



BURNSIDE

**Public Information Centre # 2
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**

**September 2021
300051307.0000**

Distribution List

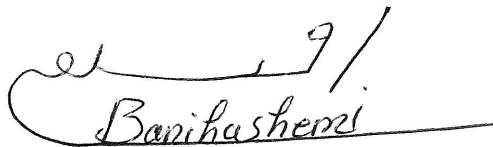
No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	Regional Municipality of Niagara

Record of Revisions

Revision	Date	Description
0	September 9, 2021	Final Submission to Region

R.J. Burnside & Associates Limited

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Table of Contents

1.0	Introduction and Background	1
2.0	Method of Notification	2
3.0	Public Meeting Format	2
4.0	Participation Levels and Summary of Comments Received	3
5.0	Next Steps	6

Tables

Table 1: Summary of Comments Received and Responses Given.....	3
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Appendices

Appendix A Newspaper Advertisement

Appendix B Presentation Slides

Appendix C Comment Form and Comments Received

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 MCEA 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) #2 was held live online on Microsoft Teams, on July 21, 2021. This report documents the PIC #2 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 #2 were published as a notice, advertised in the Niagara Falls Review on July 7 and 14, 2021, and on August 8, 2021 in the Niagara This Week. A copy of the advertisement is provided in Appendix A. Notification of PIC #2 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.

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 #2 was held online and included a presentation on Wednesday, July 21, 2021 at 6:00 P.M. The online presentation was followed by a question-and-answer session. A digital copy of the presentation material was made available on the Region website, posted to the Niagara Region Projects page for the public to view or download anytime during the comment period (July 21 to August 6, 2021). 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 MCEA process for the project was indicated. A summary of the MCEA supporting studies was provided on socio-economic planning, financial considerations, transportation needs and opportunities, alternative solutions and

preliminary evaluation for Bridge Street and municipal roads. 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 members 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 the presentation and material provided. Written comments were received from one stakeholder 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
Comment Form Received (One Comment Form Received)		
1a	General – Provide flexibility for the configuration of the Ultimate Solution for each potential option to coincide with the buildout of the Study Area.	It is the intent of the Region to incorporate flexibility with area redevelopment. That is the intent of having an interim and ultimate (i.e., with development) such that the ultimate on-road solution will be coordinated with development
1b	Better opportunity for MUP on north side of Bridge Street (referring to slide 18).	The comment was received and noted. Given the conflict points and constraints west and through the GO station lands and the grade change at the east end of the study area, the MUP is preferred on the south side.
1c	Concerns with inaccurate delineation of Heritage Properties and Areas of Archeological Potential (referring to slide 12).	The Region and Burnside team has commissioned Archaeological and Cultural Heritage experts to identify heritage resources. Slide 12 is intended to summarize their findings. We will review the elements identified in Slide 12 and will update the summary and evaluation and any figures included in the environmental assessment report as appropriate.

ID	Comment Received	Study Team Response
Comments at PIC: Comment Board		
2	How did the Team consider transit Secondary Plan when determining what the road improvements would look like?	<p>We had to consider the secondary plan in the development of transit forecasts, which estimated the amount of development that would ultimately occur, then projected the number of trips taken in Study Area.</p> <p>The Team then referenced the Secondary Plan policies for transit solutions/alternatives and streetscape elements.</p>
3	Will any houses need to be removed for recommended improvements?	<p>We are still in the planning stage, however for the short-term proposed plan we will use the existing ROW which will not require removal of homes in the short term.</p> <p>In the medium/ long term, it is anticipated that houses south of Bridge Street and north side of Park will be redeveloped by owners, at which time the Region can investigate acquiring property which is necessary to implement the ultimate solution.</p>
4	Status of roundabout at Victoria and Bridge, will this project replace the roundabout.	<p>This project is not replacing the roundabout. The intention is that the roundabout project will be tendered this year and constructed next year.</p> <p>The roundabout project is outside of the scope of this current EA, but this project will include designs that connect to the planned roundabout.</p>
5	What will the road look like in front of GO Station? As there is no light and it is difficult to cross the street.	<p>The Study Team will be reviewing the intersection treatments in the next phase of study. We anticipate a form of controlled crossing at Bridge and Erie, likely a all-way stop. Traffic counts do not show need for traffic signals in the short to medium term; however, this will be brought to the public at the next PIC, in the fall.</p>

ID	Comment Received	Study Team Response
Verbal Comments at PIC		
6a	I own five properties on Bridge Street. Four of the properties are in a heritage area. Can someone explain what this means?	<p>The Study Teams has identified 12 built heritage resources; two sites (railway station and bank) are designated sites (that required a higher level of protection), other sites are listed sites or identified sites. Anything which is designated must be protected other sites require be avoided or have impacts mitigated through the Class EA process.</p> <p>There is also the municipal planning approval process for heritage sites, which will have its own process for addressing heritage features. The Region can provide further information if required.</p>
6b	Could you clarify whether the project does not want any parking on Bridge Street?	Parking on Bridge Street did not come through as a preferred solution. The evaluation is based on the Region Complete Streets practices and priorities, which identifies pedestrian, cycling, transit, vehicle accommodation. The Study Area incorporates short term on-street parking in the vicinity of the GO station, consistent with the objectives of the secondary plan.
6c	<p>Is the road allowance going to encroach into property lines?</p> <p>Commenter is to submit Site Plans which this may affect. Property has zero front yard clearance. Will the plan take any property at this time?</p>	<p>The intent of the interim solution is to use the existing regional roadway ROW at this time, to achieve the objectives. At the time of detailed design there may be a need for property to address site specific issues, e.g., utilities, etc.</p> <p>With the redevelopment of properties, land will be required to accommodate the ultimate preliminary preferred solution Based on timing, the Region may need to require specific properties to facilitation the ultimate design.</p>

ID	Comment Received	Study Team Response
		The Region study Team will coordinate with regional development staff to address site plan issues.
6d	In 2012 there was a tender for dual sewer systems for all of Bridge Street. Will this be coordinated with rebuilding of road?	As this project moves into the design phase, the Study Team will review any utility requirements and coordinate with these providers.
6e	Will the cost of these improvements on Bridge Street be spread out amongst the Bridge Street residents?	The Region will draw upon the Regional Development Charge By-law funding for improvements to the corridor.

Participant comments are reviewed to provide a better understanding of stakeholder opinions and to provide feedback in the evaluation of the 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 #2 will be reviewed for incorporation into the evaluation of Alternative Solutions and the selection of the Preferred Solutions.

The next public contact for the project will be another PIC currently scheduled for mid fall 2021 to present the Preliminary Preferred Alternative Design Concepts for public review and comment.

The choice of MCEA Schedule will be reviewed and confirmed or changed as appropriate for the Preferred Solution and an 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

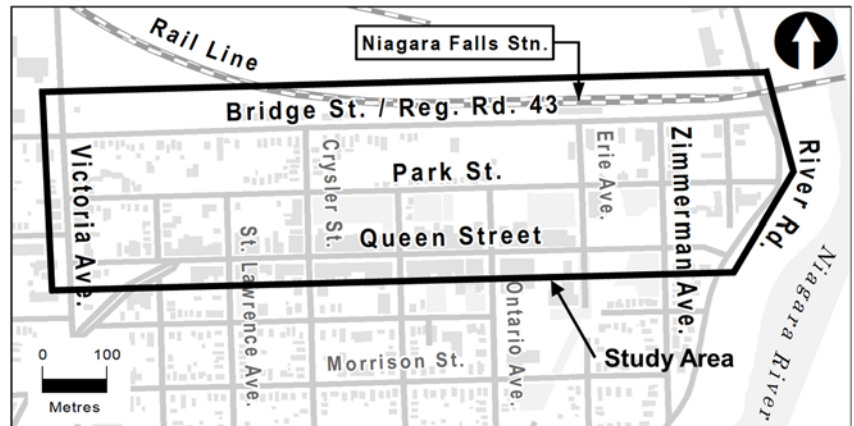
Notice of Public Information Centre #2 Municipal Class Environmental Assessments for:

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 defines the problem, identifies and evaluates alternative solutions, and develops 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 solution and design is based on an evaluation of traffic operations and safety, transit and active transportation considerations, natural environment impacts, land use implications and costs.



The 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 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 issued at that stage.

You Are Invited to Participate!

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. The first of the three Public Information Centre (PIC) for this EA Study was held online from August 18 - September 15, 2020. The public is now invited to attend and provide input at the second Public Information Centre (PIC) that will present the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution. Due to the current closures of public spaces for large gatherings, **PIC #2** is being held **online and will include a presentation on Wednesday, 21st July 2021 starting at 6:00PM** following by a question and answer session. To access the online PIC, please visit the Project Website (<https://www.niagararegion.ca/projects/bridge-street-ea>). PIC information material will be available on the website by Wednesday, 21st July 2021 and comments will be received until **August 6, 2021**.

Stay Connected!

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:

Carolyn Ryall
Director, Transportation Services
Niagara Region
905.980.6000 x3620 | Carolyn.Ryall@niagararegion.ca

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

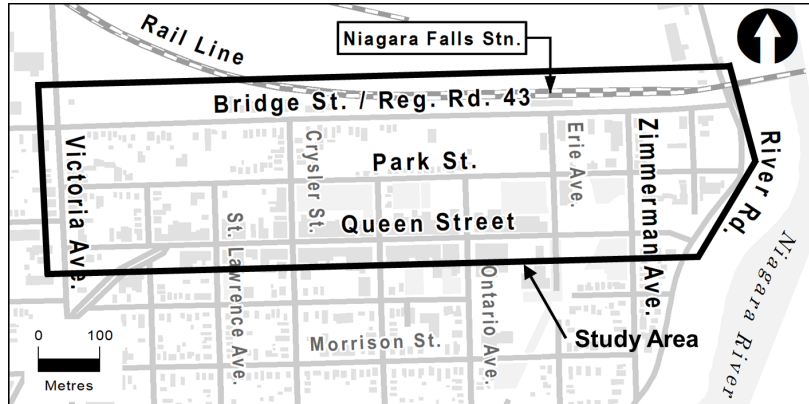
Personal information collected or submitted in writing at public meetings will be collected, used and disclosed by members of Regional Council and Regional staff in accordance with the *Municipal Freedom of Information and Protection of Privacy Act (MFIPPA)*. The written submissions including names, 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 July 5, 2021.

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The Process

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Stay Connected!

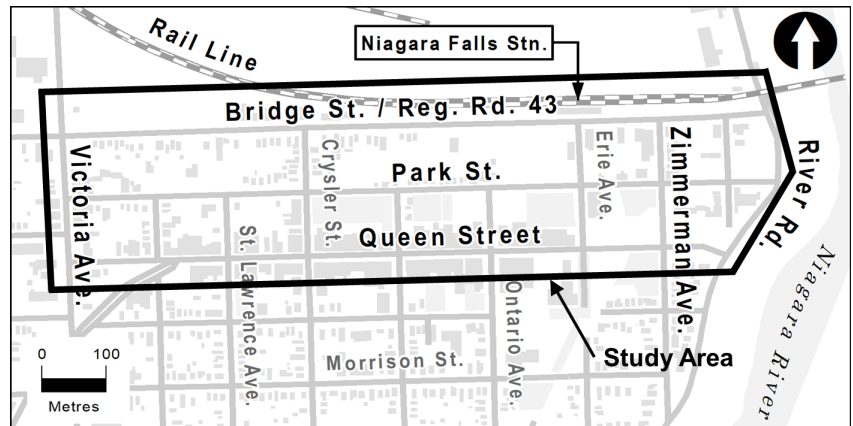
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Appendix B

Presentation Slides

Appendix B

**MOVING
ROADS
FORWARD**

Niagara Falls Station

Bridge St. (Regional Road 43)

WELCOME!
ONLINE PUBLIC INFORMATION CENTRE #2
REGIONAL ROAD 43 (BRIDGE STREET) AND ADJACENT
MUNICIPAL ROADWAYS
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
WEDNESDAY JULY 21, 2021 (LIVE PRESENTATION 6:00 PM)

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

KEY PROJECT TEAM



Carolyn Ryall
Project Director
Niagara Region

- Carolyn Ryall
- Director, Transportation Services Division
- Public Works Department, Niagara Region
- Project Director 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

PRESENTATION OVERVIEW

Project Review

- Project Scope & Class EA Process
- Policies and Studies
- Needs and Opportunities:
 - Roads and Traffic Conditions
 - Transit Service Conditions
 - Cycling and Pedestrian Conditions
 - Streetscape Opportunities
- Problem & Opportunity Statement
- PIC #1 Stakeholder Input

Assessment of Alternative Solutions

- Cultural, Socio-economic and Natural Environment
- Transportation Needs
- Identification and Evaluation of Alternative Solutions
 - Bridge Street Alternatives
 - City Street Alternatives
- Preliminary Preferred Solutions
- Invitation to Participate
- Next Steps

HOUSEKEEPING ITEMS

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

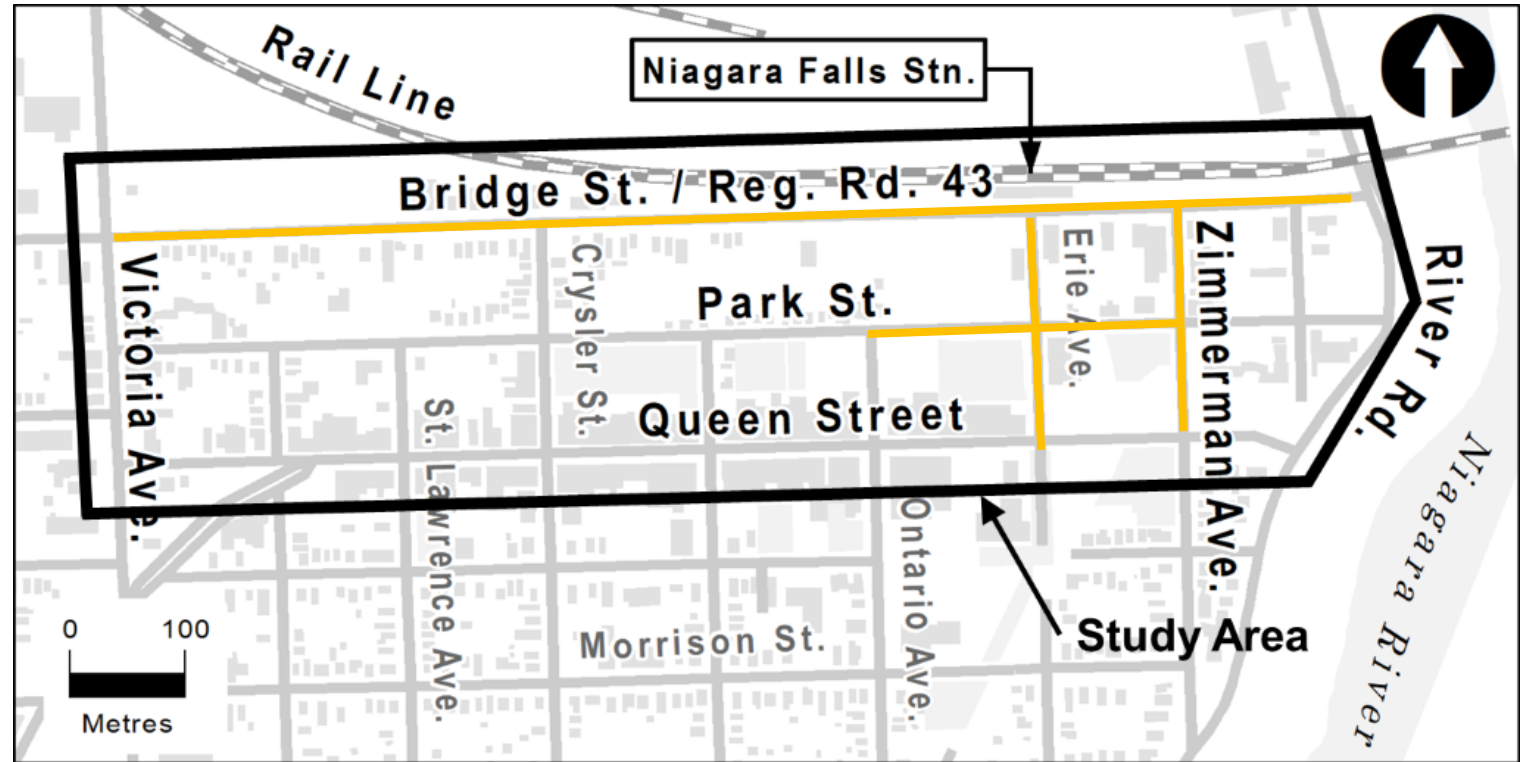


- This presentation is being recorded and will be posted on the project webpage.
- In case if you would like to submit your feedback later, the presentation materials and an online comment form are available on the project webpage: <https://www.niagararegion.ca/projects/bridge-street-ea>

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.

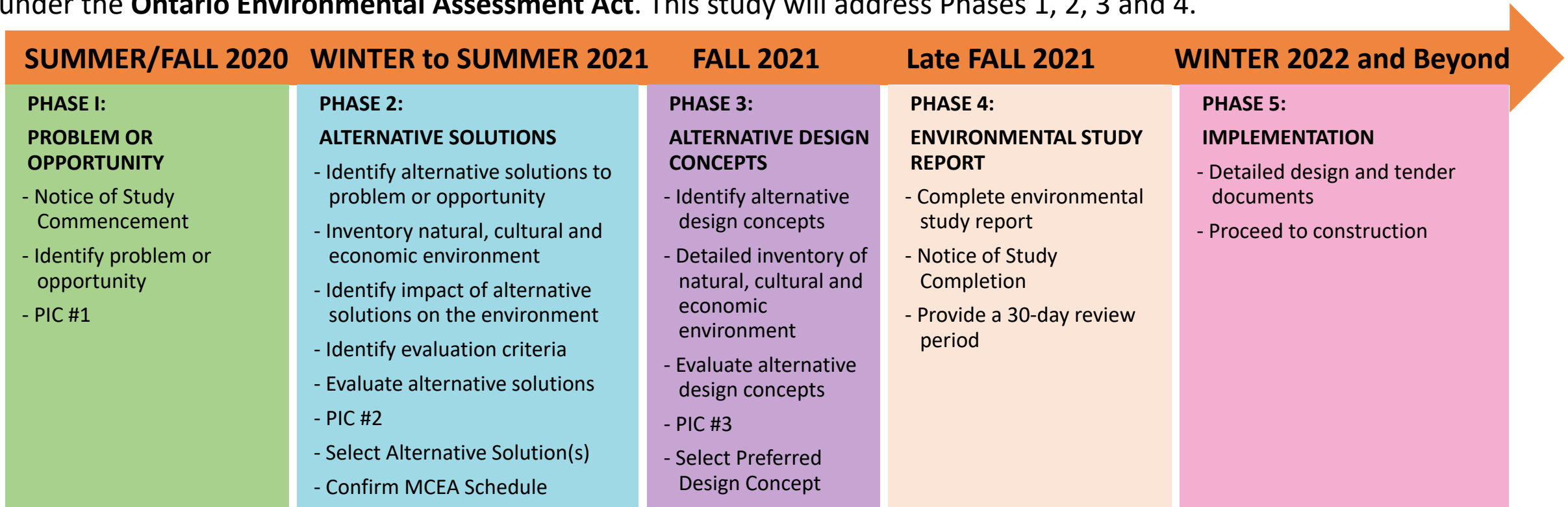


The Objective

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.



WE ARE HERE

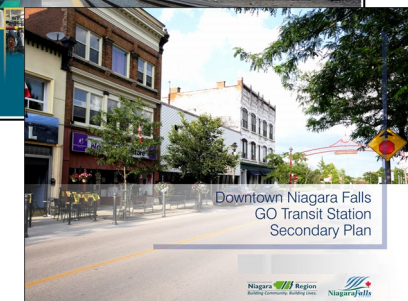
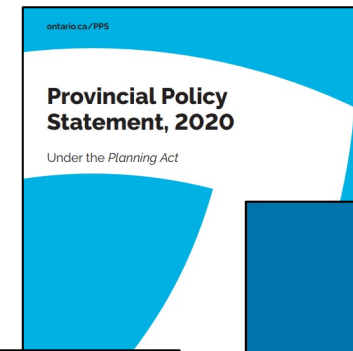
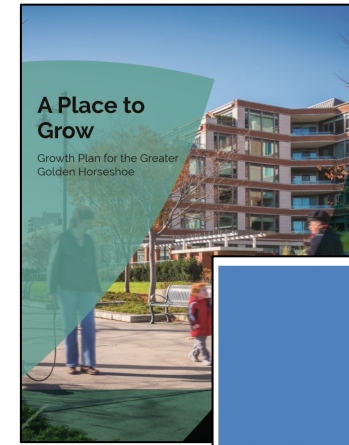
**MOVING
ROADS
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Niagara  Region

POLICIES AND STUDIES

- Planning Policies: Adhere to Provincial Policy Statement, municipal official plans, transportation master plans.
- Metrolinx Plans: Incorporate GO Rail Station Access Plan guiding principles and mode split targets.
- Land Use Plans: Niagara Falls GO Station Secondary Plan
- Urban Design: Implement the Urban Design Policies of the Niagara Falls GO Transit Secondary Plan.
- Coordinated Plans: Draft Precinct Plan
- Complete Streets: Define key objectives of the Niagara Region Complete Streets Guidelines.
- Region Studies: GO Hub and Transit Station Study.



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Niagara  Region

PROBLEM AND OPPORTUNITY STATEMENT

- In PIC #1, it was indicated that the planned improvements will provide opportunities for:
 - 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 a Complete Streets approach to enhance active transportation and create a balanced, safe, and sustainable network of streets.
 - Implement the vision and objectives of the City of Niagara Falls' guiding planning documents such as 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.

PROBLEM AND OPPORTUNITY STATEMENT

- It has been noted that the improvements represent additional opportunities:
 - To contribute to the creation of a unique and identifiable destination that builds on 'Niagara' - a globally recognized landmark.
 - Attract people and investment to support the revitalization and transformation of the area into a compact and mixed-use transit oriented community.
 - Create sense of place throughout with an urban design approach that creates rewarding and attractive streetscapes enlivened with people. Streetscapes will be tied together through a consistent treatment of paving street trees, lighting, furniture, and public art.

PUBLIC INFORMATION CENTRE #1 – PUBLIC INPUT

Format and Content of the PIC #1

- Virtual PIC on niagararegion.ca/projects from August 18, 2020 to September 15, 2020 (Summary Report is available on Project Webpage)
- PIC Content: Problem & Opportunity, Class EA Process, Transportation System, Key Issues, Technical and Next Steps

Public Comments Received from 6 Stakeholders

- Can you say what properties will be bought on Bridge Street? Is it going to be a purchase or expropriation?
- Buses need to use Bridge Street then Parkway because buses on local streets are holding up traffic and having to make too many turns ... buses run over stop signs and over curbs.
- What might the nature of the impact be for homes on private property on Bridge, Erie, Park and Zimmerman?
- 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?
- Will property southwest of Erie Avenue / Bridge Street going to be entirely given over to parking?
- Requested clarification of zoning for lands north of Huron and west of Zimmerman
- Consider making Queen Street a one-way street westbound from River Road (with eastbound road)

STUDIES UNDERTAKEN



SOCIO-ECONOMIC ENVIRONMENT

Completed Stage 1 archaeological assessment, built heritage and cultural landscape assessment and community profile



NATURAL ENVIRONMENT

Completed an assessment of natural environment features and habitat including terrestrial and aquatic environments



STREETSCAPING

Assessed the current streetscape features, streetscape policies and opportunities to implement complete streets elements



SAFETY ASSESSMENT

Reviewed collision history, points of conflict and improvement opportunities



ROAD AND TRAFFIC

Completed forecasts of future traffic, analysed traffic levels of service and assessed warrants for traffic control and turn lanes



ACTIVE TRANSPORTATION

Assessed the cycling and pedestrian routes for connectivity, convenience and opportunities for improvements

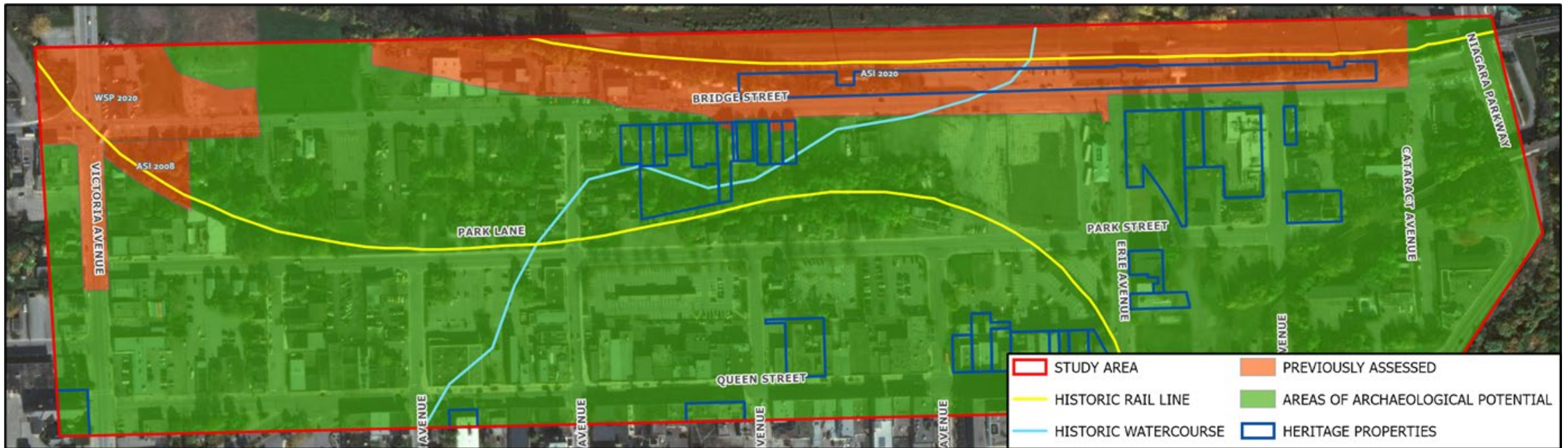


TRANSIT OPERATIONS

Assessed transit use forecasts, bus routing and bus bay needs for GO Transit, WEGO and municipal transit routes

CULTURAL HERITAGE CONSIDERATIONS

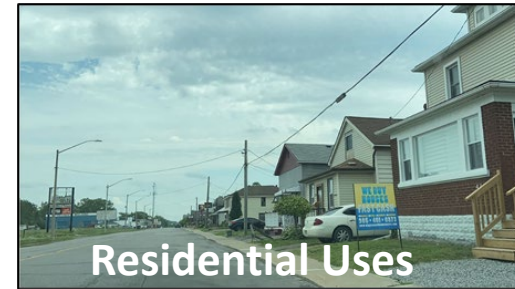
- Parts of the Study Area that are currently open lots or parking areas, may have deeply buried potential for the remains of nineteenth-century structures associated with the historic Town of Clifton.
- The Assessment Study identified 12 built heritage resources and two cultural heritage landscapes



SOCIO-ECONOMIC AND PLANNING CONSIDERATIONS

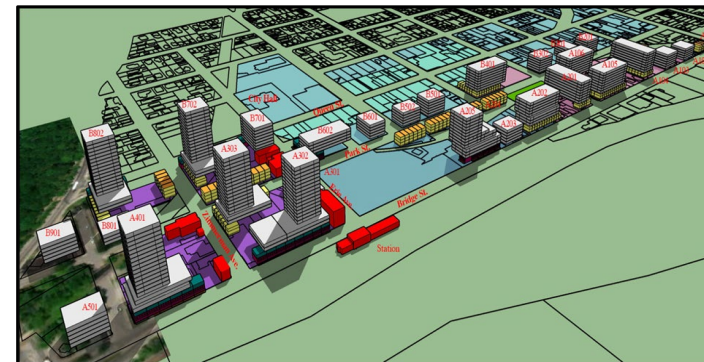
Existing Land Uses:

- Mostly residential uses south side of Bridge Street, Victoria Avenue to 170m east of Chrysler Avenue.
- Employment uses north side of Bridge Street, Victoria Avenue to 130m east of Chrysler Avenue
- Hotel and office uses south side of Bridge Street (Erie Avenue to River Road), on Erie Avenue and on Zimmerman Avenue



Planned Future Land Uses:

- The Niagara Falls GO Station Secondary Plan identified 2,600 residential units and 9,600 m² of commercial and office uses.



FINANCIAL CONSIDERATIONS

Construction Costs:

- Road reconstruction or rehabilitation costs will be required for all options including the do nothing
- Costs will include streetscape elements (e.g. street furniture, streetlighting, walking and cycling facilities, gateway features)
- Construction costs will be higher for options where road profile or utility relocation is required
- Construction costs will be higher if the road curb and gutter needs to be relocated

Property Costs:

- Property acquired in the short term may require expenditure at current value
- Property acquired in coordination with the development process may be for nominal costs

Operational and Maintenance Costs:

- Spring and winter maintenance costs may be higher for a segregated separate cycle track
- Woonerf designs may require additional maintenance treatments and related costs

TRANSPORTATION NEEDS AND OPPORTUNITIES

Active Transportation:

- Pedestrian routes on Bridge Street
- Cycling route on Bridge Street
- Cycling route on Erie Avenue

Road Capacity and Safety:

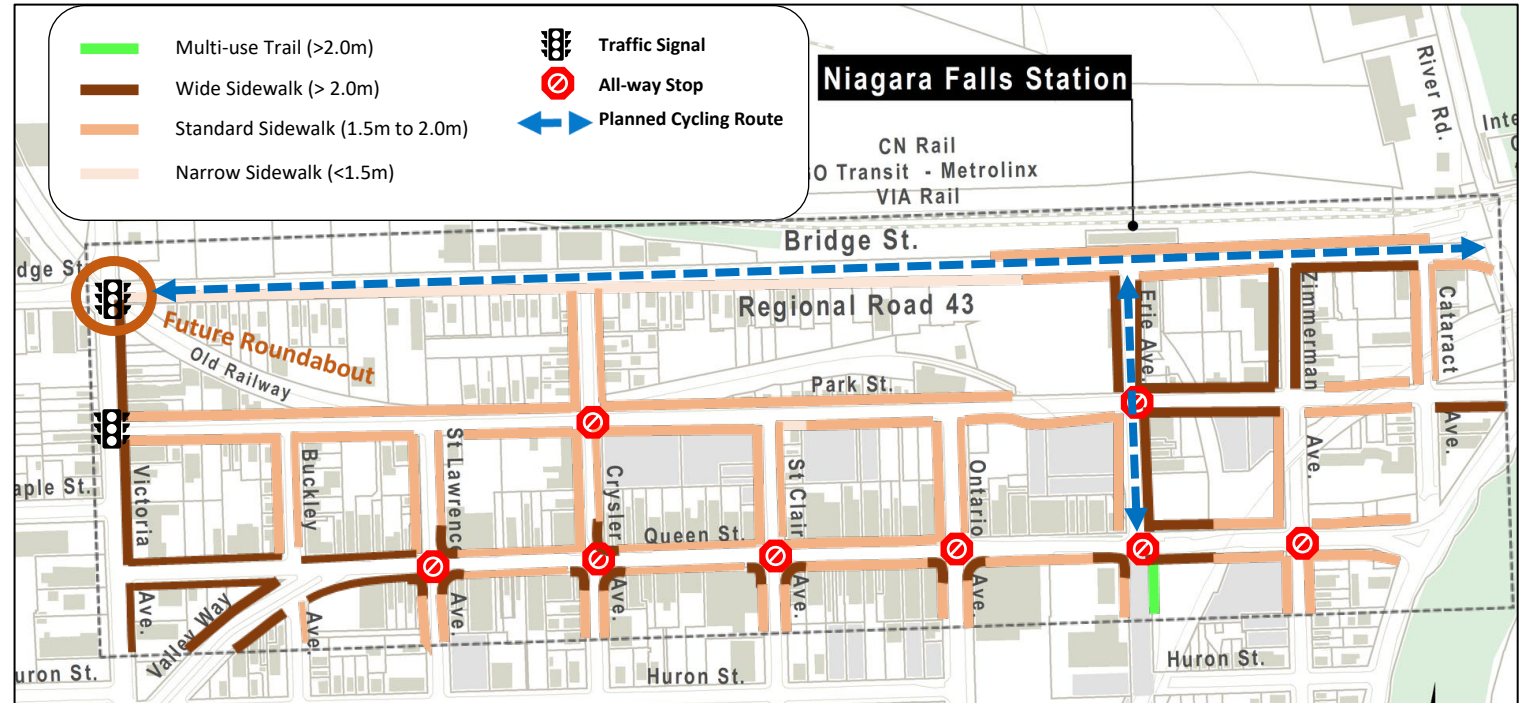
- Future need for left turn lane for Erie Avenue and possible future development

Transit Service:

- Bays for City, WEGO and GO buses, private carriers

Streetscape:

- Different opportunities for Complete Streets add landscaping, walking and cycling amenities, marketing areas, and gateways and placemaking elements for Bridge Street east and west of Erie Avenue and along Erie Avenue.



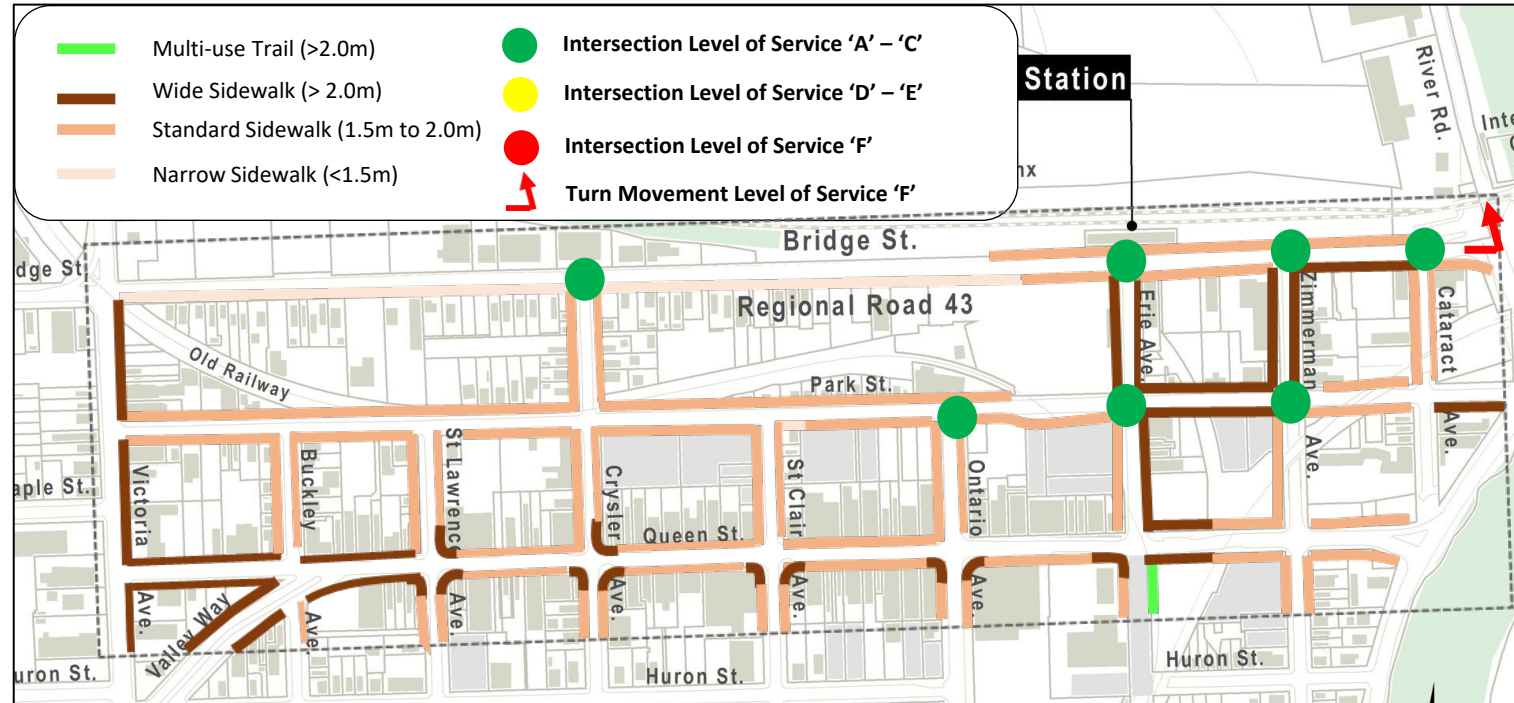
TRANSPORTATION NEEDS AND OPPORTUNITIES

Future Traffic Conditions (2041):

- All intersections will operate with an overall level of service of 'C' or better
- All movements will have sufficient capacity
- The left turn movement from Bridge Street to River Road will have delays of up to 54 seconds in peak hours
- Westbound left turn warrants will be met at Bridge Street / Erie Avenue

Measures of Effectiveness:

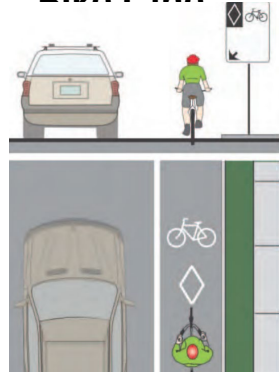
- On Bridge Street pedestrian level of service is 'C' and cycling level of service is 'E' (which would warrant improvements)
- On Park Street, Erie Avenue and Zimmerman Avenue pedestrian level of service is 'B' and cycling level of service is 'D'



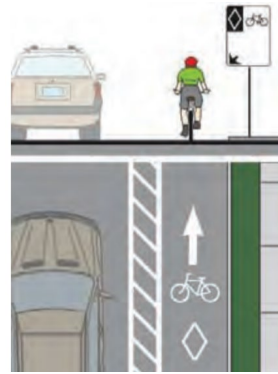
ALTERNATIVE SOLUTIONS

Active Transportation Options:

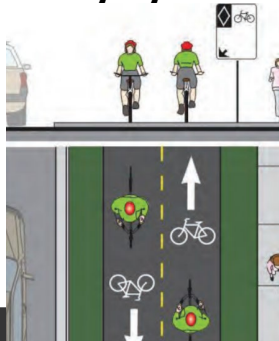
Conventional
Bike Lane



Buffered Bike Lane



Two-way Cycle Track



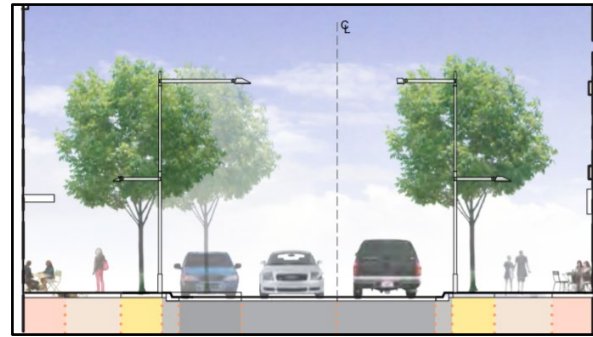
Multi-use Path



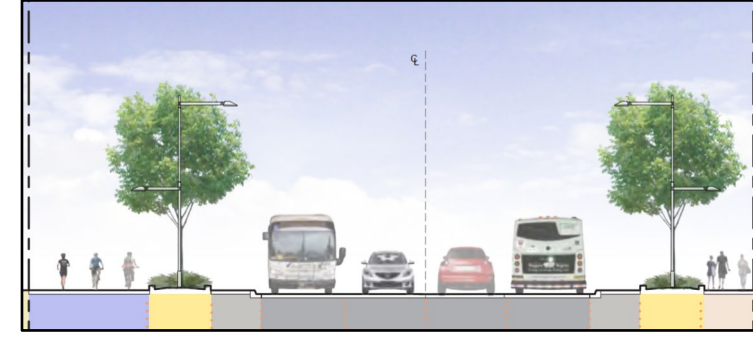
Source: OTM Book 18

Niagara Region Complete Street Typologies:

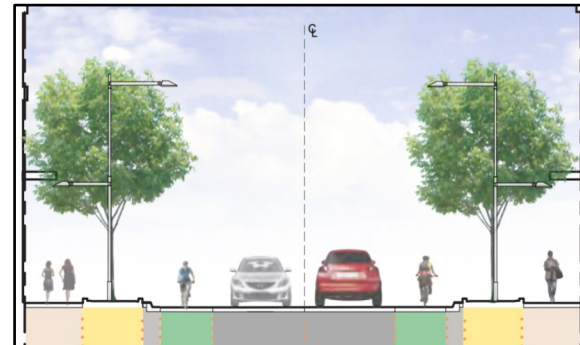
Urban General 26m



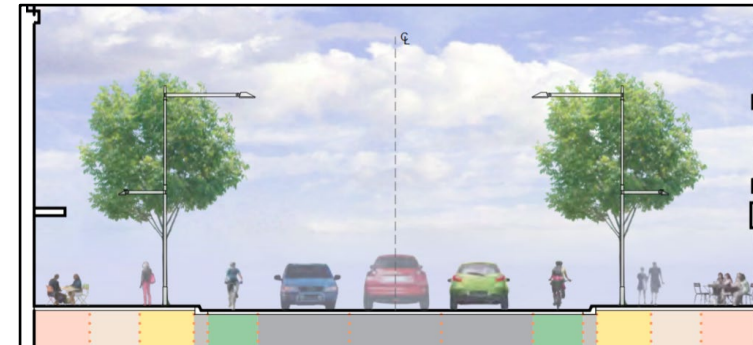
Transitioning



Urban General Narrow 20m

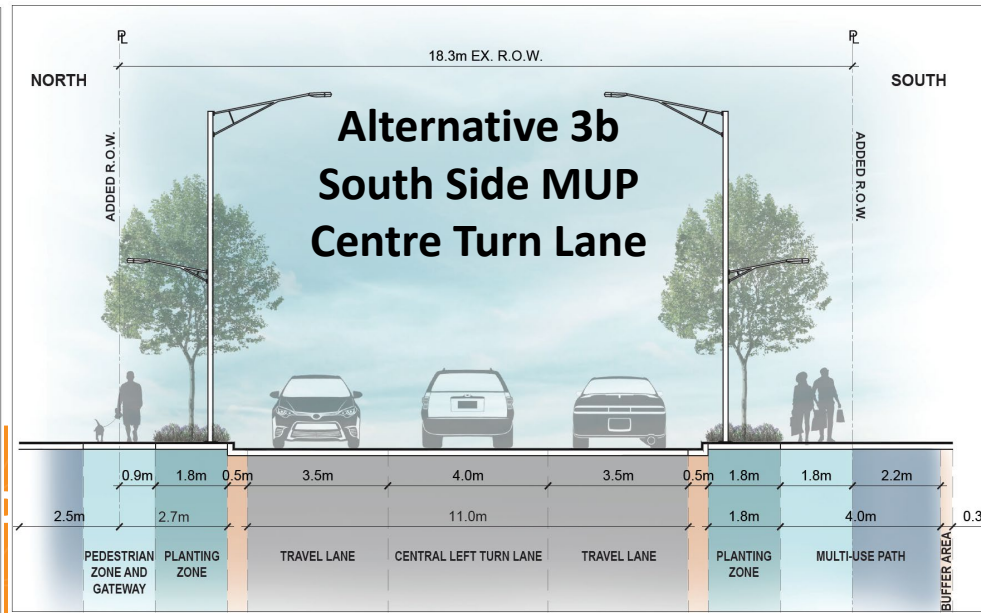
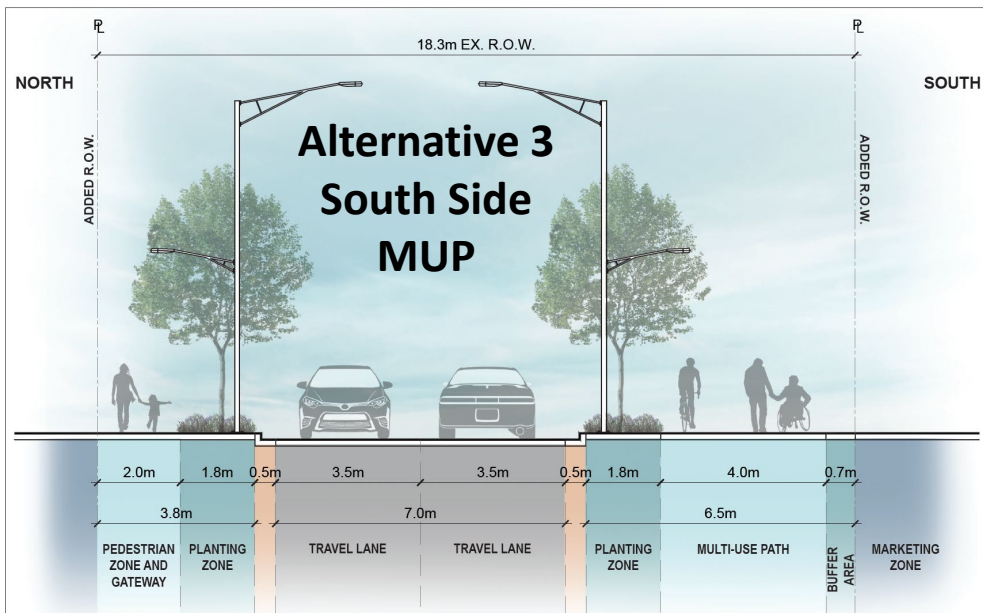
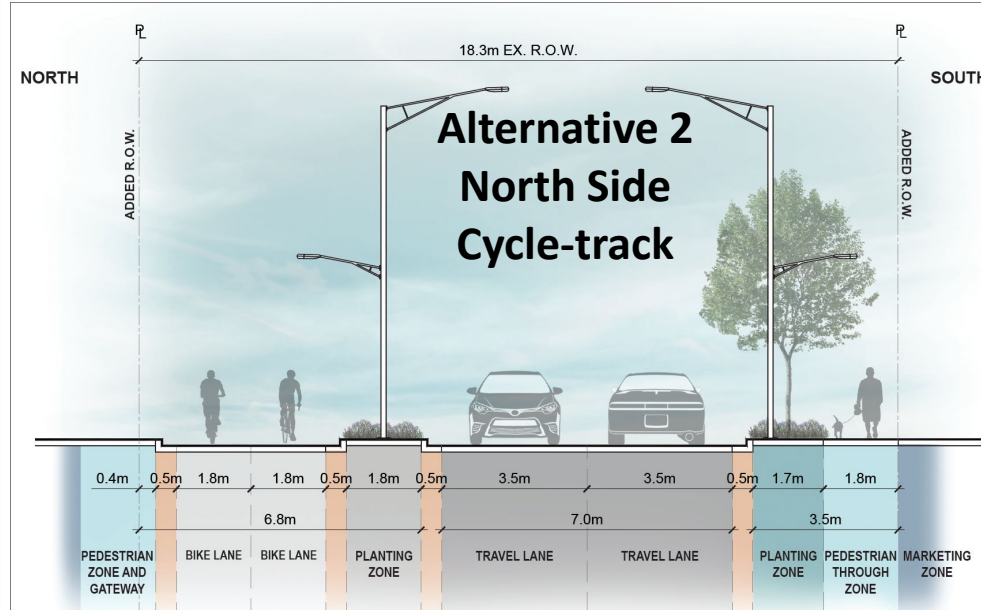
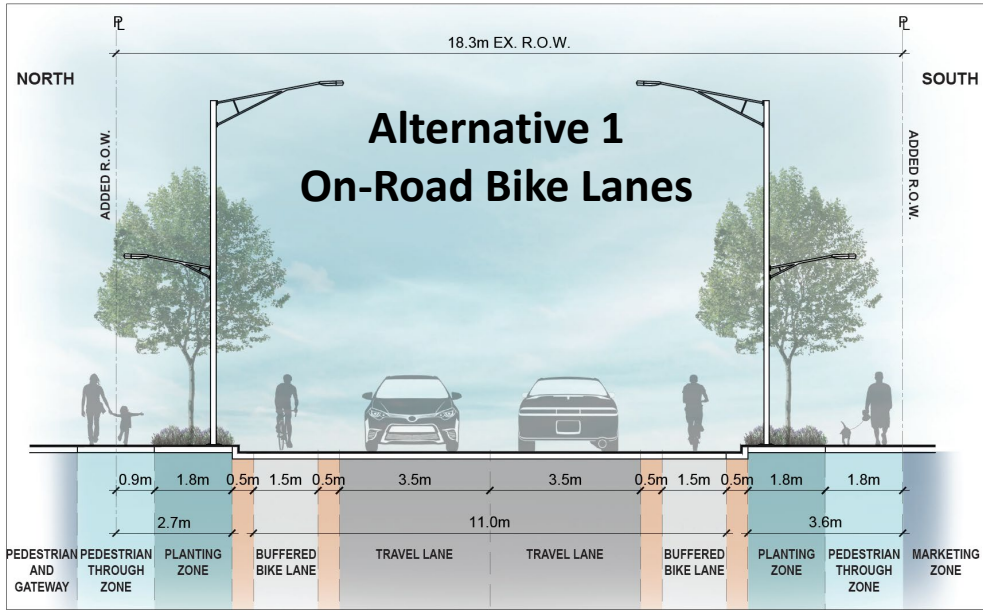


Main Street



Source: 2017 Niagara Region Transportation Master Plan

ALTERNATIVE SOLUTIONS: BRIDGE STREET



- Alternative 0 is “Do Nothing” i.e. keep the existing Bridge Street cross-section without cycling, pedestrian and streetscape improvements
- There are 4 short listed alternative solutions to improve cycling, pedestrian and streetscape infrastructure

EVALUATION: BRIDGE STREET

Interim Solution (prior to redevelopment)

- 1 EB and WB 3.5 m through lane
- 2 bike lanes 1.5 m + 0.5 m buffer
- Planting areas, sidewalk south side

Ultimate Solution (redevelopment and ROW widening)

- 1 EB and WB through lane
- Remove bike lanes and replace with WB left-turn lanes where required
- Planting areas, MUP south side

INTERIM CONDITIONS EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative 1 On-Road Bike Lanes	Alternative 2 North Side Cycle-Track	Alternative 3 South Side Multi-use Path	Alternative 3b South Side Multi-use Path Left-Turn Lane
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT		/			

ULTIMATE CONDITIONS EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative 1 On-Road Bike Lanes	Alternative 2 North Side Cycle-Track	Alternative 3 South Side Multi-use Path	Alternative 3b South Side Multi-use Path Left-Turn Lane
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT					

PREFERRED SOLUTION: BRIDGE STREET

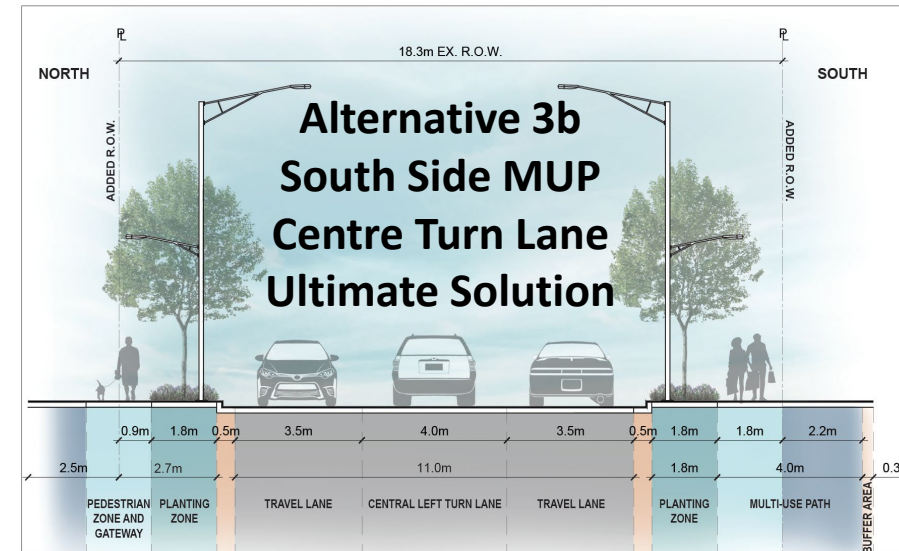
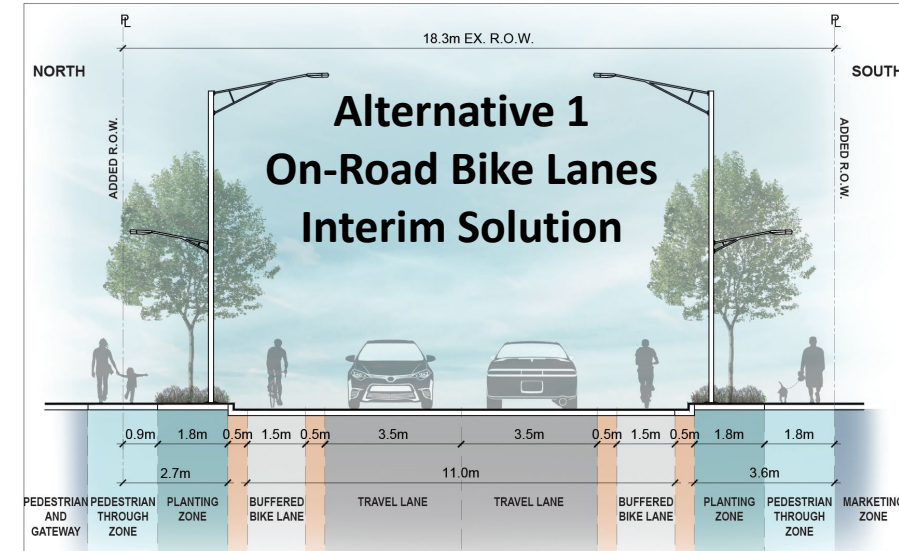
Preferred Interim Solution (prior to redevelopment)

- 1 EB and 1 WB through lane 3.5 m each
- 2 bike lanes 1.5 m + 0.5 m buffer
- South Side 1.8 m planting area, 1.8 m sidewalk
- North side 2.7 m for utilities, snow storage area and interim sidewalk

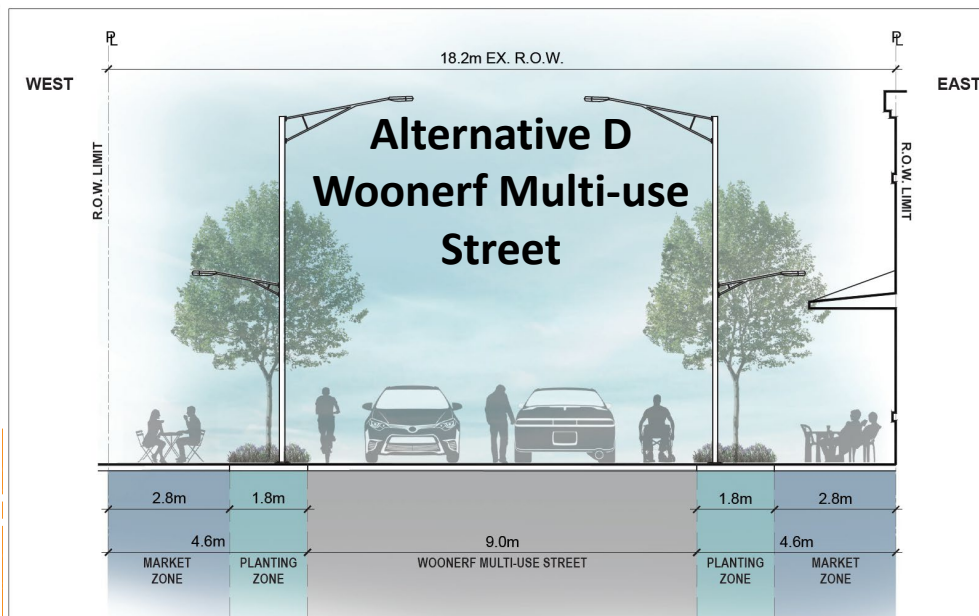
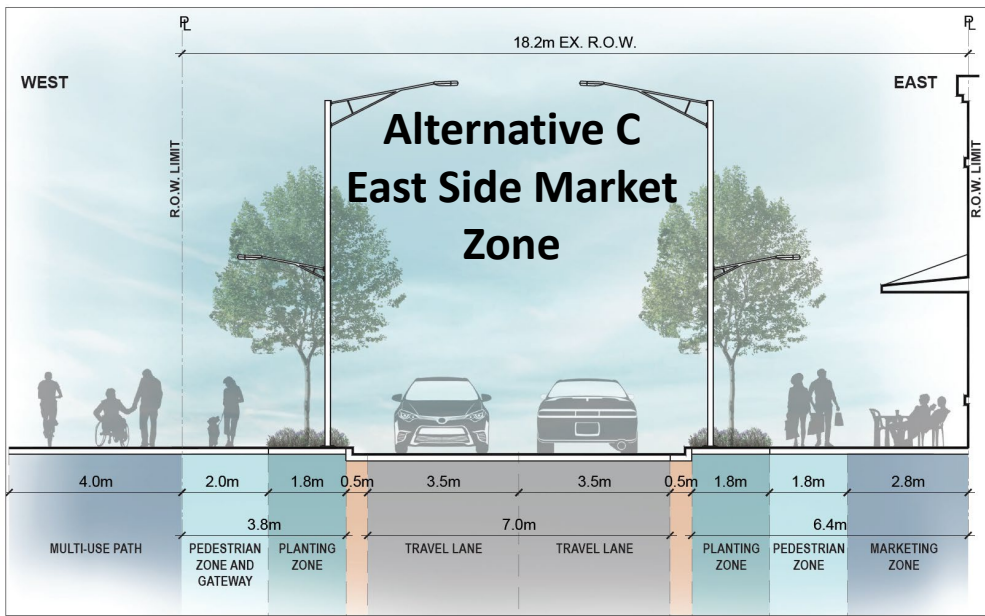
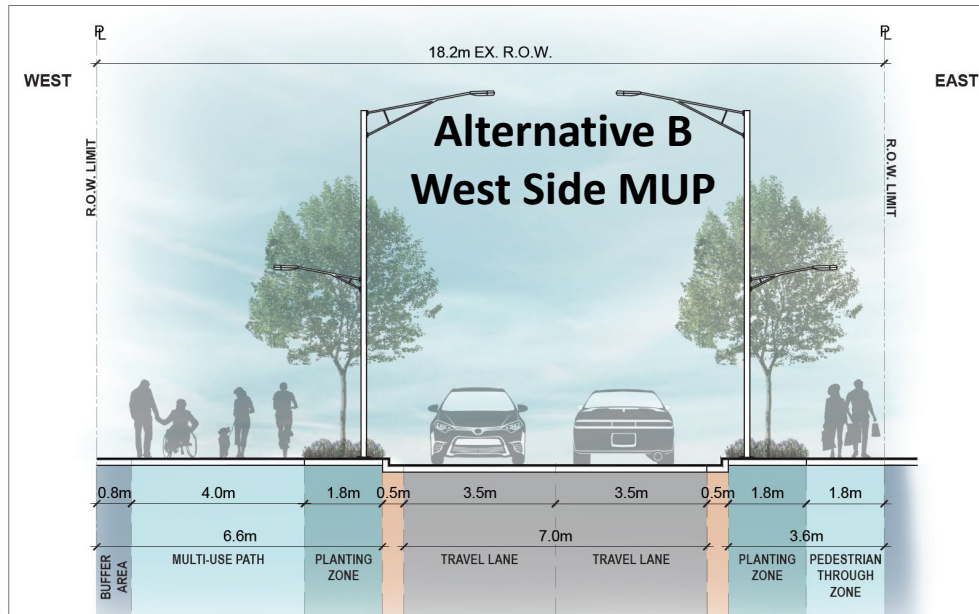
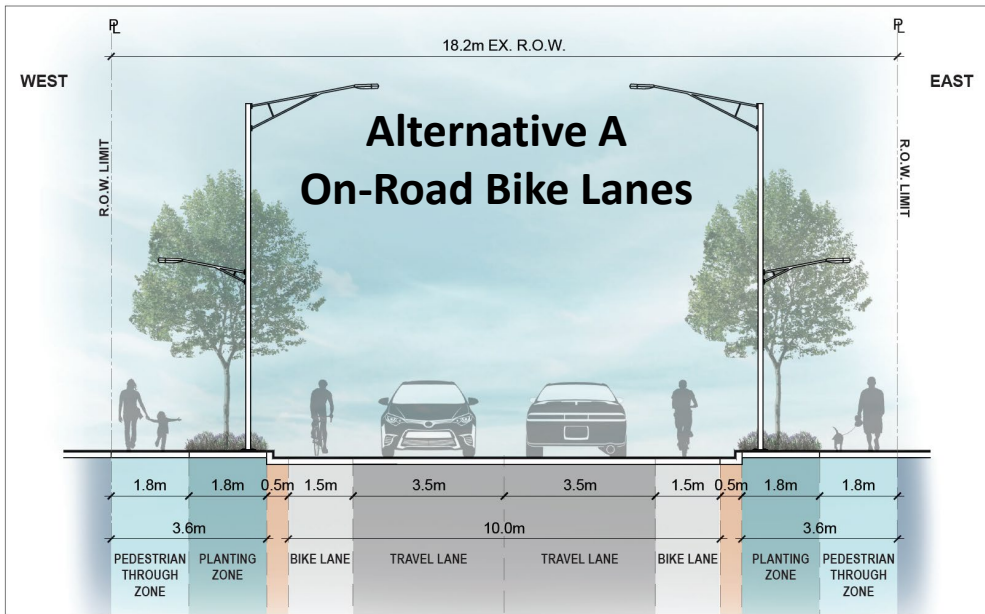
Preferred Ultimate Solution (with 5 m ROW widening)

- 1 EB and 1 WB through lane 3.5 m each
- Remove bike lanes and replace with left-turn lane where required
- South Side 1.8 m planting area, 4.0 m multi-use path
- North side 2.7 m for utilities / planting zone; 2.5 m for sidewalk and setback

Note: Curb location remains the same



ALTERNATIVE SOLUTIONS: MUNICIPAL ROADS



- Alternative 0 is “Do Nothing” i.e. keep the existing Erie
- There are 4 other alternative solutions

EVALUATION: ERIE AVENUE

Solution (Bridge to Park)

Alternative C

- 1 EB and WB 3.5 m through lane
- Planting zone both sides
- An expanded east side market zone
- A MUP on City lands west of the ROW

Solution (Park to Queen)

Alternative B

- 1 EB and WB through lane
- Planting zone both sides
- MUP west side within ROW

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative A On-Road Bike Lanes	Alternative B West Side Multi-use Path	Alternative C East Side Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:	◐	◑	◑	◑	◐
NATURAL ENVIRONMENT:	◐	◐	◐	◐	◐
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:	◐	◑	◑	●	◑
FINANCIAL ENVIRONMENT:	◐	◐	◐	◐	◑
OVERALL ASSESSEMENT	◐	◐ / ◑	◐ / ◑	◑	◐

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario"	Alternative A On-Road Bike Lanes	Alternative B West Side Multi-use Path	Alternative C East Side Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:	◐	◐	◑	◑	◐
NATURAL ENVIRONMENT:	◐	◐	◐	◐	◐
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:	◐	◑	◑	○	◑
FINANCIAL ENVIRONMENT:	◐	◐	◐	○	◑
OVERALL ASSESSEMENT	◐	◐	◐ / ◑	◑	◐

**MOVING
ROADS
FORWARD**

Evaluation relative to "Do Nothing"

LEGEND

Significant Negative Impact ○
 Negative Impact ◐
 Nominal Impact ◑
 Positive Impact ◒
 Significant Positive Impact ●

EVALUATION: PARK STREET AND ZIMMERMAN AVENUE

Preferred Solution: Zimmerman Avenue (Bridge to Park)

- Maintain 10-11m pavement width
- Maintain boulevard of 3.5m
- Add streetscape elements adjacent to curb consistent with urban typology

Preferred Solution: Park Street (Ontario to Zimmerman)

- Add continuous sidewalk both sides
- Add streetscape elements adjacent to curb consistent with urban typology
- Reduce road width for streetscaping

EVALUATION CRITERIA	Alternative 0 Do Nothing Scenario	Alternative A On-Road Bike Lanes	Alternative B Multi-use Path	Alternative C Market Zone	Alternative D Woonerf (Shared Space)
TRANSPORTATION SERVICE:					
NATURAL ENVIRONMENT:					
SOCIO-ECONOMIC / CULTURAL ENVIRONMENT:					
FINANCIAL ENVIRONMENT:					
OVERALL ASSESSEMENT		/	/	/	/

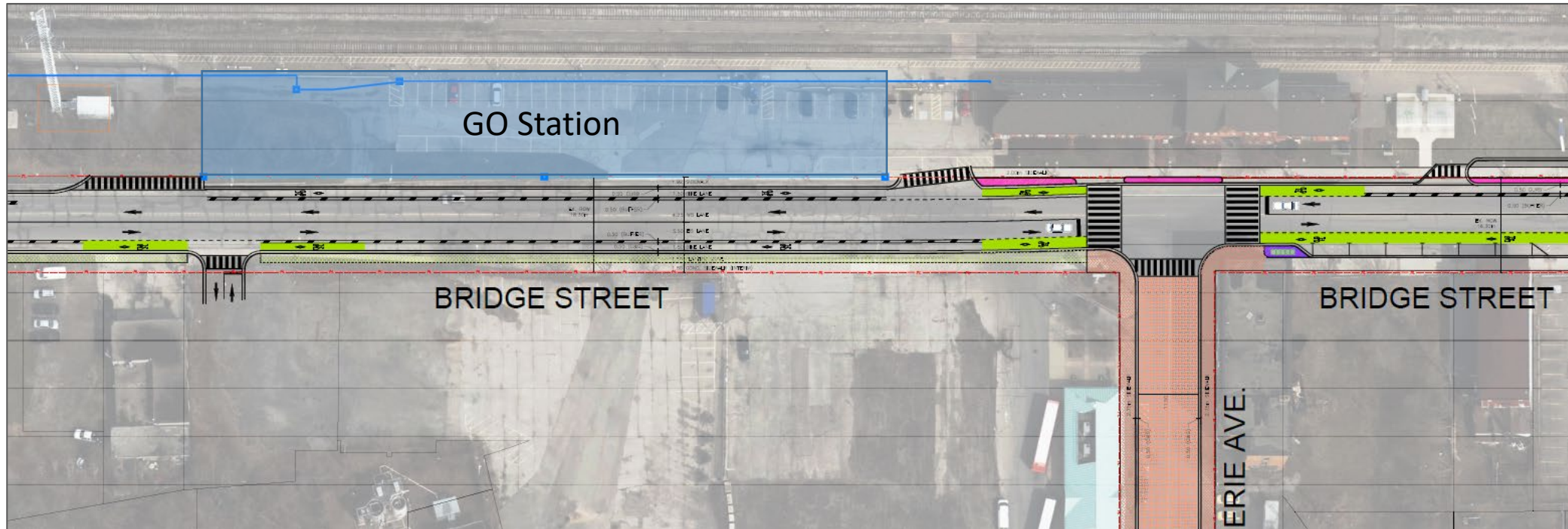
Evaluation relative to "Do Nothing"

LEGEND				
Significant Negative Impact	Negative Impact	Nominal Impact	Positive Impact	Significant Positive Impact

DESIGN CONSIDERATIONS: PRECINCT AREA

Conceptual configuration through the GO Rail Station Precinct Area

- Options are under consideration to accommodate bays for City, WEGO and GO buses
- The site design is being developed in coordination with this Class Environmental Assessment



NEXT STEPS



- 2-Week PIC #2 Comment Period Ending on August 6, 2021.
- Review PIC#2 Comments
- Finalize the preferred alternative solution
- Develop and evaluate alternative designs
- Continue consulting with interested stakeholders/agencies
- Present preliminary preferred alternative design(s) at PIC #3 in Fall 2021
- Document the findings in a Study Report

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 August 6, 2021.



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.
(<https://www.niagararegion.ca/projects/bridge-street-ea/default.aspx>)



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.

Carolyn Ryall

Director, Transportation Services Division
Public Works, Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-984-3620
Email: Carolyn.Ryall@niagararegion.ca

Ray Bacquie, P. Eng.

Consultant Project Manager
R.J. Burnside and Associates
6990 Creditview Road, Unit 2 Mississauga,
ON L5N 8R9
Tel: 905-821-5891
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) #2 – Wednesday,
 21st July 2021 at 6:00PM**

Comment Period: July 21,
 2021 to August 6, 2021

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. The first of the three Public Information Centre (PIC) for this EA Study was held online from August 18 - September 15, 2020. This second PIC has been scheduled to present the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution, and to 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 August 6, 2021. Your input and comments are appreciated.

Carolyn Ryall
Director, Transportation Services
Niagara Region
905.980.6000 x3620
Carolyn.Ryall@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.

Public Information Centre #2 - Environmental Assessment for Bridge St. and Adjacent Municipal Roadways

Response ID:1 Data

1. Introduction

1. Contact information

First name

[REDACTED]

Last name

[REDACTED]

Street address

[REDACTED]

Apt. / suite

[REDACTED]

City

[REDACTED]

Phone

[REDACTED]

Email

[REDACTED]

2. Comments / questions / suggestions

Dear Study Team – I am a landowner in the Subject Study Area and I am writing to offer the following comments on PIC # 2:

- General – Provide flexibility for the configuration of the Ultimate Solution for each potential option to coincide with the build-out of the Study Area
- Better opportunity for MUP on north side of Bridge Street (Page 18)
- Concerns with inaccurate delineation of Heritage Properties and Areas of Archaeological Potential (Page 12)

Thank you for the opportunity to comment.

Best Regards,

[REDACTED]

2. Thank you

Comments submission

Aug 05, 2021 13:43:49