



BURNSIDE

**Public Information Centre # 1
Summary Report**

**Environmental Assessment for
Regional Road 43 (Bridge Street) and
Adjacent Municipal Roadways**

Regional Municipality of Niagara

**R.J. Burnside & Associates Limited
292 Speedvale Avenue West Unit 20
Guelph ON N1H 1C4 CANADA**

**July 2021
300051307.0000**



Distribution List

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Record of Revisions

Revision	Date	Description
0	July 7, 2021	Final Submission to Region

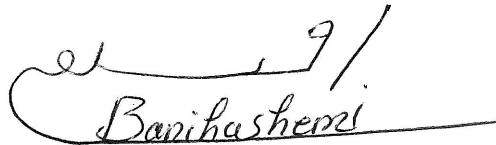
R.J. Burnside & Associates Limited

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1.0 Introduction and Background

The Regional Municipality of Niagara (Region) has initiated a Municipal Class Environmental Assessment (MCEA) to consider improvements to Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways in City of Niagara Falls. In consultation with the City of Niagara Falls the Region will assess the following: Regional Road 43 (Bridge Street) from Victoria Avenue to River Road, Erie Avenue from Regional Road 43 (Bridge Street) to Queen Street, Park Street from Ontario Avenue to Zimmerman Avenue, and Zimmerman Avenue from Regional Road 43 (Bridge Street) to Park Street.

The Region has identified the following problem and opportunity statement.

As identified within Niagara Region's Transportation Master Plan (TMP), transportation infrastructure improvements are required to adequately support the increase in travel demand created by planned population and employment growth as well as the introduction or improvement of major transportation/transit hubs. The Niagara Falls GO Transit Station which was approved in 2011 through the Niagara Rail Service Expansions - Environmental Review Study is one of the major transit hubs contributing to the need.

Niagara Region, in collaboration with the City of Niagara Falls, has initiated the undertaking of a Schedule C Municipal Class Environmental Assessment (MCEA) to identify alternative solutions and designs to address the need for transportation infrastructure improvements within the area surrounding the Niagara Falls GO Transit Station.

Through the planned improvements, the opportunity arises to:

- *Facilitate the movement of people to, from, and around the Niagara Falls GO Transit Station via all travel modes (i.e. automobile, transit, cycling, and walking) including the potential to connect and integrate the transportation network with existing and future City of Niagara Falls' transportation network improvements/facilities and the downtown core.*
- *Implement the vision and objectives contained within Niagara Region's TMP to create a diverse, safe, and sustainable transportation network built upon the principles of Complete Streets and Active Transportation.*
- *Implement the vision and objectives of the City of Niagara Falls' guiding planning documents such as the City of Niagara Falls' Official Plan, the Niagara Falls GO Transit Station Secondary Plan, and the GO Transit Station Precinct Plan.*
- *Harmonize the urban design and public realm to create a sense of place within the Niagara Falls GO Transit Station Precinct focusing on Regional Road 43 (Bridge Street), Erie Avenue, Park Street, and Zimmerman Avenue.*

The Class EA is being carried out in accordance with the Schedule C requirements (Phases 1 to 4) of the Municipal Engineers Association Municipal Class Environmental Assessment document (October 2000, as amended in 2007, 2011 and 2015), which is approved under the Ontario Environmental Assessment Act. A key component of the study includes consultation with interested stakeholders. Due to the current closures of public spaces for large gatherings, Public Information Centre (PIC) #1 was held virtually on the Region's engagement platform, which started on August 18, 2020 with comments to be submitted by September 15, 2020. This report documents the PIC #1 and summarizes the notification process, the information presented, and the comments received during the comment period.

2.0 Method of Notification

Details of the date and purpose of PIC #1 were published as a notice, advertised in the Niagara Falls Review on August 5 and 12, 2020, and on August 6, 2020 in the Niagara This Week. A copy of the advertisement is provided in Appendix A. Notification of PIC #1 was also posted on the Special Projects webpage for the Region (<https://niagararegion.ca/projects/>). The Notice was either emailed or mailed to agencies, municipalities, Indigenous communities with a potential interest in the project as well as local residents who live within the Study Area. Indigenous communities were sent an individualized letter in addition to the notice.

3.0 Public Meeting Format

Given the current provincial government order to limit social interactions to reduce community spread of the COVID-19 virus, PIC #1 was hosted in a virtual environment. A digital copy of the presentation material with recorded commentary was made available on the Region website, posted to the Special Projects page for the public to view or download anytime during the comment period. The presentation began with a description of the project, relevant policies, and previous studies. The problem and opportunity statement was provided and the current phase of the Class EA process for the project was indicated. Descriptions were provided of the existing transportation system: Roads, Transit, Cycling, Pedestrian; key issues; and studies to be completed. Finally, next steps were stated and the invitation to participate was encouraged.

A copy of the presentation is provided in Appendix B. Opportunity for public feedback was made available by contacting the Project Team with written comments, or through an on-line digital comment form. A copy of the online comment form is provided in Appendix C along with records of the comments received and responses provided by the Study Team.

4.0 Participation Levels and Summary of Comments Received

This section provides an overview of the feedback received on presentation and material. Written comments were received from six stakeholders during the comment period. Table 1 provides a summary of the comments received and the Study Team response.

Table 1: Summary of Comments Received and Responses Given

ID	Comment Received	Study Team Response
1	Can you say what properties will be bought on bridge Street? Is it going to be a purchase or expropriation?	<p>Given that we are very early on in the planning process, we have not yet identified the preferred solution and/or preferred design. The impacts to property are not yet determined and therefore, we have not initiated property impact and potential for acquisition discussions with property owners.</p> <p>With that said, Niagara Region aims on maintaining transparency through our planning and design efforts and focuses on early engagement with impacted property owners. Should your property be identified through the planning and design process as impacted due to the preferred solution and/or preferred design, you will be contacted, and discussions initiated.</p> <p>It is Niagara Region's practice to assess impacted properties in terms of injurious affection and/or appraised value through an independent appraiser which provides a basis for discussion on partial or complete acquisition. Expropriation is a costly process and only considered in the event that an agreement cannot be made in terms of fair valuation.</p>
2a	What the project is about?	Project is at early stages and Niagara Region is looking to improve Bridge Street and portions of Erie Avenue, Park Street and Zimmerman Avenue in support of the planned

ID	Comment Received	Study Team Response
		GO station and the City of Niagara Falls Secondary Plan for development in the area.
2b	What is the status of Ryerson University Development (currently on Zimmerman and Queen Street)?	Burnside is not aware of the current status of Ryerson University plans, but we will look into it with the Region.
2c	Can we meet to discuss?	Suggested that commenter look for information on the Region website on the project process following which we would be happy to meet upon your request.
3	<p>Concerned about proposed roundabout at Bridge Street and Victoria Avenue.</p> <p>Concerned about ability for transport trucks to get around roundabout as well as accidents.</p> <p>Also requested that Region not design for large plants in the centre of the roundabout since they obstruct ability to see cars coming from other direction.</p>	Thanked for comments. Noted that as this comment relates to another Region project, it has been passed onto the design team for that project for direct follow-up.
4	As a resident in the area of Queen Street and River Road, request to that buses need to use Bridge Street then Parkway because buses on local streets are holding up traffic and having to make too many turns. Commenter sees buses run over stop signs and over curbs.	Study Team followed up with resident separately.

ID	Comment Received	Study Team Response
	Also noted that visitors do not understand routes.	
5	<ol style="list-style-type: none"> 1. Does this study imply that Metrolinx will be expanding GO train service to Niagara Falls by 2023 as planned? 2. What might the nature of the impact be for homes on private property on Bridge, Erie, Park and Zimmerman? 3. At this point, would the existing parking lots on Park be maintained? Any plans to use the land southwest of Queen and Zimmerman as a parking lot for the GO station? 4. As for the space where the current bus terminal sits southwest of Erie and Bridge, would it be entirely given over to parking? 5. Am I correct in assuming that the north part of Huron west of Zimmerman may be re-zoned for mixed use and our side remain low-density residential? If so, what implications might that have for us? 6. More generally, what impact might this project have on our small street? 	<ol style="list-style-type: none"> 1. This study is proceeding in anticipation of the planned expansion to the GO Rail service to the Niagara Falls station. This study is being undertaken by Niagara Region; the Region does not have the responsibility or authority over the timing of the GO Rail service; however the Region does regularly coordinate with Metrolinx on the timing of the GO service and Bridge Street infrastructure. 2. It is unknown at this stage of the study if there will be any impact to private property on Bridge, Erie, Park and Zimmerman. Through the next stages, over the next few months, the study will balance the needs for transportation solutions and designs with any potential impacts to private property. Any impacts will be presented to landowners and other stakeholders. 3. The determination of and uses (including parking lots) associated with specific properties is beyond the scope of this study. The City of Niagara Falls is undertaking a downtown parking plan and we will be informed by any conclusions from that initiative over the next several months. 4. The Precinct Plan referenced in our public meeting contemplates a parking facility on the current bus terminal southwest of Erie Avenue and Bridge Street. As we understand, this use for the bus terminal property has not been confirmed. We will provide updates as this project proceeds.

ID	Comment Received	Study Team Response
		<p>5. From our interpretation of the Downtown Niagara Falls GO Transit Station Secondary Plan, the properties fronting onto Huron Street (on the north and south sides) west of Zimmerman Avenue to Erie Avenue are planned to remain Low Density Residential uses. We can confirm this with the City of Niagara Falls.</p> <p>6. This project is related to improvements to Bridge Street and parts of Erie Avenue, Park Street and Zimmerman Avenue (north of Queen Street). We do not anticipate any direct impact to your street as a result of this project. That said, it is anticipated that the broader Secondary Plan area will transform as a result of the GO Station development and other redevelopment in accordance with the Secondary Plan.</p>
6	<p>Own property on Zimmerman Ave/Queen Street. The future transportation route should take into consideration the traffic flow, both in direction and volume on River Road. Making Queen Street a one-way street, flowing up Queen Street from River Road, should be given serious consideration. A return road to allow traffic to flow down from Victoria Avenue to River Road would alleviate congregation.</p>	<p>As part of the EA Study, the team will be looking at future traffic flows and volumes within the Study Area, which will include assessment of nearby streets such as Queen Street, River Road and Victoria Avenue. We will also be giving consideration to one-way streets.</p>

Participant comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback in the evaluation of the preferred alternative. The summary of comments and advice received during the PIC is intended to provide an

indication of overall shared issues, opinions, and concerns of participants. Copies of individual comments and the Study Team responses are provided in Appendix C.

5.0 Next Steps

Comments and concerns received during the PIC will be reviewed for incorporation into the evaluation and selection of alternative solutions.

The next public contact for the project will be another PIC in mid fall 2020 to present the Preliminary Preferred Alternative Solutions for public review and comment.

The choice of MCEA Schedule will be reviewed and confirmed or changed as appropriate for the Preferred Solution and a (ESR), documenting the planning and decision-making process of the study, will be prepared for public review and comment at the completion of the study.



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Appendix A

Newspaper Advertisement

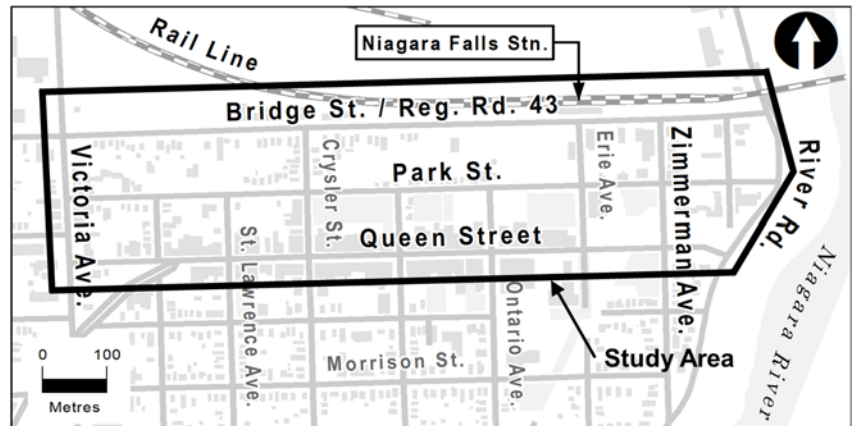
Notice of Commencement & Public Information Centre # 1 Municipal Class Environmental Assessments for:

Schedule C Municipal Class Environmental Assessment, Detailed Transportation Assessment, and Active Transportation Plan for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

The Study

Niagara Region is undertaking a Municipal Class Environmental Assessment (Class EA), in consultation with the City of Niagara Falls for improvements to Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, including: Regional Road 43 (Bridge Street) from Victoria Avenue to River Road, Erie Avenue from Regional Road 43 (Bridge Street) to Queen Street, Park Street from Ontario Avenue to Zimmerman Avenue, and Zimmerman Avenue from Regional Road 43 (Bridge Street) to Park Street (see map). The purpose of this Study is to identify alternative solutions and designs and to obtain the necessary

approvals to undertake detailed design and construction of suitable transportation infrastructure to service the Niagara Falls GO Transit Station and vicinity. Opportunities for developing complete streets and increasing access for all road-users will be explored. The Class EA study will evaluate traffic capacity, travel demand management measures, safety issues, natural environment impacts, land use implications, transit and active transportation considerations. Alternatives will be examined as part of the study including the impacts of alternatives on the social, cultural and natural environment.



The Process

This notice signals the commencement of the Municipal Class Environmental Assessment, a study which will define the problem, identify and evaluate alternative solutions, and develop a preferred design for the corridor in consultation with adjacent property owners, regulatory agencies, Indigenous communities, members of the local business community and the public. The study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the *Ontario Environmental Assessment Act*. Public, review agency, and indigenous communities' consultation is a key element of the Class EA process and input will be sought from various parties throughout the study. At this time, it is anticipated that three (3) Public Information Centers (PICs) will be conducted to invite public input.

Public Information Centre #1

The public is invited to attend and provide input at the first Public Information Centre (PIC). Due to the current closures of public spaces for large gatherings, PIC #1 will be held virtually on the Region's engagement platform. The presentation and engagement material including a comment form will be available at niagararegion.ca/projects starting **August 18, 2020**. The Region encourages the public to visit the website to view the PIC materials and submit a comment form to one of the project team members below by **September 15, 2020**.

Upon completion of the study, a comprehensive Environmental Study Report (ESR) will be prepared for the study for public review and comment. The ESR for the study will detail the planning process and the preferred alternative, including how public, agency and indigenous communities' input was incorporated.

Comments Invited

If you have any questions or comments regarding the study, or wish to be added to the study mailing list, please contact either of the following project team members:

Jordan Frost, P. Eng.
Manager, Transportation Planning & Sustainability
Niagara Region
905.980.6000 x3336 | Jordan.Frost@niagararegion.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside & Associates Limited
905.821.5891 | Ray.Bacquie@rjburnside.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.

This Notice first issued on August 5, 2020.



BURNSIDE

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Appendix B

Presentation Slides

Appendix B

**MOVING
ROADS
FORWARD**

Niagara Falls Station

Bridge St. (Regional Road 43)

WELCOME!
ONLINE PUBLIC INFORMATION CENTRE #1
REGIONAL ROAD 43 (BRIDGE STREET) AND ADJACENT
MUNICIPAL ROADWAYS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

TUESDAY AUGUST 18, 2020

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

PRESENTATION OVERVIEW

- Project Description
- Policies and Previous Studies
- Problem and Opportunity Statement
- Class EA Process and Evaluation
- Consultation Process
- Existing Transportation System: Roads, Transit, Cycling, Pedestrian
- Key Issues
- Studies to be Completed
- Next Steps
- Invitation to Participate

KEY PROJECT TEAM



Jordan Frost
Project Manager
Niagara Region

- Jordan Frost, P. Eng., PTOE
- Manager, Transportation Planning & Sustainability
- Transportation Services Division, Public Works Department, Niagara Region
- Project Manager for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment



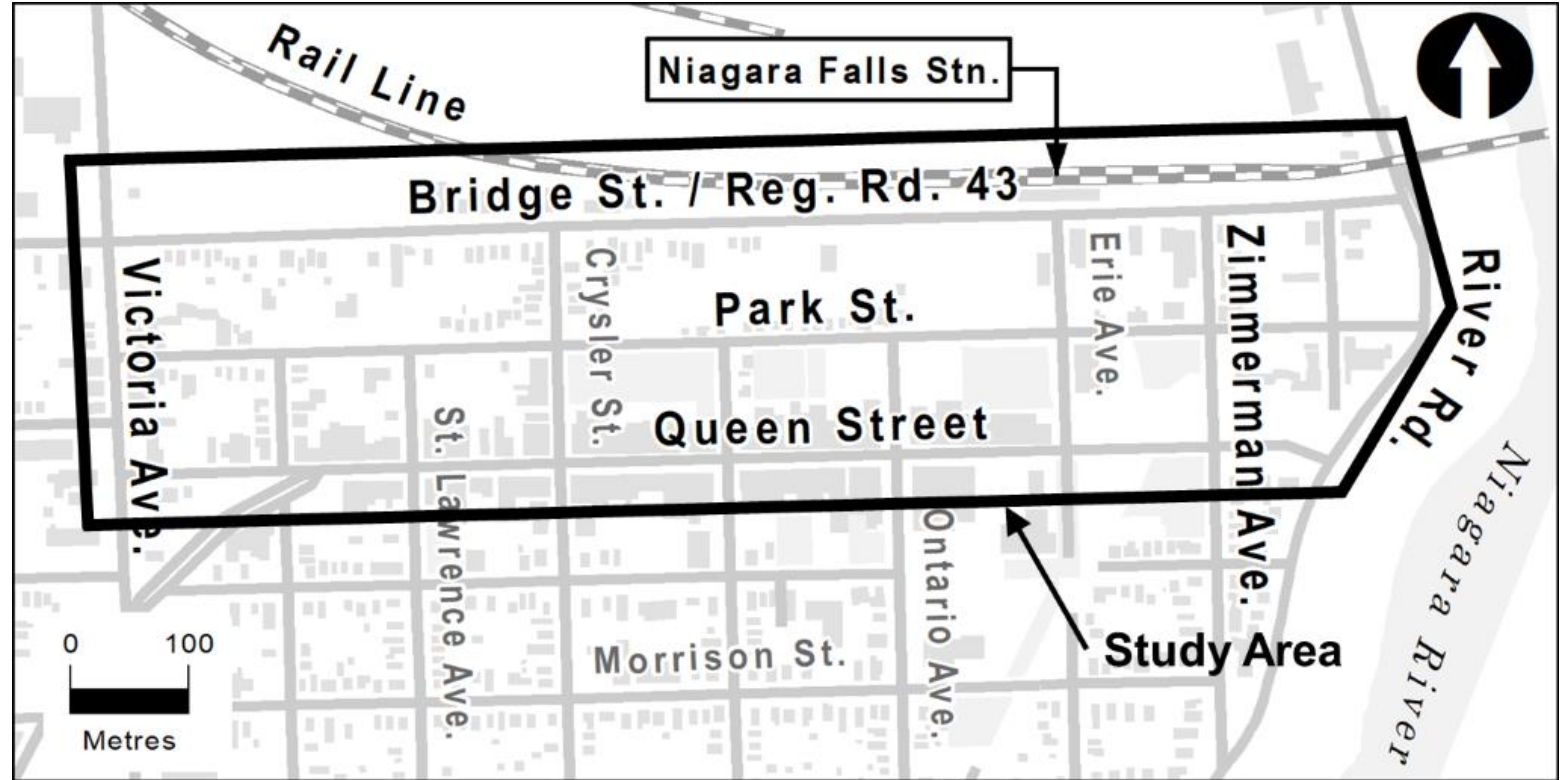
Ray Bacquie
Consultant Project Manager
R.J. Burnside and Associates

- Ray Bacquie, P.Eng., MBA
- Senior Vice President, Transportation Planning and Engineering Services, R.J. Burnside and Associates
- Consultant Project Manager for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment

PROJECT DESCRIPTION

Niagara Region has initiated a Municipal Class Environmental Assessment (MCEA), in consultation with the City of Niagara Falls for improvements to Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways.

Subject roads include: Regional Road 43 (Bridge Street) from Victoria Avenue to River Road, Erie Avenue from Regional Road 43 (Bridge Street) to Queen Street, Park Street from Ontario Avenue to Zimmerman Avenue, and Zimmerman Avenue from Regional Road 43 (Bridge Street) to Queen Street, in the City of Niagara Falls.

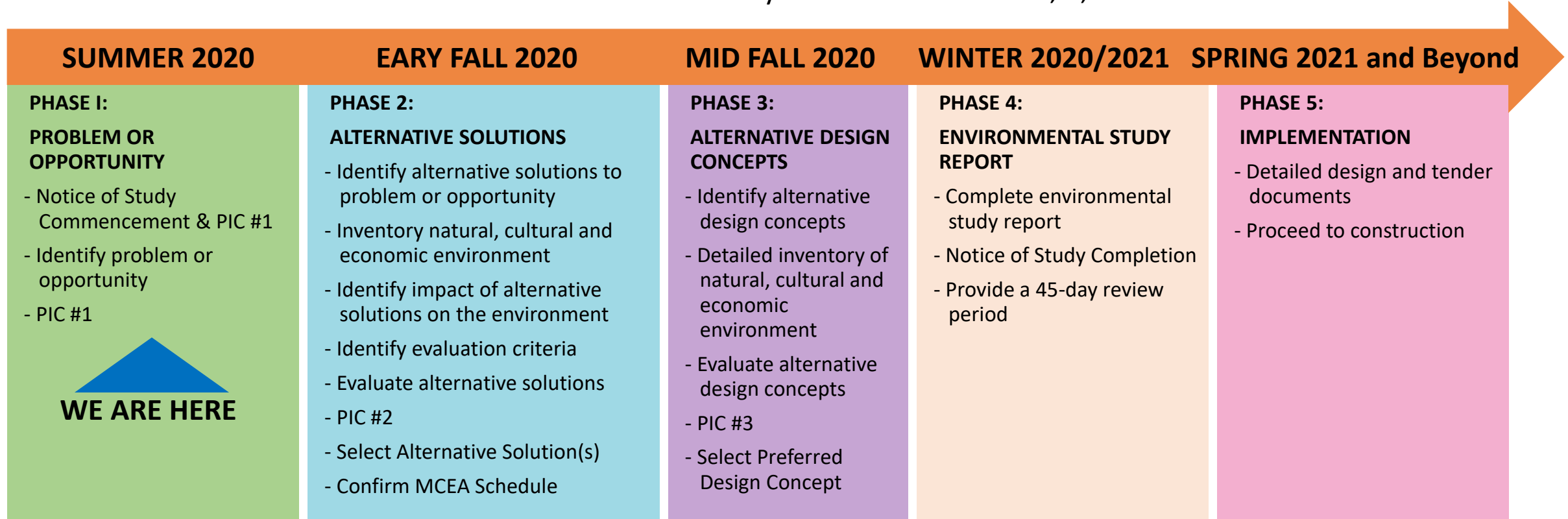


The Objective

The objective is to complete a detailed transportation assessment and active transportation plan to meet future needs in the vicinity of the GO rail station. It will provide all the required deliverables to satisfy a Schedule C MCEA.

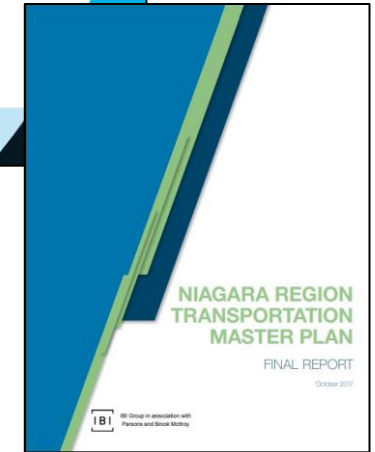
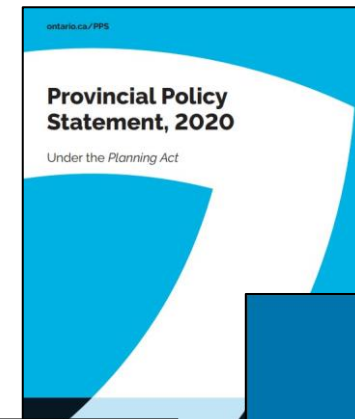
CLASS EA PROCESS

The Study is being carried out in accordance with the planning and design process for Schedule C projects as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015), which is approved under the **Ontario Environmental Assessment Act**. This study will address Phases 1, 2, 3 and 4.



POLICIES AND PREVIOUS STUDIES

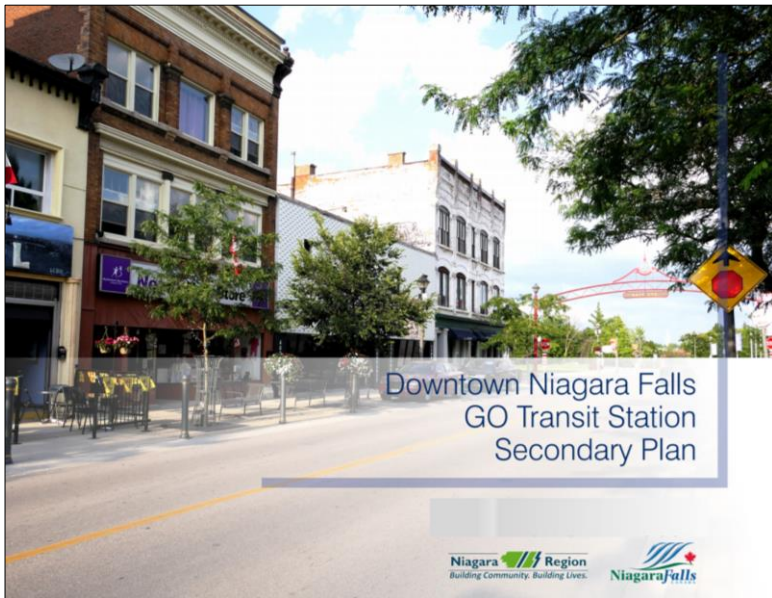
- Planning Policies: Adhere to Provincial Policy Statement, municipal official plans, transportation master plans.
- Complete Streets: Define key objectives of the Niagara Region Complete Streets Guidelines.
- Urban Design: Identify elements of City guidelines (pedestrian priority areas, connectors, spaces).
- Metrolinx Plans: Incorporate GO Rail Station Access Plan guiding principles and mode split targets.
- Region Studies: GO Hub and Transit Station Study.



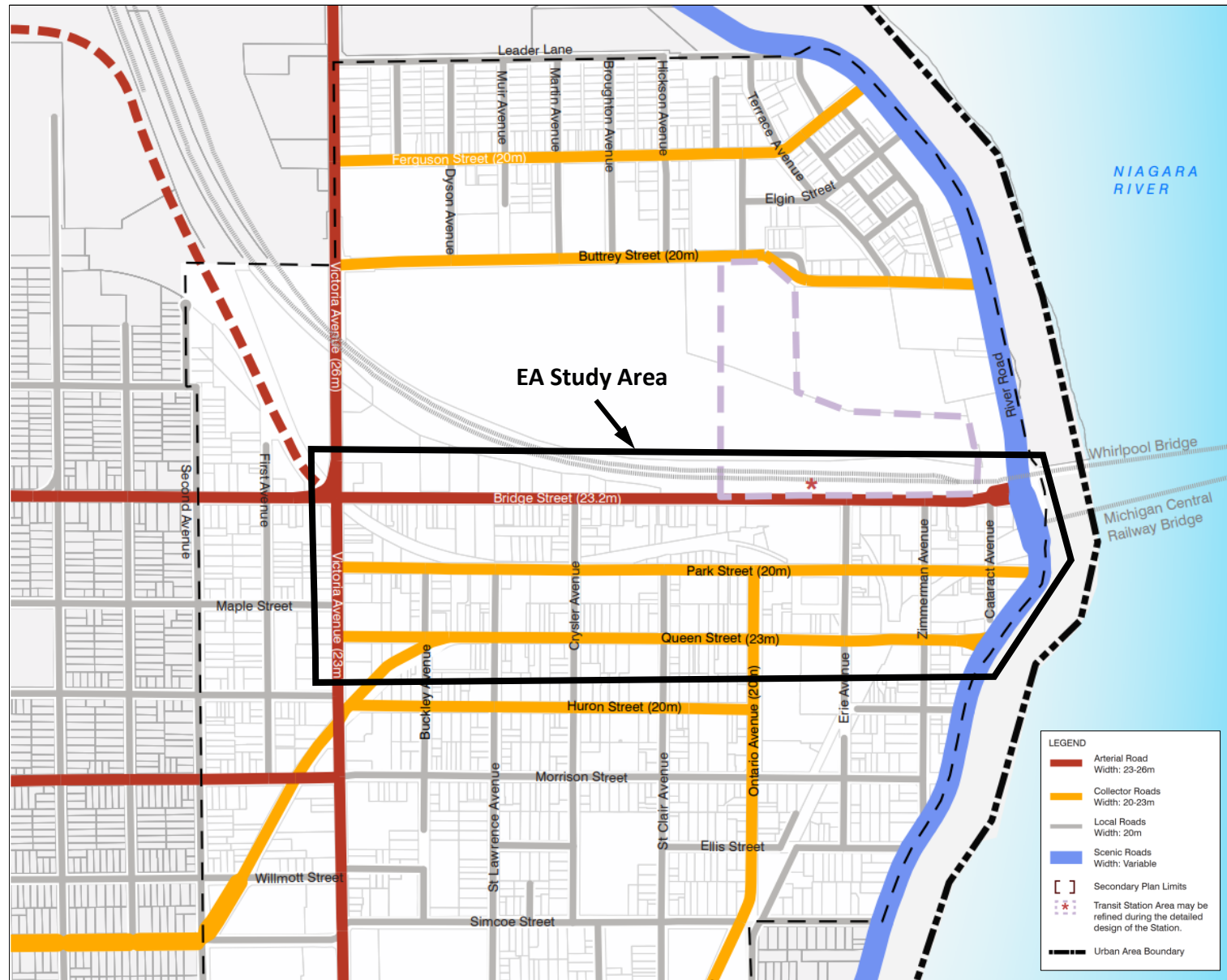
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POLICIES AND PREVIOUS STUDIES

Niagara Falls GO Station Secondary Plan



Adopted from Niagara Falls GO Station Secondary Plan Schedule 4
Planned Road Hierarchy



**MOVING
ROADS
FORWARD**

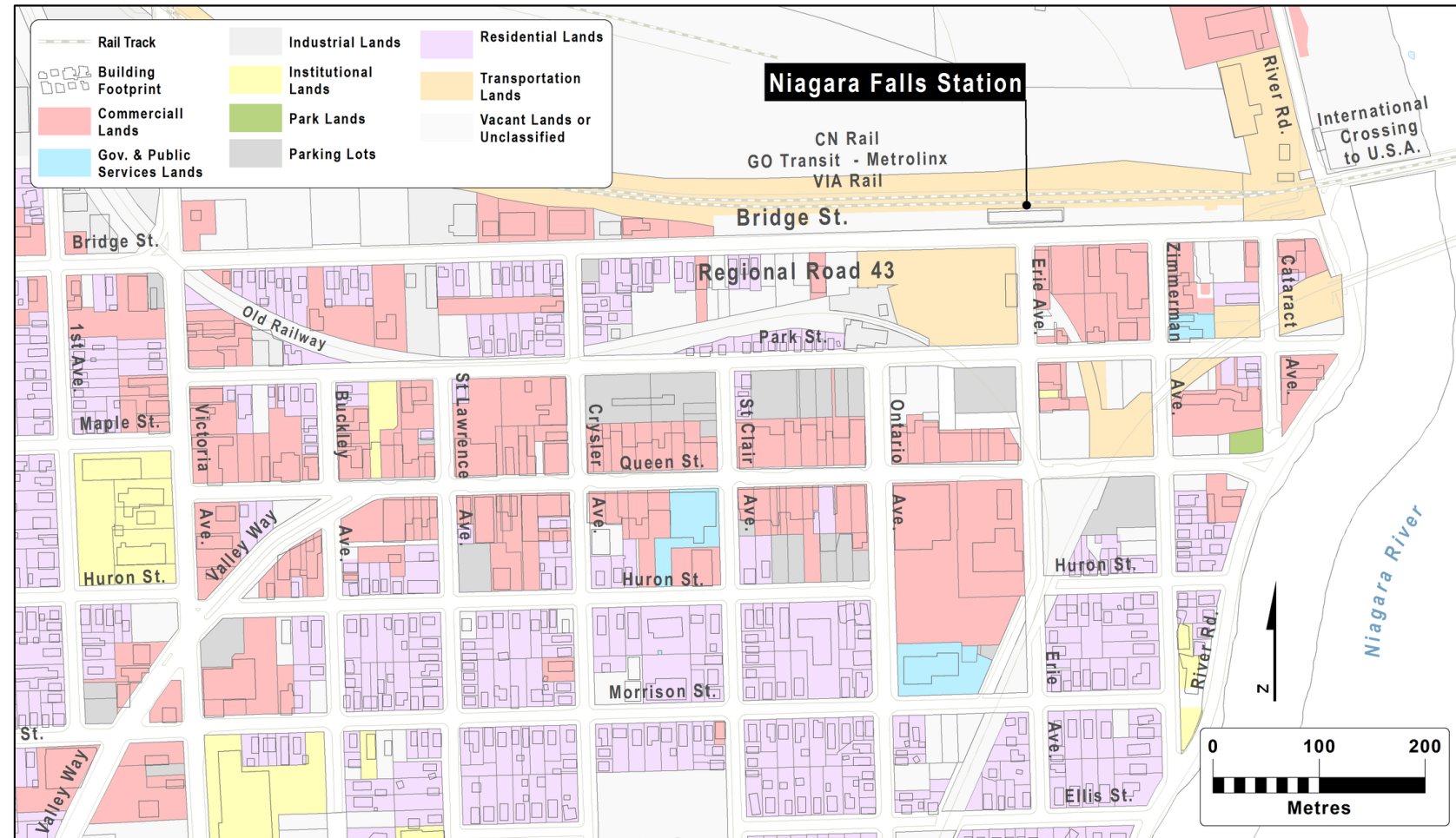
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Niagara  Region

POLICIES AND PREVIOUS STUDIES

Existing Land Use

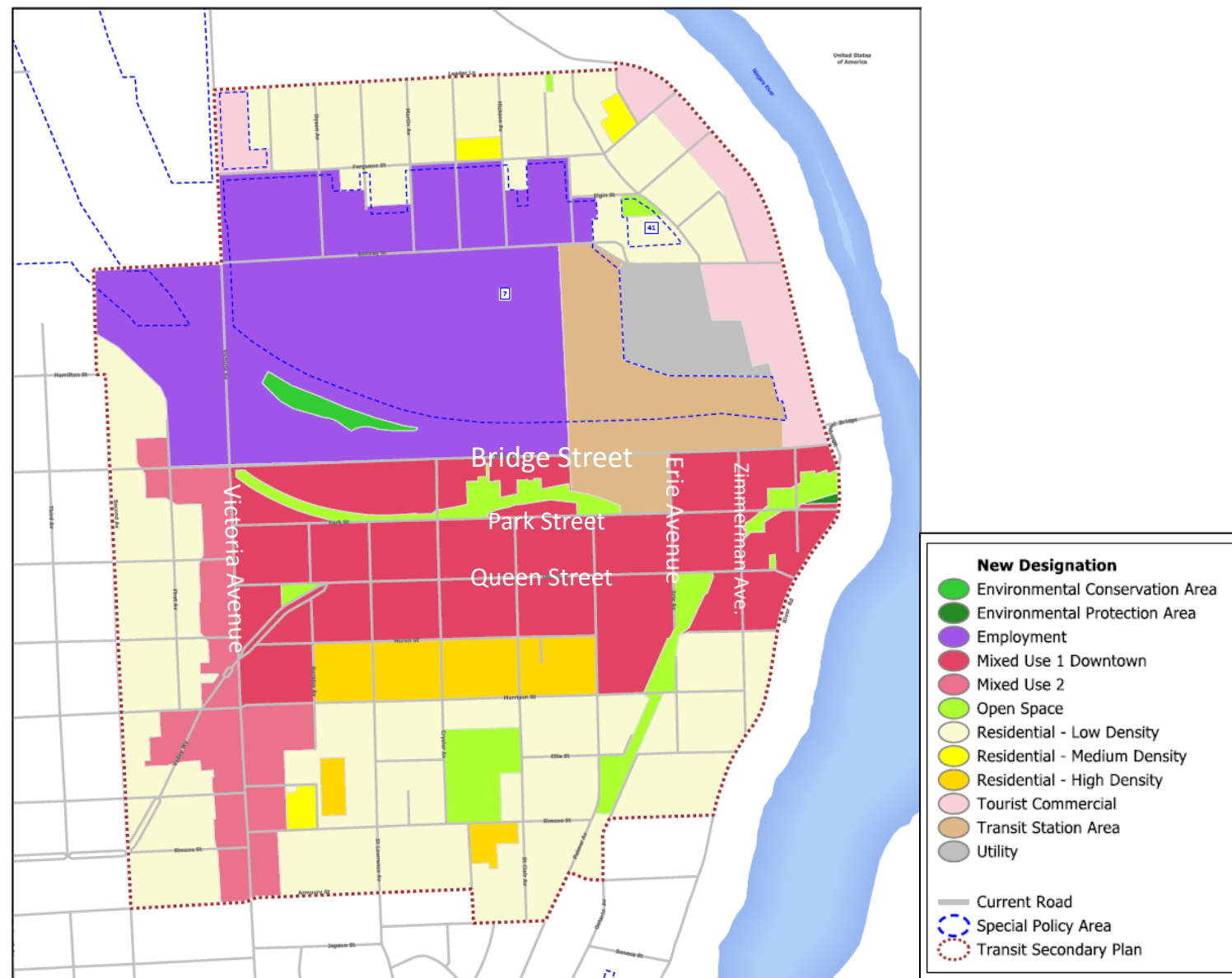
- Official Plan For the City of Niagara Falls, October 1993, amended to April 2019.
- Bridge Street, Erie Avenue, Park Street, Zimmerman Avenue – mixture of low density residential and commercial lands, transportation lands, vacant industrial lands.
- Parking lots – along Park Street and future parking on Transportation lands.
- Queen Street – commercial core.



POLICIES AND PREVIOUS STUDIES

Schedule A-5 Land Use of the Transit Station Secondary Plan

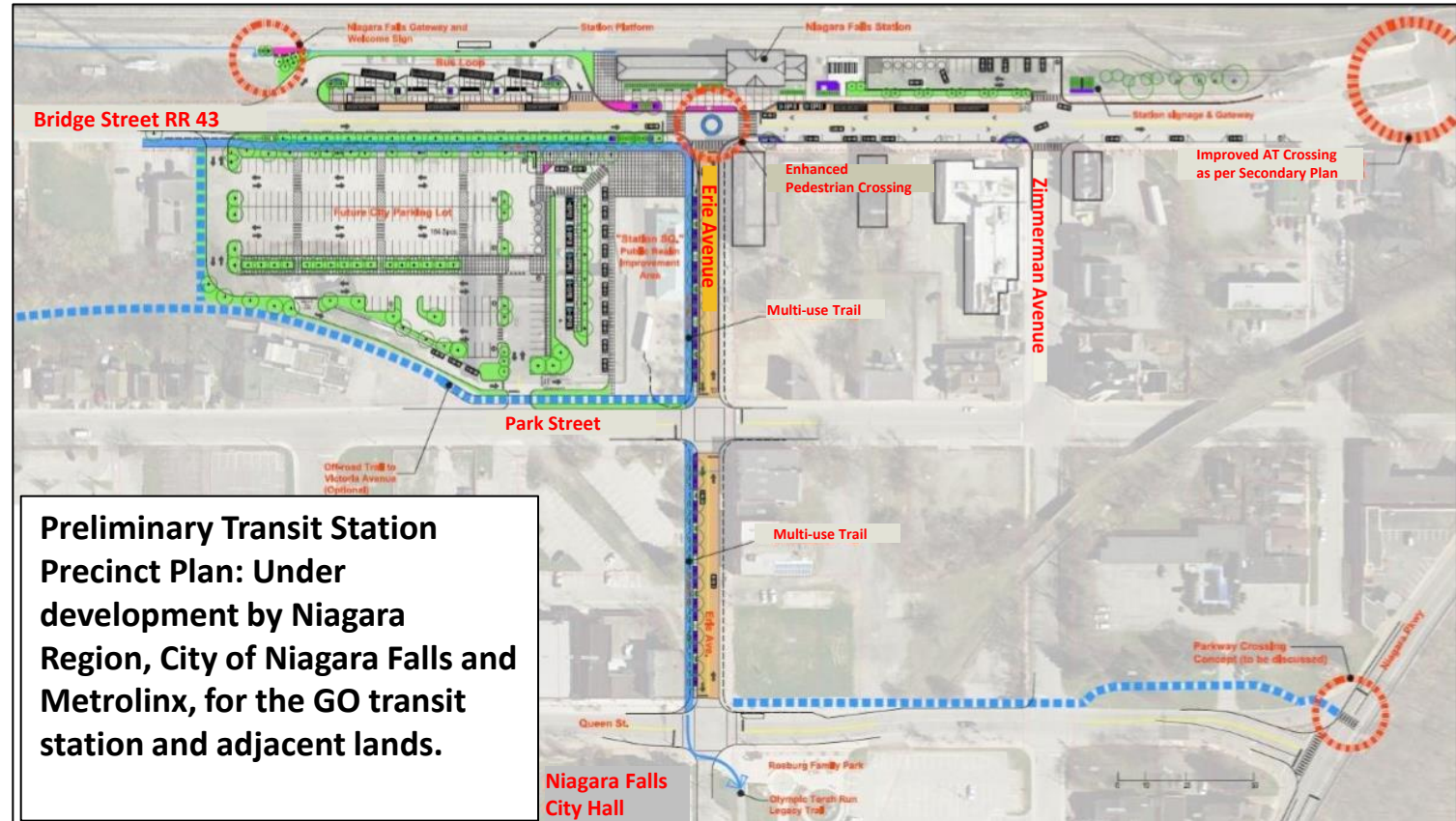
- Bridge Street – Transportation lands, future employment lands, Mixed Use 1 (downtown) – the densities range from medium to high – 4 to 20 storeys
- Erie Avenue, Zimmerman Avenue, Park Street – High density mixed-use downtown



POLICIES AND PREVIOUS STUDIES

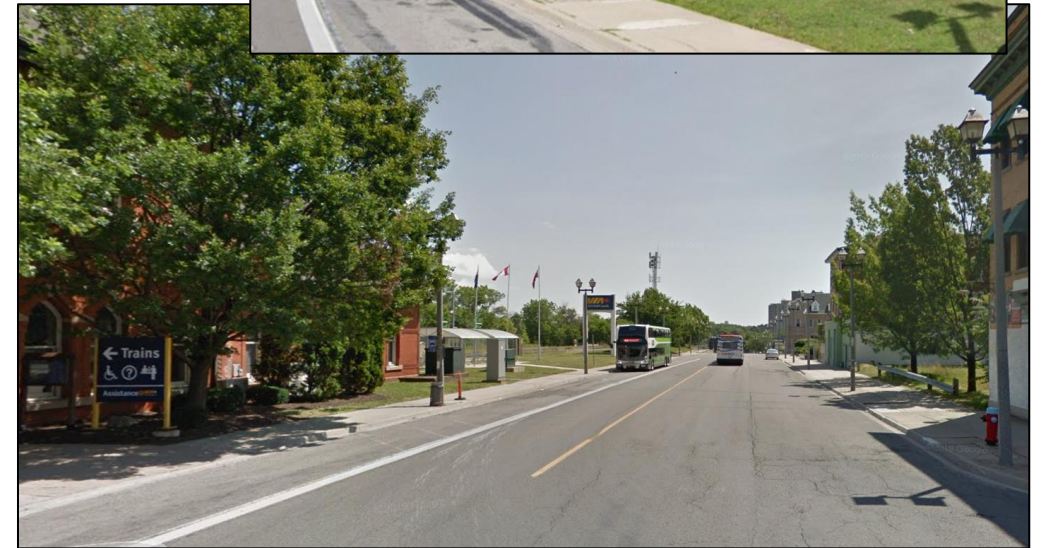
Transit Station Precinct Plan

- Ongoing development of concept plans by the Region, City and Metrolinx, for the GO transit station and adjacent lands.
- Transit Station – Bus loop, passenger pick-up/drop-off, WEGO bus stop, staff parking and accessible parking.
- Enhance pedestrian crossing at Erie Avenue / Bridge Street
- Open space, with potential for a multi-use trail – Erie Avenue and Park Street



PROBLEM AND OPPORTUNITY STATEMENT

- As identified within Niagara Region's Transportation Master Plan (TMP), transportation infrastructure improvements are required to adequately support the increase in travel demand created by planned population and employment growth as well as the introduction or improvement of major transportation/transit hubs. The Niagara Falls GO Transit Station which was approved in 2011 through the Niagara Rail Service Expansions - Environmental Review Study is one of the major transit hubs contributing to the need.
- Niagara Region, in collaboration with the City of Niagara Falls, has initiated the undertaking of a Schedule C Municipal Class Environmental Assessment (MCEA) to identify alternative solutions and designs to address the need for transportation infrastructure improvements within the area surrounding the Niagara Falls GO Transit Station.



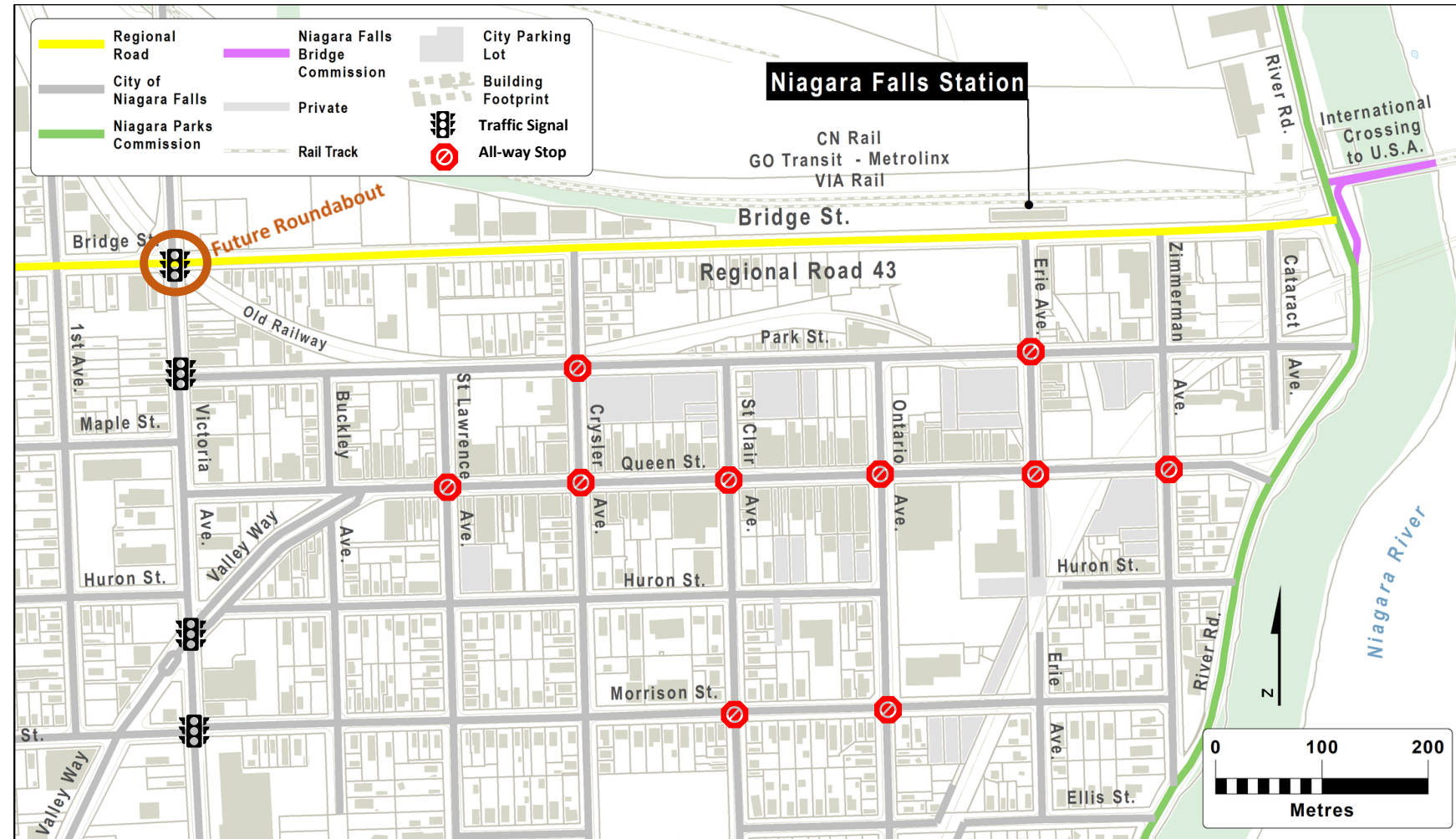
PROBLEM AND OPPORTUNITY STATEMENT

- Through the planned improvements, the opportunity arises to:
 - Facilitate the movement of people to, from, and around the Niagara Falls GO Transit Station via all travel modes (i.e. automobile, transit, cycling, and walking) including the potential to connect and integrate the transportation network with existing and future City of Niagara Falls' transportation network improvements/facilities and the downtown core.
 - Implement the vision and objectives contained within Niagara Region's TMP to create a diverse, safe, and sustainable transportation network built upon the principles of Complete Streets and Active Transportation.
 - Implement the vision and objectives of the City of Niagara Falls' guiding planning documents such as the City of Niagara Falls' Official Plan, the Niagara Falls GO Transit Station Secondary Plan, and the GO Transit Station Precinct Plan.
 - Harmonize the urban design and public realm to create a sense of place within the Niagara Falls GO Transit Station Precinct focussing on Regional Road 43 (Bridge Street), Erie Avenue, Park Street, and Zimmerman Avenue.

EXISTING ROAD NETWORK

Existing Road Network

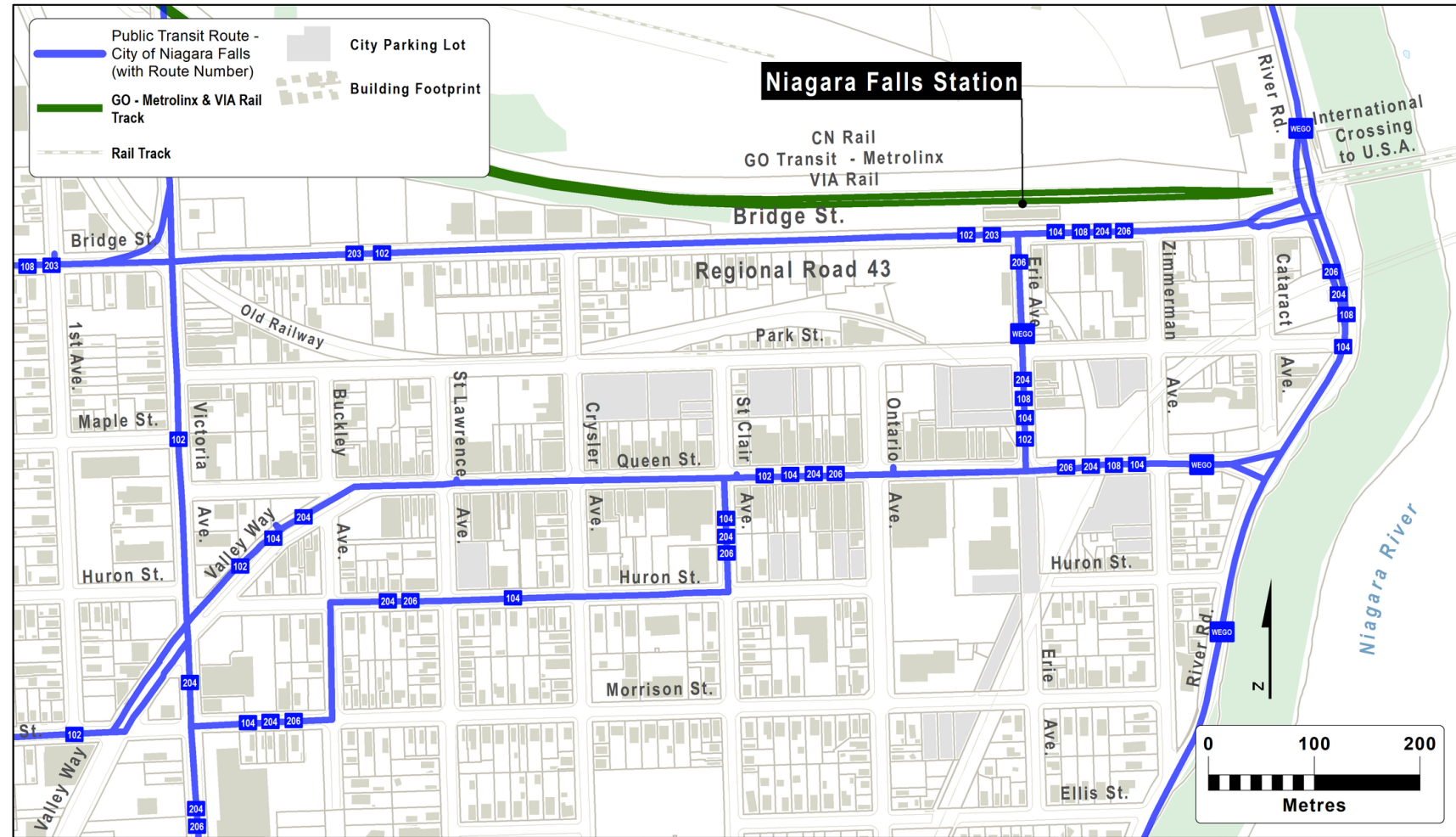
- Bridge Street (Regional Road 43) is an arterial spine within the Secondary Plan area.
- Bridge Street will connect to the extension of Thorold Stone Road at Victoria Avenue with a future roundabout.
- City roads provide a grid network for land access, circulation and connections to the planned GO station.



EXISTING TRANSIT SERVICE

Public Transit

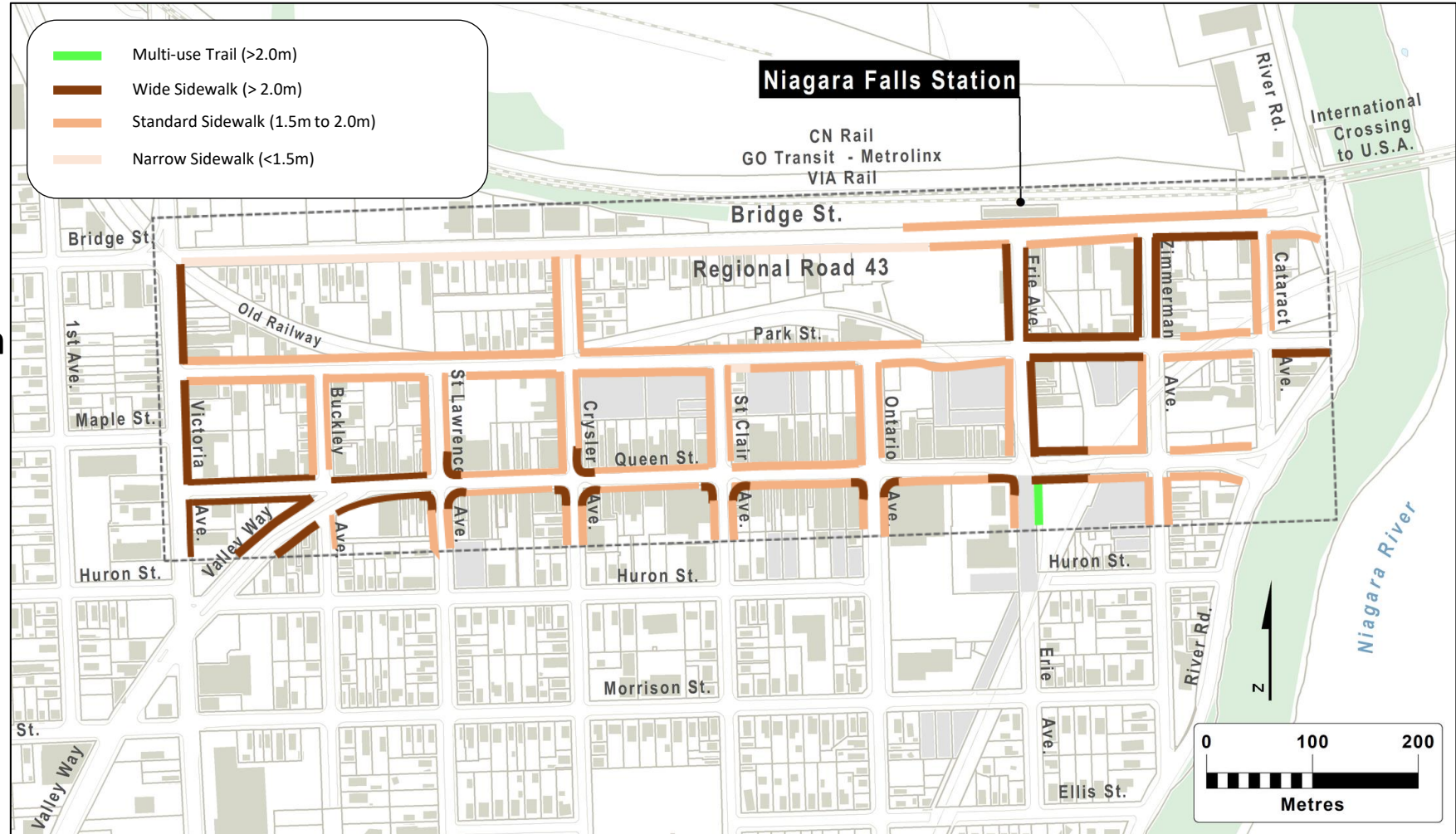
- The area is well-served by transit including: Local bus service and inter-regional transit.
- Local bus service routes: 102, 104, 108, 204, 206, WEGO
- Inter-regional transit: GO Transit, VIA Rail
- Proposed relocation of Niagara Falls bus facilities into the transit station



ACTIVE TRANSPORTATION NETWORK

Active Transportation: *Existing sidewalks and pedestrian connections*

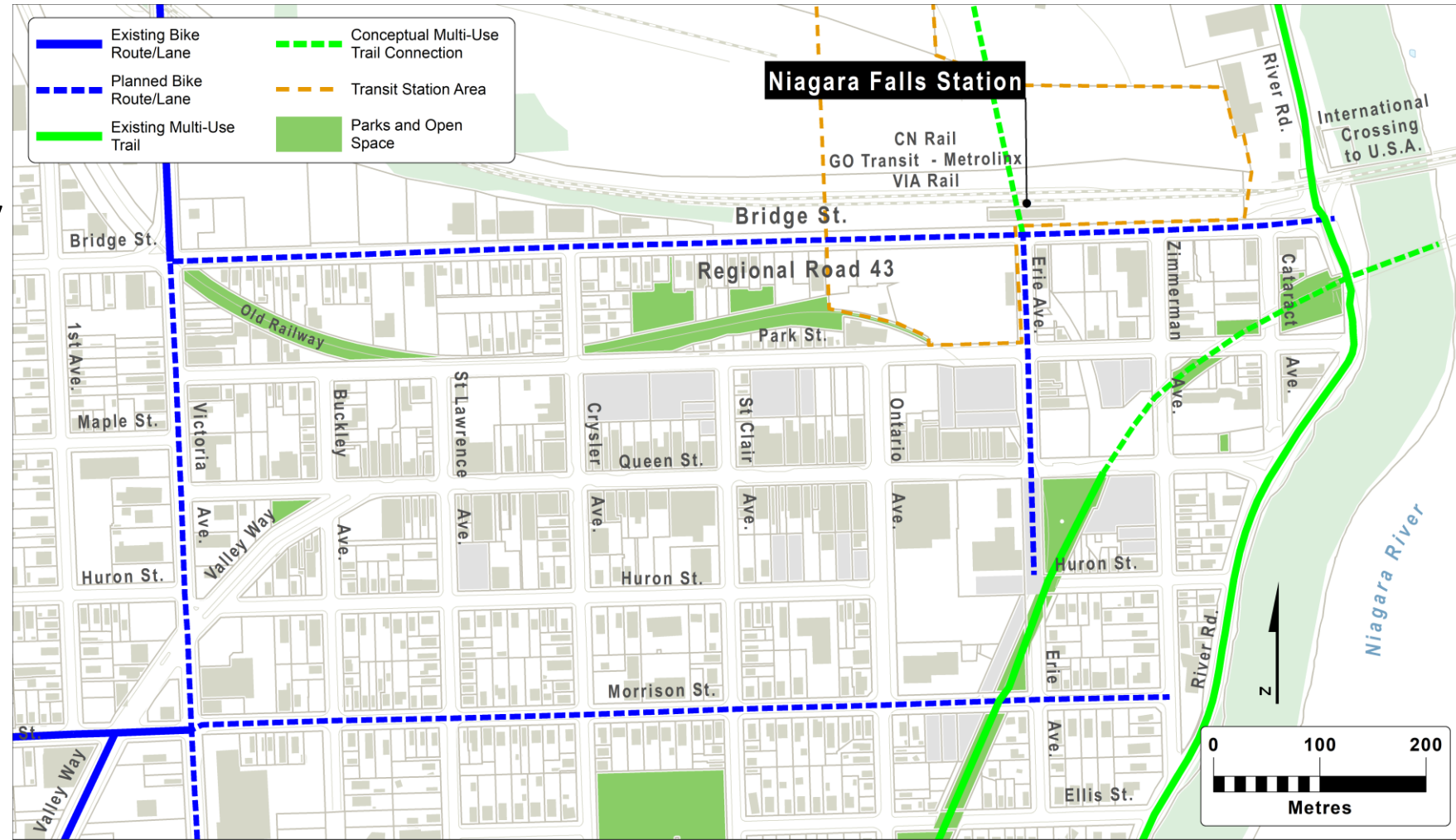
- Bridge Street has no sidewalk on the north side and only a narrow sidewalk on the south side, west of the rail station.
- Standard sidewalks are provided on most other streets within the study area.



ACTIVE TRANSPORTATION NETWORK

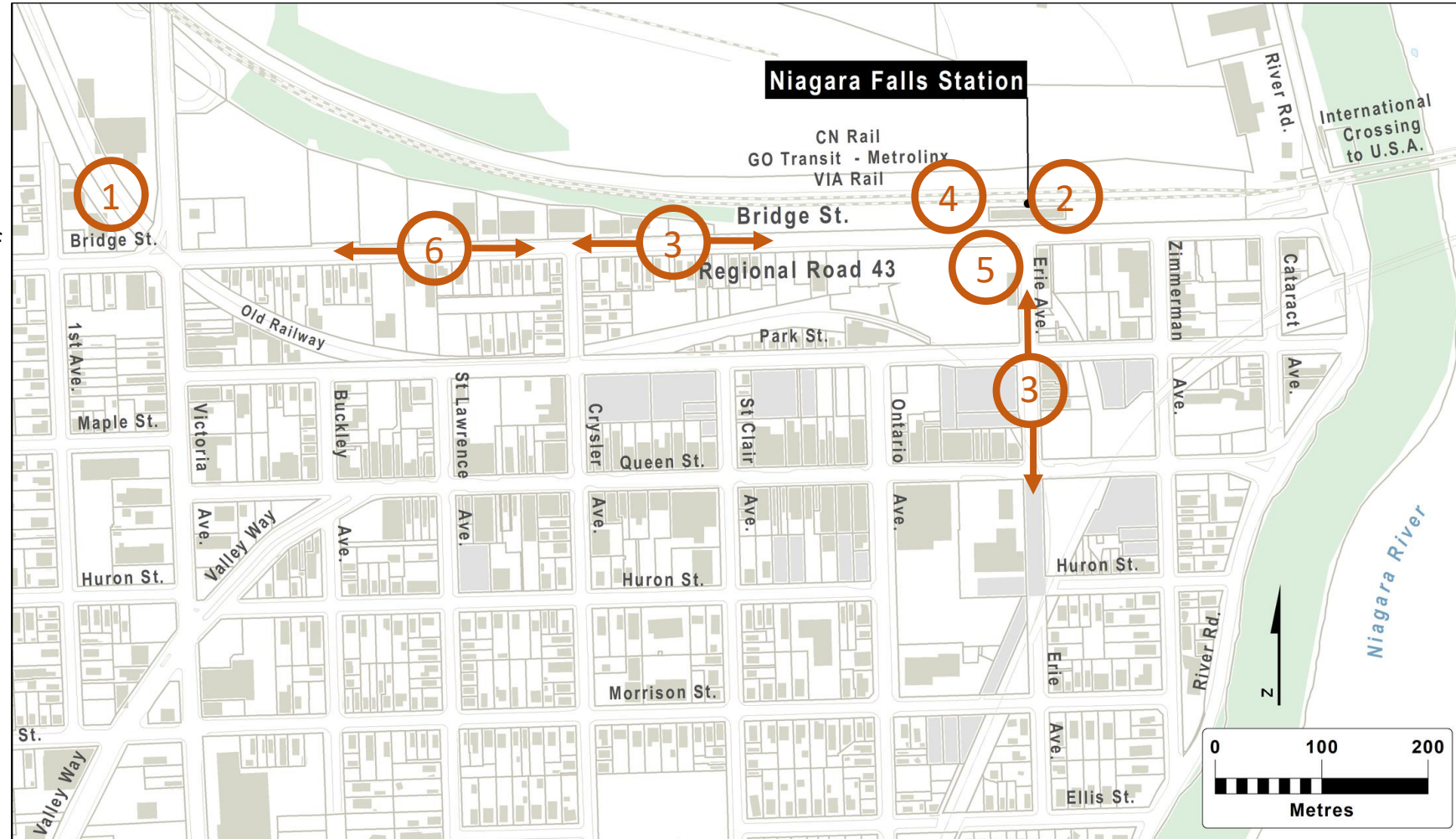
Active Transportation: *Pedestrian Network and Trails, and Cycling Network*

- There is a lack of connectivity of trails and cycling routes.
- Previous planning studies by Niagara Region, City of Niagara Falls, and Metrolinx) have identified opportunities for new pedestrian and cycling connections.
- There is a need to confirm the links and facility type.



KEY OPPORTUNITIES

1. Thorold Stone Road Extension
 - Design consideration
2. Transit Station Design
 - GO Hub and Transit Station Study
 - Bus Station Relocation
 - Parking / Passenger Pick-up/Drop-off
3. Active Transportation Connectivity
4. Addition of bus loop at transit station
5. Property remediation constraints imposed on redevelopment of transportation lands at the southwest quadrant of Erie Street / Bridge Street.
6. Widened right-of-way to accommodate streetscape requirements (vehicular traffic, pedestrian travel, cyclists, parking, services) and potential for property impacts



STUDIES TO BE COMPLETED



STAKEHOLDERS/AGENCIES

Ongoing consultation through public Notices, PICs, email and in-person correspondence, meetings, etc.



TRAFFIC/TRANSPORTATION

Undertake Detailed Transportation Assessment



ACTIVE TRANSPORTATION

Assess ways to incorporate Active Transportation Facilities



SAFETY ASSESSMENT

Review of conflicts and improvement opportunities



SOCIO-ECONOMIC AND CULTURAL ENVIRONMENT

Complete Stage 1 Archaeological Assessment, Built Heritage and Cultural Landscape Assessment



NATURAL ENVIRONMENT

Complete Natural Environment Impact Study which will look at the terrestrial and aquatic environments



UTILITIES

Coordinate with developments and municipality on servicing needs.

NEXT STEPS



- 30-Day PIC #1 Comment Period Ending on September 15, 2020.
- Review PIC#1 Comments
- Complete the transportation, safety, and environmental studies
- Develop and evaluate Alternative Solutions
- Continue consulting with interested stakeholders/agencies
- Present preferred Alternative Solution(s) at PIC #2 in Fall 2020

HOW TO GET INVOLVED



Ask questions or discuss issues with the Project Team today at the PIC.



Fill out a PIC comment form and return by September 15, 2020.



Request to be added to the Project contact list to receive updates and future public notices about the Project.



Visit the Project website for more information.
(niagararegion.ca/projects/)



Attend future Public Information Centres.

QUESTIONS

Your comments are important. They will be reviewed as part of the study process and incorporated into the Environmental Study Report as part of the consultation record.

To submit a comment, please complete a comment sheet and mail or email it to one of the individuals listed below. Alternatively, you can email or call one of the individuals listed below to discuss your concerns and/or comments.

Jordan Frost, P. Eng., PTOE

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Sustainability,
Niagara Region
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Ray Bacquie, P. Eng.

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Email: Ray.Bacquie@rjburnside.com



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

Appendix C

Comment Form and Comments Received

**Municipal Class Environmental Assessments for:
 Schedule C Municipal Class Environmental Assessment, Detailed
 Transportation Assessment, and Active Transportation Plan for
 Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways,
 City of Niagara Falls**

COMMENT SHEET

**Virtual Public Information
 Centre (PIC) #1 – Available
 August 18, 2020**

Comment Period: August 18,
 2020 to September 15, 2020

Name:

Address:

Postal Code:

Phone:

Email:

Niagara Region is undertaking a Municipal Class Environmental Assessment (Class EA), in consultation with the City of Niagara Falls for improvements to Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, including: Regional Road 43 (Bridge Street) from Victoria Avenue to River Road, Erie Avenue from Regional Road 43 (Bridge Street) to Queen Street, Park Street from Ontario Avenue to Zimmerman Avenue, and Zimmerman Avenue from Regional Road 43 (Bridge Street) to Park Street. This PIC has been scheduled to introduce the project and allow all interested parties an opportunity to discuss issues related to the project. Public input is encouraged and will be given consideration during the planning and design of this project.

Comments/Questions/Suggestions (additional space on the next page):

Niagara Region and R.J. Burnside & Associates Limited thank you for your involvement in this Municipal Class Environmental Assessment Study for Municipal Class Environmental Assessment, Detailed Transportation Assessment, and Active Transportation Plan for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways. 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.

**Municipal Class Environmental Assessments for:
Schedule C Municipal Class Environmental Assessment, Detailed
Transportation Assessment, and Active Transportation Plan for
Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways,
City of Niagara Falls**

Comments/Questions/Suggestions (Continued):

Please complete this Comment Sheet and submit via email to either of the Study Team members below on or before September 15, 2020. Your input and comments are appreciated.

Jordan Frost, P. Eng.
Manager, Transportation Planning &
Sustainability
Niagara Region
905.980.6000 x3336
Jordan.Frost@niagararegion.ca

Ray Bacquie, P. Eng.
Project Manager
R.J. Burnside & Associates Limited
905.821.5891
Ray.Bacquie@rjburnside.com

Niagara Region and R.J. Burnside & Associates Limited thank you for your involvement in this Municipal Class Environmental Assessment Study for Municipal Class Environmental Assessment, Detailed Transportation Assessment, and Active Transportation Plan for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways. 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.

Ray Bacquie

From: Tassone, Frank <frank.tassone@niagararegion.ca>
Sent: Thursday, August 06, 2020 10:49 AM
To: Frost, Jordan; Sales, Alex
Subject: FW: Resident enquiry

Jordan see below re. Bridge Street.

Thanks

Frank Tassone, C.E.T.
Associate Director, Transportation Engineering
Niagara Region, Public Works
1815 Sir Isaac Brock Way PO Box 1042
Thorold, ON
L2V 4T7
Phone: 905-980-6000 ext. 3349 Toll-free: 1-800-263-7215
Cell: 905-401-9124
Fax: 905-685-0013
www.niagararegion.ca

From: Oakes, Nicole <Nicole.Oakes@niagararegion.ca>
Sent: Thursday, August 06, 2020 10:37 AM
To: Sales, Alex <Alex.Sales@niagararegion.ca>; Tassone, Frank <frank.tassone@niagararegion.ca>
Cc: Kramer, Gema <Gema.Kramer@niagararegion.ca>
Subject: FW: Resident enquiry

Good morning,

Below is a resident request for your team.

Nicole Oakes

Executive Assistant to the Commissioner
Planning and Development Services, Niagara Region
1815 Sir Isaac Brock Way, Thorold L2V 4T7
Phone: 905-980-6000 ext. 3390 Toll-free: 1-800-263-7215
Cell: 289-241-1246
Fax: 905-641-5208
www.niagararegion.ca

From: Kramer, Gema <Gema.Kramer@niagararegion.ca>
Sent: Thursday, August 06, 2020 10:28 AM
To: Oakes, Nicole <Nicole.Oakes@niagararegion.ca>
Subject: Resident enquiry

Good morning Nicole – resident enquiry below. Have a good day.

Date:	8-5-2020 8:09:40 AM	Liked:	n
IP:	67.69.69.113	Email:	lloisel@msn.com
Comment:	Can you say what properties will be bought on bridge st ? Is it going to be a purchase or expropriation ?	Agent:	Mozilla/5.0 (Linux; Android 9; moto g AppleWebKit/537.36 (KHTML, like G Chrome/84.0.4147.111 Mobile Safar
Page:	https://www.niagararegion.ca/projects/thorold-stone-road/default.aspx		

Gema Kramer

Administrative Assistant
Strategic Communications and Public Affairs
Niagara Region
Phone (905) 980-6000 ext. 3242
Toll Free 1 (800) 263-7215
www.niagararegion.ca

Ray Bacquie

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Sent: Tuesday, August 11, 2020 11:17 AM
To: lloisel@msn.com
Cc: Tassone, Frank; Sales, Alex
Subject: Enquiry - Regional Road 43 (Bridge Street) - Property Impacts and Potential for Acquisition

Good Morning,

Thank you for your enquiry regarding the property impacts and potential for acquisition with respect to the Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways Municipal Class Environmental Assessment (MCEA). This Study covers:

- Bridge Street between Victoria Avenue and River Road;
- Erie Avenue between Bridge Street and Queen Street;
- Park Street between Ontario Avenue and Zimmerman Avenue; and
- Zimmerman Avenue between Bridge Street and Park Street.

At this point in time, we are preparing for Public Information Centre (PIC) No. 1 on August 18, 2020 to provide an overview of the Study and present the Problem & Opportunity Statement. This will be the first of three PICs as part of our extensive consultation program; details will be made available on the project webpage at www.niagararegion.ca/projects/bridge-street-ea/default.aspx.

Given that we are very early on in the planning process, we have not yet identified the preferred solution and/or preferred design. The impacts to property are not yet determined and; therefore, we have not initiated property impact and potential for acquisition discussions with property owners.

With that said, Niagara Region aims on maintaining transparency through our planning and design efforts and focuses on early engagement with impacted property owners. Should your property be identified through the planning and design process as impacted due to the preferred solution and/or preferred design, you will be contacted and discussions initiated.

It is Niagara Region's practice to assess impacted properties in terms of injurious affection and/or appraised value through an independent appraiser which provides a basis for discussion on partial or complete acquisition. Expropriation is a costly process and only considered in the event that an agreement cannot be made in terms of fair valuation.

Should you have any additional questions or would like to discuss further, please contact me as per my coordinates below.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability

Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca



Telephone Conversation Record

Call Date / Time: August 11, 2020; 1:00 pm **Project No.:** 300051307.0000
Project Name: Niagara Region and Adjacent Municipal Roadways MCEA
Phone Number: 416-518-3200
Contact Name: Aman Singh. (AS)
Project Team Member: Ray Bacquie (RB)

The following items were discussed	Action by
<p>1. Questions/Comments</p> <p>AS owns commercial properties on Victoria. He is also a radio broadcaster and is very interested in the project and is willing to work with the Region. AS asked:</p> <ul style="list-style-type: none">• What the project is about?• What is the status of Ryerson University Development (currently on Zimmerman and Queen Street)?• Can we meet to discuss? <p>2. Answers/Responses</p> <p>RB noted that the project is at it's early stages and that Niagara Region is looking to improve Bridge Street and portions of Erie Avenue, Park Street and Zimmerman Avenue in support of the planned GO station and the City of Niagara Falls Secondary Plan for development in the area.</p> <p>Burnside is not aware of the current status of Ryerson University plans, but we will look into it.</p> <p>RB suggested that AS look for information on the Region website on the project process next week and then we would be happy to meet upon your request.</p>	<p>Burnside</p>

The preceding telephone comments were documented by the project team member as record of the discussion.

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Sylvia Waters

From: Sales, Alex <Alex.Sales@niagararegion.ca>
Sent: Tuesday, September 15, 2020 1:04 PM
To: Ray Bacquie; Dorothy Nytko-Alcaraz; Frost, Jordan
Cc: Sylvia Waters; Jennifer Vandermeer
Subject: RE: Transportation Assessment Bridge St. Niagara Falls

Hi Dorothy,

I have noted your comments about the design of the roundabout.

I will be your direct contract in that regard.

Thanks,

Alex Sales, P.Eng.
Senior Project Manager
Transportation Engineering, Public Works
Phone 289-668-0879 (m) or 905-980-6000 ext. 3622
Email alex.sales@niagararegion.ca
Address 1815 Sir Isaac Brock Way, Thorold ON L2V 4T7
www.niagararegion.ca



From: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Sent: Tuesday, September 15, 2020 9:33 AM
To: Dorothy Nytko-Alcaraz <dnytko@hotmail.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>; Sales, Alex <Alex.Sales@niagararegion.ca>
Cc: Sylvia Waters <Sylvia.Waters@rjburnside.com>; Jennifer Vandermeer <Jennifer.Vandermeer@rjburnside.com>
Subject: RE: Transportation Assessment Bridge St. Niagara Falls

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Hello Dorothy,

Thank you for your comments; we will include them in our assessment.

I do note that the planned roundabout at the Bridge Street and Victoria Avenue is being designed through a separate study, but we have shared your comments with that design team.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Dorothy Nytko-Alcaraz <dnytko@hotmail.com>
Sent: Tuesday, September 15, 2020 6:48 AM
To: Jordan.frost@niagararegion.ca; Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: Transportation Assessment Bridge St. Niagara Falls

Good Morning Jordan and Ray,

My name is Dorothy Nytko-Alcaraz and I received a letter regarding the transportation assessment for Bridge St in Niagara Falls. I am interested in being on the mailing list for future updates to this assessment.

The only concern I have is the proposed roundabout at Bridge St and Victoria Ave. Having worked in Kitchener and Waterloo where there are a TON of roundabouts, I just have concerns regarding transport trucks getting around the roundabout as well as accidents. Also, if you could please consider no hill in the middle of the roundabout with tall plants. It is really difficult to see the cars that are coming from the other direction.

I am all for the GO train coming here and hope that it can revitalize our downtown community.

Thank you for your time and consideration.

Dorothy Nytko-Alcaraz

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Sylvia Waters

From: Ray Bacquie
Sent: Tuesday, September 15, 2020 2:56 PM
To: Sylvia Waters; Jennifer Vandermeer
Cc: 300051307 Bridge St Niagara EA
Subject: FW: bus/4671 river road

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Sent: Tuesday, September 15, 2020 11:52 AM
To: Mulligan, Shelagh <shelagh.mulligan@ncdsb.com>
Cc: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: RE: bus/4671 river road

Hi Shelagh,

Please call me at (905) 246-2221 to discuss.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability
Transportation Services Division, Public Works Department, Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca
www.niagararegion.ca

From: Mulligan, Shelagh <shelagh.mulligan@ncdsb.com>
Sent: Monday, September 14, 2020 5:00 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Cc: Ray.Bacquie@rgburnside.com
Subject: bus/4671 river road

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Hi,

I am late for a comment on the proposed bus route. I live at the corner of queen st & river road. The buses need to use bridge st/then pkwy. There are 2 turns in 4 blocks. The bus runs over stop sign and curbs always. They hold up traffic turning. Visitors do not understand the routes? I would like to speak quickly to either one of you tomorrow.

Sorry for my last minute, time went faster than I knew,

Thank you, Shelagh Mulligan

Sylvia Waters

From: Ray Bacquie
Sent: Monday, September 28, 2020 5:47 PM
To: Doug Craig; Frost, Jordan
Cc: Jennifer Vandermeer; Sylvia Waters; Henry Centen
Subject: RE: comments on Bridge St project

Hello Doug,

Thank you for your interest in this project; please see our responses below to your questions:

1. Does this study imply that Metrolinx will be expanding Go train service to Niagara Falls by 2023 as planned?

Response:

- This study is proceeding in anticipation of the planned expansion to the GO Rail service to the Niagara Falls station. This study is being undertaken by Niagara Region; the Region does not have the responsibility or authority over the timing of the GO Rail service, however the Region does regularly coordinate with Metrolinx on the timing of the GO service and Bridge Street infrastructure.

2. What might the nature of the impact be for homes on private property on Bridge, Erie, Park and Zimmerman?

Response:

- It is unknown at this stage of the study if there will be any impact to private property on Bridge, Erie, Park and Zimmerman. Through the next stages, over the next few months, the study will balance the needs for transportation solutions and designs with any potential impacts to private property. Any impacts will be presented to landowners and other stakeholders.

3. At this point, would the existing parking lots on Park be maintained? Any plans to use the land southwest of Queen and Zimmerman as a parking lot for the Go station?

Response:

- The determination of and uses (including parking lots) associated with specific properties is beyond the scope of this study. The City of Niagara Falls is undertaking a downtown parking plan and we will be informed by any conclusions from that initiative over the next several months.

4. As for the space where the current bus terminal sits southwest of Erie and Bridge, would it be entirely given over to parking?

Response:

- The Precinct Plan referenced in our public meeting contemplates a parking facility on the current bus terminal southwest of Erie Avenue and Bridge Street. As we understand, this use for the bus terminal property has not been confirmed. We will provide updates as this project proceeds.

5. Am I correct in assuming that the north part of Huron west of Zimmerman may be re-zoned for mixed use and our side remain low-density residential? If so, what implications might that have for us?

Response:

- From our interpretation of the Downtown Niagara Falls GO Transit Station Secondary Plan, the properties fronting onto Huron Street (on the north and south sides) west of Zimmerman Avenue to Erie Avenue are planned to remain Low Density Residential uses. We can confirm this with the City of Niagara Falls.

6. More generally, what impact might this project have on our small street?

Response:

- This project is related to improvements to Bridge Street and parts of Erie Avenue, Park Street and Zimmerman Avenue (north of Queen Street). We do not anticipate any direct impact to your street as a result of this project. That said, it is anticipated that the broader Secondary Plan area will transform as a result of the GO Station development and other redevelopment in accordance with the Secondary Plan.

We thank you for your interest in this project and we will provide additional information as the project proceeds.

Regards,

Ray

Ray Bacquie, P. Eng., MBA
Senior Vice President, Transportation

R.J. Burnside & Associates Limited | www.rjburnside.com
Office: +1 800-265-9662 Direct: +1 905-821-5891

From: Doug Craig <dougcraig@hotmail.com>
Sent: Tuesday, September 15, 2020 12:49 PM
To: Ray Bacquie <Ray.Bacquie@rjburnside.com>
Subject: comments on Bridge St project

Dear Mr Bacquie,

Here are my questions:

My wife and I live on Huron Street just west of Zimmerman on the south side.

Question 1 Does this study imply that Metrolinx will be expanding Go train service to Niagara Falls by 2023 as planned?

2. What might the nature of the impact be for homes on private property on Bridge, Erie, Park and Zimmerman?

3. At this point, would the existing parking lots on Park be maintained? Any plans to use the land southwest of Queen and Zimmerman as a parking lot for the Go station?

4. As for the space where the current bus terminal sits southwest of Erie and Bridge, would it be entirely given over to parking?

5 Am I correct in assuming that the north part of Huron west of Zimmerman may be re-zoned for mixed use and our side remain low-density residential? If so, what implications might that have for us?

6. More generally, what impact might this project have on our small street?

Thanks for your consideration.

Best,

Doug Craig
4228 Huron St
Niagara Falls
905) 324 3034

Sylvia Waters

From: Jennifer Vandermeer
Sent: Tuesday, September 29, 2020 10:17 AM
To: Sylvia Waters
Subject: FW: Comments to Transportation Assessment for Regional Road 43

From: mnnulligan@aol.com <mnnulligan@aol.com>
Sent: Tuesday, September 15, 2020 8:34 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Comments to Transportation Assessment for Regional Road 43

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Mr. Frost,

I am a property owner on Zimmerman Ave/Queen Street. I believe the future transportation route should take into consideration the traffic flow, both in direction and volume on River Rd. Making Queen Street a one way street, flowing up Queen from River Road, should be given serious consideration.

A return road to allow traffic to flow down from Victoria Ave to River Road would alleviate congregation.

Sincerely

Michael Mulligan

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