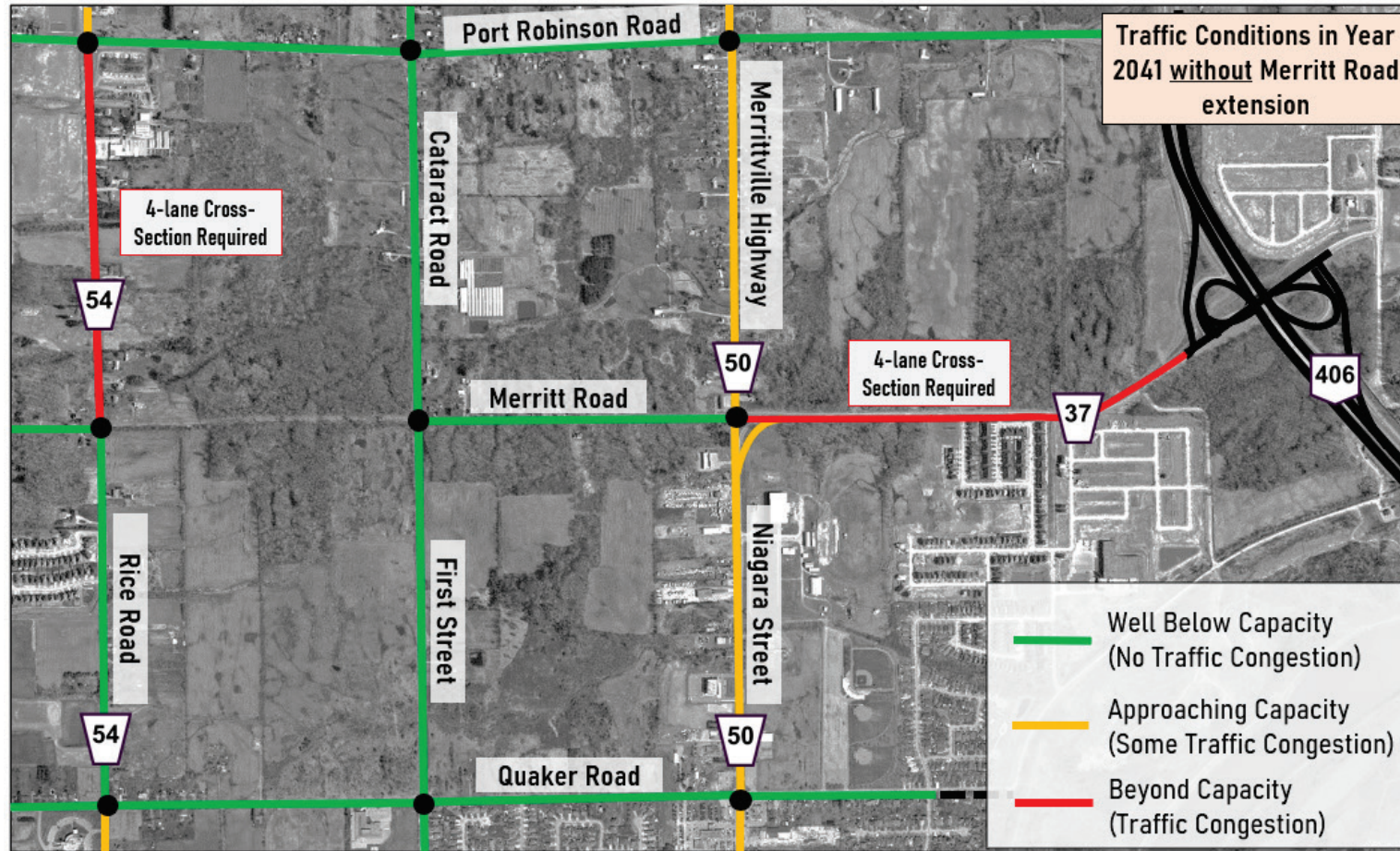
- By 2031, 4-lane cross section required on Merritt Road from Highway 406 to Niagara Street to accommodate future traffic
- Rice Road north of Merritt Road will carry a significant amount of traffic (for travel via Highway 20/Highway 406) with congestion occurring

Future Traffic Conditions (2031) – With Merritt Road Extension



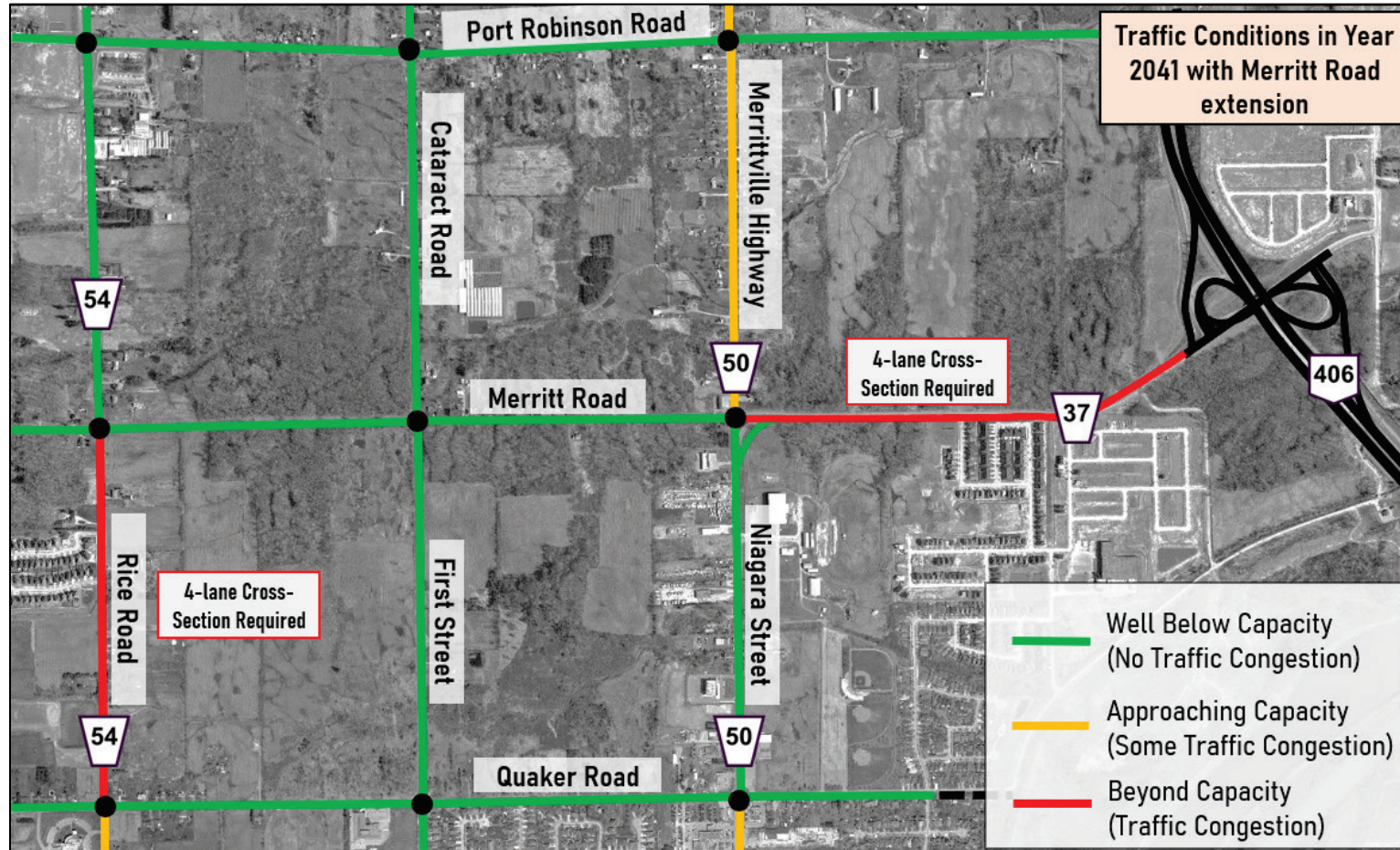
- By 2031, 4-lane cross section also required on Merritt Road west of Highway 406 to accommodate future traffic
- With Merritt Road opened between Rice Road and Cataract Road, a significant amount of traffic using Rice Road north of Merritt Road, Niagara Street and Quaker Road will be diverted away to Merritt Road
- Rice Road between Merritt Road and Quaker Road will experience an increase in traffic demand due to motorists choosing to use the new section of Merritt Road but can remain a two-lane roadway in 2031
- New route to Highway 406 will result in less traffic on Rice Road north of Merritt Road

Future Traffic Conditions (2041) – Without Merritt Road Extension



- By 2041, traffic on Niagara Street will approach capacity for a four-lane roadway
- Significant congestion will occur at the Quaker Road intersections (Rice Road, First Street, Niagara Street)
- Significant improvements will be required at the intersection of Quaker Road / Niagara Street to accommodate increase in traffic
- Additional traffic congestion on Rice Road between Merritt Road and Highway 20 with widening to four lanes required

Future Traffic Conditions (2041) – With Merritt Road Extension



- By 2041, short section of Rice Road between Merritt Road and Quaker Road would need to be widened to a four-lane roadway to accommodate future traffic
- Further investigation will be undertaken to determine the need for localized intersection improvements (i.e., roundabouts, traffic signals and/or additional turn lanes)

Problem Statement

This study is building on the recommendations of the Niagara Region's Transportation Master Plan (2017), which included the following:

- Extension of Merritt Road between Regional Road 54 (Rice Road) and Cataract Road;
- Capacity improvements of Merritt Road from Cataract Road to Highway 406; and,
- Capacity improvements to Regional Road 54 (Rice Road) from 200 meters north of Merritt Road to Quaker Road.

As a result of the proposed development, significant congestion on the road network is expected, particularly on Merritt Road between the Merrittville Highway/Niagara Street and the Highway 406 interchange by 2041. With the Merritt Road extension remaining closed, Niagara Street between Merritt Road and Quaker Road and Quaker Road between Rice Road and Niagara Street will also experience a significant increase in traffic volumes given the need for motorists to take an **indirect route** between the Town of Pelham and the Highway 406 interchange, resulting in **congestion** and the need for **significant intersection improvements**. The traffic assessment confirmed the findings of the TMP regarding the need for improvements.

Alternative Solutions

Alternative 1 Do Nothing

Do not improve Merritt Road and Rice Road within the study area. This alternative maintains existing transportation conditions.

Alternative 2 Manage Transportation Demand

Transportation Demand Management would improve facilities for other modes of transportation, such as, walking, cycling and transit.

Alternative 3 Limit Growth and Development

Restrict development of adjacent lands.

Alternative 4 Improve Other North-south and East-west Roads

Improve other north-south and east-west roads.

Alternative 5 Improve Merritt Road and Rice Road

Extend Merritt Road between Rice Road and Cataract Road;
Improve Merritt Road between Cataract Road and Highway 406;
Improve Rice Road between 200m north of Merritt Road and Quaker Road;
Improve intersections and,
Provide active transportation facilities.

Evaluation Criteria



Transportation

- Alignment with Municipal and Provincial Planning Policies
- Potential to improve traffic congestion
- Potential to improve road safety
- Potential to incorporate active transportation facilities
- Potential to provide a direct route between Highway 406 and areas to the west (Town of Pelham)
- Potential to improve goods movement



Socio-economic Environment

- Potential for property requirements
- Supports future growth
- Opportunities to enhance streetscaping, landscaping, and public realm
- Opportunities to improve accessibility
- Potential impacts during construction
- Health benefits
- Noise impacts



Natural Environment

- Potential impacts to terrestrial resources and wildlife, fish and fish habitat, natural areas and air quality



Cultural Environment

- Potential impacts to cultural and archaeological resources



Technical

- Impacts to utilities, opportunities for stormwater management, and climate change resiliency, and impacts associated with project implementation



Cost

- Cost to construct, operate and maintain

Evaluation of Alternatives (Transportation)

Evaluation Criteria	Do Nothing	Manage Transportation Demand	Limit Growth and Development	Improve Other North-south and East-west Roads	Improve Merritt Road and Rice Road
Municipal Planning Policies	○	◐	◐	○	●
Provincial Planning Policies	○	◐	○	◐	●
Capacity and Level of Service	○	◐	◑	○	●
Safety	○	◐	○	◐	◑
Active Transportation	○	◐	○	○	●
Network Connectivity	○	○	○	○	●
Goods Movement	○	◐	○	◐	●
Summary	Does not comply with municipal and provincial policies. Does not address existing and future congestion.	May reduce traffic demand to some degree, however, this solution alone will not accommodate future traffic capacity.	Does not comply with municipal and provincial policies. Does not provide transportation and active transportation network connectivity.	Does not provide transportation and active transportation network connectivity.	Complies with municipal and provincial planning policies; addresses existing and future traffic congestion and provide network connectivity.

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○	◐	◐	◑	●
Highest negative impacts or lowest benefits	Higher negative impacts or lower benefits	Moderate negative impacts and benefits	Lower negative impacts or greater benefits	Lowest negative impacts or greatest benefits

Evaluation of Alternatives (Socio-economic Environment)

Evaluation Criteria	Do Nothing	Manage Transportation Demand	Limit Growth and Development	Improve Other North-south and East-west Roads	Improve Merritt Road and Rice Road
Private Property	●	●	●	◐	◐
Economic Development	○	◑	○	○	●
Public Realm	○	○	○	○	●
Accessibility	○	○	○	◐	●
Construction Impacts	●	●	●	◑	◑
Health	○	◑	○	○	●
Noise	●	●	●	◑	◑
Summary	Does not provide opportunities to improve economic development, public realm, accessibility and health.	Does not provide opportunities to improve public realm, and accessibility. It provides opportunities to improve economic development and health to some extent.	Does not provide opportunities to improve economic development, public realm, accessibility and health.	Private property will be required. This alternative does not provide opportunities to improve economic development, public realm, and health.	Private property will be required. This alternative provides opportunities to improve economic development, public realm, accessibility and health.

○	◑	◐	◑	●
Highest negative impacts or lowest benefits	Higher negative impacts or lower benefits	Moderate negative impacts and benefits	Lower negative impacts or greater benefits	Lowest negative impacts or greatest benefits

Evaluation of Alternatives (Natural and Cultural Environment)

Evaluation Criteria	Do Nothing	Manage Transportation Demand	Limit Growth and Development	Improve Other North-south and East-west Roads	Improve Merritt Road and Rice Road
Terrestrial Environment	●	●	●	◐	◑
Aquatic Environment	●	●	●	◐	◑
Natural Heritage	●	●	●	◐	◐
Air Quality	●	◐	●	◐	◐
Archaeological Resources	●	●	●	◐	◐
Cultural Heritage Resources	●	●	●	◐	◐
Summary	Does not impact natural and cultural environment.	Does not impact natural and cultural environment.	Does not impact natural and cultural environment.	Likely impacts on natural environment and potential impacts on cultural environment, which can be addressed through proper mitigation measures.	Likely impacts on natural environment and potential impacts on cultural environment, which can be addressed through proper mitigation measures.

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○	◑	◐	◐	●
Highest negative impacts or lowest benefits	Higher negative impacts or lower benefits	Moderate negative impacts and benefits	Lower negative impacts or greater benefits	Lowest negative impacts or greatest benefits

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Evaluation of Alternatives (Engineering / Constructability and Cost)

Evaluation Criteria	Do Nothing	Manage Transportation Demand	Limit Growth and Development	Improve Other North-south and East-west Roads	Improve Merritt Road and Rice Road
Utilities	●	◐	●	◐	◐
Stormwater Management	○	○	○	○	●
Climate Change	○	○	○	◐	●
Implementation	●	◐	●	◐	◐
Implementation Cost	●	●	●	◐	◐
Operation and Maintenance Cost	●	●	●	◐	◐
Summary	No impacts to utilities, no implementation related challenges, and no cost to construct and maintain. No opportunities for stormwater management and improving resiliency to climate change.	Minimal impacts to utilities, low implementation challenges, and no construction and operation/maintenance costs. No opportunities for stormwater management.	No impacts to utilities, no implementation related challenges, and no cost to construct and maintain. No opportunities for stormwater management and improving resiliency to climate change.	Likely impacts to utilities, which can be addressed through coordination. No opportunities to incorporate stormwater management within the Study Area. High construction costs, and low operation and maintenance costs.	Likely impacts to utilities, which can be addressed through coordination. Opportunities to incorporate stormwater management within the Study Area. High construction costs and low operation and maintenance costs.

○	◐	◐	◐	●
Highest negative impacts or lowest benefits	Higher negative impacts or lower benefits	Moderate negative impacts and benefits	Lower negative impacts or greater benefits	Lowest negative impacts or greatest benefits






Preferred Solution

Evaluation Criteria	Do Nothing	Manage Transportation Demand	Limit Growth and Development	Improve Other North-south and East-west Roads	Improve Merritt Road and Rice Road
Overall Recommendation	Not Recommended 	Not Recommended 	Not Recommended 	Not Recommended 	Recommended 

Alternative 5 – Improve Merritt Road and Rice Road was identified as the **Preferred Solution**. This alternative would involve the following:

- Extension of Merritt Road between Rice Road and Cataract Road;
- Improvements to Merritt Road between Cataract Road and Highway 406;
- Improvements to Rice Road between 200m north of Merritt Road and Quaker Road;
- Localized intersection improvements, such as addition of dedicated turn lanes, and traffic signals/roundabouts and/or improvement of the timing of the existing traffic signal at Merritt Road and Niagara Street intersection to improve traffic operations; and
- Providing active transportation facilities on both Merritt Road and Rice Road.

The proposed improvements to these two roads will help address transportation capacity and active transportation connectivity issues. These improvements will also implement a **Complete Streets approach** which will improve safety for drivers; cyclists; and pedestrians of all ages and abilities, while providing opportunities for walking and cycling.

				
Highest negative impacts or lowest benefits	Higher negative impacts or lower benefits	Moderate negative impacts and benefits	Lower negative impacts or greater benefits	Lowest negative impacts or greatest benefits

Natural Environment Assessment

The natural features within the Study Area include:

- Potential Natural Heritage Corridor
- Provincially Significant Wetland
- Significant Woodland
- Area of Natural and Scientific Interest (ANSI)
- Fish Habitat

An **Environmental Impact Study** will be completed in accordance with the **Niagara Region Environmental Impact Study Guidelines** to document natural environmental features within the Study Area, potential project impacts, proposed mitigation measures, and permitting requirements. The following field investigations are planned as part of the natural environment assessment:

- Botanical/vegetation surveys
- Breeding bird surveys
- Amphibian surveys
- Incidental wildlife sightings and evidence or signs of wildlife
- Targeted investigations of the watercourses



The Niagara Region Official Plan Policy 7.B.1.14 permits projects like transportation routes within the Core Natural Heritage System where an environmental assessment for the proposed use has been completed.

Archaeological and Cultural Heritage Assessments

A **Stage 1 Archaeological Assessment** has been completed, which indicated that the study area has general archaeological potential and requires Stage 2 archaeological assessment. A Stage 2 Archaeological Assessment will be completed during detailed design phase of the project.

A **Cultural Heritage Assessment** has been completed, which identified built heritage resources and cultural heritage landscapes within, and adjacent to the Study Area. Project's potential impacts to these resources will be identified and mitigation measures will be developed as part of this study.

Draft reports have been shared with the relevant Indigenous Nations for review and comment. These reports will be finalized and submitted to the Ministry of Heritage, Sport, Tourism and Culture Industries for review and approval.

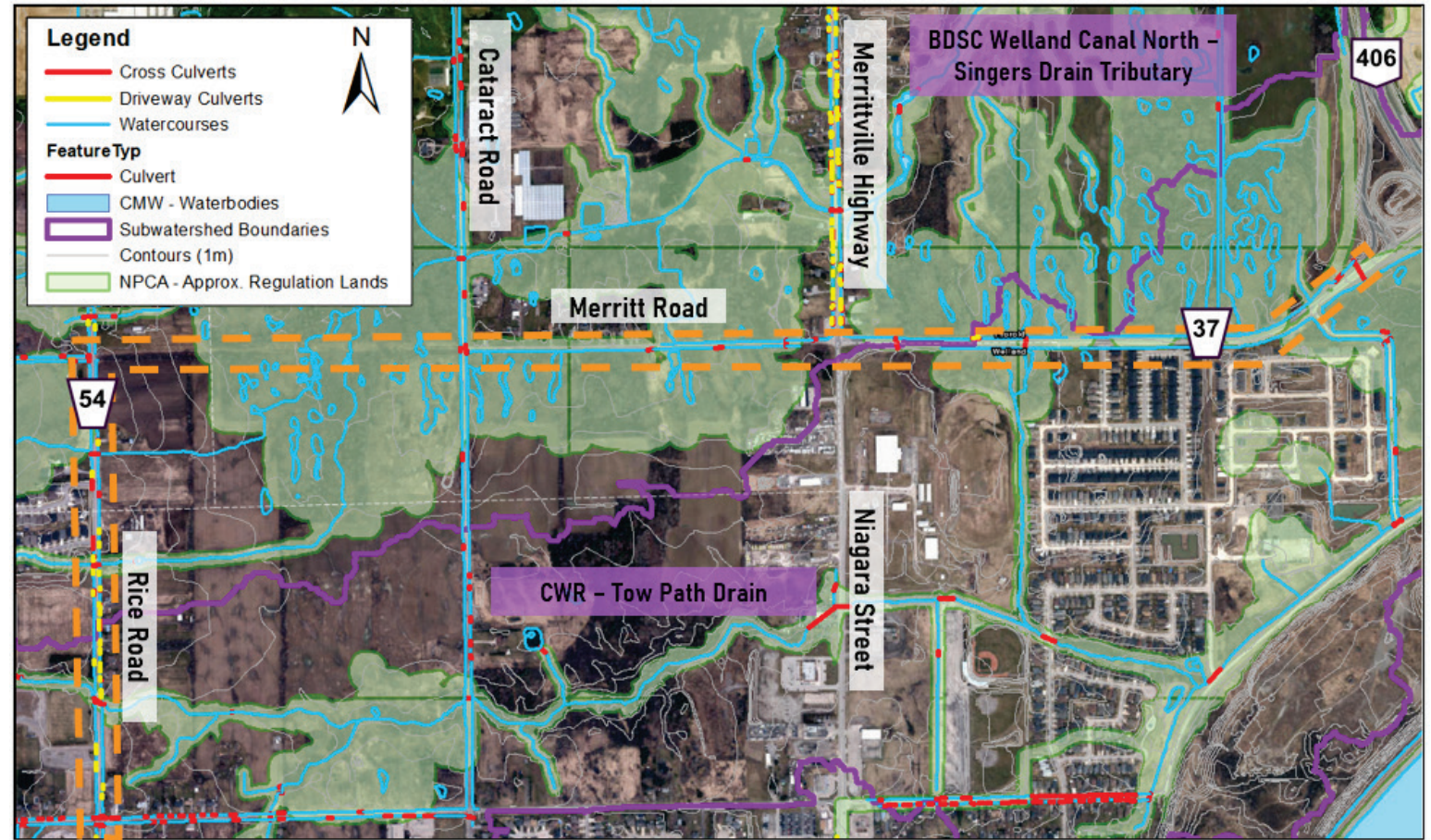


Stormwater Management Assessment

The Study Area is located within two (2) Subwatersheds:

- Beaverdams Shriners Creek (BDSC) Welland Canal North - Singers Drain Tributary
- Central Welland River (CWR) - Tow Path Drain

A **Stormwater Management Assessment** will be completed to develop an understanding of the existing drainage conditions using hydrologic / hydraulic modelling. The Stormwater Management Report will propose stormwater management measures for the subject road segments.

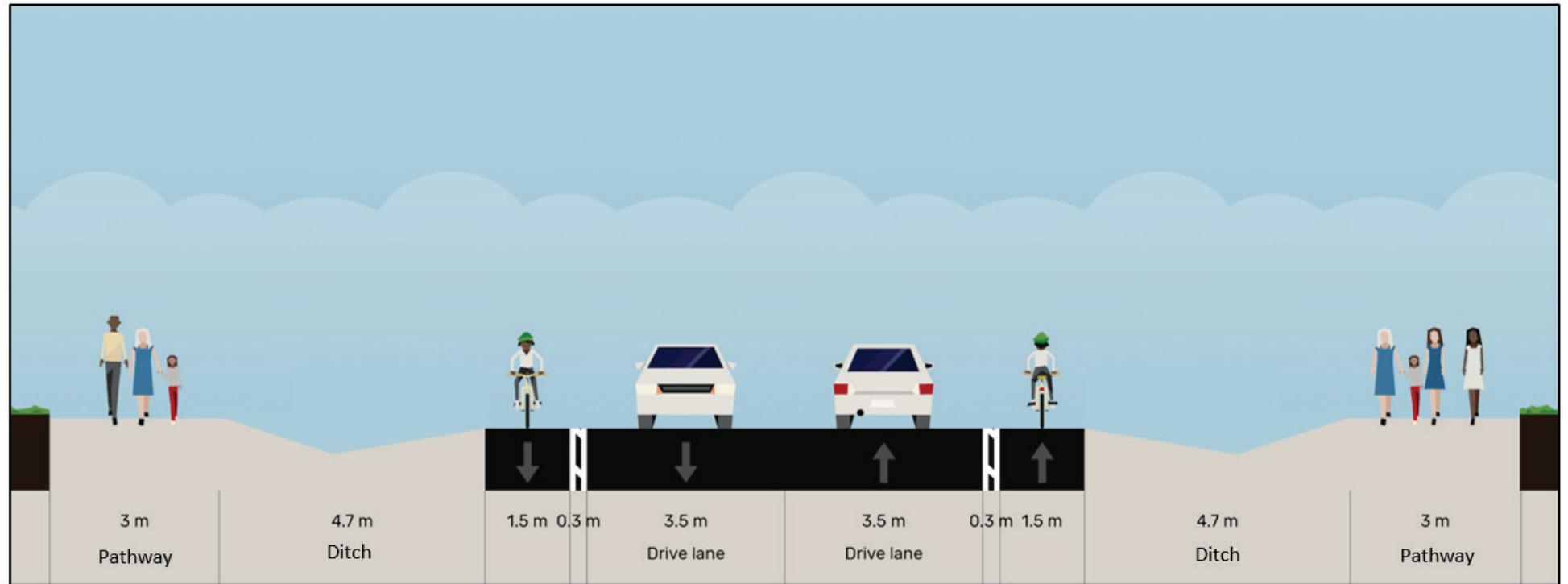


Segment 1 – Possible Cross-section (Merritt Road) – Rural Scenic

Based on the Niagara Region's Complete Streets Design Guidelines (2017) a possible cross-section for this segment would include the following Rural Scenic elements with a **20.0-26.0 metre** right of way width:

- Two lanes of vehicle traffic
- Paved shoulder for bicyclists on each side of roadway with a rumble strip*
- Pathway on one or both sides (subject to placement of utilities)

* Guidance in the new Complete Street Design Manual (currently underway) is to separate bicycle lanes from the vehicular traffic lanes.

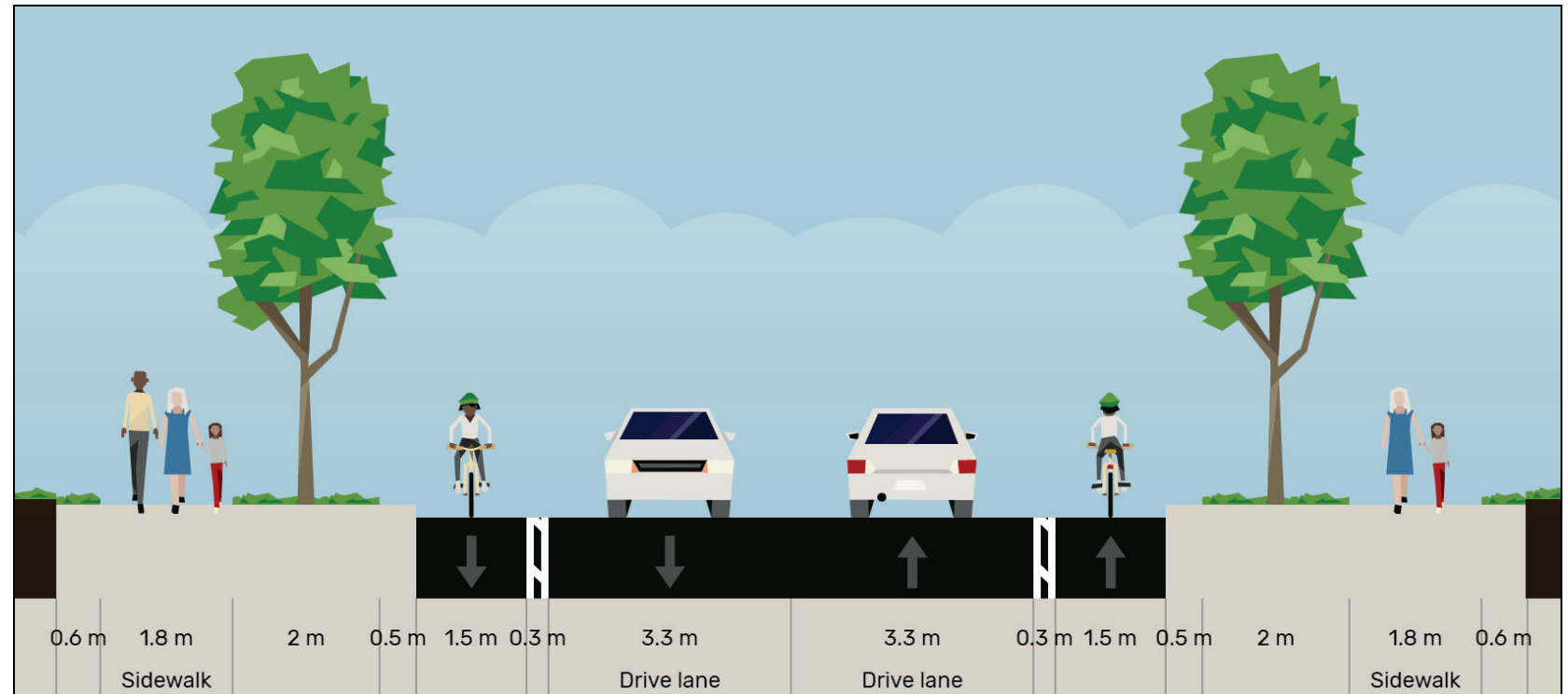


Segment 2 – Possible Cross-section (Merritt Road) – Urban General (Narrow)

Based on the Niagara Region's Complete Streets Design Guidelines (2017) a possible cross-section for this segment would include the following Urban General (Narrow) elements with a **20.0-26.0 metre** right of way width:

- Two lanes of vehicle traffic
- Bicycle lanes on each side of roadway with painted buffer*
- Separated pedestrian sidewalks on each side (subject to environmental constraints/placement of utilities)

* Guidance in the new Complete Street Design Manual (currently underway) is to separate bicycle lanes from the vehicular traffic lanes.

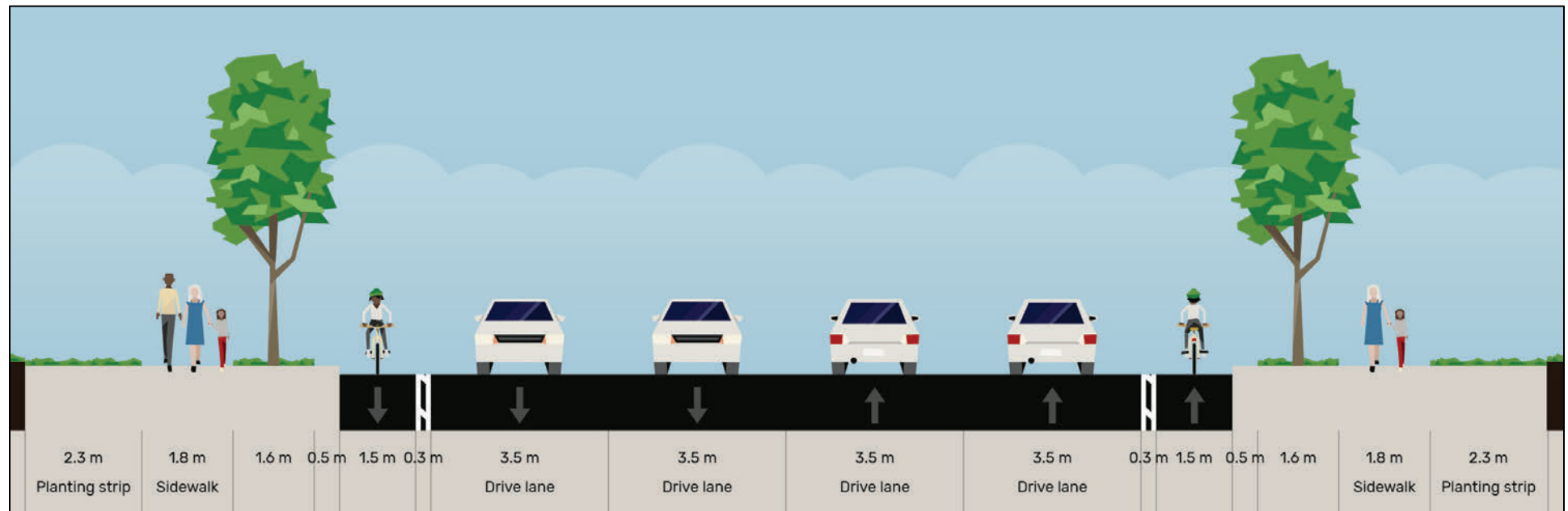


Segment 3 – Possible Cross-section (Merritt Road) – Urban General (Wide)

Based on the Niagara Region's Complete Streets Design Guidelines (2017) a possible cross-section for this segment would include the following Urban General (Wide) elements with a **26.0-36.0 metre** right of way width:

- A total of four travel lanes
- Bicycle lanes on both sides or a cycle track on the south side only (not shown)*
- Separated pedestrian sidewalks on both sides or on the south side only

* Guidance in the new Complete Street Design Manual (currently underway) is to separate bicycle lanes from the vehicular traffic lanes.

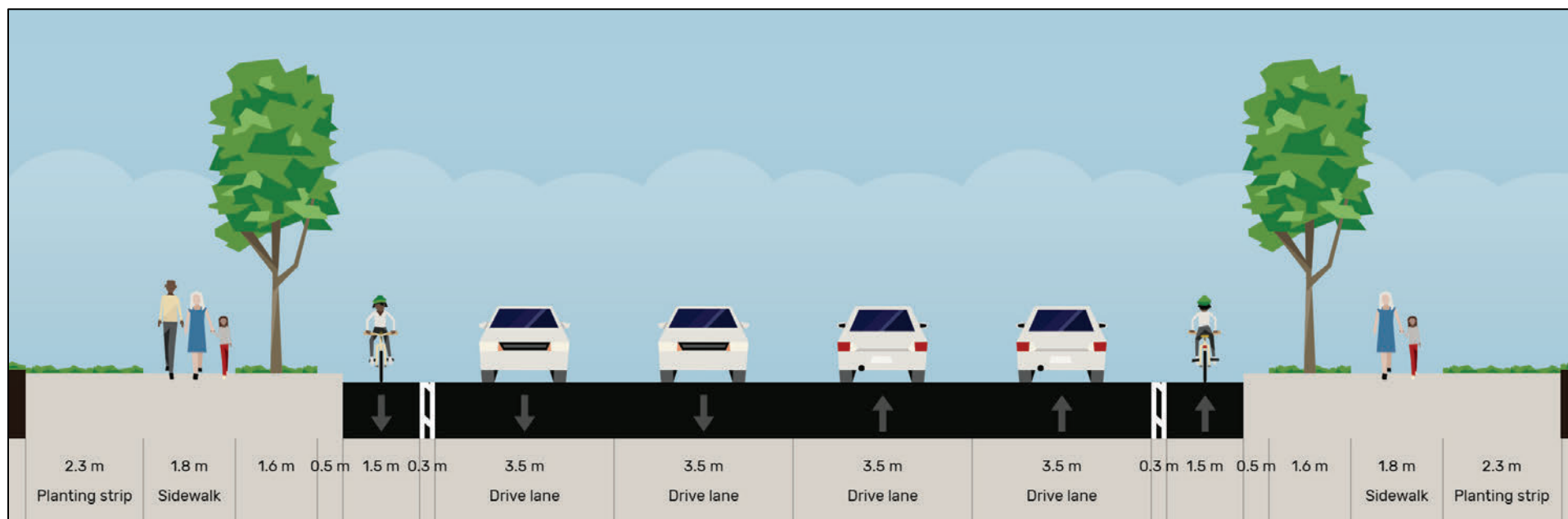


Segment 4 – Possible Cross-section (Rice Road) – Urban General (Wide)

Based on the Niagara Region's Complete Streets Design Guidelines (2017) a possible cross-section for this segment would include the following Urban General (Wide) elements with a **26.0-36.0 metre** right of way width:

- A total of four travel lanes
- Bicycle lanes on both sides*
- Separated pedestrian sidewalks on both sides

* Guidance in the new Complete Street Design Manual (currently underway) is to separate bicycle lanes from the vehicular traffic lanes.



Next Steps



Following this Public Information Centre, the Study Team will complete the following:

- Develop a PIC Summary to document results of this PIC. The Summary Report will be posted on the project webpage.
- Continue to complete technical studies to collect existing condition information for natural, socio-economic and cultural environment.
- Develop and evaluate alternative design concepts for the road improvements and identify a preliminary preferred design concepts using the Complete Streets approach
- Host PIC #3 to present the evaluation of alternatives process and the preliminary preferred solution



Questions?

Your feedback will be important to us. Your comments will be reviewed and considered, as the Study progresses. To submit questions/comments/suggestions, please use the online comment form available on the project webpage or contact one of the following Study Team Members:

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Appendix C:
Public Information Centre #2 Detailed
Comments

ID	Comment Via	Comments
1	Online Comment Form	How can you even consider driving a road extension and expansion through a Provincially Significant Wetland? There is no way to mitigate the damage it will cause. What isn't destroyed through the building of the road will be destroyed through the road salt/runoff, lighting. The road will become a deathtrap for wildlife. And then of course development will follow. This should not be allowed.
2	Online Comment Form	<p>I strongly oppose the proposed solution given that it would pave over a provincially significant wetland. Although it may seem to make sense from a transportation planning perspective, this should not be at the cost of blindly ignoring the environmental science and ecosystem considerations.</p> <p>On this issue, please let doing the right thing for the environment and respecting the environmental recommendations take precedence over driving convenience and enhanced traffic circulation.</p>
3	Email June 9, 2021	As a citizen in Niagara Region and a environmentally concerned taxpayer I have just one question...."how do projects that will destroy wetlands STILL get on the drawing board given Climate Change very extensive evidence based science telling us the 'CRITICAL" importance they provide in mitigating climate change? Does our Transportation Manager/REGION councillors not follow scientific evidence after all this is 21st century .This project is totally contrary to NOP objectives and what growing numbers of residents expect from our planning department. Who are you working for?? Our future is at risk as Healthy Communities are being sidelined during climate change this is mindboggling and very shortsighted planning. Lets get with the times!!!! Cancel this project or at least relocate it around another area that does not destroy wetlands...that is what we expect from our PLANNING DEPARTMENT "in these times".please share my concerns with the chair and all councillors , thank you.
4	Email June 9, 2021	<p>We're writing to let you know that we are astounded that the Region would EVER even consider expanding a road through Provincially Significant Wetlands!!!</p> <p>Myself and my family do not agree with that proposal and half of us will be attending the meeting tonight on that subject, while the other half attends the meeting on the Growing Region to ensure our elected officials act in the Public's best interest by protecting our green spaces (like Provincially Significant Wetlands!!!).</p> <p>I am eager to hear:</p> <p>a) how you can do this when in the past a property owner was fined for cutting down trees in this area,</p> <p>b) how you can justify destroying what little green space we have left, space that is far lower in scale than other areas and what is recommended/ mandated, and</p> <p>c) how you plan stop or mitigate climate change when you're yet again destroying the very thing that does just that - WETLANDS - and the very thing you swore to protect, Provincially Significant GREENSPACE.</p> <p>We are continually frustrated that we even have to have these conversations, let alone fight for what is in The Public's Best Interest, and what The Public has clearly stated is a priority: Protecting Natural Heritage Systems!</p>

ID	Comment Via	Comments
5	Email June 9, 2021	I am looking forward to tonight’s meeting. In attending the last meeting and reviewing the materials, it looks like there is an opportunity for Low Impact Development features. I am thinking primarily biocells for trees etc. I think that these opportunities have been considered. I wonder if you might care to comment tonight.
6	Email June 10, 2021	<p>I was pleased to see the detailed analysis of traffic patterns for the various options. I was wondering if your data includes the impact of the project on Highway 20?</p> <p>I share the concerns that were expressed last night about the wetlands. Looking at the cross sectional presentations from last night and previously, I was interested in the potential LID opportunities.</p> <p>Here is a short list from an untrained but interested party: permeable surfaces, sidewalks and bike lanes on one side, vegetation types and tree selection. I’m sure that your experts can find many more.</p> <p>It would be very interesting to know how the proposed project fits into Pelham’s Active Transportation initiatives.</p>
7	Email June 29, 2021 (Letter dated June 28, 2021) Comment continued below	<p>When citizens see planning like this, that ignores both the Climate Crisis and the Biodiversity Crisis that are coming together to form a perfect storm that threatens the continued existence of humankind, it convinces us that government is incapable of addressing the most pressing issues of our time.</p> <p>We keep planning in the same old ways, although we know better. We keep sticking to our “evaluation criteria” although it does not include climate change impacts or biodiversity impacts in any meaningful way. We keep making the excuse that we are “allowed” to do it by Provincial law without asking the more critical question “should we do it?”. And we keep adhering to a process where citizen participation is simply a tick on the box that staff must check off, and not a meaningful, empowering, participatory, engagement with the people who will suffer the consequences of these decisions. Perhaps, if citizens were actually, meaningfully engaged, it might result in better planning.</p> <p>We realize that, as staff have told us, this is a planning exercise that has been underway for a long time and is part of the strategic plan laid out by the previous council. That is also an issue for us. Citizens unseated the previous Regional Council for good reason, yet their strategic planning priorities and processes linger on, favouring development at all costs, ignoring current environmental and climate realities, and the clearly stated desires of Niagara’s citizens, as demonstrated in the voting booth and during public meetings on this issue.</p>

ID	Comment Via	Comments
8	...comment continued	<p>You call this the Municipal Class Environmental Assessment, but how much does the environment actually come into your assessment? You list 19 evaluation criteria. Only four relate to the environment, with climate change and storm water management under “engineering”.</p> <p>Frankly, we are baffled by the way you have assigned weight to some of these criteria. For instance, under Natural Heritage, you assign reasonably high marks (a half circle) to your Rice and Merritt road “improvements”. On what basis? You cannot possibly be suggesting you will somehow leave the natural features in better condition than you found them? The same goes for the quarter circle you give to the Terrestrial and Aquatic environment criteria. All three should be empty circles because there is no scenario where these areas will be left in a healthier condition than they were before you drove a new or expanded road through them.</p> <p>Under the Health criteria, you give zero to the “do nothing” scenario and a full circle to expanding the roads. How can you defend assigning no health benefits to retaining thousands of oxygen-producing trees/natural areas that are also removing pollution from the air and water and then assign full health benefits for removing them? The installation of roads with bike paths does not defray the health damage of wetland removal and deforestation.</p>
9	...comment continued	<p>First, the pandemic has changed things. While many people will be returning to work and resuming commutes, some will not, and some will commute part-time while working from home part-time. We now have all the tools we need to work from home and both workers and employers know this is not only possible but has benefits to both the employers’ bottom line (i.e. less need for office space) and employees in having a better work/life balance. How will these societal changes affect future traffic flows? We don’t yet know as we are still in the middle of the change.</p> <p>Second, just prior to the pandemic, the Climate Crisis was gaining more public concern than ever before. As the pandemic eases, as the world Climate Summit begins, and as we experience even more increasing temperatures and chaotic weather events, the public will focus more on the need to address these issues locally. The best tool at the disposal of Regional and Municipal governments in dealing with the Climate Crisis and reducing GHGs is good urban planning. Destroying Provincially Significant Wetlands to build and expand roads cannot possibly be considered good urban planning.</p> <p>A government’s primary responsibility is to protect its citizens from threats and yet, this kind of planning only exacerbates our most serious threats. Again, this kind of planning makes citizens distrust their government and see it as incompetent in dealing with the greatest threats to our society.</p> <p>We cannot keep planning transportation as if everyone will be commuting to work in their own private vehicles and as if the destruction of critical natural infrastructure like Provincially Significant Wetlands is just the price we have to pay to shave a few minutes off our driving times.</p>

ID	Comment Via	Comments
10	...comment continued	<p>As you well know, you cannot mitigate this kind of damage. Whatever portions of the wetlands that are not destroyed by the construction to the road will be destroyed by the salt and pollution the road will drive into the remaining wetland. The noise and the lighting will irreparably disturb breeding birds and other animals, and also as you well know, the road will become a killing field for any wildlife that remains.</p> <p>We are told to count on the Environmental Impact Study before jumping to conclusions about how damaging it will be but again, we all know that EISs do a good job of enumerating the potential impacts and then explaining away why they really don't matter.</p> <p>The public has also been told that we can rely on the involvement of the Niagara Peninsula Conservation Authority in the NEA to identify impacts and mitigation, however, earlier this year during a presentation by a staff member to the NPCA board, it was emphasized that the NPCA's policies were "flexible" to help their various stakeholders. We have all seen just how flexible they are as wetlands are drained, PSWs have been paved over and floodplains have been filled with construction debris all with no consequences or enforcement.</p> <p>We also know that once development damages a wetland, landowners around the wetland call for its reevaluation and, surprise, now that its vegetation has been removed, its function limited and its species decimated, it no longer meets the designation of a Provincially Significant Wetland. It is then reclassified and conveniently opened for development.</p>
11	...comment continued	<p>It's important to state that we are not talking about a small area of disturbance to the wetland complex along Merritt Road. The Provincially Significant Wetlands exist on both the north and south sides of Merritt Road throughout almost its entire length. There is no way to widen any segment of the road, or create the extension of the road, without significant damage to wetlands.</p> <p>According to the information in your second Public Information Centre, the widths of the various sections range from 20 m to 30 m, but this is an underestimate as you noted you will be separating the bike lanes from the road in the final plan. This also does not take into account the total area that will be destroyed by heavy equipment and earthmoving during construction, or all the debris left behind following it. Nor does it take into account that Thorold's Transportation Master Plan calls for a 4-lane road in between Rice and Cataract Roads, not the 2-lane design you have brought forward.</p> <p>During the recent Public Information Centre we were told the Merritt Road expansion and extension was necessary because: 1. it was the most direct route from the 406 interchange to Pelham and 2. It would prevent congestion.</p> <p>We argue that, with parallel roads running to both the north and the south, there are alternatives to "the most direct route" that would not cause the same amount of environmental carnage.</p> <p>We also argue that congestion is not necessarily a bad thing. That congestion can be an impetus for people to make different choices that would be better for the environment, for instance, take public transit, work from home more often, alter their work time to avoid traffic, car pool etc. — all things we say we want people to do but things people will likely not do if we keep making it easy for them, at great cost to the Regional purse and to our environment, to get in their cars and drive.</p>

ID	Comment Via	Comments
12	...comment continued	<p>In the end, the whole issue is not about road building, it is about values. Does the Region value the natural environment? Is it serious about lowering local GHG emissions and combating and mitigating climate change? Does the Region want to ensure that our children and grandchildren inherit a home that is a healthy place to live? Does the Region want to demonstrate to its citizens that it is capable of meeting the challenges of today without jeopardizing our future, that it is capable of tackling the most significant issues of our time with good planning and forward thinking?</p> <p>The Region's decision on the Merritt Road extension and expansion will go a long way to answering those crucial questions.</p>
13	Email July 24, 2021	<p>Mr. Elmadhoon, your "aguments" to BCA Committee are very sady missing the point. "CLIMATE CHANGE IS REAL" and backed up by decades of environmental science and actual current daily impacts being realized across our planet and in our Region, Province, Country. Population growth and economic advantages should no longer be prioritized over the extremely critical importance of preserving our wetlands, green spaces, farmlands. Our future environmental health is at stake and sustaining Healthy Communities for the next generations.</p> <p>Sadly roads extensions do not help sustain environmentally healthy communities BUT wetlands DO. ...science 101these days!! All across this Province the public is protesting highways going thro wetlands, greenbelt, farmlands .(Ford governments MZO'S and his minimized environmental regulations) drawing attention to the absolute critical need to protect our environmental ecosystems. Niagara should be a leader not a follower. This is a absolute critical awakening that all planning department's need to realize as a No. 1 priority given the extensive environmental science "documented" evidence to mitigate climate change. CLIMATE CHANGE is escalating at devastating rates across our planet and Canada is realizing this faster than many countries. Please do not continue with your old "status quo" planning this is a new era and demands new environmental urban planning. We must protect nature at all costs not by half hazard reasoning that claims paving thro wetlands is acceptable and can offset the damage by very unscientific measure. Once ecosystems has been invaded, disturbed by extensive construction they will never be the same or recover from species lost and the loss of biodiversity resulting in its depleted effectiveness to mitigating climate change and the beauty of it's natural state lost, very very sadly. Ecosystems, are just that connected systems that work together. There must be planning that respects the critical advantage to this connectivity and plan around these SYTEMS so not to disturb this biological balanceit is an ASSET to our existence that must be protected and respected. Mother nature is calling!! Thank you for your time, I would appreciate acknowledgment of my concerns.</p> <p>Biodiversity and Climate Action Committee. WE HAVE AN EXTENSIVE MEMBERSHIP OF MANY ENVIRONMENTAL GROUPS and individual members totally supporting [REDACTED] submission to your department.</p>