

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 #3 Summary

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

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Public Information Centre #3 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

09 February 2022



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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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09 February 2022

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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 consultation with the impacted property owners, methods of distribution of Notice of Public Information Centre (PIC) #3, the purpose and content of PIC #3s, and a summary of key 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.

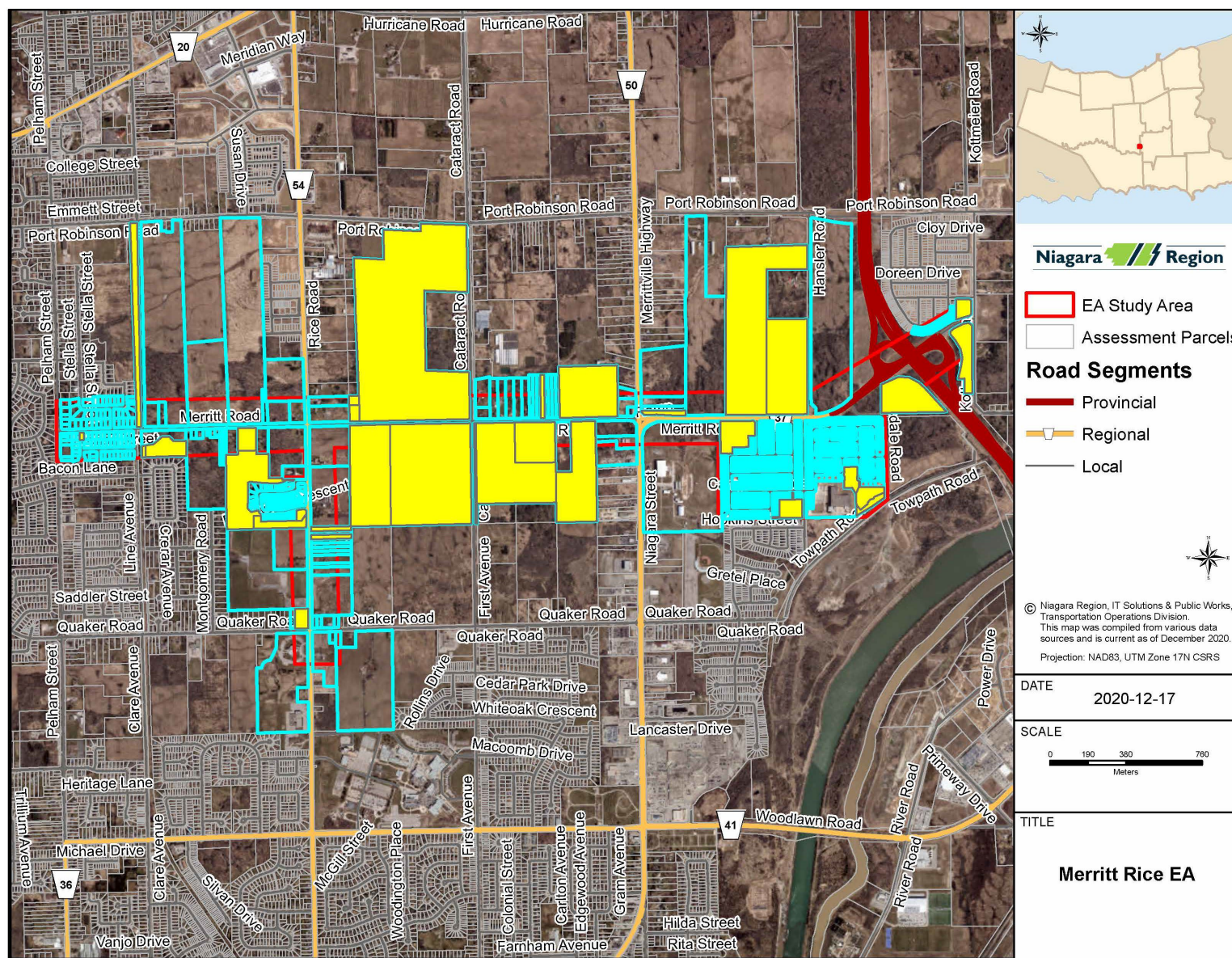
The Study Contact List will be updated throughout the Study. Table 2-1 identifies the contact groups that are listed on the Study Contact List. Figure 2-1 shows the consultation study area and highlights the area properties for which addresses are included in the Study Contact List.

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 Letters to Impacted Property Owners

As a result of proposed improvements to Merritt Road and Rice Road, some of the private properties, that are located directly adjacent to these roadways within the Study Area, will be impacted (e.g., property requirements, impact to access, etc.). In advance of the Public Information Centre #3, a letter was sent to a total of 28 impacted private property addresses. The purpose of this letter was to invite the private property owners to attend meetings to discuss project's anticipated impacts on their properties. The letter was issued for mailout on November 3, 2021, to the following addresses:

- 1165 Rice Road, Pelham, ON L3B 5N5
- 235 Merritt Road, Pelham, ON L3B 5N5
- 1180 Rice Road, Pelham, ON L3B 5N5
- 1155 Rice Road, Pelham, ON L3B 5N5
- 2540 Merritt Road, Thorold, ON, L3C 1M5
- 1100 Niagara Street North, Welland, ON L3C 1M6¹
- 1165 Niagara Street, Thorold, ON, L3B 5N5
- 2415 Merritt Road, Thorold, ON, L3C 1M5
- Niagara Catholic District School Board, 427 Rice Road, Welland, ON, L3C 7C1
- 402 Rice Road, Welland, ON L3C 3G7
- 494 Quaker Road, Welland, ON L3C 3G8
- 2483 Merritt Road, Thorold, ON, L3C 1M5
- 2243 Port Robinson Road, Thorold, ON, L3B 5N5
- 1376 Hansler Road, Thorold, ON, L3B 5N5
- 450 Rice Road, Welland, ON, L3C 2W1
- 469 Rice Road, Welland, ON, L3C 2W2
- 494 Rice Road, Welland, ON, L3C 2W1
- 502 Rice Road, Welland, ON, L3C 2W1
- 509 Rice Road, Welland, ON, L3C 2W2

¹ Letter was issued for mailout to 1100 Niagara Street North on November 13, 2021

- 510 Rice Road, Welland, ON, L3C 2W1
- 516 Rice Road, Welland, ON, L3C 2W1
- 520 Rice Road, Welland, ON, L3C 2W1
- 524 Rice Road, Welland, ON, L3C 2W1
- 528 Rice Road, Welland, ON, L3C 2W1
- 538 Rice Road, Welland, ON, L3C 2W1
- 1131 Rice Road, Pelham, ON, L3C 2W2
- 1144 Rice Road, Pelham, ON, L3B 5N5
- 1155 Rice Road, Pelham, ON, L3B 5N5

The template of letter for impacted property owners is provided in Appendix A.

4.0 Notice of Public Information Centre #3

A Notice of Public Information Centre #3 was issued to invite the public, Indigenous Nations, regulatory agencies and stakeholders to participate in the PIC #3. The notice was issued via following means:

Table 4-1: Distribution Method for the Notice of Public Information Centre #3

Notice Distribution Method	Date
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)	November 16, 2021
Issued for mailout to over 500 addresses within Consultation Study Area (Figure 2-1)	November 9, 2021
Email circulation to the members of public who provided email addresses for Study Contact List (60 email addresses)	November 22, 2021 November 30, 2021
Email circulation to Government Agencies, Emergency Services, Active Transportation Committees, Utility Companies and Special Interest Groups	November 22, 2021

Notice Distribution Method	Date
Email circulation to regional and municipal clerks for distribution to elected officials	November 16, 2021 / November 22, 2021
Publication in Voice of Pelham	November 17, 2021 November 24, 2021
Publication in Niagara This Week	November 18, 2021 November 25, 2021
Publication in Thorold News	November 18, 2021 November 26, 2021
Publication in Welland Tribune	November 20, 2021 November 27, 2021

The Notice of Public Information Centre #3 is provided in Appendix B.

5.0 Meetings with Impacted Property Owners

As noted in Section 3.0, a letter was issued to a total of 28 impacted private property owners. The purpose of the letter was to invite the property owners to attend meetings to discuss project's impacts on their properties. The letter was issued prior to the Public Information Centre #3.

Of 28 property owners, a total of six (6) private property owners contacted the Study Team in response to the letter of meeting invitation. In addition, Upper Canada Planning & Engineering Ltd., a planning consultant representing four (4) private property owners along Merritt Road and Rice Road, contacted the Study Team for meetings. Based on the responses received, virtual meetings were held on November 22, November 26, and December 8, 2021. The purpose of these meetings was to:

- Share the preliminary preferred design of the proposed road improvements on Merritt Road and Rice Road, and
- Discuss impacts of the proposed road improvements on the private properties.

A summary of the discussions held at the meetings with the private property owners is provided in the table below. Minutes of the meetings are provided in Appendix C. For

privacy purposes, the names of property owners were redacted from the meeting minutes.

Table 5-1: Summary of Meetings with Private Property Owners

Meeting Information	Meeting Summary
November 22, 2021 Meeting with Property Owner for 520 Rice Road and 528 Rice Road	The following key points were discussed at this meeting: • Preliminary preferred design of the proposed road improvements on Rice Road (Segment 4); • Traffic concerns along Rice Road; • Construction Schedule; • Appreciation for proposed active transportation facilities; • Impacts on private properties.
November 22, 2021 1131 Rice Road and 1155 Rice Road	The following key points were discussed at this meeting: • Preliminary preferred design of the proposed road improvements on Rice Road (Segment 4); • Amount of private property taking required and compensation for private property taking; • Construction timeline.

Meeting Information	Meeting Summary
November 26, 2021 1165 Rice Road and 1180 Rice Road	The following key points were discussed at this meeting: • Preliminary preferred design of the proposed road improvements on Merritt Road (Segment 1) and Rice Road (Segment 4); • Concern about the proposed road cross-section along Segment 1 due the impacts of proposed ditches on private property; • Impact to property access; • Concern about the amount of private property taking due to proposed road improvements.
December 8, 2021 Upper Canada Planning & Engineering Ltd., representing Hert Inc., Primont Homes and Mountainview Homes	The following key points were discussed at this meeting: • Preliminary preferred design of the proposed road improvements on Merritt Road and Rice Road; • Future development and anticipated traffic; • Stormwater management; • Access for future development on Regional Roads; • Concern about the widening of Rice Road and associated private property takings; • Compensation for private property taking;

6.0 Online Public Information Centre #3

As part of the PIC #3, an online meeting was held on December 1, 2021, at 6:00 p.m. The online meeting was held through Microsoft Teams. The information materials for PIC#3 were posted online on the project webpage in advance of the online meeting. The purpose of the PIC #3 was to share the following information:

- Study Overview
- Municipal Class EA process and Timeline
- Progress on Technical Investigations and Consultation
- Class EA Phase 1: Problem or Opportunity

- Class EA Phase 2: Preferred Solution
- Feedback from the Online Public Information Centres #1 and #2
- Alternative Design Concepts
- Evaluation Criteria
- Preliminary Preferred Design
- Drainage and Stormwater Management
- Preliminary Impacts and Mitigation Measures
- Next Steps

The PIC #3 slides are provided in Appendix D. Comments were invited during a three-week period from December 1, 2021 – December 23, 2021². 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.

6.1 Summary of PIC #3 Key Comments and Study Team's Responses

A summary of key comments received, and Study Team's responses is provided in Table 6-1. The comments received through PIC #3 were grouped by themes and the content of comments was summarized. Please note that the comments provided in Table 6-1 do not reflect the exact wording, but instead provide a summary of key comments. Detailed comments are provided in the comments tracking table in Appendix E.

² Initially the review period was set end on December 16, 2021, however it was extended to December 23, 2021.

Table 6-1: Summary of PIC #3 Key Comments and Study Team's Responses

Subject	Summary of Comments	Study Team Response
Environmental Assessment Process	An Individual Environmental Assessment should have been completed for this project, not a Municipal Class EA.	The Study Team would like to clarify that the individual environmental assessments are prepared for large-scale, complex projects with the potential for significant environmental effects. They require approval from the Ministry of the Environment, Conservation and Parks. On the other hand, the Municipal Class Environmental Assessments are completed for the municipal infrastructure projects that have predictable and manageable environmental effects. The Municipal Class Environmental Assessment process is an approved process under the Ontario's Environmental Assessment Act, 1990.
Consultation Process	The consultation process is inadequate. In a transparent process, adequate information would be shared, questions would be answered, and where necessary followed up on with further information. In addition, Public Information Centres cannot be considered adequate meaningful consultation when most questions are not answered and pertinent details and data are not made available.	This project is being planned in accordance with the requirements for a Schedule 'C' project under the Municipal Class Environmental Assessment process. Three public information centres have been hosted for the project to date. Each public information centre involved an online presentation with opportunities for anyone to ask questions. The public information centres included a minimum of two-week period for anyone to provide comments and/or ask questions. Information materials related to each event were made available on the project webpage during the comments / questions period. Given the amount of information presented at the public information centre #3, the Study Team had invited comments from December 1, 2021, to December 23, 2021 (~three weeks). The Study Team provided responses to the comments received as part of the public information centres. Summary reports for public information centres #1 and #2 are available on the project webpage. There will one additional opportunity for the public to review the detailed project information in the Environmental Study Report. Once this report is complete, it will be shared for a minimum of 30-day review period. A Notice of Study Completion will be issued to inform all the interested parties where and when they can access the Environmental Study Report.
	Public comment periods after release of studies and reports, as well as PICs, should be a minimum of four weeks.	The experience shows that two weeks is generally sufficient time to review and provide comments on the public information centre materials. For the public information centre #3, the Study Team invited comments from December 1, 2021, to December 23, 2021 (~three weeks). There will be one additional opportunity for the public to review the detailed project information in the Environmental Study Report. Once this report is complete, it will be shared for a minimum of 30-day review period. A Notice of Study Completion will be issued to inform all the interested parties where and when they can access the Environmental Study Report.
	Timing of PICs should not conflict with other Regional meetings or sessions.	Preparations for public information centers as part of an EA start four to six weeks prior to the event. For all public information centers, the Study Team checks Council approved meetings schedule before making a decision to hold a public information centre to avoid potential conflict. With respect to PIC #3, the 2021 Council approved meetings schedule showed no Council meetings were scheduled for December 1, 2021. It is the understanding of the Project Team that the Special Council meeting was rescheduled to December 1, 2021 after the notice for PIC 3 was sent to the newspapers for publishing.

Subject	Summary of Comments	Study Team Response
Need for the Project	Traffic modelling of roads within the study area indicates that existing roads will not be near capacity at peak demand in 2041 so this project is not necessary.	The lands adjacent 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 Environmental Assessment 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. The traffic assessment will be made available for public review along with the Environmental Study Report, when available. A Notice of Study Completion will be issued to inform all interested parties about when and where to access the Environmental Study Report (and all supporting technical investigations).
Proposed Active Transportation Facilities	The bike tracks and sidewalks are not being proposed on one side of the roads for continuity. Would it not make sense for the flow of cycling and walking to propose bike tracks and sidewalks on one side of the road to reduce crossing over?	There will be traffic signals at the intersections to help pedestrians and cyclists cross the road. The reason bike path and sidewalk are being proposed on the north side along Segment 2 and south side along Segment 3 is because of the location of residences. The cycle track and sidewalk will provide direct access to residences.
	The proposed design for Rice Road is not consistent with the existing street design to the north. The current street design along Rice Road further north in Pelham includes a 3.0m multi-use pathway that provides adequate accessibility for both cyclists and walkers. The proposed 1.8m sidewalk, 0.6m tactile strip and 3m cycle track along Rice Road is nearly double the width of the existing 3.0m multi-use path to the north.	Alternative cross-sections were developed for each road segment in accordance with the ongoing Niagara Region's Complete Streets approach. Alternative cross-sections for Segment 4 were developed in accordance with the Urban General (Wide) typology, which requires physically separated facilities for cyclists and pedestrians (i.e., cycling tracks and sidewalks). Provision of separated facilities will provide safe space for both users and will help reduce conflicts and improve safety. Further, the design alternatives were reviewed with the local area municipalities, prior to carrying forward for conduct evaluation to identify a preferred design. Detailed evaluation of various alternative design concepts is provided in a document available on the project webpage: https://niagararegion.ca/projects/regional-road-37/

Subject	Summary of Comments	Study Team Response
Property Impacts	There are concerns that the road widenings aren't being split 50/50 between the landowners.	The preferred design was developed considering impacts on existing residences along Rice Road, while having regard for future development, and achieving the road alignment geometric design requirements. Upon completion of the Detailed Design stage which will come after completion of the EA, the Regional Real Estate staff will contact impacted property owners to discuss the level of impact, disturbance damages, injurious affection, business loss and compensation. These factors can only be assessed upon completion of detailed design inclusive of road reconstruction, utility relocations and other mitigating factors identified through that process.
	The centre-line design of the proposed design of Rice Road appears to meander, resulting in a greater proportion of land acquisition on properties located on the west side of Rice Road, rather than a balance on each side of the road right of way.	The preferred design was developed considering impacts on existing residences along Rice Road, while having regard for future development, and achieving the road alignment geometric design requirements. Considering the fact the residences along Rice Road are currently occupied, and there are no current plans in place to redevelop those properties, the preferred design avoids impacts on those existing residences. As noted above, upon completion of the Detailed Design stage, the Regional Real Estate staff will contact you to discuss the level of impact, disturbance damages, injurious affection, business loss and compensation.
	What compensation the Niagara Region will be offering for property taking as a result of proposed improvements?	Upon completion of the Class EA Study, the project will proceed to detailed design phase. The Niagara Region's Real Estate staff will contact the impacted property owners during detailed design phase to discuss the level of impact on their properties, disturbance damages, injurious affection, business loss and compensation. These factors can only be assessed upon completion of detailed design inclusive of road reconstruction, utility relocations and other mitigating factors identified through that process.
Impacts on Natural Environment	The Study Area consists of significant natural systems; Provincially Significant Wetlands (PSW), watercourses, and associated floodplains. The Study Area also include Significant Woodlands. Species at Risk have been identified. These natural features must be protected both for their natural habitat values and green infrastructure functions.	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 in the area. It is recognized that some impacts will occur on the natural environment. An Environmental Impact Assessment is being completed in order to confirm the magnitude of impacts on the natural environment, and to propose recommended measures. In terms of impacts to wetlands, the Niagara Peninsula Conservation Authority has requested that additional work be completed to monitor the wetlands and to show how the ecohydrological functions of the watercourses and wetlands will be maintained during and post construction. The Niagara Peninsula Conservation Authority has also identified the need to complete a hydraulic assessment to assess flooding impacts. These investigations will be completed by the Niagara Region for this project prior to the construction. All technical investigations prepared as part of the Class EA Study will be made available for public review along with the Environmental Study Report, when available. A Notice of Study Completion will be issued to inform all interested parties about when and where to access the Environmental Study Report (and all supporting technical investigations).

Subject	Summary of Comments	Study Team Response
	Information on the potential of this area, specifically the PSW and surrounding woodlands, for inclusion in the Region's new Natural Systems network has not been provided.	The natural environment features within the Study Area (provincially significant wetlands, woodlands) are part of the Core Natural Heritage under the existing Niagara Region Official Plan. These features are being identified as part of the Natural Environment System under the New Niagara Region Official Plan. Links to both documents are provided below for reference: - Existing 2014 Consolidated Regional Official Plan: https://www.niagararegion.ca/living/icp/policy-plan.aspx - Draft Consolidated Niagara Official Plan for Consultation: https://www.niagararegion.ca/official-plan/default.aspx
Climate Change	Climate change impacts have not been provided.	A discussion around climate change considerations will be provided in the Environmental Study Report.
Flooding/Stormwater Management	The topography of the Study Area is flat. Have the elevations of the proposed road improvements been determined yet? There might not be enough grade to get a good flow of stormwater.	A Stormwater Management Report is being prepared, which will note the required actions/investigations for addressing the flooding issue.
	The Segment 2 area is prone to flooding. Will the new road be higher than the existing road?	The Study Team is preparing a Stormwater Management Report, which will outline required actions to manage flood water in this area.
	There are concerns related to Stormwater Management and what the proposed outlet will be for the proposed ditches along Segment 1.	The Study Team is in the process of developing a stormwater management assessment report as part of this Class EA Study. This report will include details related to the proposed stormwater management measures.
Hydro Lines	Could the hydro line along Segment 1 and Segment 4 be installed underground?	The preferred design includes space for overhead utilities along Section 1. Converting the utility corridor to an underground corridor is very costly and would be subject to discussions with the applicable utility companies during detailed design. Concerning Segment 4, there are utility poles on both sides of Rice Road. The preferred design includes space for overhead utilities on the west side of Rice Road; provision of an underground corridor would also be subject to the same discussions.
Municipal Services	The extension of the roadways is proposed however extension of municipal services are not being contemplated.	Upon completion of the Class EA Study, the Niagara Region staff in coordination with the staff from Local Municipalities, will address the required services during the Detailed Design stage. A new sanitary sewer is planned along Rice Road north of Quaker Road, however this will be confirmed and coordinated prior to the widening of Rice Road.

Subject	Summary of Comments	Study Team Response
Transit	Information on the impact of the newly approved Regional Transit System on traffic patterns has not been provided.	The intent of the one transit system is to combine all of Niagara's existing services into one single, integrated transit commission that would serve all of Niagara Region. The Moving Transit Forward system would bring together independently operating local transit systems in Fort Erie, St. Catharines, Welland, and Niagara Falls, as well as Niagara Region Transit and NRT On-Demand, in order to offer consistent operating hours and fares, new digital payment technology, and better connections for riders across Niagara. Based on available transit information, there are no future GO Transit plans within the study area and no anticipated impact on traffic patterns. Details about consolidated transit model can be accessed from the following link: Moving Transit Forward: https://movingtransitforward.ca/
Cost Estimate	Updated information on proposed project costs has not been provided.	The cost estimate for the recommended plan will be provided in the Environmental Study Report.
Low Impact Development Best Management Practices	Could permeable pavement/surfaces be incorporated into the proposed design (roadway, sidewalks paths and bike tracks)?	Appropriate low impact development measures will be recommended in the Stormwater Management Report.
Restoration Measures	Is there an opportunity to create soak away features or pollinator beds in the ditches? Is there an opportunity to create extensive, linked pollinator corridors?	Recommendations related to site restoration measures (including proposed vegetation) will be included in the Environmental Impact Study.
Construction Phasing	How will the construction of road segments be phased? Will all roads be constructed at once or will they be constructed in a phased approach?	The information related to construction phasing and implementation will be provided in the Environmental Study Report. It is anticipated that the construction of Merritt Road may occur in about five years. The widening of Rice Road is not required until after 10 years, however, the Niagara Region would like to protect the right of way for the proposed road widening. The active transportation is the priority and will likely be implemented in 2-3 years.

Subject	Summary of Comments	Study Team Response
Future Traffic	How much traffic is to be accommodated by the expanded roadways to ensure future development patterns and generations are accommodated?	The traffic assessment is currently being finalized and will be made available along with the Environmental Study Report (ESR) for public review when the ESR is finalized.
	The large amount of proposed development in the area will frustrate the existing plans and that the proposed road cross-section limits connections for future roadways.	For the Regional Road widening projects, the objective is to minimize the number of driveways on the roads, while ensuring lands along the roads well accessed. The preferred design has been developed based on existing developments in the area, while having regard for future development. When the Niagara Region receives an application for a proposed development, the Niagara Region staff will review and evaluate as to where to provide access and dedicated turn lanes if required. If the future development proceeds prior to the initiation of the detailed design of the proposed road improvements, the design for road improvements will be updated during detailed design to consider new intersecting roads associated with the future development. The Study Team trust that the above responses are satisfactory. We welcome you to review the Environmental Study Report, when it becomes available. A Notice of Study Completion will be issued to inform interested parties when and where to access the Environmental Study Report. The Study Team will also contact you in the near future to schedule a meeting to discuss your questions related to the stormwater management.
	Consideration and provisions must be included in any future road plans to accommodate new intersecting roads to allow future residents easy and safe ingress and egress to homes in these new neighbourhoods without difficult median obstructions.	For the Regional Road widening projects, the objective is to minimize the number of driveways on the roads. The preliminary preferred design has been developed based on existing developments in the area, while having regard for future development. Since the information related to future development (including ingress, egress and road pattern, etc.) are not available at this time, the median will be kept as is in the preliminary preferred design. Further, the road improvements on Rice Road are not required until 2031 and beyond. As such, when the Niagara Region receives an application for a development, the Niagara Region staff will review and evaluate as to where to provide access and dedicated left turn lanes. If the future development proceeds prior to the initiation of the Rice Road, the design for Rice Road will be updated during detailed design to consider new intersecting roads associated with the future development.
Technical Investigations	When will the public have access to the reports?	Following the PIC #3, the next step is to finalize the preferred design and the technical investigations. An Environmental Study Report will be prepared to document the activities of the Class EA process. Once this report is complete, it will be shared for a minimum of 30-day public review period. A Notice of Study Completion will be issued to inform all the interested parties where and when they can access the Environmental Study Report.
	Technical studies should be released in a timely fashion for review and comment.	The technical investigations are currently underway. Now that the Public Information Centre #3 is complete, the Study Team will finalize the preferred design and subsequently complete the technical studies. The technical studies are left for finalization till the end of the process in order to allow the preferred design to be finalized to inform impact assessment and required mitigation measures/recommended actions.

7.0 Next Steps

The Study Team will finalize the technical investigations and prepare Environmental Study Report. When available, the Environmental Study Report will be issued for a formal public review period. A Notice of Study Completion will be issued to inform the interested parties about when and where they can access the Environmental Study Report.

Appendix A:
Letter to Impacted Property Owners

November 3, 2021

«Contact»

«Address_01»

«Address_02»

**RE: Environmental Assessment and Detailed Transportation Assessment
for Merritt Road (Regional Road 37) and Rice Road (Regional Road 54)
Meeting Request regarding Potential Property Impacts**

The Niagara Region is undertaking a Schedule 'C' Municipal Class Environmental Assessment (Class EA) for Merritt Road (Regional Road 37) and Rice Road (Regional Road 54) in the Town of Pelham, City of Thorold and City of Welland. Building on the recommendations of the Niagara Region's Transportation Master Plan, this study aims to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study also aims to 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. For more project information, please visit: <https://niagararegion.ca/projects/regional-road-37/>

Project notices were previously mailed to the area residents, published in local newspapers, and posted on the project webpage. These notices included: Notice of Study Commencement, Notice of Public Information Centre #1 and Notice of Public Information #2. At this time, we have identified a preliminary preferred design for the proposed road improvements. The preliminary preferred design is anticipated to have some impacts on a portion of the property associated with the above noted address.

Through this letter, we would like to request a meeting with you to discuss project's anticipated property impacts. Preferably, we would like to meet with you during the week of November 22, 2021. We would appreciate if you could please confirm your availability for a meeting by contacting Jeff Suggett, Consultant Project Manager via email (jeff.suggett@woodplc.com) or phone (905-380-3601). Please be advised that Public Information Centre #3 for this study is scheduled to be held on December 1, 2021, to share the preliminary preferred design for the road improvements. The Notice of Public Information Centre #3 will be mailed to you separately.

Sincerely,

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

Manager, Transportation Planning

Public Works, Niagara Region

1815 Sir Isaac Brock Way, Thorold, ON

Maged.Elmadhoon@niagararegion.ca

Appendix B:
Notice of Public Information Centre #3

Talpur, Mir

From: Talpur, Mir
Sent: Tuesday, November 30, 2021 12:52 PM
To: EnviroOnt@tc.gc.ca; FisheriesProtection@dfo-mpo.gc.ca; Del Villar Cuicas, Joan (MECP); eanotification.wcregion@ontario.ca; Brothers, Brianne (MECP); MNRF.Ayl.Planners@ontario.ca; rosi.zirger@ontario.ca; karla.barboza@ontario.ca; Aldo.Ingraldi@ontario.ca; anneleis.eckert@ontario.ca; Kashif.Hussain@ontario.ca; lance.dutchak@ontario.ca; michael.lindsay@infrastructureontario.ca; ddeluce@npca.ca; Adam Aldworth; mustafa.hirji@niagararegion.ca; Joseph.Tonellato@niagararegion.ca; Richard.Gabel@niagararegion.ca; Cara.Lampman@niagararegion.ca; tony.cimino@niagararegion.ca; Phill.Lambert@niagararegion.ca; pat.busnello@niagararegion.ca; Vanessa.Aykroyd@niagararegion.ca; Khaldoon.Ahmad@niagararegion.ca; Scott.Fraser@niagararegion.ca; cam.milne@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; Sara.Myhaluk@niagararegion.ca; Manny.Rataul@niagararegion.ca; petar.vujic@niagararegion.ca; shawn.mccauley@niagararegion.ca; normans.taurins@niagararegion.ca; Jacqueline.Gates@niagararegion.ca; Cassandra.Ogunniyi@niagararegion.ca; Britney.Fricke@niagararegion.ca; jackie.gervais@niagararegion.ca; Craig.Mustard@niagararegion.ca; Dragan.Mrkela@niagararegion.ca; Kevin.Macdonald@niagararegion.ca; jade.anema@niagararegion.ca; Brittany.Lauzon@niagararegion.ca; Gina.vandenBurg@niagararegion.ca; Josh.Wilson@niagararegion.ca; Hamed.Esmaeeli@niagararegion.ca; Boudens, Adam; Shanks, Amy; Kate.Harold@niagararegion.ca; Julia.vanderLaandeVries@niagararegion.ca; Vanessa.Aykroyd@niagararegion.ca; jmarr@pelham.ca; dyoung@pelham.ca; rcook@pelham.ca; BWiens@pelham.ca; slarocque@pelham.ca; sean.dunsmore@thorold.ca; jaroslav.hajek@thorold.ca; rachel.larocque@welland.ca; grant.munday@welland.ca; sherri-marie.millar@welland.ca; Julie.vanleur@welland.ca; sleach@pelham.ca; wolson@pelham.ca; clerk@welland.ca; clerk@thorold.ca; kevin.smith@niagararegion.ca; psb@nrps.on.ca; blymburner@pelham.ca; terry.dixon@thorold.ca; fire@welland.ca; active@pelham.ca; [REDACTED]; [REDACTED]; sean.dunsmore@thorold.ca; [REDACTED] Donna.Delvechio@thorold.ca; WATAC@welland.ca; [REDACTED] yang.xiao@npei.ca; Chappell, Steven; Derek Black; 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; Raymond.Nepomuceno@hydroone.com; SecondaryLandUse@HydroOne.com; jim.orientis@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; Sulaf.Alkarawi@niagararegion.ca; Suggett, Jeff; Shams, Aniq
Subject: RE: Notice of PIC 3-Class EA-Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)

Good afternoon,

This is a gentle reminder that the online presentation for Merritt Road-Rice Road Public Information Centre #3 will be taking place tomorrow (December 1, 2021) starting at 6:00 pm. To join the online presentation, please visit the [project webpage](#) and click on the presentation link provided in the Public Engagement box to the right side of the page. We recommend joining the presentation about five minutes in advance to allow some time to sign-in.

In addition, the PIC materials have also been posted on the project webpage, and the comment period for PIC #3 has been extended. Comments will now be received up to December 23, 2021.

Sincerely,

Mir

Mir Ahsan Talpur, M.Env.Sc., EP
Environmental Planner
Mobile: +1 (647) 545 8974
www.woodplc.com



From: Talpur, Mir

Sent: Monday, November 22, 2021 10:28 AM

To: 'EnviroOnt@tc.gc.ca' <EnviroOnt@tc.gc.ca>; 'FisheriesProtection@dfo-mpo.gc.ca' <FisheriesProtection@dfo-mpo.gc.ca>; 'Del Villar Cuicas, Joan (MECP)' <Joan.DelVillarCuicas@ontario.ca>; 'eanotification.wcregion@ontario.ca' <eanotification.wcregion@ontario.ca>; 'Brothers, Brianne (MECP)' <Brianne.Brothers@ontario.ca>; 'MNRF.Ayl.Planners@ontario.ca' <MNRF.Ayl.Planners@ontario.ca>; 'rosi.zirger@ontario.ca' <rosi.zirger@ontario.ca>; 'karla.barboza@ontario.ca'; 'Aldo.Ingraldi@ontario.ca' <Aldo.Ingraldi@ontario.ca>; 'anneleis.eckert@ontario.ca' <anneleis.eckert@ontario.ca>; 'Kashif.Hussain@ontario.ca'; 'lance.dutchak@ontario.ca'; 'michael.lindsay@infrastructureontario.ca' <michael.lindsay@infrastructureontario.ca>; 'ddeluca@npca.ca'; 'Adam Aldworth' <aaldworth@npca.ca>; 'mustafa.hirji@niagararegion.ca' <mustafa.hirji@niagararegion.ca>; 'Joseph.Tonellato@niagararegion.ca' <Joseph.Tonellato@niagararegion.ca>; 'Richard.Gabel@niagararegion.ca' <Richard.Gabel@niagararegion.ca>; 'Cara.Lampman@niagararegion.ca' <Cara.Lampman@niagararegion.ca>; 'tony.cimino@niagararegion.ca' <tony.cimino@niagararegion.ca>; 'Phill.Lambert@niagararegion.ca' <Phill.Lambert@niagararegion.ca>; 'pat.busnello@niagararegion.ca' <pat.busnello@niagararegion.ca>; 'Vanessa.Aykroyd@niagararegion.ca' <Vanessa.Aykroyd@niagararegion.ca>; 'Khaldoon.Ahmad@niagararegion.ca' <Khaldoon.Ahmad@niagararegion.ca>; 'Scott.Fraser@niagararegion.ca' <Scott.Fraser@niagararegion.ca>; 'cam.milne@niagararegion.ca' <cam.milne@niagararegion.ca>; 'Dunsmore, Susan'; 'Lori.Karlewicz@niagararegion.ca' <Lori.Karlewicz@niagararegion.ca>; 'Diana.Huson@niagararegion.ca' <Diana.Huson@niagararegion.ca>; 'Leanna.Villella@niagararegion.ca' <Leanna.Villella@niagararegion.ca>; 'Tim.Whalen@niagararegion.ca' <Tim.Whalen@niagararegion.ca>; 'Taylor.Boyle@niagararegion.ca' <Taylor.Boyle@niagararegion.ca>; 'Sara.Myhaluk@niagararegion.ca' <Sara.Myhaluk@niagararegion.ca>; 'Manny.Rataul@niagararegion.ca' <Manny.Rataul@niagararegion.ca>; 'petar.vujic@niagararegion.ca' <petar.vujic@niagararegion.ca>; 'shawn.mccauley@niagararegion.ca' <shawn.mccauley@niagararegion.ca>; 'normans.taurins@niagararegion.ca' <normans.taurins@niagararegion.ca>; 'Jacqueline.Gates@niagararegion.ca'; 'Cassandra.Ogunniyi@niagararegion.ca'; 'Britney.Fricke@niagararegion.ca'; 'jackie.gervais@niagararegion.ca'; 'Craig.Mustard@niagararegion.ca'; 'Dragan.Mrkela@niagararegion.ca' <Dragan.Mrkela@niagararegion.ca>; 'Kevin.Macdonald@niagararegion.ca' <Kevin.Macdonald@niagararegion.ca>; 'jade.anema@niagararegion.ca' <jade.anema@niagararegion.ca>; 'Brittany.Lauzon@niagararegion.ca'; 'Gina.vandenBurg@niagararegion.ca' <Gina.vandenBurg@niagararegion.ca>; 'Josh.Wilson@niagararegion.ca'; 'Hamed.Esmaeeli@niagararegion.ca'; 'Boudens, Adam' <Adam.Boudens@niagararegion.ca>; 'Shanks, Amy' <Amy.Shanks@niagararegion.ca>; 'Kate.Harold@niagararegion.ca'; 'Julia.vanderLaandeVries@niagararegion.ca'; 'Vanessa.Aykroyd@niagararegion.ca' <Vanessa.Aykroyd@niagararegion.ca>; 'jmarr@pelham.ca'; 'dyoung@pelham.ca'; 'rcook@pelham.ca'; 'BWiens@pelham.ca'; 'slarocque@pelham.ca' <slarocque@pelham.ca>; 'sean.dunsmore@thorold.ca'; 'jaroslav.hajek@thorold.ca'; 'rachel.larocque@welland.ca';

grant.munday@welland.ca; sherri-marie.millar@welland.ca; 'Julie.vanleur@welland.ca' <Julie.vanleur@welland.ca>; 'sleach@pelham.ca' <sleach@pelham.ca>; 'wolson@pelham.ca' <wolson@pelham.ca>; 'clerk@welland.ca' <clerk@welland.ca>; 'clerk@thorold.ca' <clerk@thorold.ca>; 'kevin.smith@niagararegion.ca' <kevin.smith@niagararegion.ca>; 'psb@nrps.on.ca' <psb@nrps.on.ca>; 'blymburner@pelham.ca' <blymburner@pelham.ca>; 'terry.dixon@thorold.ca' <terry.dixon@thorold.ca>; 'fire@welland.ca' <fire@welland.ca>; 'active@pelham.ca' <active@pelham.ca>; [REDACTED] sean.dunsmore@thorold.ca; [REDACTED] 'Donna.Delveccchio@thorold.ca' <Donna.Delveccchio@thorold.ca>; 'WATAC@welland.ca' <WATAC@welland.ca>; 'haroldsawchuk@yahoo.ca' <haroldsawchuk@yahoo.ca>; yang.xiao@npei.ca; 'Chappell, Steven' <steven.chappell@bell.ca>; Derek Black <derek.black@cogeco.com>; Randy.Leppert@cogeco.com; zachary.baum@rci.rogers.com; 'robert.donofrio@enbridge.com' <robert.donofrio@enbridge.com>; 'Mark-Ups@enbridge.com' <Mark-Ups@enbridge.com>; 'James.Callaghan@enbridge.com' <James.Callaghan@enbridge.com>; 'robert.donofrio@enbridge.com' <robert.donofrio@enbridge.com>; mark.kuhlmann@nrbn.ca; jeremy.smith@nrbn.ca; 'Raymond.Nepomuceno@hydroone.com' <Raymond.Nepomuceno@hydroone.com>; SecondaryLandUse@HydroOne.com; 'jim.oriotis@hydroone.com' <jim.oriotis@hydroone.com>; 'info@niagaraex.com' <info@niagaraex.com>; 'tyler.brooks@ofa.on.ca' <tyler.brooks@ofa.on.ca>; 'Warren.Hoshizaki@dsbn.org' <Warren.Hoshizaki@dsbn.org>; 'Karen.Bellamy@DSBN.ORG' <Karen.Bellamy@DSBN.ORG>; 'Cheryl.Morgan@DSBN.ORG' <Cheryl.Morgan@DSBN.ORG>; 'info@ncdsb.com' <info@ncdsb.com>; 'scanjar@movingniagara.com' <scanjar@movingniagara.com>; 'info@gncc.ca' <info@gncc.ca>; 'admin@rinaldihomes.com' <admin@rinaldihomes.com>; 'grant@niagararealtor.ca' <grant@niagararealtor.ca>; 'stephen.laskowski@cantruck.ca' <stephen.laskowski@cantruck.ca>; 'brhughes@niagaracollege.ca' <brhughes@niagaracollege.ca>; 'stephanie@primont.com' <stephanie@primont.com>
Cc: Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; 'Sulaf.Alkarawi@niagararegion.ca' <Sulaf.Alkarawi@niagararegion.ca>; Suggett, Jeff <jeff.suggett@woodplc.com>; Shams, Anika <anika.shams@woodplc.com>

Subject: Notice of PIC 3-Class EA-Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)

**Re: Notice of Public Information Centre (PIC) #3
Regional Road 37 (Merritt Road) and Regional Road 54 (Rice Road)
Municipal Class Environmental Assessment**

Please find attached Notice of Public Information Centre No. 3 for the Municipal Class Environmental Assessment (EA) for the improvements to Merritt Road and Rice Road 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.

Date: Wednesday, December 1, 2021
Place: Online Presentation - project webpage: <https://niagararegion.ca/projects/regional-road-37>
Time: Starting at 6:00 p.m.

We kindly request the clerks from the Local Area Municipalities that this information be circulated to 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

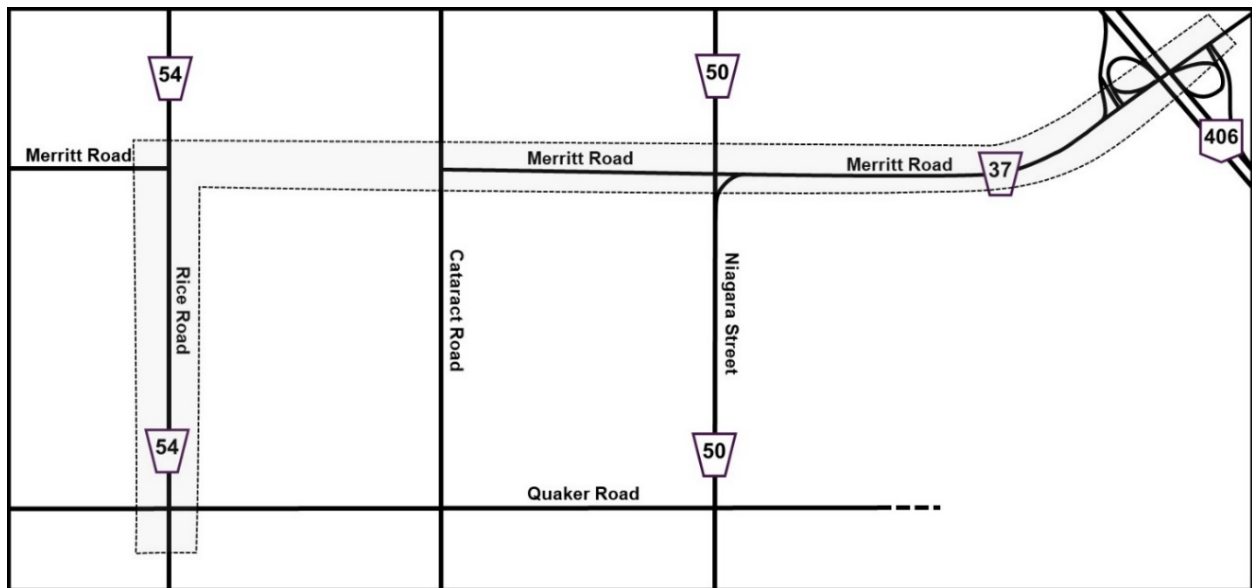
wood.

Notice of Online Public Information Centre #3

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 aims to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study also aims to 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 #1 was held from March 24, 2021, to April 7, 2021, and the Public Information Centre #2 was held from June 9, 2021, to June 30, 2021. Materials related to these events, including the summary reports documenting the comments received and Study Team's responses are available on the [project webpage](#).

The Niagara Region is now planning to host the third and last **Public Information Centre #3** for this study to share the preliminary preferred design for the road improvements. This event will be held in an **online format** via project webpage.

You are invited to **attend the Online Presentation on Wednesday, December 1, 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 Public Information Centre #3 will be available on the project webpage starting December 1, 2021, and comments will be received until **December 16, 2021**.

Stay Connected!

If you have any questions or comments, please contact one of the Study Team Members identified below:

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

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.

November 15, 2021

Tracey General
Office Manager
Haudenosaunee Confederacy Chiefs Council
c/o Haudenosaunee Development Institute

Attention: Tracey General

SENT VIA EMAIL

**RE: Notice of Online Public Information Centre #3 - Schedule 'C'
Municipal Class Environmental Assessment for Merritt Rd. (RR 37)
and Rice Rd. (RR 54) Pelham, Thorold and Welland**

Dear Ms. General,

The Regional Municipality of Niagara (Niagara Region) is pleased to provide the Haudenosaunee Confederacy Chiefs Council, as represented by the Haudenosaunee Development Institute (HDI) with an update on this Municipal Class Environmental Assessment (Class EA) Study. The Class EA Study was initiated in January 2021 to identify improvements to Merritt Road and Rice Road in the Town of Pelham, and in the Cities of Thorold and Welland.

Consultation with the Indigenous Nations is a key element of the Class EA process and input is invited for incorporation into the planning and design of the project. A Notice of Study Commencement and a Project Summary was sent to the HDI on January 14, 2021. A Notice for the Public Information Centre (PIC) #1 to introduce the Study was shared with the HDI on March 5, 2021, and the PIC #1 Online Presentation was held on March 24, 2021. A Notice of the PIC #2 to share preferred solution was shared with the HDI on May 26, 2021, and this PIC was held on June 9, 2021. The Niagara Region has now completed Phase 3 of the Class EA process for the project and has identified the preliminary preferred design for the road improvements.

A third PIC is planned to be held **Online** to present the preliminary preferred design for the road improvements. As part of the PIC, an **Online** Presentation will be held on **Wednesday, December 1, 2021**, starting at **6:00 p.m.** The Niagara Region is inviting the HDI to participate in the PIC #3. If HDI would like to attend the Online Presentation, please visit the [project webpage](https://niagararegion.ca/projects/regional-road-37). Access to the Online Presentation will be available on the scheduled date and time of the PIC #3. Information materials for the PIC #3 will be available on the [project webpage](https://niagararegion.ca/projects/regional-road-37) starting **December 1, 2021**, and comments will be received until **December 16, 2021**. The project webpage is at: <https://niagararegion.ca/projects/regional-road-37>

Alternatively, the Niagara Region would welcome the opportunity to meet and present this information to the HDI and discuss any comments that HDI may have about the Study. The Niagara Region is also seeking information about the potential for the Project to affect Indigenous Nations and Treaty Rights. If the HDI would like to meet to discuss this project, please contact the undersigned.

Please refer to the attached Notice of Public Information Centre #3 for more information.

Sincerely,



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

Manager, Transportation Planning

Niagara Region

Maged.Elmadhoon@niagararegion.ca

Cc:

Leroy Jocko Hill (jocko@sixnationsns.com)

Todd Williams (williams.todde@gmail.com)

Jeff Suggett, Wood (Jeff.Suggett@woodplc.com)

Trina Maher, Wood (trina.maher@woodplc.com)

Mir Ahsan Talpur (mir.talpur@woodplc.com)

Enclosed: Notice of Public Information Centre #3

November 15, 2021

Fawn Sault
Consultation Manager
Mississaugas of the Credit First Nation

Attention: Fawn Sault

SENT VIA EMAIL

**RE: Notice of Online Public Information Centre #3 - Schedule 'C'
Municipal Class Environmental Assessment for Merritt Rd. (RR 37)
and Rice Rd. (RR 54) Pelham, Thorold and Welland**

Dear Ms. Sault,

The Niagara Region is pleased to provide the Mississaugas of the Credit First Nation (MCFN) with an update on this Municipal Class Environmental Assessment (Class EA) Study. The Class EA Study was initiated in January 2021 to identify improvements to Merritt Road and Rice Road in the Town of Pelham, and in the Cities of Thorold and Welland.

Consultation with the Indigenous Nations is a key element of the Class EA process and input is invited for incorporation into the planning and design of the project. A Notice of Study Commencement and a Project Summary was sent to the MCFN on January 14, 2021. A Notice for the Public Information Centre (PIC) #1 to introduce the Study was shared with the MCFN on March 5, 2021, and the PIC #1 Online Presentation was held on March 24, 2021. A Notice of the PIC #2 to share preferred solution was shared with the MCFN on May 26, 2021, and this PIC was held on June 9, 2021. The Niagara Region has now completed Phase 3 of the Class EA process for the project and has identified the preliminary preferred design for the road improvements.

A third PIC is planned to be held **Online** to present the preliminary preferred design for the road improvements. As part of the PIC, an **Online** Presentation will be held on **Wednesday, December 1, 2021**, starting at **6:00 p.m.** The Niagara Region is inviting the MCFN to participate in the PIC #3. If MCFN would like to attend the Online Presentation, please visit the [project webpage](https://niagararegion.ca/projects/regional-road-37). Access to the Online Presentation will be available on the scheduled date and time of the PIC #3. Information materials for the PIC #3 will be available on the [project webpage](https://niagararegion.ca/projects/regional-road-37) starting **December 1, 2021**, and comments will be received until **December 16, 2021**. The project webpage is at: <https://niagararegion.ca/projects/regional-road-37>

Alternatively, the Niagara Region would welcome the opportunity to meet and present this information to the MCFN and discuss any comments that MCFN may have about the Study. The Niagara Region is also seeking information about the potential for the Project to affect Indigenous Nations and Treaty Rights. If the MCFN would like to meet to discuss this project, please contact the undersigned.

Please refer to the attached Notice of Public Information Centre #3 for more information.

Sincerely,



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

Manager, Transportation Planning

Niagara Region

Maged.Elmadhoon@niagararegion.ca

Cc:

Megan DeVries (megan.devries@mncfn.ca)

Jeff Suggett, Wood (Jeff.Suggett@woodplc.com)

Trina Maher, Wood (trina.maher@woodplc.com)

Mir Ahsan Talpur (mir.talpur@woodplc.com)

Enclosed: Notice of Public Information Centre #3

November 15, 2021

Robbin Vanstone
Consultation Supervisor
Six Nations of the Grand River First Nation
rvanstone@sixnations.ca

Attention: Robbin Vanstone

SENT VIA EMAIL

**RE: Notice of Online Public Information Centre #3 - Schedule 'C'
Municipal Class Environmental Assessment for Merritt Rd. (RR 37)
and Rice Rd. (RR 54) Pelham, Thorold and Welland**

Dear Ms. Vanstone,

The Niagara Region is pleased to provide the Six Nations of the Grand River (SNGR) with an update on this Municipal Class Environmental Assessment (Class EA) Study. The Class EA Study was initiated in January 2021 to identify improvements to Merritt Road and Rice Road in the Town of Pelham, and in the Cities of Thorold and Welland.

Consultation with the Indigenous Nations is a key element of the Class EA process and input is invited for incorporation into the planning and design of the project. A Notice of Study Commencement and a Project Summary was sent to the SNGR on January 14, 2021. A Notice for the Public Information Centre (PIC) #1 to introduce the Study was shared with the SNGR on March 5, 2021, and the PIC #1 Online Presentation was held on March 24, 2021. A Notice of the PIC #2 to share preferred solution was shared with the SNGR on May 26, 2021, and this PIC was held on June 9, 2021. The Niagara Region has now completed Phase 3 of the Class EA process for the project and has identified the preliminary preferred design for the road improvements.

A third PIC is planned to be held **Online** to present the preliminary preferred design for the road improvements. As part of the PIC, an **Online** Presentation will be held on **Wednesday, December 1, 2021**, starting at **6:00 p.m.** The Niagara Region is inviting the SNGR to participate in the PIC #3. If SNGR would like to attend the Online Presentation, please visit the [project webpage](#). Access to the Online Presentation will be available on the scheduled date and time of the PIC #3. Information materials for the PIC #3 will be available on the [project webpage](#) starting **December 1, 2021**, and comments will be received until **December 16, 2021**. The project webpage is at: <https://niagararegion.ca/projects/regional-road-37>

Alternatively, the Niagara Region would welcome the opportunity to meet and present this information to the SNGR and discuss any comments that SNGR may have about the Study. The Niagara Region is also seeking information about the potential for the Project to affect Indigenous Nations and Treaty Rights. If the SNGR would like to meet to discuss this project, please contact the undersigned.

Please refer to the attached Notice of Public Information Centre #3 for more information.

Sincerely,



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

Manager, Transportation Planning

Niagara Region

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Enclosed: Notice of Public Information Centre #3

Notice of Online Public Information Centre #3

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

Newspaper Ads

The Voice of Pelham – November 17, 2021

Letters continued

Pelham Panthers, generations of winners



The "original" Pelham Panthers was the name of our sports teams at Pelham Continuation/District High School in Fenwick. Our school colours were maroon and grey.

The Championships began in 1934, when the girl's basketball team won the all-Ontario Championship right through until 1974, when the school closed and beyond to now; as the Town's teams are Pelham Panthers and are a bunch of winners!

Here are some highlights of Pelham High's championships: 1963 Tribune Tournament Champions; the 1966 Panthers Boys Basketball team won the Ontario Federation School Athletic Association title; the 1968 Panthers Football Team won the SOSSA championship.

During all those years that Pelham High was open, there were many individual and team victories in school, district, and provincial meets.

Our outstanding Pelham Panther Olympians: Jane Haist, a discus thrower who participated and medaled in several Pan Am games and the 1976 Olympics. Tom Guinn, a pistol shooter who was in the 1976 and 1984 Olympics. Steve Bauer, a cyclist who rode in the 1984 Olympics for a silver medal. Steve also rode in several Tours de France and wore the yellow jersey 14 times!

Another Pelham High alumni is Marlene Stewart-Streit, an outstanding golfer who has won so many titles I would need a whole page to mention them.

We are so proud to have been part of Pelham High School and Panther history.

The school has been closed since 1974, but since 1984, we have gathered at our reunions to renew our old friendships. We had our 11th reunion organized for 2020 but because of Covid 19 (what else) it had to be postponed. We have rescheduled for 2022. This time we will meet on Sunday, June 12, 2022, from 1-5 PM, at the Royal Canadian Legion, Highway 20, in Fonthill.

As we get closer to that time, and again depending on Covid, I will give you more info. For all of you who have been emailed or who have seen details on Facebook, please, let people who are not on computers or don't get the Voice know what's happening.

Hope you enjoy the picture. Don't you just love the 1934 gym suits!

Vilma Moretti
Fonthill

REGIONAL COUNCIL UPDATE
by Diana Huson, Niagara Regional Councillor (Pelham)

Looking to post-pandemic prosperity, green action

Last week I had the privilege to attend the Toronto Global Forum as Chair of the Region's Planning and Economic Development Committee, along with representatives from the City of St. Catharines, the City of Welland, and the City of Thorold.

The event offered in-person attendance to a select number of individuals, including a small Niagara contingent. It was quite different to experience an in-person event again, complete with public health measures and Covid protocols, after a long hiatus from the traditional conference experience.

As a first-time participant of this particular event, I learned that the forum serves as an international summit, bringing together senior leadership across the banking, finance, political and economic landscape. Aptly themed, "Redefining a new prosperity," post-pandemic economic recovery was top of mind for most speakers. However, the event also closely followed COP26, the United Nations climate summit recently taking place in Glasgow, Scotland, that featured policy and climate experts in addition to representatives from those countries that signed on the United Nations Framework Convention on Climate Change in 1994, including Canada.

It was no surprise that the Forum was strongly influenced by discussions coming out of COP26, especially after the announcement that nearly 500 global financial services firms agreed to align \$30 trillion, or 40 percent of the world's financial assets, with the climate goals set out in the Paris Agreement. That's a significant commitment! And as a result, most sessions at the Toronto Global Forum, if not all, had a green lens signaling what I believe is a significant shift in embracing the need to acknowledge, implement, and accelerate impactful climate change action on behalf of the corporate/private sector.

The Forum included discussions that reflected on intentional investment in clean and environmentally friendly projects that are necessary to meet global net-zero targets. It also highlighted the role of the private sector in reducing carbon emissions. But there was also discussion on the advancement of low emission and electric vehicles, including buses and ambulances, that was particularly relevant to the public sector. This included the need for sustainable infrastructure in supporting growth challenges but also future-proofing our assets.

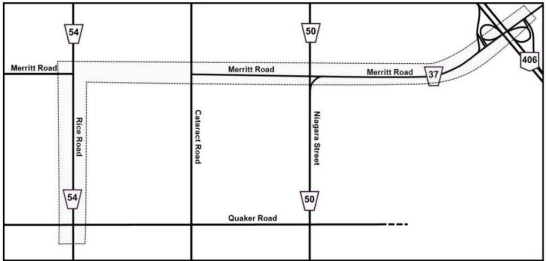
I was surprised to learn that 73 percent of Canada's greenhouse gas emissions primarily come from three sources—energy production, transportation, and inefficient buildings. Hence these items have the potential to impact climate change the most and will play a vital role in moving Canada closer to a green economy. But equally important, we need to embrace the circular economy, which signifies a break from a traditional cycle of extraction to consumption to waste.

It was fascinating! I left the conference feeling that perhaps climate change isn't a niche term anymore and it's finally being taken seriously. Perhaps we're on the precipice of a great shift where climate change is respected, and acted upon, not only for the very real threat it poses, but also for the opportunities. Shifting to a greener and cleaner economy is a necessity for future generations. And as the only G7 country, aside from the US, to see emissions rise every year since the Paris Agreement, let's hope Canada gets on board. It seems the world is ready to finally address climate change. ♦

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If you have any questions or comments, please contact one of the Study Team Members:

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COMMUNITY



Metroland File Photo
Volunteers are needed for the Pelham Summerfest Committee.

HELPING HANDS NEEDED FOR SUMMERFEST COMMITTEE

SIX VOLUNTEER POSITIONS AVAILABLE

SARAH FERGUSON
sferguson@niagarathisweek.com

With the weather growing colder, thoughts of summer are the furthest thing from most peoples' minds. There is one exception though and that's the organizers of Pelham Summerfest.

Amanda Deschenes, Pelham's special events and festivals programmer, said the town is "right in the thick of it" in terms of planning the summer event for 2022 and is looking for people to volunteer for the Pelham Summerfest Committee.

"Six members are needed to join the committee and we will continue taking applications until the positions are filled," she said.

The Pelham Summerfest is a four-day event held at Pelham Town Square, usually in July, and it attracts thousands of visitors to the community.

It began in 2011 as a single-day event and has continued to blossom and expand over the years.

The festival was cancelled in 2020 and last summer due to the COVID-19 pandemic.

Deschenes said Pelham Summerfest is an event that has been "an integral part of the community" that people have grown to love and "take pride in."

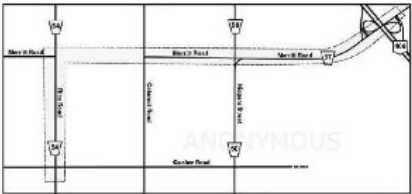
"If you're wanting to be a part of it, becoming a volunteer puts you right in (the heart) of the event."

To volunteer for the festival call Deschenes at 905-882-2607 ext. 352 or send an e-mail to adeschenes@pelham.ca

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A6 | LOCAL

General cargo shipments increase

Welland Canal will remain open into first week of January as part of pilot program

THE WELLAND TRIBUNE

General cargo shipments continue to drive an increase in overall cargo moved through the 3,700-kilometre-long Great Lakes-St. Lawrence Seaway system, figures released Wednesday show.

St. Lawrence Seaway Management Corp. said total cargo moved through the end of October was up 1.92 per cent compared to the same time last year and stood at 28.5 million tonnes.

In a release, the Chamber of Marine Commerce said steel imports are expected to continue to hold strong through the balance of the year as general cargo shipped was up 65.5 per cent.

Iron ore shipments were up 20.4 per cent, with Quebec mines supplying Canadian steel manufacturing. The figure also included pellet exports from northern Minnesota ports to Quebec and then on to Europe.

Dry bulk goods were up 7.71 per cent due to cross-border trade of building materials.

The chamber release said follow-



ing a record 2020, grain shipments were down 21.45 per cent at the end of October this year.

Though also down 5.42 per cent, the chamber said, the liquid bulk category shows a return to normalcy from the COVID-19 pandemic as more businesses return to the of-

fice and travellers take to the skies for leisure travel. Liquid bulk includes jet fuel and petroleum.

Coal shipments were down 4.36 per cent.

"We anticipate a strong finish to the shipping season as Canadian domestic fleets are booked with a

Total cargo moved is up 1.92 per cent this year.

DAVE JOHNSON
TORSTAR

variety of cargoes and ocean vessels are coming into the system to deliver steel and export grain," said seaway president and chief executive officer Terence Bowles in the release.

"This year proves the resiliency of shipping on the Great Lakes and St. Lawrence Seaway.

"With uninterrupted navigation, our transportation corridor helps the Canadian and U.S. economies regain their footing and North American businesses continue day-to-day operations despite the global supply chain crisis."

For the third year, Niagara residents can expect bridges over the canal to stay up into the new year as the seaway extends the 2021 shipping season.

It's part of a five-year pilot program that will see the 43-kilometre-long link between Lake Erie and Lake Ontario stay open until noon on Jan. 7.

The Montreal-Lake Ontario section closes at noon, Dec. 31.

Closing dates could change due to unanticipated conditions, said the seaway.

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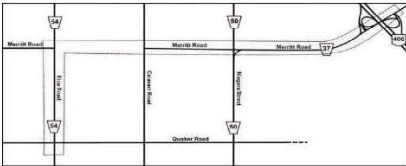
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**WELLAND
TRIBUNE**

COMMENTARY / OP-ED Dr. Alexander Wong

Why I will vaccinate my children against Covid-19

I am an infectious disease physician. When it is our turn to vaccinate our five-year-old son against Covid-19, I will do so with confidence and without hesitation. I am encouraging every parent with eligible children between ages five and 11 to do the same. Here is why.

The U.S. Food and Drug Administration (FDA) recently authorized the Pfizer-BioNTech vaccine for children between five and 11 years of age. Subsequently, members of the Centers for Disease Control and Prevention's Advisory Committee on Immunization Practices voted unanimously to recommend vaccination for all children ages five to 11, a recommendation quickly endorsed by CDC director Dr. Rochelle Walensky.

The rush to vaccinate children in this age group in the United States has now begun.

Health Canada reviewed a similar submission from Pfizer to allow its vaccine to be used in children aged five to 11, and last Friday authorized it for all children in Canada in this age group.

Reviewing the evidence

Many parents in Canada have indicated hesitancy to vaccinate their children, and understandably all parents have questions about weighing the risks and benefits. Let's review the evidence.

Pfizer's clinical trial conducted in the United States in kids aged five to 11 began early in 2021, and a significant surge of Covid-19 occurred soon after as the highly contagious Delta variant swept across the country. The data reported from the clinical trial thus far is encouraging.

The antibody responses in children aged five to 11 with two 10-microgram doses, given three weeks apart, were comparable to those in persons aged 16 to 25 who were given two 30-microgram doses three weeks apart. Being fully vaccinated reduced the chances of being infected with Covid-19 by over 90 percent, an impressive number especially amidst the Delta surge.

No concerning safety events were identified in over 3,000 children who received the vaccine, although followup intervals were short.

Why vaccinate kids against Covid-19?

A question commonly asked by parents is this: "Kids don't generally get very sick or die from Covid-19 compared to adults, right? So why vaccinate them if their risk is so low?"

Yes, the risk of children getting very sick or dying with Covid-19 is low, but the relative risk of severe outcomes and death that kids face when they acquire Covid-19 is extremely high. Covid-19 was the sixth highest cause of death from disease in children ages five to 11 in the U.S. in 2020, comparable to rates of death seen in children with heart or lung disease. If there were a way to prevent death in children with heart or lung disease as simple as a safe two-dose vaccine, there would be very little hesitation from parents to take advantage of it.

Besides hospitalization and death, Covid-19 infection poses other significant risks for children, including the risk of multisystem inflammatory syndrome in children (MIS-C) and longer-term post-Covid-19 complications ("long Covid") similar to adults. MIS-C can occur two to six weeks after Covid-19 infection, nearly two-thirds of affected children will require critical care support, and between one and two percent of affected children will die.

About seven percent of children in the United Kingdom who recovered from Covid-19 infection reported ongoing symptoms 12 weeks after being diagnosed, which affected various aspects of their quality of life: missing school, being less able to perform physical activity and mental health concerns.

MIS-C and long Covid in children are best avoided through prevention of Covid-19 infection by being fully vaccinated.

Concerns about side-effects

The primary side-effect of concern in young children receiving the Covid-19 vaccine is myocarditis, or inflammation of the heart muscle. In one recent Israeli study, the risk of myocarditis was highest in male patients be-

tween ages 16 and 29 after a second dose of an mRNA vaccine, at roughly 11 out of every 100,000 males. A second Israeli study identified males between ages 16 and 19 as being at greatest risk. The risk of myocarditis in females across all age groups was negligible in both studies. Deaths due to vaccine-induced myocarditis are extremely rare, and nearly all cases recover fully.

In Pfizer's clinical trial of children between ages five and 11, no cases of myocarditis have been detected, but ongoing surveillance will be necessary as cases of myocarditis in children of this age group are expected to be extremely rare, given that myocarditis is typically a post-pubertal phenomenon. Also, since the vaccine dose being given to children aged five to 11 is one-third the dose given to persons over 12, an even greater reduction in vaccine-induced myocarditis is likely in this younger age group.

The risk of damage to the heart from infection with SARS-CoV-2 is statistically much higher than the risk of vaccine-induced myocarditis. Covid-19 infection can lead to a variety of complications of the heart, some serious. Such complications include damage to heart muscle from myocarditis itself, as well as inflammation of blood vessels supplying the heart muscle caused by the virus.

Many parents worry about the possible effects of Covid-19 vaccine on fertility and future pregnancies. No evidence exists right now to demonstrate any concerns with Covid-19 vaccine and fertility, pregnancy or breast-feeding. Tens of thousands of women have received vaccine while being pregnant, and no safety signals have been identified.

Parents are concerned about the lack of long-term safety data available for the mRNA vaccines. No reasonable scientific basis exists to indicate that long-term side effects of mRNA vaccination will occur. mRNA is degraded in the body very quickly, which is why we would typically expect to see vaccine side effects like myocarditis within the first two months of

vaccine administration, or not at all. Billions of doses of Covid-19 vaccine have been administered worldwide with no long-term side effects identified, providing further evidence for the long-term safety of mRNA vaccines.

Benefits of vaccination far exceed potential risks

Unfortunately, SARS-CoV-2 is not going to ever go away. Our best-case scenario is endemicity, and even that reality is unpredictable given the potential emergence of new viral variants. We cannot expect our children to live in "bubbles" forever. We must prepare them as best as we can to safely navigate this new reality.

Based on the scientific evidence at hand, the benefits of vaccination for my five-year-old son far exceeds any potential risk. That is why he will be vaccinated as soon as he is eligible, and also why practically every expert group on child health across the world has come out in favour of universal vaccination of children, including the American Academy of Pediatrics. We have not even brought up the significant societal benefit of moving closer toward herd immunity through universal vaccination of eligible children.

Navigating the Covid-19 pandemic has been difficult and disruptive for children and their families. We now give routine childhood vaccines to our kids without hesitation, and they have dramatically improved the quality of life and life expectancy of children worldwide. Getting every child between ages five and 11 fully vaccinated against Covid-19 helps bring us all one step closer towards normalcy and protects our children from severe outcomes of Covid-19 infection.

That is why I am going to vaccinate our five-year-old son with confidence, and why I will strongly encourage all parents to do the same. ♦

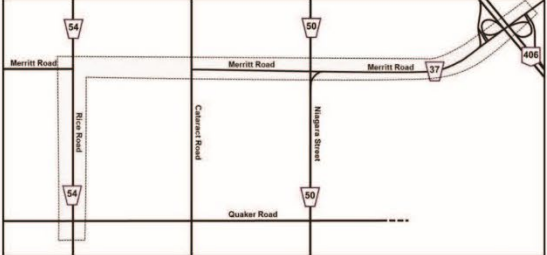
Alexander Wong is Associate Professor, Infectious Diseases, University of Saskatchewan

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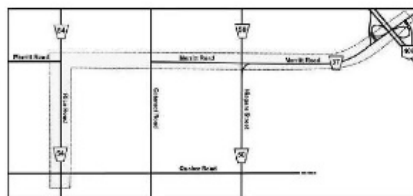
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**'SO EXCITED
AND SO
HAPPY':
CHRISTMAS
IN PELHAM
RETURNS**

OUTDOOR CHRISTMAS MARKET SET FOR DEC. 3

The evening includes a night of crafts, movies, popcorn and dinner. The cost is \$25

See FENWICK, page 71

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Starting the week of Dec. 6, all of Niagara’s 12 local municipalities will be asked to vote on a regional amalgamation proposal. To move forward, a majority of those councils, representing the interests of Niagara’s electors, must vote in favour of the plan.

Regional Chair [Jim Bradley](#) called the decision ‘historic, progressive and a bold step forward for the region.’

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Environmental Assessment Study for Merritt Road and Rice Road

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PUBLIC NOTICE

Notice of Online Public Information Centre #3
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. The study aims to identify improvements to the two roadways to meet the future needs of the surrounding community for all road users. The study also aims to 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.

Public Information Centre #1 was held March 24 - April 7, 2021, and Public Information Centre #2 was held June 9 - June 30, 2021. Materials related to these events, including the summary reports documenting the comments received and study team's responses are available on the project webpage. Niagara Region is now planning to host the third and last Public Information Centre #3 for this study to share the preliminary preferred design for the road improvements. This event will be held in an online format via project webpage:

niagararegion.ca/projects/regional-road-37

You are invited to attend the online presentation **Wednesday, Dec. 1, 2021, 6 p.m.** There will be an opportunity at the end of the presentation to ask questions or submit comments. To join the online presentation, please visit the link above on the day of presentation and click on the presentation link. In addition, the information materials related to the Public Information

Centre #3 will be available on the project webpage starting **Dec. 1, 2021**, comments will be received until **Dec. 16, 2021**.

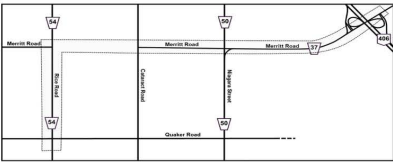
If you have any questions or comments, please contact one of the Study Team Members:

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.

If you require any accommodations for a disability in order to attend and participate in meetings or events, please let us know in advance so that arrangements can be made in a timely manner. Please contact the **Accessibility Advisory Coordinator** at 905-980-6000 ext. 3252 or accessibility@niagararegion.ca.



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Appendix C:
Minutes of Meetings with Impacted
Property Owners



Meeting Minutes

Date: Monday, November 22, 2021, 4:30 PM **Meeting at:** Microsoft Teams

File No.: IM20103036

Subject/purpose: Merritt Road/Rice Road MCEA – Meeting with Property Owners of 520 Rice Road [REDACTED] and 528 Rice Road [REDACTED]

Attendees:

Maged Elmadhoon, Niagara Region
Craig Mustard, Niagara Region
Jeff Suggett, Wood

Mir Ahsan Talpur, Wood
Property Owner of 520 Rice Road
Property Owner of 528 Rice Road

Items Discussed:

1. Purpose of Meeting

The purpose of the meeting was to:

- Share the preliminary preferred design of the proposed road improvements on Rice Road in the vicinity of the two private properties (520 Rice Road and 528 Rice Road), and
- Discuss impacts of the proposed improvements on the two private properties.

The meeting was held in advance of the Public Information Centre #3 that was being planned for December 1, 2021. The road cross-sections, preliminary preferred design drawings and Public Information Centre slides will be posted on the project webpage starting December 1, 2021. There will also be an online presentation at 6:00 pm on December 1. Project webpage: <https://niagararegion.ca/projects/regional-road-37/>

2. Preliminary Preferred Design for Rice Road (Segment 4)

Preliminary preferred design for Rice Road includes the following:

Segment 4: Rice Road (200 m north of Merritt Road to Quaker Road)

- Four 3.3 m drive lanes with a 2.5 m median or 3.3 m two-way left turn lane in centre
- 1.8 m sidewalks on both sides and
- A 3.0 m separated two-way cycle track on the west side
- Ditches on both sides

Continued...

It was noted that the traffic signals are being proposed at all the intersections within the Study Area.

3. Discussion with Property Owners

520 Rice Road

- Comment: The property owner noted that there are traffic concerns on the Rice Road. This traffic could use Cataract Road.
- Response: Study Team noted that the Rice Road is a regional road, and helps move traffic, goods and services.
- The property owner did not express concern with the impacts of proposed road improvements on their property.

528 Rice Road

Following bullets summarize questions received from the property owner of 528 Rice Road and Study Team's responses:

- Question: What would be the proposed schedule to implement the proposed improvements?
- Response: Once the environmental assessment is complete, the Niagara Region will initiate detailed design. The widening of Rice Road is not required until after 10 years, however, the Niagara Region would like to protect the right of way for the proposed road widening. The active transportation is the priority, and will likely be implemented in 2-3 years. Once the preferred design is finalized, the Niagara Region's Real Estate Team will coordinate with the property owners to initiate discussions regarding property acquisition.
- Question: When will be the new Merritt Road (Segment 1) constructed.
- Response: The Environmental Study Report will outline the phasing and implementation strategy for the road construction. Merritt Road may be constructed in about five years.
- Comment: It is good thing that the Niagara Region is proposing sidewalk and cycle track along Rice Road, as there are currently no such facilities, and the residents walk on the road shoulders.
- Question: What other infrastructure improvements will be made on this road?
- Response: Based on discussions with the local area municipalities, it is anticipated that there is no other major infrastructure required (e.g., water or sanitary services). Post Meeting Clarification: A report completed in support of Northwest Welland Secondary Plan indicates that a new sanitary sewer is planned along Rice Road north of Quaker Road. This report is titled Municipal Servicing Conceptual Design Report. More information about the secondary plan and supporting

Continued...

reports can be found online on City of Welland's website:

<https://www.welland.ca/ReportsStudies.asp>

- Question: Will there be no development on the former soccer club along Rice Road?
- Response: The development in this general area is being planned. The road improvements are being proposed to address the traffic associated with future development.
- Comment: The property owner expressed satisfaction with the proposed active transportation facilities along Rice Road, however expressed concern that a portion of the property will be taken, and that there will be no/little change to taxes.
- Response: The property tax for the resident will decrease due to reduction in property area.
- Question: The property owner own another property on the west side of Rice Road. The road widening will require a portion of that property, reducing the property size under one acre. Town of Pelham requires one acre of land to build a residence. Would the Town allow construction of a residence in this case where property area is being reduced due to a municipal infrastructure project?
- Response: Niagara Region's Real Estate Team has experience in addressing these types of scenarios, and can assist the property owner in discussions with the Town of Pelham, when the time comes.
- Question: If the centre lane is not required, would that reduce impact on the private property owners?
- Response: If the centre lane is not required, that will be reflected on the design, and may result in reduced impacts on private property owners.



Meeting Minutes

Date: Monday, November 22, 2021, 5:00 PM **Meeting at:** Microsoft Teams

File No.: IM20103036

Subject/purpose: Merritt Road/Rice Road MCEA – Meeting with Property Owners of
1131 Rice Road [REDACTED] and 1155 Rice Road [REDACTED]

Attendees:

Maged Elmadhoon, Niagara Region
Craig Mustard, Niagara Region
Jeff Suggett, Wood

Mir Ahsan Talpur, Wood
Property Owner of 1131 Rice Road
Property Owner of 1155 Rice Road

Items Discussed:

1. Purpose of Meeting

The purpose of the meeting was to:

- Share the preliminary preferred design of the proposed road improvements on Rice Road in the vicinity of the two private properties (1131 Rice Road and 1155 Rice Road), and
- Discuss impacts of the proposed improvements on the two private properties.

The meeting was held in advance of the Public Information Centre #3 that was being planned for December 1, 2021. The road cross-sections, preliminary preferred design drawings and Public Information Centre slides will be posted on the project webpage starting December 1, 2021. There will also be an online presentation at 6:00 pm on December 1. Project webpage: <https://niagararegion.ca/projects/regional-road-37/>

2. Preliminary Preferred Design for Rice Road (Segment 4)

Preliminary preferred design for Rice Road includes the following:

Segment 4: Rice Road (200 m north of Merritt Road to Quaker Road)

- Four 3.3 m drive lanes with a 2.5 m median or 3.3 m two-way left turn lane in centre
- 1.8 m sidewalks on both sides
- A 3.0 m separated two-way cycle track on the west side
- Ditches on both sides

Continued...

It was noted that the traffic signals are being proposed at all the intersections within the Study Area.

3. Discussion with Property Owners

1131 Rice Road

Following bullets summarize questions received from the property owner of 1131 Rice Road and Study Team's responses:

- Question: Why was this road widening not planned before? Why are the long-time residents are being impacted?
- Response: The Niagara Region completed the Transportation Master Plan in 2017, which identified the need for the road improvements. Accordingly, the Niagara Region is now completing this environmental assessment study to identify the proposed improvements.
- Question: Is the Merritt Road (Segment 1) being proposed for construction?
- Response: Yes, the Merritt Road is being planned for construction.

1155 Rice Road

Following bullets summarize questions received from the property owner of 1155 Rice Road and Study Team's responses:

- Question: How much property will be required?
- Response: Once the preferred design is confirmed, the Niagara Region's Real Estate Team will contact the impacted property owners. At that time, the Project Team will have information on how much exact area of private property be required. The Niagara Region will compensate for any property taking.
- Question: For how much of the land taking will the Region compensate for?
- Response: The Niagara Region will compensate for however much land taking is required.
- Question: What is the timeline for the implementation for these improvements?
- Response: Once the environmental assessment is complete, the Niagara Region will initiate detailed design. The widening of Rice Road is not required until after 10 years, however, the Niagara Region would like to protect the right of way for the proposed road widening. The active transportation is the priority, and will likely be implemented in 2-3 years. Once the preferred design is finalized, the Niagara Region's Real Estate Team will coordinate with the property owners to initiate discussions regarding property acquisition.
- How will the Niagara Region compensate for the land?
- Response: Niagara Region will compensate for the land taking based on the fair land value based on comparison with market value.

Continued...

- Question: What is the timeline for the construction of Merritt Road and Rice Road?
- Response: Merritt Road will be constructed first. The Environmental Study Report will outline the phasing and implementation strategy for the two roads. The Merritt Road may be constructed in about five years.
- Question: Is this project considering urban boundary expansion?
- Response: Development in this general area is being planned. The road improvements are being proposed to address the traffic associated with future development.



Meeting Minutes

Date: Monday, November 26, 2021, 4:00 PM **Meeting at:** Microsoft Teams

File No.: IM20103036

Subject/purpose: Merritt Road/Rice Road MCEA – Meeting with Property Owners of 1165 Rice Road [REDACTED] and 1180 Rice Road [REDACTED]

Attendees:

Maged Elmadhoon, Niagara Region
Jeff Suggett, Wood
Mir Ahsan Talpur, Wood

Property Owner of 1165 Rice Road
Property Owner of 1180 Rice Road

Items Discussed:

1. Purpose of Meeting

The purpose of the meeting was to:

- Share the preliminary preferred design of the proposed road improvements on Merritt Road (Segment 1) and Rice Road in the vicinity of the two private properties (1165 Rice Road and 1180 Rice Road), and
- Discuss impacts of the proposed improvements on the two private properties.

The meeting was held in advance of the Public Information Centre #3 that was being planned for December 1, 2021. The road cross-sections, preliminary preferred design drawings and Public Information Centre slides will be posted on the project webpage starting December 1, 2021. There will also be an online presentation at 6:00 pm on December 1. Project webpage: <https://niagararegion.ca/projects/regional-road-37/>

2. Preliminary Preferred Design

Preliminary preferred design for Merritt Road from Rice Road to Cataract Road includes the following:

- New 25.1 m wide road right of way along the centreline, with slight horizontal curves near the intersections
- Hybrid (Rural-Urban) Cross-section with following:
 - Two 3.3 m drive lanes with curbs and ditches on both sides

Continued...

- A 3.6 m separated two-way cycle track and a 1.8 m sidewalk on the north side

Preliminary preferred design for Rice Road from 200 m north of Merritt Road to Quaker Road includes the following:

- Four 3.3 m drive lanes with a 2.5 m median or 3.3 m two-way left turn lane in centre
- 1.8 m sidewalks on both sides
- A 3.0 m separated two-way cycle track on the west side
- Ditches on both sides

It was noted that the traffic signals are being proposed at all the intersections within the Study Area.

3. Discussion with Property Owners

1165 Rice Road

The following bullets summarize discussion with the property owner of 1165 Rice Road and Study Team's responses:

- Comment: The property owner was concerned about the ditches, as the ditches would impede the property owner from developing the property.
- Response: The improvements are designed in accordance with the Niagara Region's Complete Street Guidelines. Merritt Road, from Rice Road to Cataract Road is being designed as a Rural Scenic corridor. Ditches will not block any access from the road. Access can still be provided.
- Comment: The property owner did not agree with the rural typology, and preferred urban cross-section. The property owner noted that the ditches pose a hazard in winter, and due to safety hazard, the property owner prefer that this section be an urban cross-section, without ditches.
- Comment: The property owner requested on whether storm sewers could be implemented along Segment 1 rather than ditches. The project team will provide that information to the property owner.

1180 Rice Road

The following bullets summarize discussion with the property owner of 1180 Rice Road and Study Team's responses:

- Comment: There is an existing secondary access for the property from Rice Road, which will be impacted by the proposed improvements, specifically the proposed median along Rice Road.
- Response: The access could be shifted to the south, so that the property has continuous access from Rice Road.

Continued...

- Comment: With sidewalk, cycle tracks, ditches, it appears that there is a lot of space to cross before exiting and entering the property.
- Comment: The property owner expressed concern with the amount of property taking as a result of proposed improvements. The property owner also expressed concern that their existing driveway along Merritt Road will likely be impacted by traffic queues on Merritt Road, and their driveway may be blocked. There will be higher traffic volumes in future associated with the future development, which will cause safety issues at the driveways.

The Study Team members encouraged the property owners to attend the PIC #3 and submit any additional comments. All comments received as part of the PIC will be reviewed by the Study Team, and the design may be refined.



Meeting Minutes

Date: Wednesday, December 8, 2021, 10:30 AM

Meeting at: Microsoft Teams

File No.: IM20103036

Subject/purpose: Merritt Road/Rice Road MCEA – Meeting with Private Property Owners (Hert Inc., Primont Homes and Mountainview Homes)

Attendees:

Maged Elmadhoon, Niagara Region

Craig Mustard, Niagara Region

Jeff Suggett, Wood

Mir Ahsan Talpur, Wood

Muhammad Khan, Wood



Items Discussed:

1. Purpose of Meeting

The purpose of the meeting was to:

- Share the preliminary preferred design of the proposed road improvements on Merritt Road and Rice Road, and
- Discuss impacts of the proposed improvements on the private properties and associated future development.

2. Discussion

William Heikoop, Upper Canada Planning & Engineering Ltd.

William is the planning consultant for the various property owners that are considering future development on a number of properties in the Study Area. The following bullets summarize discussion with William and Study Team's responses:

- William will provide a mark of the map to identify various properties being considered for future development by different land developers.
- Question: Niagara Region is developing the new Official Plan which proposes to include the rural lands associated with Segment 1 into urban lands. Would this require any changes for the road cross-section for Segment 1 from rural road

Continued...

cross-section to urban road cross-section? Also, why are two lanes being proposed for Segment 1?

- Response: Jeff noted that the Segment 1 is being planned in accordance with the rural typology. Ditches are being proposed because of the existing flat topography in the area, which would make it challenging to provide storm sewers. In addition, the traffic assessment indicated that much of the eastbound/westbound traffic demand will be between Highway 406 and Niagara Street/Merrittville Highway and will not continue on to Merritt Road Segment 1.
- Question: The future development associated with the East Fonthill Secondary Plan and the Port Robinson West Secondary Plan areas will generate significant amount of traffic and whether those have been considered in the traffic analysis?
- Response: The Region's EMME model was used and proposed development and growth was accommodated in the modeling to determine future demand and associated road improvements.
- Question: There 1149 Grisdale Road property is being proposed for future development comprised of approximately 96 residential units. What is being proposed at the Grisdale Road intersection so that information can be incorporated into the Traffic Impact Assessment for the proposed development?
- Response: Various alternatives are being identified and evaluated for the Grisdale Road intersection and Highway 406 ramp, including removal of the right turn channel, and making a right-in and right-out intersection at Grisdale Road. The preferred option will be discussed and finalized in consultation with the Ministry of Transportation.
- There will be another development south of Towpath Road including 3000-5000 residences. It is suggested that the Study Team consult with the City of Thorold to inquire about the City's plans for Grisdale Road as it is in their Development Charges bylaw.
- Response: The local area municipalities, including the City of Thorold, were consulted during the Class EA process and have provided input. We were also made aware of the proposed development early on in the project.
- Lands outside of the wetlands on the north and south side of Merritt Road Segment 1 will be developed.

Ian MacPherson, Primont Homes:

Primont Homes own lands on the south side of Merritt Road Segment 1. The following bullets summarize discussion with Primont Homes and Study Team's responses:

- Question: The main concern is with regards to the stormwater management and the existing inverts. When would be good time to coordinate the design of the proposed development with the road design?

Continued...

- Response: Wood's water resources group is developing a stormwater management strategy for the proposed road improvements. It will be documented in the Stormwater Management Report and will be shared with the landowners for review and input when the Environmental Study Report is finalized (March-April 2022).
- Comment: The Port Robinson Subwatershed Study is planned to occur in 2024 which will identify stormwater outlets. The landowner would like to understand the proposed ditches along the road and how the stormwater quality and quantity controls will be addressed.
- Response: A separate meeting with Wood's water resources staff could be scheduled to discuss this.
- Comment: Ian requested Traffic Report.
- Response: The Environmental Study Report, along with all the technical reports will be completed by March/April 2022.

Mountainview Homes:

Mountainview Homes own or will own 450, 469, and 509 Rice Road properties. The following bullets summarize the discussion with Mountainview Homes and Study Team's responses:

- Comment: Active transportation infrastructure on Rice Road should be extended further to the north to connect with the existing active transportation infrastructure.
- Question: How many access points will be allowed on Rice Road? There are a number of future developments being proposed along the Rice Road and the future developments will require access from Rice Road.
- Response: For the Regional Road widening projects, the objective is to minimize the number of driveways on the roads. The median will be kept as is in the preferred design. When the Niagara Region receives an application for a development, the Regional staff will review and evaluate as to where to provide access and dedicated left turn lanes. Maged also added that the Rice Road will not be widened up until after 2031, however, there may be a priority to add active transportation in the short term. A phasing strategy will be documented in the Environmental Study Report.
- Question: Why the Rice Road is being widened to the west side for the south section? The properties along the east side will be redeveloped.
- Response: The road improvements are being proposed based on currently available information on the property ownership information.
- Question: Will there be any compensation for the property loss?
- Response: The lands will be purchased prior to implementing road improvements.

Continued...

- Comment: The future right of way widths are identified in the Official Plan. The developers are expected to comply with the ROW width identified in the Official Plan. To provide for the require ROW dedication, 50% of the land is taken from one side of the road and 50% of the land is taken from the other side of the road. For this project, since the Rice Road south section is being proposed for more widening to the west side, compensation will be required for the difference overage of 50%.
- Response: Niagara Region staff to review this further.



Appendix D:
Public Information Centre #3
Presentation Slides



Welcome to the Online Public Information Centre #3

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

December 1, 2021

(Live Presentation 6:00 PM)



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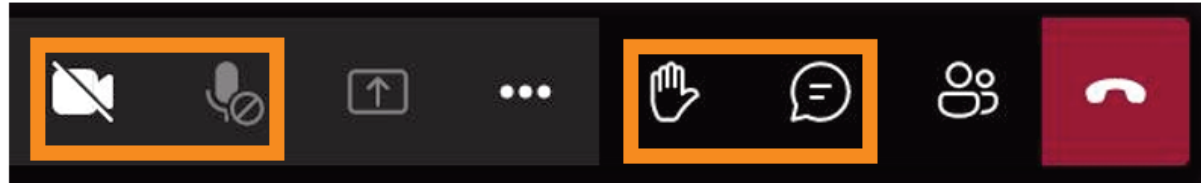
Presentation Outline

- **Introductions**
- **Study Overview**
- **Municipal Class EA process and Timeline**
- **Progress on Technical Investigations and Consultation**
- **Class EA Phase 1: Problem or Opportunity**
- **Class EA Phase 2: Preferred Solution**
- **Feedback from the Online Public Information Centres #1 and #2**
- **Alternative Design Concepts**
- **Evaluation Criteria**
- **Preliminary Preferred Design**
- **Drainage and Stormwater Management**
- **Preliminary Impacts and Mitigation Measures – Natural and Cultural Environments**
- **Next Steps and Questions**



Housekeeping Items

- When joining the online meeting, we request you to please turn off your camera and mute the microphone.
- 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”.



- 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

Maged Elmadhoon, M.Eng., P.Eng.
Manager, Transportation Planning

Sulaf Alkarawi, P.Eng., PMP
Associate Director, Transportation Planning

Wood Environment and Infrastructure Solutions

Jeff Suggett, M. Sc.
Project Manager

John McGill, P.Eng., PTOE, RSP
Moderator

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

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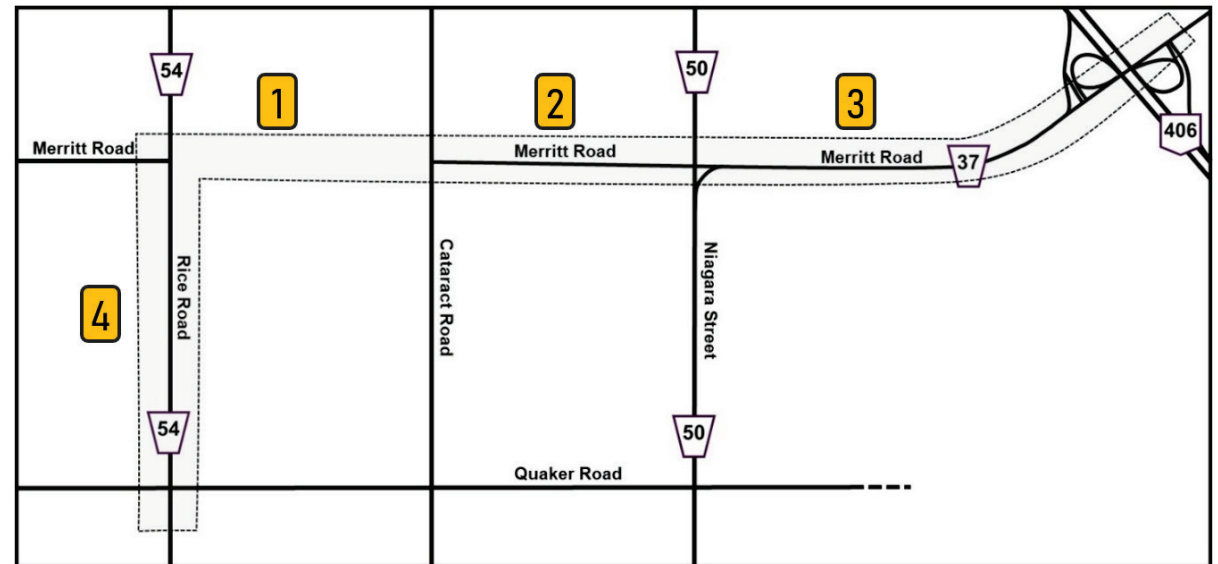
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Study Overview

The Niagara Region is conducting an environmental assessment study to identify 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
▪ Notice of study commencement ▪ Problem or opportunity statement ▪ Public Information Centre #1	▪ Inventory natural, social and economic existing conditions ▪ Identify and evaluate alternative solutions ▪ Identify preferred solution ▪ Public Information Centre #2	▪ Inventory natural, social and economic existing conditions ▪ Identify and evaluate alternative design concepts for preferred solution ▪ Identify preferred design concept ▪ Public Information Centre #3	▪ Document Study process and findings in Environmental Study Report (ESR) ▪ Issue Notice of Study Completion ▪ Place ESR on public record for a minimum of 30-day review period	▪ Proceed to the detailed design and construction of the project ▪ Monitor environmental provisions and commitments
Winter 2021 (Complete)	Spring 2021 (Complete)	Fall 2021	Winter 2022	TBD



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Progress on Technical Investigations and Consultation

Technical Investigations Finalized:

- Stage 1 Archaeological Assessment

Technical Investigations to be finalized following confirmation of Preferred Design:

- Environmental Impact Assessment
- Cultural Heritage Assessment
- Stormwater Management Assessment
- Detailed Transportation Assessment
- Health Impact Assessment

Consultation:

- Publication of study notices in local newspapers, posting on Niagara Region's website and social media accounts and direct mail to area residents (~500 addresses)
- Email circulation of notices to the Indigenous Nations, Agencies and Stakeholders
- Meetings with local area municipalities, Ministry of Transportation and utility companies
- Meetings with government agencies
- Engagement with the Indigenous Nations (reports shared for review, invitations extended to participate in the fieldwork)
- Two Public Information Centres completed to date
- Meetings with impacted property owners

Class EA Phase 1: Problem or Opportunity

This study is building on the recommendations of the Niagara Region's Transportation Master Plan (TMP) (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.

The traffic assessment completed as part of this Class EA Study confirmed the findings of the TMP regarding the need for improvements to address anticipated congestion in the future (2031 and 2041 horizon years).

Class EA Phase 2: Preferred Solution

Following five alternatives were presented at the PIC #2:

- Alternative 1: Do Nothing
- Alternative 2: Manage Transportation Demand
- Alternative 3: Limit Growth and Development
- Alternative 4: Improve Other North-south and East-west Roads

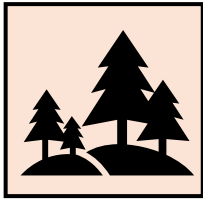
Alternative 5 – Improve Merritt Road and Rice Road was identified as the **Preferred Solution**. This includes:

- 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.

Feedback from the Online Public Information Centres #1 and #2

The Public Information Centre #1 was held from March 24 to April 7, 2021, and the Public Information Centre #2 was held from June 9 to June 30, 2021. The **Preferred Solution (Improve Merritt Road and Rice Road)** was presented at the Public Information Centre #2. Materials related to these events, including the summary reports are available on the [project webpage](#). Comments received from the public are summarized below:



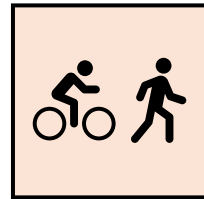
Protect Natural Environment



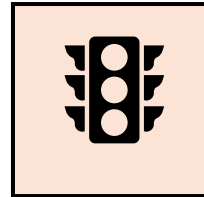
Provide Stormwater Management



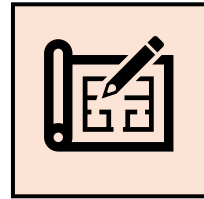
Provide Safety for Road Users



Provide Active Transportation Facilities



Provide Intersection Improvements



Do Not Build Merritt Road Between
Rice Road & Cataract Road

Alternative Design Concepts

Alternative Design Concepts are the alternative ways a preferred solution can be designed and implemented.

For this project, alternative design concepts were identified considering various constraints and opportunities, including the following:

- Natural Environment
- Utilities
- Private Properties
- Future Road Cross-section and Active Transportation Requirements
- Stormwater Management

Alternative design concepts were identified for the following:

- Road Alignments
- Road Cross-Sections
- Road Intersections

Evaluation Criteria

The following criteria were used to evaluate various alternatives:

Evaluation Criteria for Alignments

Transportation

- Safety/Road Geometry

Socio-economic Environment

- Impacts on Private Properties

Natural Environment

- Impacts on Terrestrial Environment
- Impacts on Aquatic Environment

Cultural Environment

- Impacts on Archaeological and Built Heritage Resources

Engineering / Constructability

- Utilities
- Drainage

Evaluation Criteria for Cross-Sections

Transportation

- Active Transportation
- Road Safety

Engineering / Constructability

- Flexibility in Design
- Operation and Maintenance
- Stormwater Management

Cost

- Cost to Construct, Operate and Maintain

Evaluation Criteria for Intersections

Transportation

- Road Safety, Operations and Road Corridor Consistency

Socio-economic Environment

- Impacts on Private Properties
- Public Realm

Natural Environment

- Impacts on Terrestrial and Aquatic Environment

Cultural Environment

- Impacts on Archaeological and Built Heritage Resources

Engineering / Constructability

- Feasibility

Cost

- Cost to Construct, Operate and Maintain

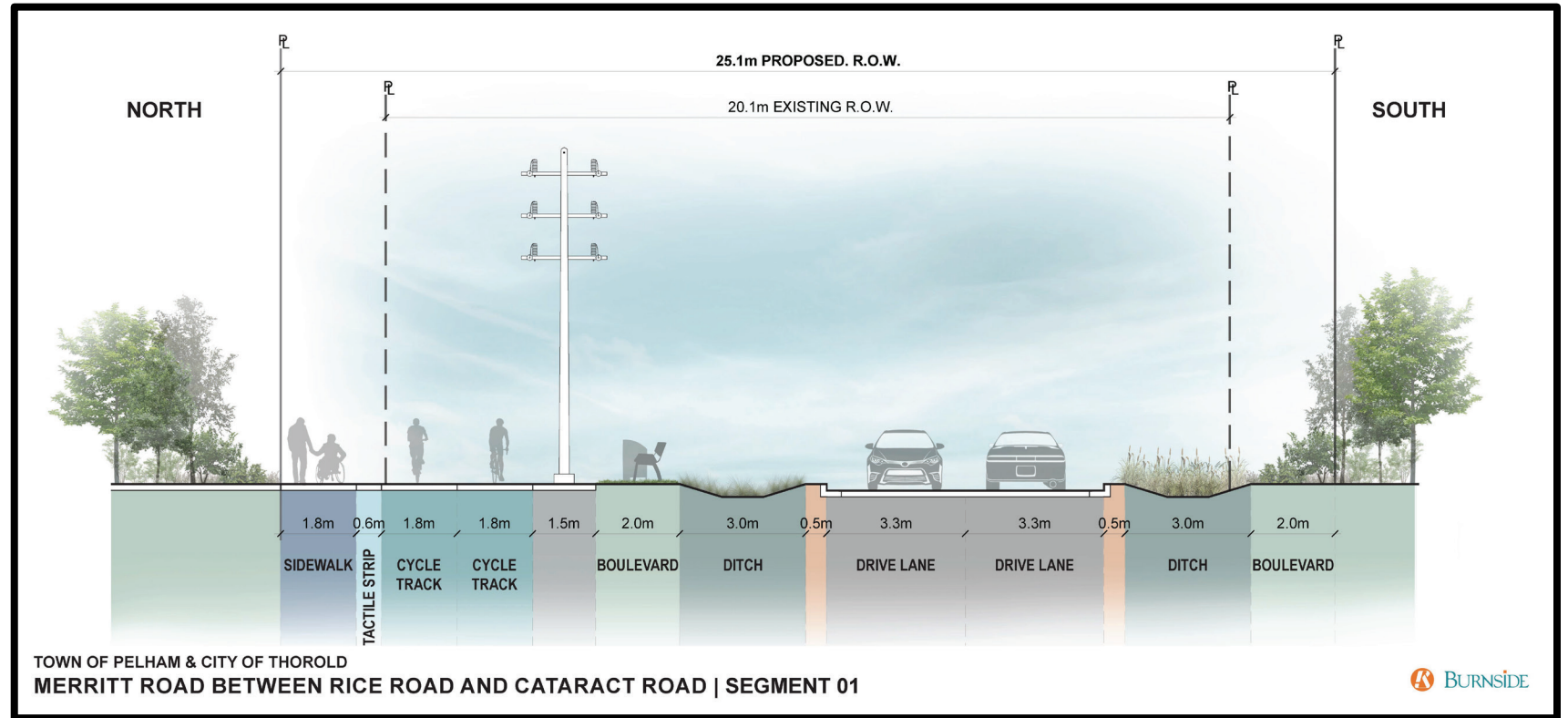
Segment 1: Merritt Rd (Rice Rd to Cataract Rd)

Road Alignment: New 25.1 m wide road right of way along the centreline, with slight horizontal curves near the intersections

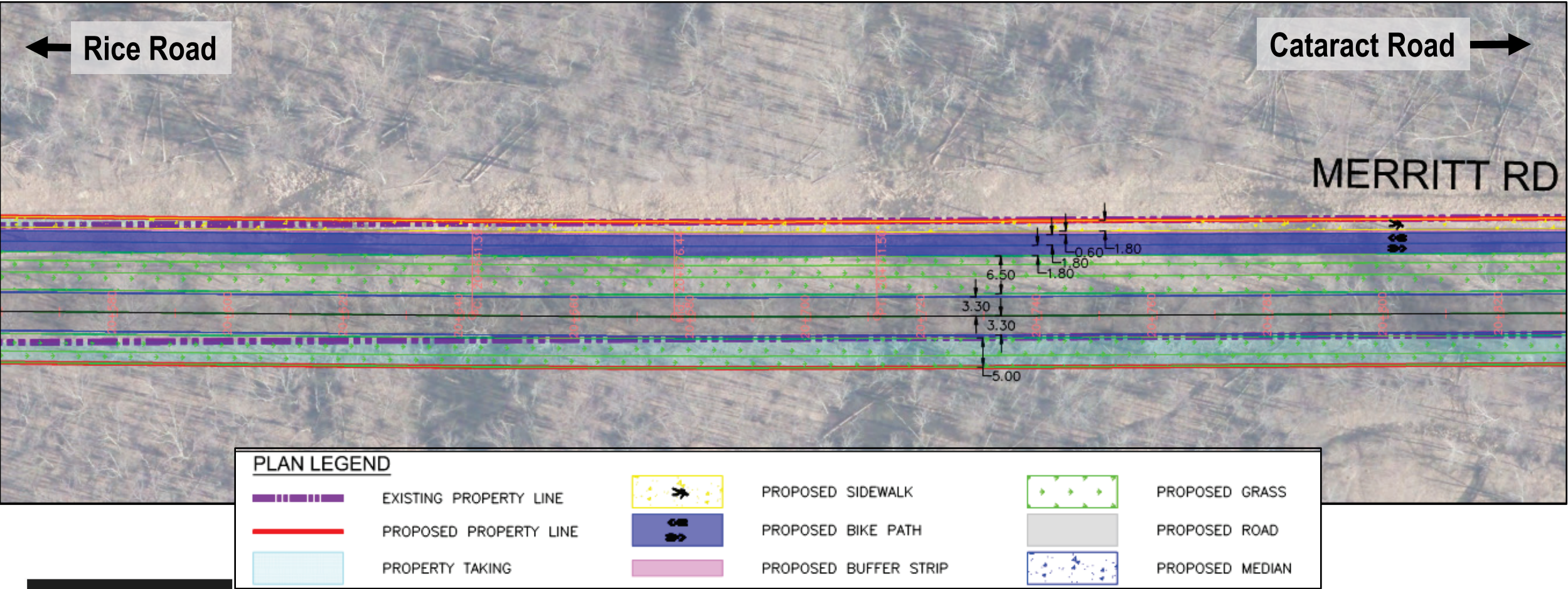
Road Cross-section (based on Rural Scenic typology):

Hybrid (Rural-Urban) Cross-section with following:

- Two 3.3 m drive lanes with curbs
- A 3.6 m separated two-way cycle track on the north side
- 1.8 m sidewalk on the north side
- Ditches on both sides



Segment 1: Road Alignment (Excerpt from the Roll Plan)



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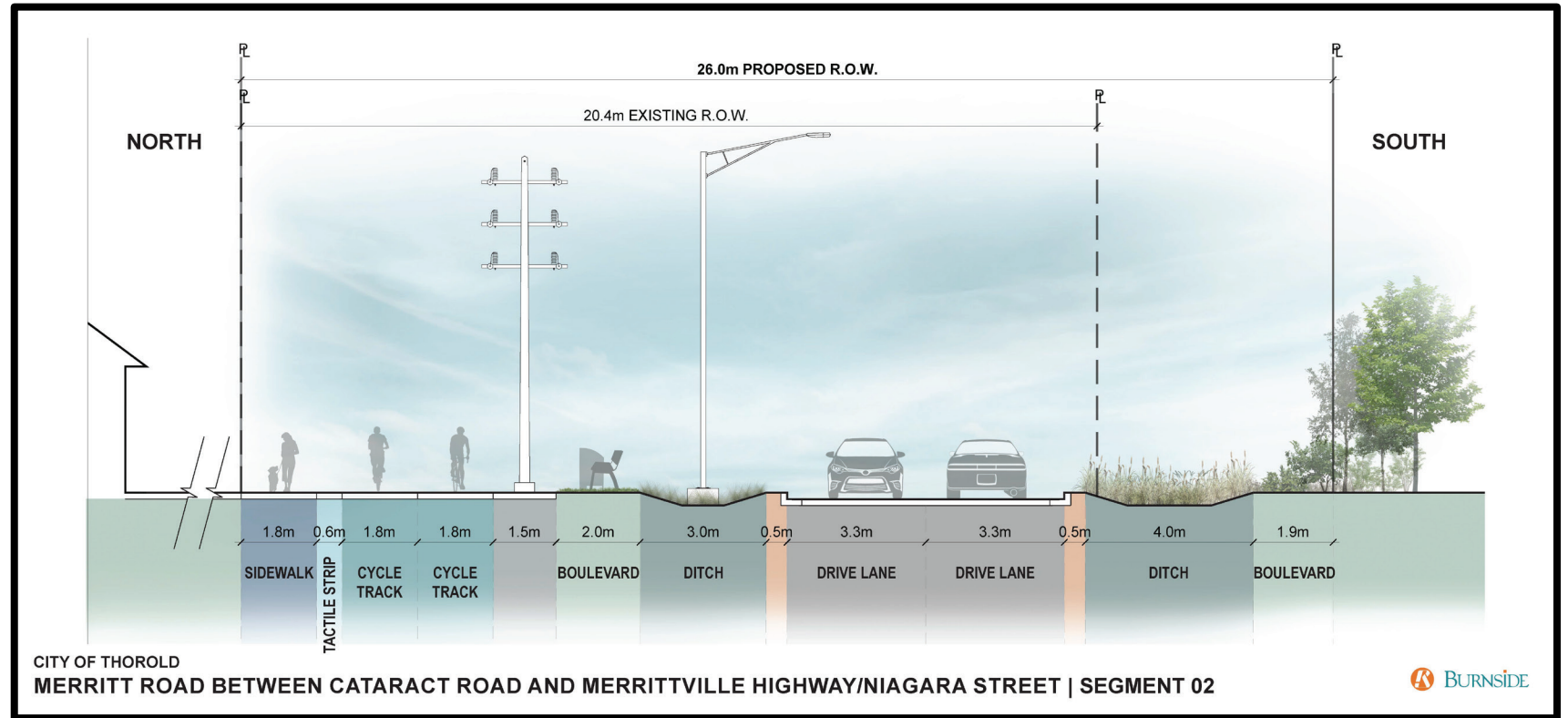
Niagara Region

Segment 2: Merritt Rd (Cataract Rd to Merrittville Hwy/Niagara St)

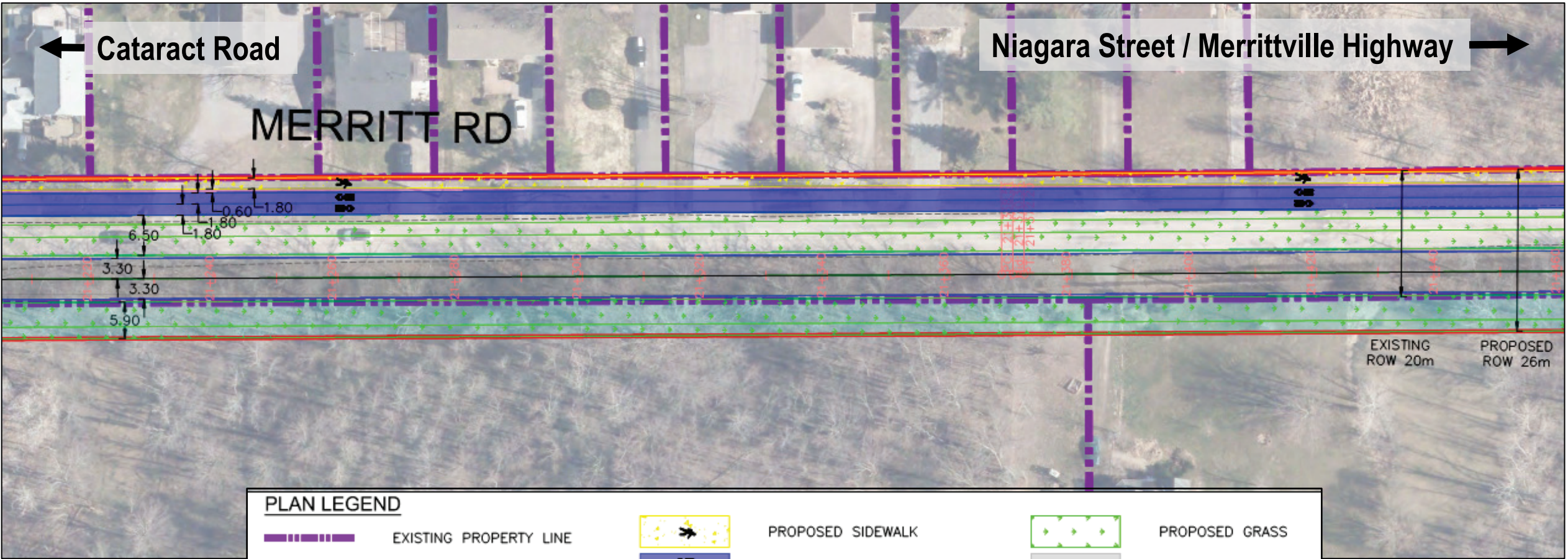
Road Alignment: Road right of way widening to the south side (from 20.4 m to 26.0 m)

Road Cross-section (based on Urban General Narrow typology): Hybrid (Rural-Urban) Cross-section with following:

- Two 3.3 m drive lanes with curbs
- A 3.6 m separated two-way cycle track on the north side
- 1.8 m sidewalk on the north side
- Ditches on both sides



Segment 2: Road Alignment (Excerpt from the Roll Plan)



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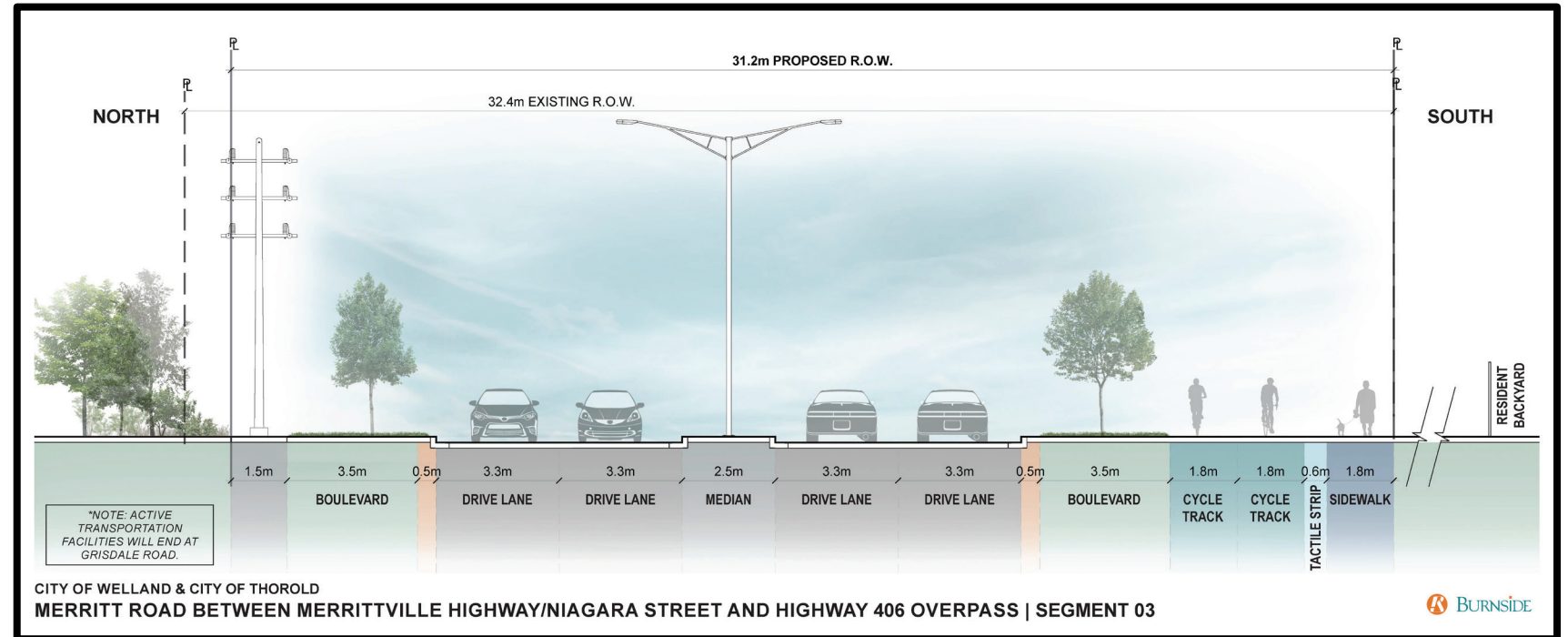
Segment 3: Merritt Rd (Merrittville Hwy/Niagara St to Hwy 406)

Road Alignment: Alignment shift to the north side (no additional right of way widening)

Road Cross-section (based on Urban General Wide typology):

Urban Cross-section with following:

- Four 3.3 m drive lanes separated by a 2.5 m median
- 1.8 m sidewalk on the south side
- A 3.6 m separated two-way cycle track on the south side

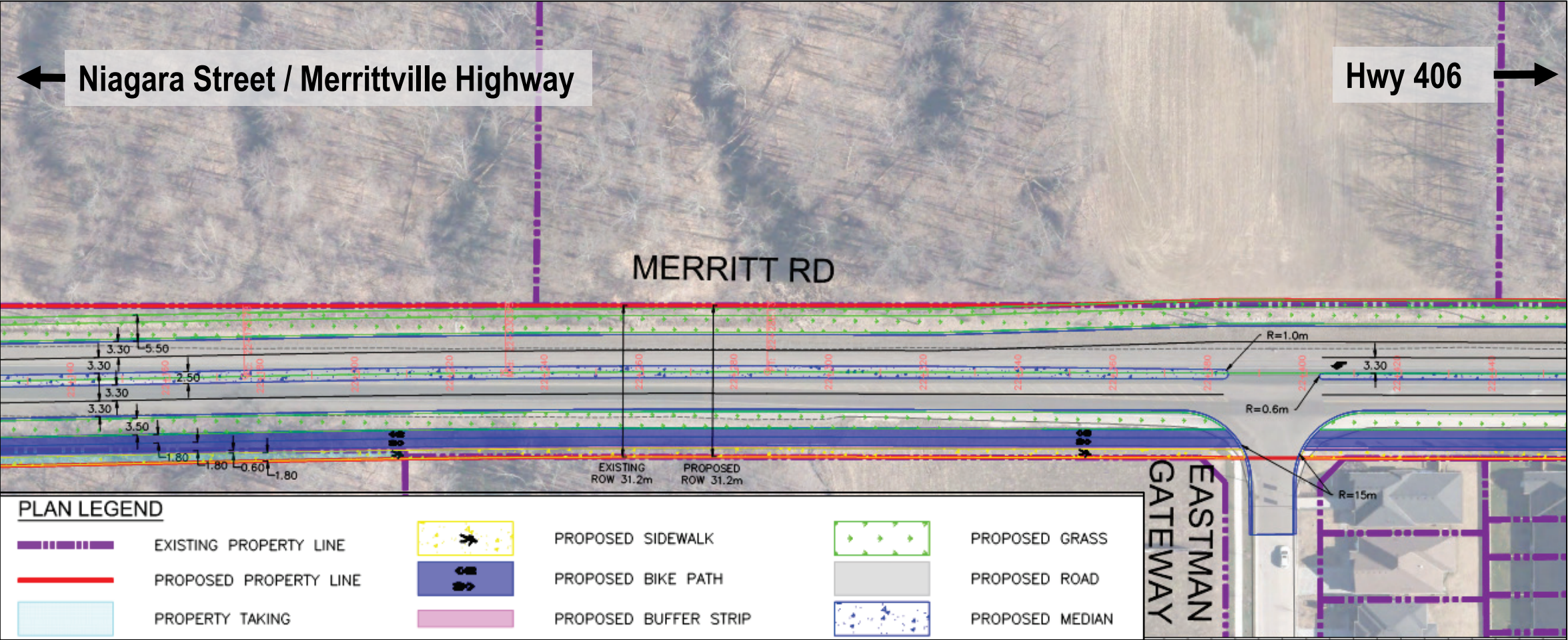


Road Intersections:

Removal of right turn channel and maintaining the existing signalized intersection at Merritt Rd and Merrittville Hwy/Niagara St

Conversion of Merritt Road / Grisdale Road to a right-in right-out only intersection

Segment 3: Road Alignment (Excerpt from the Roll Plan)



Segment 4: Rice Road (200 m north of Merritt Road to Quaker Road)

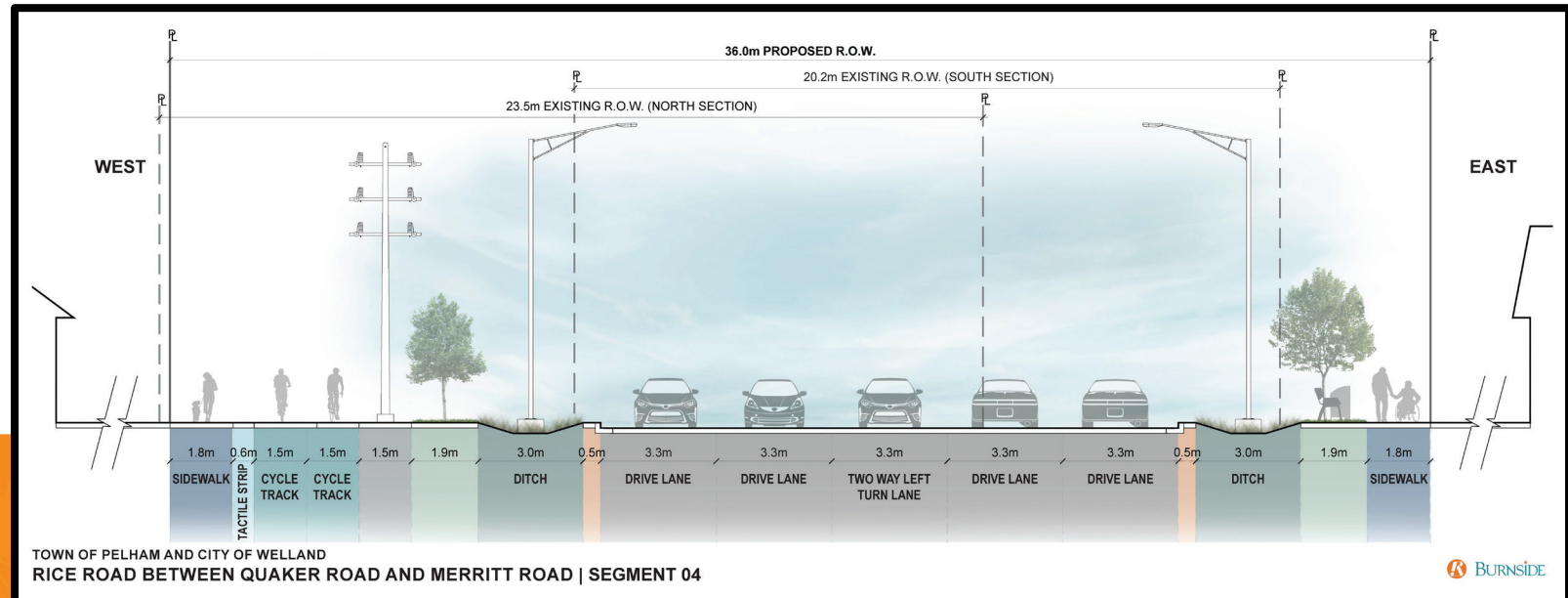
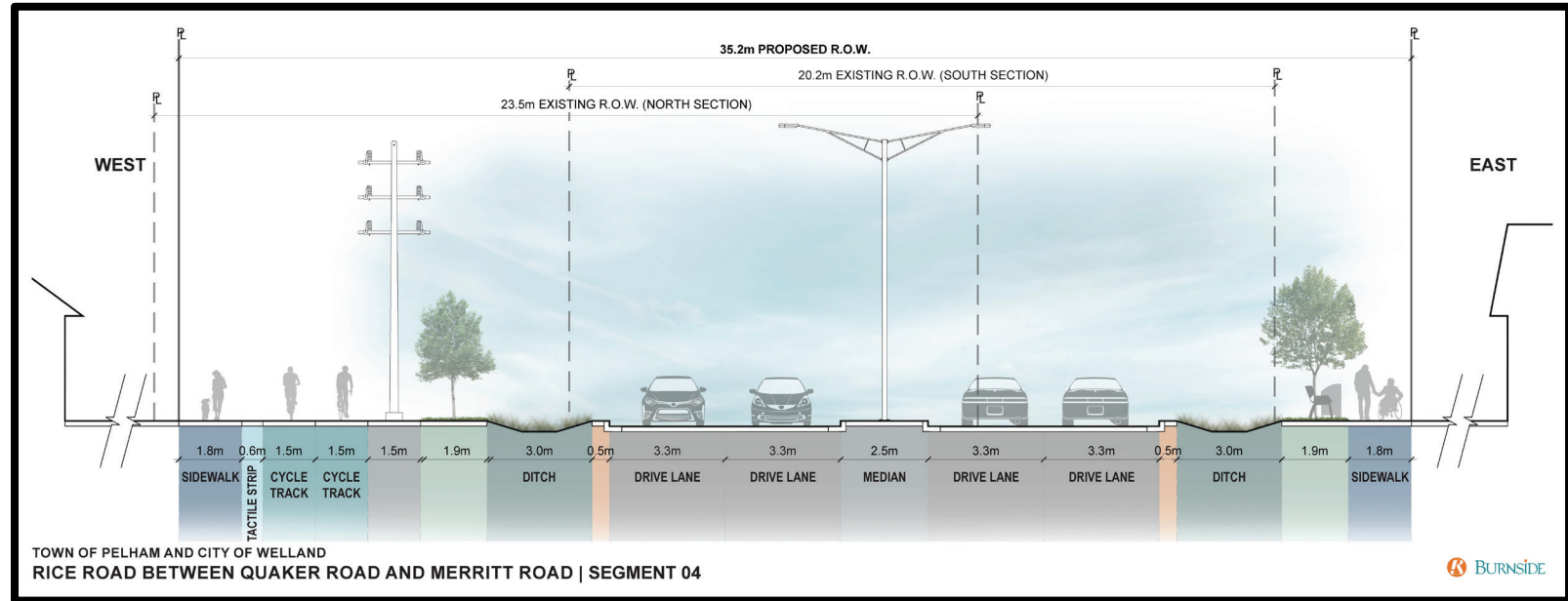
Road Alignment: Road widening to the east side for the north portion, and road widening to the west side for the south portion.

Road Cross-section (based on Urban General Wide typology):

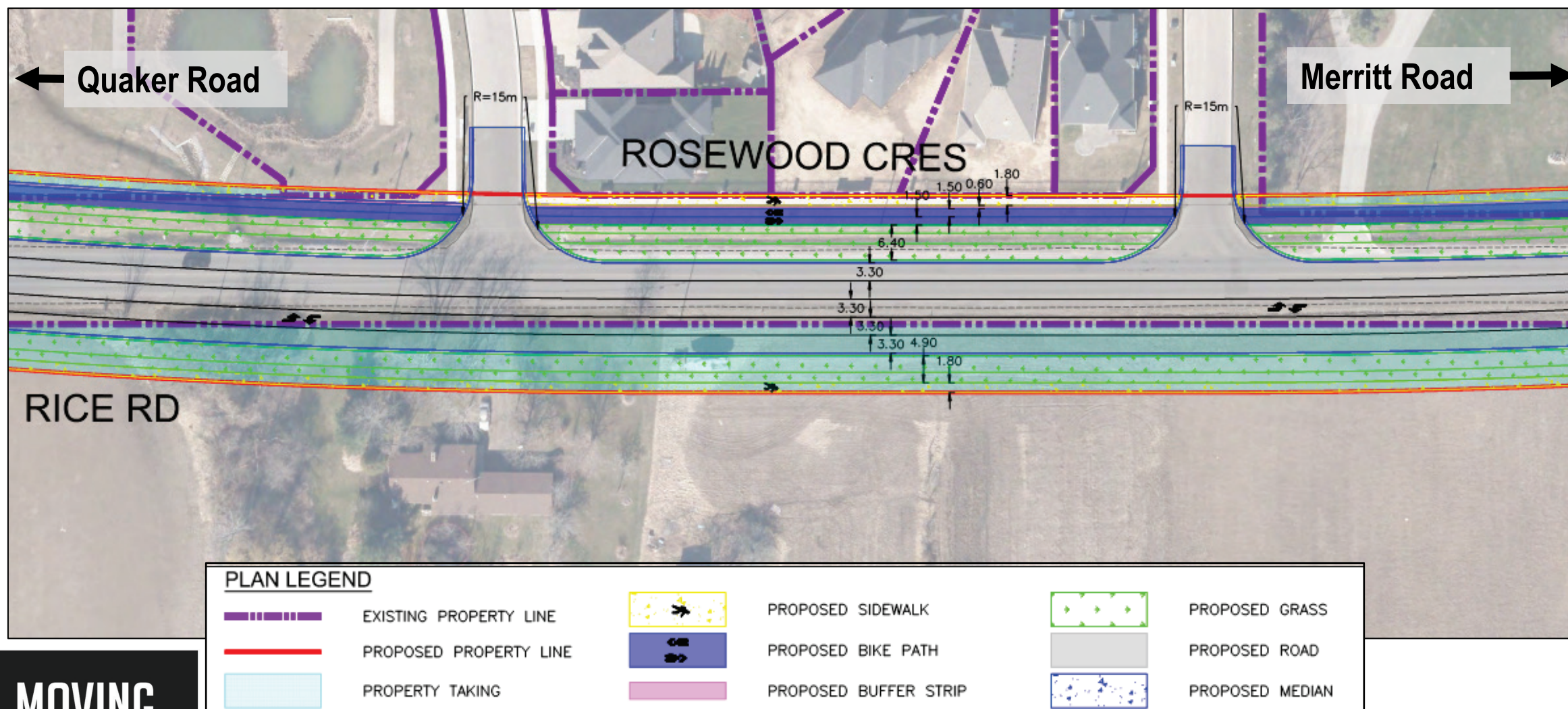
Urban Cross-section with following:

- Four 3.3 m drive lanes with a 2.5 m median or 3.3 m two-way left turn lane in centre
- 1.8 m sidewalks on both sides
- A 3.0 m separated two-way cycle track on the west side
- Ditches on both sides

Road Intersections: Access to Rosedale Crescent maintained.



Segment 4: Road Alignment (Excerpt from the Roll Plan)



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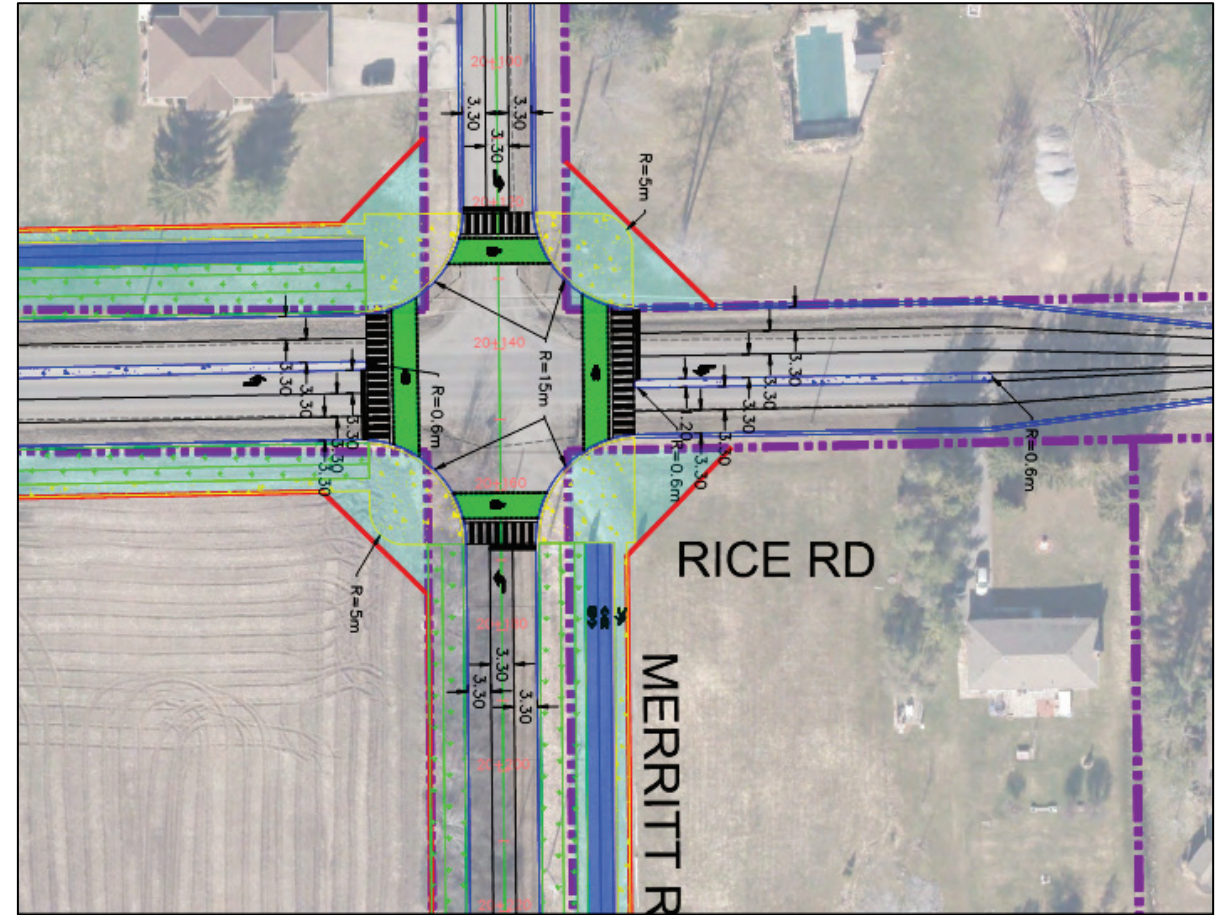
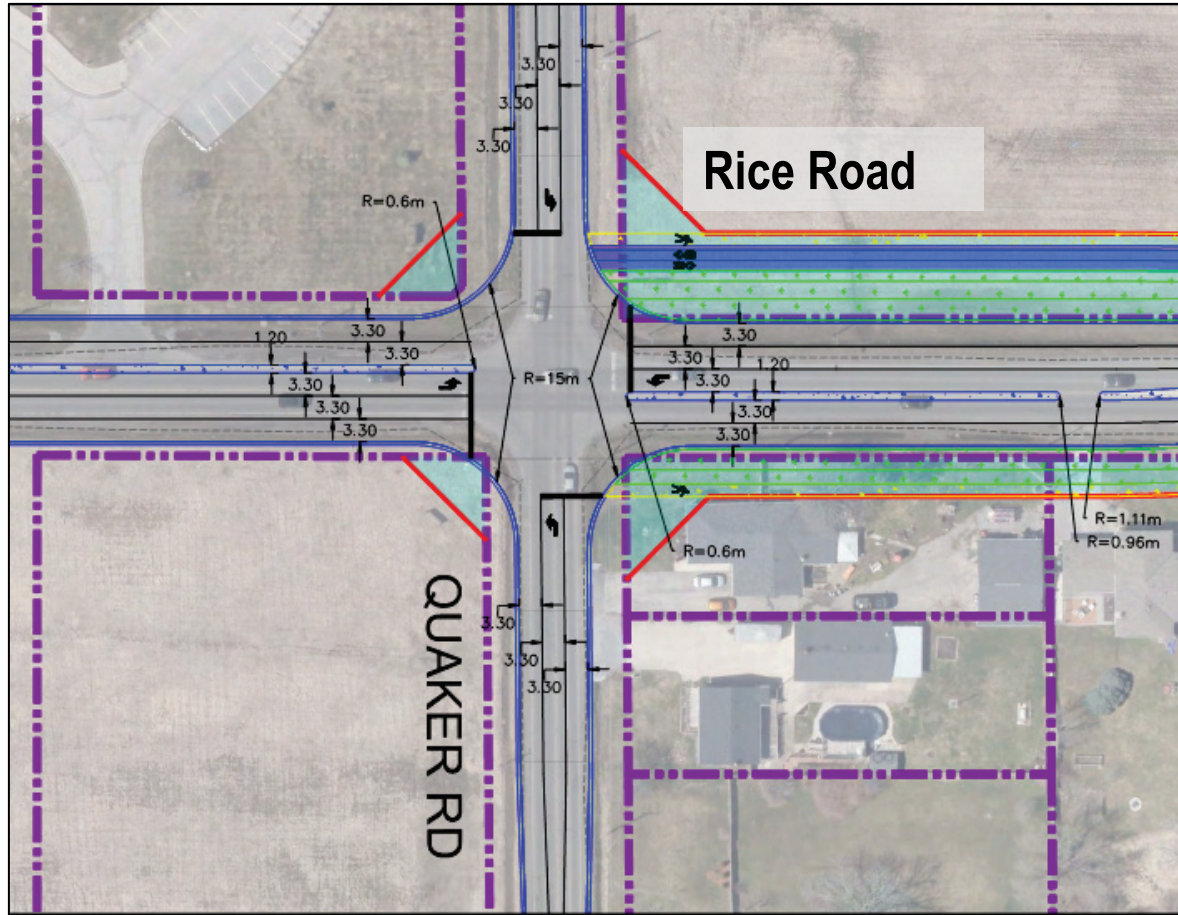
Intersection Improvements

For intersection improvements, the following two alternatives were evaluated:

- **Traffic Signals**
- **Roundabouts**

The evaluation identified the traffic signals to be the preferred road intersection improvements for the road intersections within the Study Area. The traffic signals were selected as the preferred intersection improvements due to less private property impacts and capital cost, and less impacts to natural and cultural environment, compared to roundabouts.

Intersection Improvements – Rice Road

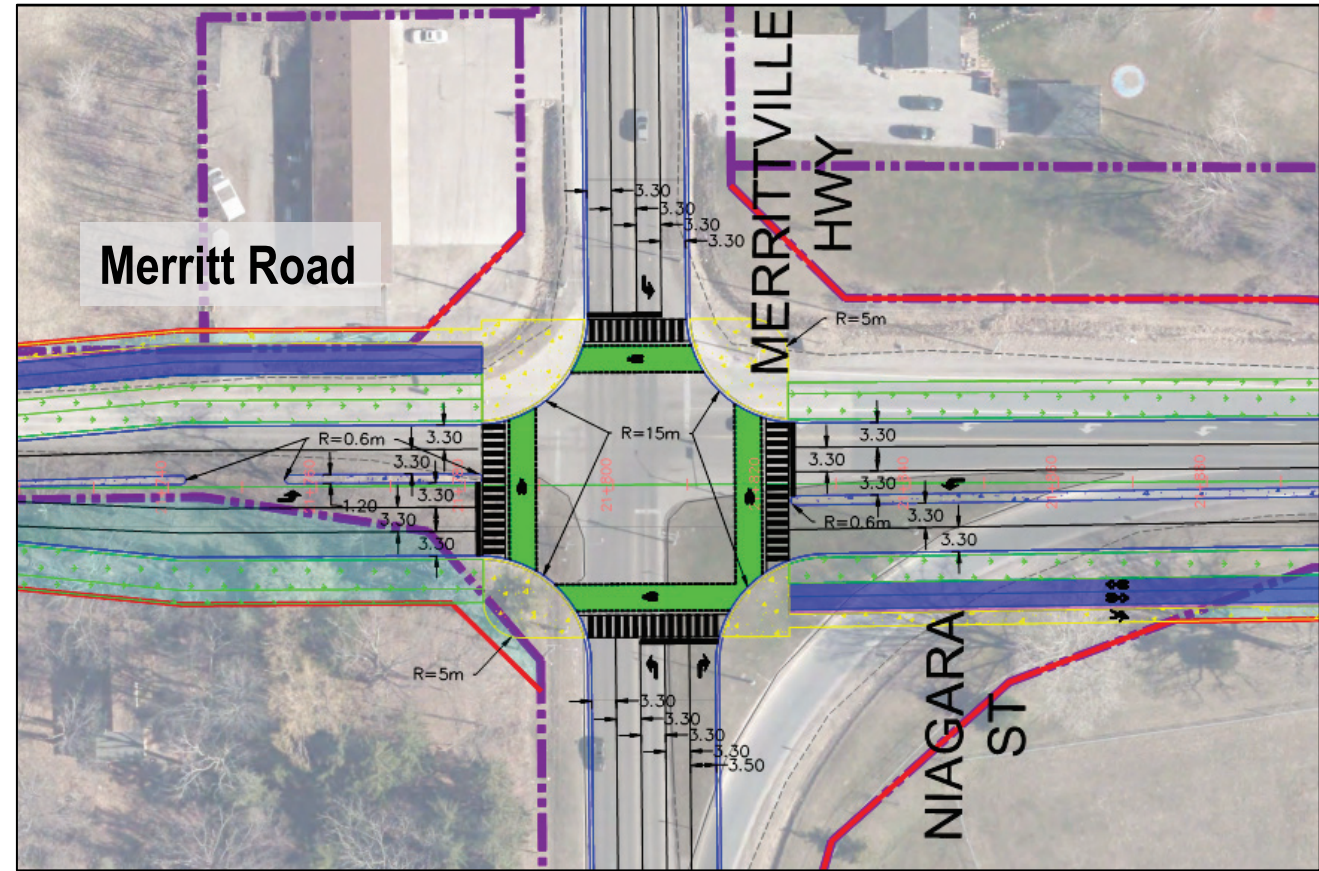
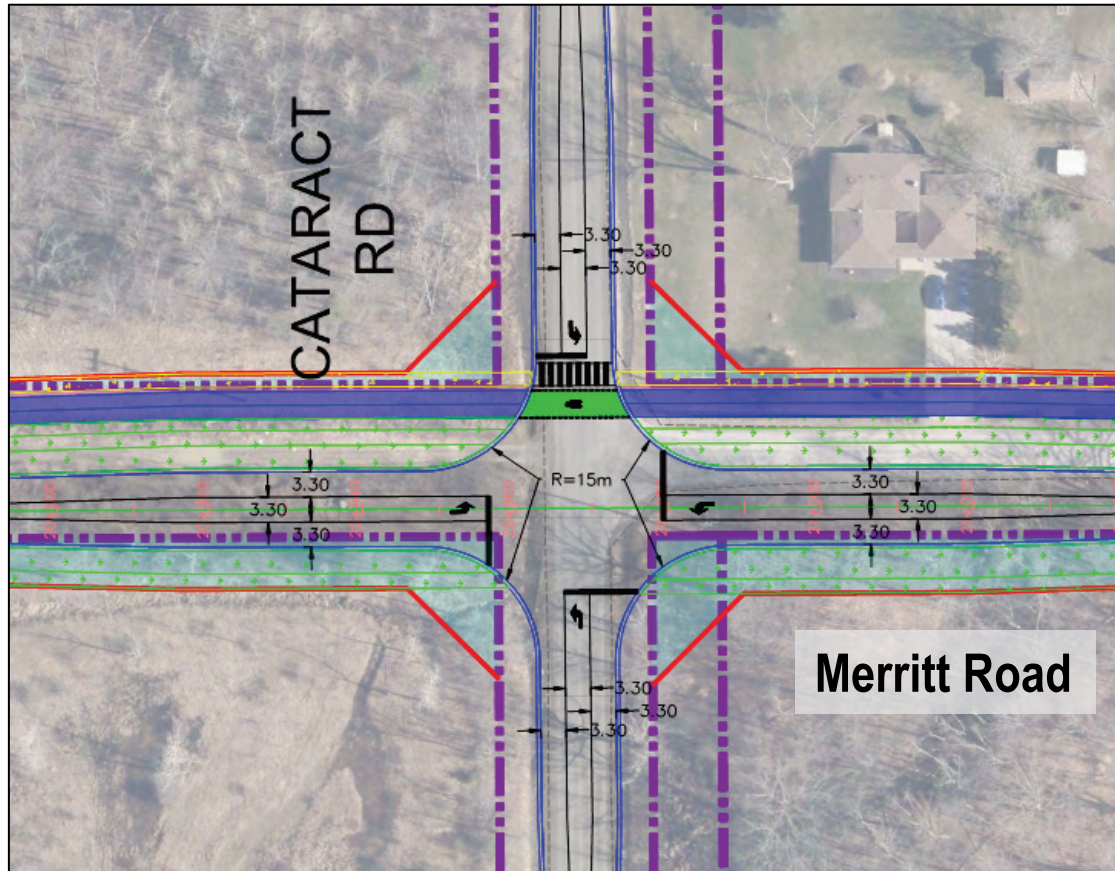


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Intersection Improvements – Merritt Road



Proposed Improvements - Snapshot

Capacity Improvements

Segment 1: New Road (25.1 m)

Segment 2: Road widening to the south side (from 20.4 m to 26.0 m)

Segment 3: Alignment shift to the north side (no widening)

Segment 4: Road widening to the east side for the north portion, and road widening to the west side for the south portion.

Operational Improvements

Traffic signals at four intersections

Active Transportation

Sidewalk



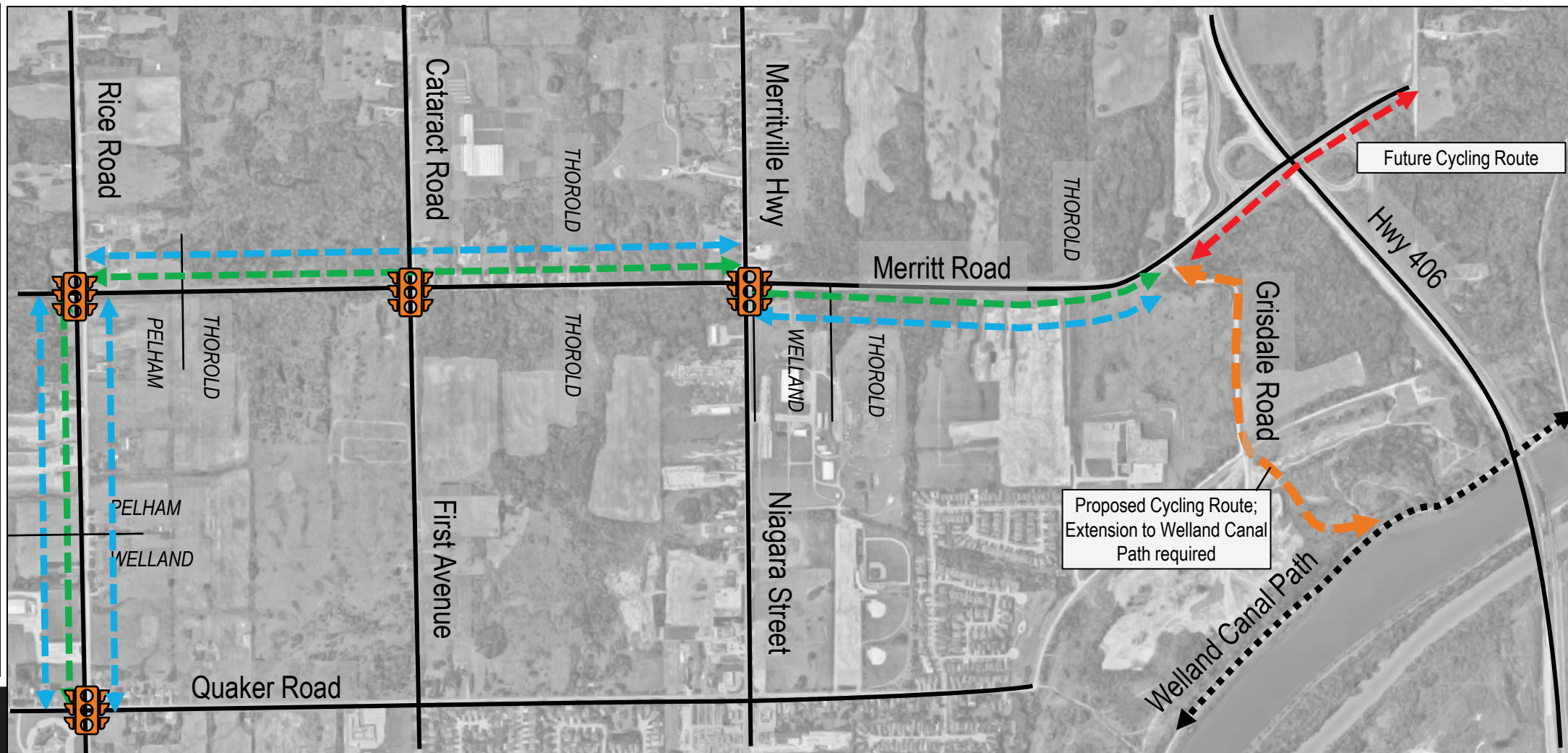
Two-way Cycle Track



Future Cycling Route



Proposed Cycling Route



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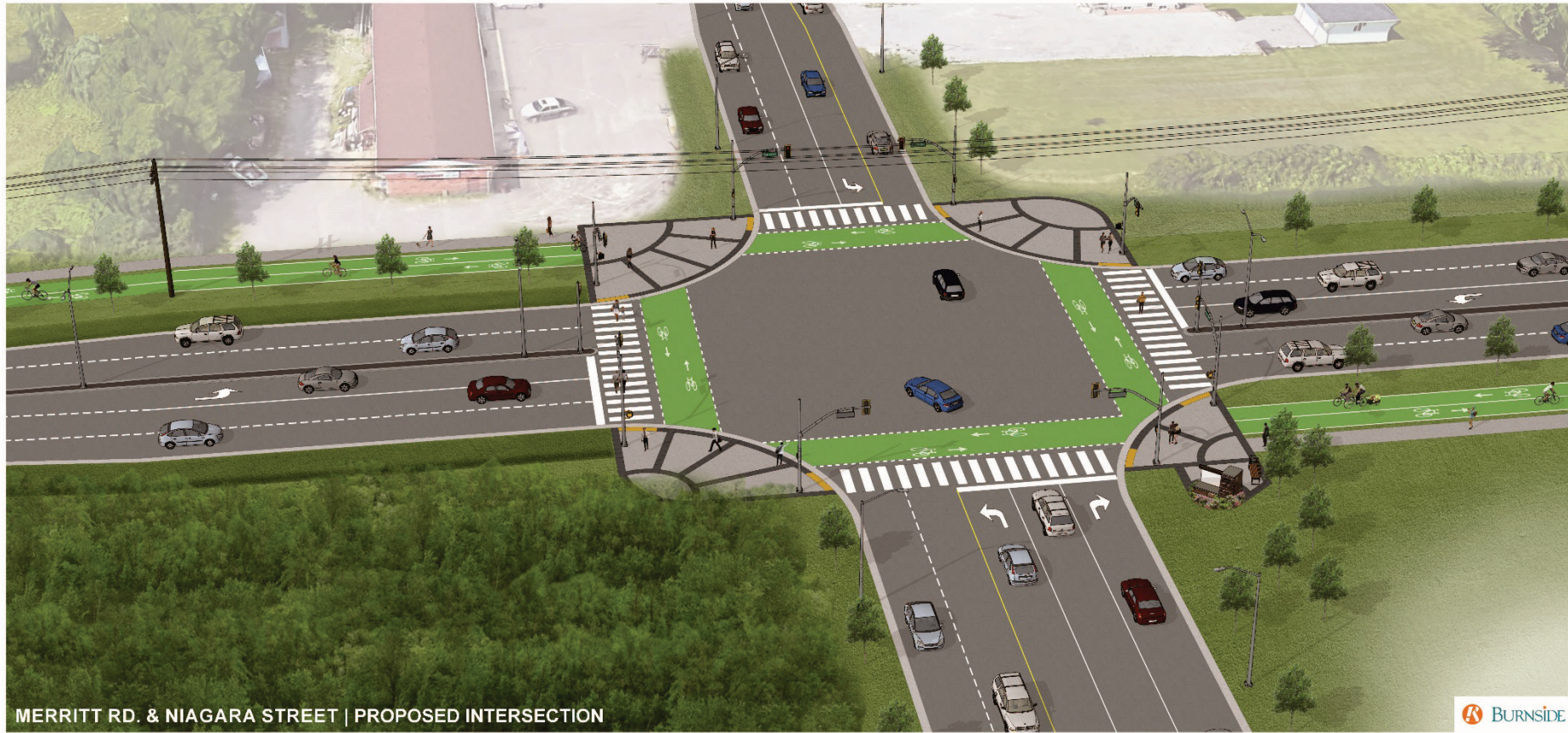
Benefits of Two-Way Cycle Tracks

- Dedicate and protect space for bicyclists by improving perceived comfort and safety
- Eliminate risk and fear of collisions with overtaking vehicles
- Physically separated from roadway
- Safer than on-road cycle lanes
- More attractive to cyclists of all abilities
- Can be separated from adjacent sidewalk



Images Courtesy: [National Association of City Transportation Officials](#) and [World Resources Institute](#)

Urban Design Elements



- Gateway/public art feature in southeast corner of Merritt Road/Merrittville Highway and Niagara Street
- Stamped concrete adjacent to crosswalks (all intersections)
- Benches/bike racks along road segments



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Drainage & Stormwater Management

Existing Conditions:

Existing drainage systems consist of:

- Roadside ditches – all segments (1-4)
- Culverts – roadway drainage and watercourses
- Local storm sewers & catch basins – Segment 3 (East of Eastman Gateway)

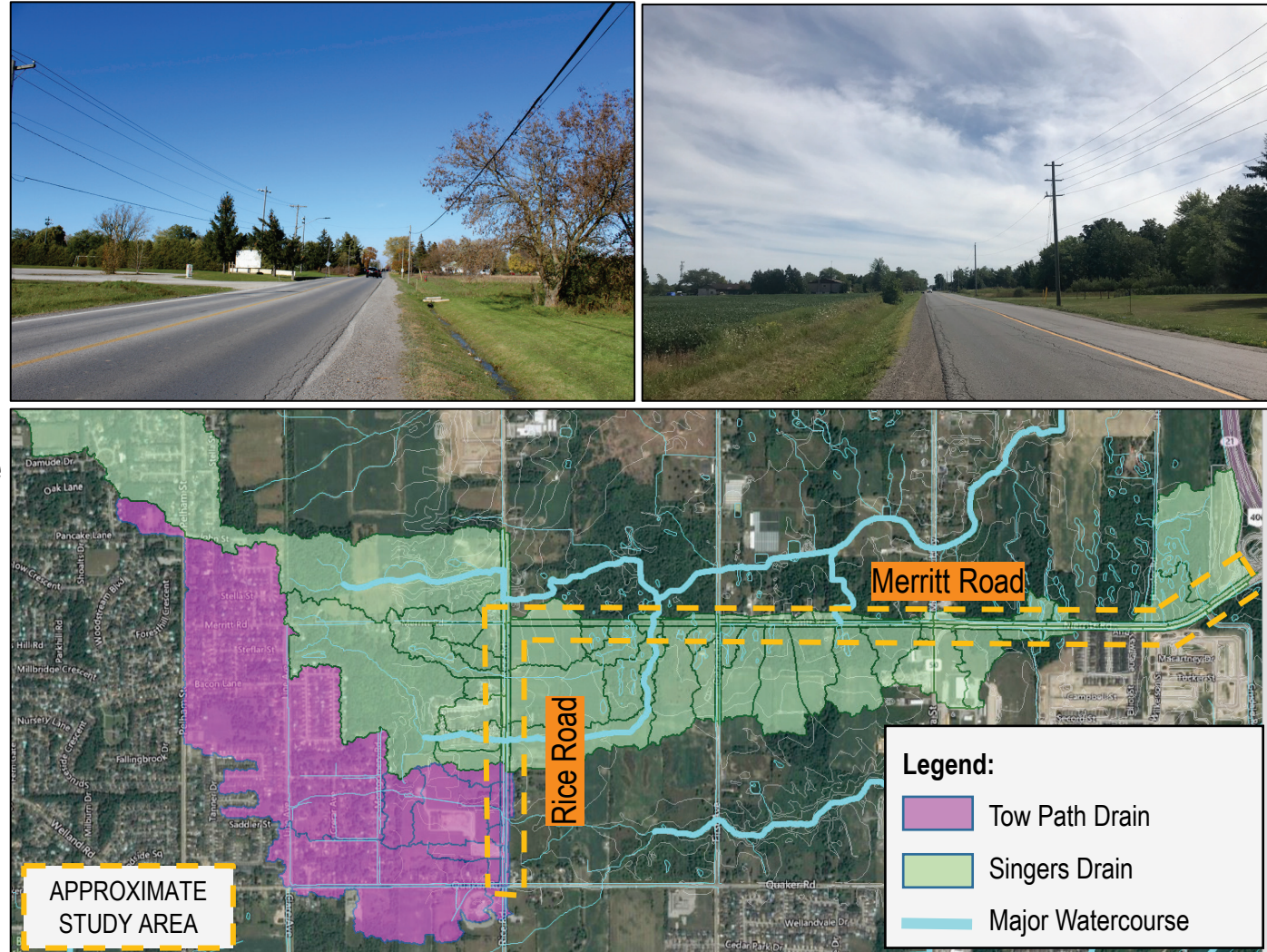
Roadway drainage contributes to two (2) subwatershed systems – Singers Drain Tributary & Tow Path Drain

- Outlets for study area roadway drainage include watercourse crossings and intersecting roadways (ditch drainage)

Observed drainage issues include standing water in ditches and localized flooding

Proposed Roadway Drainage Systems:

- Roadside Ditches for Segment 1, 2 and 4 (Rurally Serviced)
- Storm Sewer System for Segment 3 (Urban)



Drainage & Stormwater Management – Continued

Stormwater Management Design Criteria:

- No increase in flow rates.
- Control flows to prevent erosion.
- Provide water quality treatment and filtration.

Proposed Stormwater Management Strategies:

Rurally Serviced Sections (Roadside Ditches):

- Provide stormwater management within the ditches, by temporary storage of road runoff.
- Incorporation of Low Impact Development Best Management Practices (LID BMPs) (e.g., vegetative swales) for water quality treatment and filtration.

Urban Sections (Local Storm Sewers):

- Flow control provided within storage pipes and/or tanks.
- Water quality control provided by Oil Grit Separators & LID BMPs (e.g., tree pits, bio-retention cells, infiltration systems, etc.).



Example of Curb Cut Inlet to a Roadside Ditch LID BMP
(Source: Sustainable Technologies Evaluation Program)



Example of Vegetative Swale with Rock Check Dams
(Source: Sustainable Technologies Evaluation Program)

Terrestrial Resources – Existing Conditions

Existing Conditions:

The Study Area includes components of **Core Natural Heritage System** as described in the Niagara Region Official Plan and local municipal Official Plans. The **Core Natural Heritage System** is comprised of **Provincially Significant Wetlands, Woodlands, Significant Habitat of Threatened and Endangered Species, and Significant Wildlife Habitat.**

Species At Risk plants identified via field surveys include **White Wood Aster** and **Roundleaf Greenbrier** (both species are Threatened). **Species of Conservation Concern Birds** identified via field surveys include **Barn Swallow** (Threatened), **Eastern Wood-pewee** (Special Concern), and **Wood Thrush** (Special Concern).



Terrestrial Resources – Preliminary Impacts and Mitigation Measures

Preliminary Potential Impacts*:

- Removal of a portion of **Core Natural Heritage System**
- Tree removals, tree canopy reduction
- Potential fragmentation of **Provincially Significant Wetland**
- Increase in barriers to wildlife movement and increases in wildlife mortality from cars

Preliminary Mitigation Measures*:

- Wetland compensation will be required.
- Ecosystem restoration efforts will be confirmed through consultation with the regulatory agencies (Ministry of the Environment, Conservation, and Parks and Niagara Peninsula Conservation Authority)
- Vegetation removals will be completed outside of the Breeding Bird Window (April 1 – August 31)
- Tree removals will be completed outside of the Bat Maternity Roosting window (March 31 – Sept 30)
- Vegetation removal will be limited to the construction limits
- Erosion and Sediment Control Plan be prepared and implemented to prevent the release of sediment to the watercourses

* Detailed impacts and mitigation measures will be included in the Environmental Impact Study.

Aquatic Resources – Preliminary Impacts and Mitigation Measures

Existing Conditions:

A total of four watercourses were identified and assessed within the Study Area. Of these watercourses, only one watercourse provides for fish habitat, one provides potential seasonal fish habitat (both along Segment 1). The other two features, one in Segment 2 and one in Segment 3 do not provide fish habitat.

Preliminary Potential Impacts:

- Introduction of sediments, concrete and other deleterious substances;
- Death of fish;
- Harmful alteration of fish habitat;
- Disruption of critical fish life stages; and
- Erosion and sedimentation due to the operation of machinery and in-water works.



Watercourse with fish habitat within the study area.

Preliminary Mitigation Measures*:

- In-water work and work on watercourse banks will be not allowed between March 1 and July 1 of any given year)
- A sediment and erosion control plan will be designed and implemented to contain/isolate exposed soils, stockpiled materials and unstable areas in the work zone
- An in-water work area isolation plan will be designed and implemented to maintain clean flow around the work area.

* Detailed impacts and mitigation measures will be included in the Environmental Impact Study.

Cultural Environment – Preliminary Impacts and Mitigation Measures

Archaeological Resources:

The Stage 1 Archaeological Assessment identified 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. The Niagara Region will engage the local Indigenous Nations in the monitoring of the Stage 2 archaeological assessment at that time.

Cultural Resources:

The Cultural Heritage Assessment completed as part of this Class EA Study indicated that there are eight (8) cultural heritage resources (CHR), within, or adjacent to the Study Area.

Locations of cultural heritage resources will be indicated on design drawings to minimize impacts. Further cultural heritage studies such as Cultural Heritage Evaluation Reports (CHERs) and/or Heritage Impact Assessments (HIAs) may be recommended if direct impacts are identified.



Example of identified Cultural Heritage Landscape within / adjacent to the Study Area

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.
- Finalize technical studies.
- Prepare Environmental Study Report and issue for review by the public, Indigenous Nations, government agencies, local area municipalities, and key stakeholders. The report will be made available for a minimum of 30-day review period.
- If no Part II Order Requests are received during the formal review period, the project can proceed to detailed design.



Questions?

Your feedback will be important to us. Your comments will be reviewed by the Study Team and considered in the finalization of Preferred Design. 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:

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

Manager, Transportation Planning

Niagara Region

1815 Sir Isaac Brock Way,

Thorold, ON L2V 4Y6

Phone: 905-980-6000 (E. 3583)

Email: Maged.Elmadhoon@niagararegion.ca

Jeff Suggett, M. Sc.

Consultant Project Manager

Wood Environment & Infrastructure Solutions

3450 Harvester Road, Suite 100,

Burlington, ON L7N 3W5

Phone: 905-380-3601

Email: Jeff.Suggett@woodplc.com

Please copy: Mir Talpur, Environmental Planner Mir.Talpur@woodplc.com

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Appendix E:
Public Information Centre #3 Detailed
Comments

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	This road should not be completed. Why can't we just leave nature alone! This road benefits none of the residents here and is just another example of the region paving over more untouched areas. The traffic will be much busier on Merritt Rd which already is way too busy, too narrow and poorly lit. This will make Merritt into a "freeway" between south Pelham and Hwy 406! Unsafe, foolish and irresponsible. A danger to the families and children that live on Merritt Rd. The Steve Bauer trail also runs across Merritt Rd with no warning signs and it is a disaster waiting to happen. I truly can't believe this expansion is going on against the will of EVERY person who lives on Merritt Rd. These are the people who pay taxes and raise their families in this community. (but who cares what they think, right?)
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	In my opinion It would make more sense to have the bike lanes and sidewalks on the south side of the road as there would be less pedestrian/bicycle traffic vs vehicles entering the roadway causing accidents .Also with the wetlands that are along merrit between rice rd and niagara why not incorporate something into nature rather then cut it all down. A walk or bike ride through some bush is more pleasant then the mass traffic that will be on merrit. Ive lived here for 6 years and there is a huge increase in traffic in this area in the past 2 years. I don't have the exact numbers of how many houses that are planned for the new to develop north welland area but if there is a 1000 house going up id guess 2000 vehicles so even just 1/3 of that increases traffic along merrit a fair bit.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	The drainage currently in the ditches on this stretch stands till rainfall then mostly heads towards cataract as does the watershed from rice road and south of merrit on cataract. I live at 1216 cataract approx 250' from merrit rd 700' from merrit is what i believe you describe as singers drain which currently floods approx 1 acre of my property and is NPCA protected. This work needs to encompass clearing that drain from cataract to the canal. After 25mm of rain i inherit a 12-36hr 1 acre lake on the north side of my property. Maybe as i mentioned in the meeting this should become a retention pond for the development in the area that is going on along with this road work
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	Given the extent of development in niagara at this point in time and the amount of land on this south western part of Thorold wouldn't it make sense to explore sanitary sewer/water infrastructure prior to all the beauty of what is planned out?
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	Hope to hear some feedback on my concerns above.
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	I agree that the sidewalk and bike lanes should be on the South side of the roadway so someone walking or riding a bike from Merritt Meadows for example, doesn't have to cross the road 4 times by the time they get to Rice road
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	Again I agree with the suggestion that the bike lanes and sidewalk should be on the South side of the road to align with the ones coming from the 406 to Niagara st/Merrittville. Way less crossing the roads for pedestrians and foot traffic, which would save time with vehicle traffic waiting for such individuals and be safer in a statistical numbers game with people crossing busy intersections twice as much. In addition, we've been advised that all the houses on Merritt in this section are slated to be demolished and developed and very urbanized. Currently, Bell and Enbridge is underground on the North Side of Merritt, and Cogeco says when it comes, that is where it will go too. Water and Sewer lines I expect would be on the North Side of Merritt as well. This is a few to several years off, but putting the foot and bike traffic on the South side would not only keep the straight shot from the 406 to Rice, but wouldn't be in the way of the quickly progressing development coming. Flooding and drainage has always been a big problem at the Merritt/Cataract intersection, when it rains, the Cataract road and the intersection at Merritt and Cataract is flooded over and sometimes closed. The singer drain behind the properties on Merritt needs to be addressed or and more diverted water will continue to exasperate the flooding and poor drainage situation, or upgrade to storm sewer system at the same time.
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: [REDACTED] To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	This comment is in regards to the property at 1131 RICE RD in Pelham. We attended a virtual meeting with you on Monday November 22, 2021 on the personal impact of this project at 1131 Rice Rd. Now I will speak about how the 3 owners of that property feel about this expansion. We are not accepting this segment #4. This is far too intrusive to us to accept 40 ft (12.1meters) of new development across our lawn. Please re-model the East side of Rice rd at the 1131 property. We do not see the need for a boulevard and a sidewalk with possible green area/planting strip and a bike lane on our side of Rice Rd. I am sure you will find this comment too short notice, but the fact is, the letters/notices you said were sent out earlier this year for the upcoming P.I.C. #1 AND P.I.C. #2 were not delivered to occupants at 1131 RICE RD. The first and only notice we have is dated November 3rd, 2021 and when received, was promptly responded to with the Virtual meeting on November 22nd. We do not search the newspaper every day for major development changes. We are not against some road improvements, just not on our side as losing 40 feet in front of our home is unreasonable. Please request my input for further design changes at 1131 Rice rd. Thank You, [REDACTED]
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	Yes, I am opposed to the Excessive width of the bike lanes and sidewalk. The existing Steve Bower Trail that is heavily used as a successful recreational trail that accommodates pedestrians and cyclists is only 8.5 feet in width. The proposed sidewalk for these upgrades is approximately 20 plus feet in width I see this as excessive from a usage as well as a cost perspective. Also, I do not see the logic with the side of the roadway that the sidewalk and cycle trails are on. for continuity of the sidewalk and cycle lanes it makes more sense to keep the sidewalk and bike lanes on the East Side of Rice Road, South side of Cataract all the way to the 406 overpass. This will avoid crossing over at multiple locations which should be a primary objective
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	Other comments where already captured in the previous individual resident update meeting

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	Merritt Road between Cataract Road and Merrittville Highway (Segment 2) contains roadside ditches and culverts which are almost always full. I have photos of these ditches and culverts full before the storm/flooding we had on Monday December 6th. The issue with these ditches not draining in any direction, is during a storm, the water backs up and floods everyone’s front lawns. As proposed in the PIC last week, it appears the roadway will be raised close to 1.0 m from the current grade. Raising this section of the road will cause more SWM problems along the road, and beyond. Please consider a full stormwater management plan and risk assessment in this area, beyond the proposed natural ditches at the current grade.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: [REDACTED] To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	My address is 528 rice rd. Under the current plan it appears that I will be losing approximately 15' of my front yard. This will greatly affect me as I currently have a 4 car driveway and it will essentially become a 2 car drive with the exception that my full sized pickup will not fit. I also own the 1 acre lot north of 528. I will be losing more property there as well. The city of welland requires 1 acre for building purposes because of septic regulations. How will this affect me if I decide to build? I will also be losing approximately 5 specimen trees. These were planted to give me privacy from the busy road as well as offer shade and wind mitigation. My house will be too close to the proposed 4 lane road. Currently plowed snow flows midway up the drive, I suspect that when all the improvements are completed, the snow will end up to the garage door. Property value will decrease as the front yards are smaller and noise and traffic increases. The bicycle lanes and sidewalks are a great idea and would be a much needed safety net .If storm sewers and catch basins were installed and center lane eliminated it would greatly reduce the requirement to expropriate private property. Development is sure to happen, if the region is spending all this money on moving utilities; why can't the whole picture be looked at? Thanks for allowing my comments. [REDACTED]
Any Other Comments or Questions	

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
Public Information Centre #3 - Public comments received through the Online Comment Form

Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	Thanks to the Regional Councillors for passing Option3C Last Sunday a good friend and I hike the undeveloped Merritt Road extension from Rice to Cataract Road. This is not a minor wetland but in my opinion a very significant one. As anyone can see by by my pictures that if they try to extend this into a bicycle path with a two lane road vast amount of aggregate would have to be used to fill all the lowlands. It will also destroy a vast swaths of the wetlands that is so important in reducing flooding. For people who drive regularly on Cataract Road has seen by that entrance flooding across the road whenever there is a large rainfall. This extension of Merritt Road would be.a major environmental disaster. It must be stopped. I would like to send my pictures with my comments. How can this be done on this form? Please advise me on the method.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	I would like to know how I can send you my pictures to go along with my comments?
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	I would like to add pictures or a slide show of the pictures I have taken of the area affected by your design. How can this be done? Please advise me how to do so?

Municipal Class Environmental Assessment Study for Merritt Road and Rice Road in Pelham, Thorold and Welland
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Comment From: To be added to the contact list: Yes	Comment
Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	STOP THIS MADNESS! Paving over a PSW is not a solution! Please see answer #9 for more specifics.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	Despite this consultation being termed an Environmental Assessment, this most recent presentation was anything but. Very little was said about the environment. 99% of the focus was on the roadway design and accompanying bike and walking paths. Our biggest concern is this road (between Rice and Cataract Roads) will cleave in half one of the last remaining major wetlands in this area of Niagara. No mention was made about this and certainly no mention was made of any possible mitigation possibilities associated with this road design, though quite frankly, how can you mitigate for the near-destruction of a wetland? It seems these consultants aren't even going to try! In this Region where we already had a dearth of natural heritage lands (and water courses), here once again the powers that be are cavalierly intending to wipe out more. Perhaps these individuals have not heard of the recent G7 commitment that Canada made termed the "2030 Nature Compact"; this to preserve 30% of our lands and waters in their natural state, and this in part including a commitment to "net zero loss of nature from a 2020 baseline". Aren't we as all Canadians (and governments) to be doing our share to meet this commitment? This project is a total repudiation of that commitment and is clearly evident of not uncommon thinking, that being; let someone else do it. And here we have Niagara regional Council declaring unanimously we are in a "Climate Crisis", but oh ya, don't forget it's just business as usual - just keep on paving! No mention was made of the NPCA study of this wetland (PSW) and it seems this issue was kicked down the field, conveniently beyond the time-period for public input into this project. Despite many public comments heard concerning poor drainage in this area, no mention was made of the issue of "preparing for flooding". This wetland is part of the Singer Creek eco-system that is receiving much of the run-off from all the new development in east Fonthill, and with more to come. Again, not one mention of this issue by these consultants. And surely as soon as this road is built, more development pressure will be applied to build around this road. On another note, in respect of transportation studies; again, of which a dearth of evidence for justifying this road has been presented, NO mention was made regarding the Region's very recent announcement regarding the revamped regional transportation system. Isn't the idea of that system at least in part is to get cars off the road by having a better public transit system? Port Robinson and Quaker roads already exist. Why not improve those roads so they can serve as preferred options vs. paving over precious wetland. Having lived in Fonthill for over 40 years and often travelling down Port Robinson Rd going into or coming from

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	Welland (to Niagara Street), this is never observed to be a heavily travelled road. The Town of Pelham will soon be rehabilitating Quaker Rd. from Pelham Street to Line Ave, and I understand the Region will be working on this road from Line to Rice Rd. Why not build upon this project and make the necessary improvements to Quaker Rd. and carry onto Niagara Street. And by the way, how about considering the installation of a round-about at the intersection of Quaker and Rice Roads. That current 4 way stop is overwhelmed at busy times of the day. My last comment is an observation, and that is, I could not help notice how supremely confident the presenters were that this project is a done-deal! Clearly they are confident that they can engineer this project to adapt for any 'climate crisis", namely our all too common massive rain-storms. They totally ignore the reality (as southern B.C.) recently discovered; that being; there is no way of engineering yourself out of what mother-nature has in store for us going forward, and the only way to do so is too work with the environment and preserve what few natural heritage features we have left in this region.

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Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	There is no mention of the climate crisis, or consideration of the long-term impact that the destruction of the PSW and supporting green infrastructure will have on the area in question. Why is this? Also, why is the option of expanding Quaker Road and Port Robinson Road to manage increased traffic demands not being pursued as the top option? Environmental concerns are not being addressed with the seriousness required to avert climate disaster in the near future. A state of climate emergency has been declared in the Region of Niagara. Why is this not reflected in the decisions that are being made about east-west transportation corridors in this area?
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	If the proposed improvements are made to this segment of the existing Merritt Road, then a plan should be developed to route the traffic north and south along Cataract Road, to continue westward along Port Robinson Road and Quaker Road, with each of those having capacity improved in anticipation of this heavier use. The work on Quaker Road should be undertaken with a view to redesigning it in a way that will accommodate the increased east-west traffic flow between Cataract Road and Pelham St. Likewise, future plans for improvements to Port Robinson Rd. can be made with this same need in mind. The claim that these two east-west roads, together with Cataract Rd. and Rice Road do not provide a viable alternative to developing roadway between those north-south roads is entirely unpersuasive.
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	This is the section of Merritt Road that it makes the most sense to improve. It runs between two existing highways, and creates a means of people accessing the major north-south arteries of Niagara Street and Highway 406. Efficient and expanded public transit routes along these highways will be key to weaning people off of their personal vehicles.
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	It is misrepresenting the situation to call the Merritt Road Extension the "Preferred Design". It has been chosen for reasons that fly in the face of responsible environmental protections, and demonstrates a serious case of misplaced priorities. If public input is taken seriously, we should receive notice of a change of direction when the Notice of Study Completion is released.
Other Comments on the Preliminary Preferred Design	The effects of destroying PSWs, buffers and linkages, as well as underground water courses and surface water systems will quickly prove the "Preferred Design" to be a detrimental one. Storm water management will become impossible without the green infrastructure that we currently rely on. Any roads (or the housing that would inevitably be developed on surrounding land) built there once natural systems have been disrupted and destroyed will be unlikely to withstand the resulting intensification of extreme weather events, let alone the one we are experiencing as a write this. As well as water management, the loss of trees on that land would destroy habitats, and reduce the much needed carbon capture that they currently provide. We should be planning in a way that mitigates climate crisis, not in a way that exacerbates it.
Any Other Comments or Questions	Please do not forge ahead with this "Preliminary Preferred Design". Abandon it, and develop an option that reflects an appropriate level of concern and action in addressing our worsening environmental conditions. More roads for more vehicles cannot be our end game, or it will be our end.

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Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	1. See comprehensive comments submitted by Biodiveristy & Climate Action Collective Niagara (BCACN) ... Ditto! 2. [Overall] ... Preliminary Potential Impacts (slides 30, 31): "Removal of a portion of Core Natural Heritage System; Tree removals, tree canopy reduction; Potential fragmentation of Provincially Significant Wetland; Increase in barriers to wildlife movement and increases in wildlife mortality from cars. Introduction of sediments, concrete and other deleterious substances; Death of fish; Harmful alteration of fish habitat; Disruption of critical fish life stages; and Erosion and sedimentation due to the operation of machinery and in-water works." And you see this as acceptable? Seriously? Do you even see the words "removal, fragmentation, barriers, mortality, deleterious, death, harmful, disruption, erosion ..." ? Do you feel no shame in proposing this? 3. How ironic that PIC#3 was held same day, same time as Regional Council's unanimous vote for NES Option 3C!
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	
Other Comments on the Preliminary Preferred Design	
Any Other Comments or Questions	This project should not be allowed to continue.

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Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	This road would lead to habitat destruction and the degradation of the PSW and significant woodland. Instead of protecting the wetland, the project calls for building ditches, culverts, sewers and catch basins. The region should be protecting municipal natural assets such as wetlands.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	Do not build this road. Protect our wetland and do not build in floodplains.
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	As above.
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	There are three watercourses in this segment. We should not be building a road here.
Other Comments on the Preliminary Preferred Design	A detailed EIS should be conducted. The region should not build roads that would severely impact a core natural heritage system. I do not feel that the public was listened to when the preferred design was chosen.
Any Other Comments or Questions	This project was designed using the Transportation Masterplan 2017. This plan needs to be updated with a view to protecting our municipal natural assets. Your plan is to destroy a core natural area in anticipation of future growth 10 or 20 years in the future. Will we still be building sprawling subdivisions? Will we still depend entirely on cars? We don't know. I hope that we will have learned that we must protect our environment. Don't move roads forward – move the protection of our natural heritage forward.

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Comments on the Preliminary Preferred Design for Road Segment 1 (Merritt Road between Rice Road and Cataract Road)	We are very concerned with proposed hybrid cross-section on segments 1, 2 and 4 with 3.3m [11'] lanes which includes the concrete gutters. PIC #2 suggested 3.5m lanes which would be more appropriate and safer for an arterial roadway. Providing only 6.6m [21.65'] between curb faces will make it very unsafe for cyclists to ride on the road as they would have to take a lane to prevent close passing by vehicles. During winter operations with large Niagara Region snow plows, the space between leading left edge of the snow plow blade and opposing traffic would be minimal with no opportunity for motorists to shy to right edge of roadway to maximize clearance to flashing blue light on blade while the snow plow trying to clear centre part of roadway. As a Highly Confident cyclist who rides frequently throughout Niagara Region on rural roadways and on multi-use paths such as along the canal, I suggest a rural cross-section with 1.5m wide fully paved shoulders would be preferred and no more expensive than the proposed hybrid section with curbs. Furthermore, as mentioned by one attendee at PIC 3, the 6.0m wide sidewalk, tactile strip and cycle track appears excessively wide and rich (expensive). I suggest if 1.5m wide paved shoulders were included for on-road cyclists (Alternative A showed 3m wide shoulders consisting of 1.5m partially paved shoulder plus 1.5m gravel) in conjunction with a 3.5m multi-use path for pedestrians and Interested but Concerned cyclists as done at many other locations in Niagara Region, it would better serve and be safer for all road users. I am also concerned with a statement in the evaluation for road safety suggesting rural cross-section has "potential for safety concerns due to no barrier curbs between travel lanes and ditches". As noted by TAC in their Geometric Design Guide, Section 7.7.2, "a common misconception is that curb offers a clear zone benefit. In fact, curbs have limited redirection capabilities for speeds above 40 km/h". FYI I made a technical presentation at TAC in October 2021 showing full scale crash testing with 150mm high barrier curbs confirming that they have limited redirection capabilities and ability to provide physical protection at operating speeds as low as 5 km/h. I can share our videos and a copy of our report with you in January when study is published.
Comments on the Preliminary Preferred Design for Road Segment 2 (Merritt Road between Cataract Road and Merrittville Highway / Niagara Street)	Same comments as for Segment 1. In addition, the frequent driveways on north side of this segment at west end will increase conflict points along the cycle track, causing safety concerns for faster cyclists if they can't ride safely on the roadway with narrow lanes and curbs.
Comments on the Preliminary Preferred Design for Road Segment 3 (Merritt Road between Merrittville Highway / Niagara Street and Highway 406)	As for Segments 1 and 2, concerned about use of 3.3m wide lanes instead of 3.5m lanes on a Niagara Region Arterial Road and making the curb gutters part of the lane. Again for cyclists that prefer riding on the roadway instead of a cycle track, providing cycling lanes on this segment and reducing the width of the 6.0m wide sidewalk, tactile strip and cycle track for a multi-use path could be preferred and less expensive.
Comments on the Preliminary Preferred Design for Road Segment 4 (Rice Road between Merritt Road Quaker Road)	Same comments as for Segment 1.

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Other Comments on the Preliminary Preferred Design	With heavy northbound traffic turning right from Niagara to Merritt to access 406, and return movement for left turning from Merritt to SB Niagara, and lots of room in SW quadrant of intersection where existing right turn channelization located, a roundabout should be reconsidered as potentially preferred.
Any Other Comments or Questions	Providing paved shoulders for cyclists along Merritt Road would be an ideal fast route from Fonthill and NW Welland to access the canal Multi-use path if access provided as mentioned during PIC 3. Riding on the proposed cycle track would be slower and less safe for road cyclists. Roundabout at Quaker and Rice could likely also fit due to property being available in SW and NW quadrants, improving safety and operations. Several key pieces of documentation appeared to be missing from project file which I would appreciate receiving: Proposed Design Speed and Posted Speed for each segment, and existing AADT/DHV and projected AADT/DHV for each segment.