



**BURNSIDE**

**Public Information Centre # 3  
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**

**March 2022  
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	March 11, 2022	Final Submission to Region

**R.J. Burnside & Associates Limited****Report Prepared By:**

Sylvia Waters, BSc., Technical Administrator  
SW:sd

**Report Reviewed By:**

Ray Bacquie, P.Eng.  
Senior Vice President, Transportation  
RB:sd

## Table of Contents

<b>1.0</b>	<b>Introduction and Background</b> .....	<b>1</b>
<b>2.0</b>	<b>Method of Notification</b> .....	<b>2</b>
<b>3.0</b>	<b>Public Meeting Format</b> .....	<b>2</b>
<b>4.0</b>	<b>Participation Levels and Summary of Comments Received</b> .....	<b>3</b>
<b>5.0</b>	<b>Next Steps</b> .....	<b>11</b>

## Tables

Table 1: Summary of Comments Received and Responses Given.....	4
--	---

## 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) #3 was held live online on Microsoft Teams, on February 2, 2022. This report documents the PIC #3 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 #3 were published as a notice, advertised in the Niagara Falls Review on January 17 and 24, 2022 and in the Niagara This Week on January 20 and 27, 2022. A copy of the advertisement is provided in Appendix A. Notification of PIC #3 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 #3 was held online and included a presentation on Wednesday, February 2, 2022, 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 (February 2 to 18, 2022). 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 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
1a	<p>From PIC #3 ppt, slide 27. It indicates a narrowing of park street by 8 m -- it looks like on the north side. It also looks like that narrowing will continue west of Erie. How far west will that narrowing continue and what will happen beyond that? I assume that the south side parking will remain, but that would make for a somewhat awkward transition. If it helps, I would be happy to accept 8 m more front lawn.</p>	<p>The narrowing will continue to Ontario Street.</p> <p>The design configuration will be posted on the on the Niagara Region web site within the next 1 to 2 weeks: <a href="https://www.niagararegion.ca/projects/bridge-street-ea/">https://www.niagararegion.ca/projects/bridge-street-ea/</a></p>
1b	<p>With the reconfiguring of the train / bus station area, are there anticipated changes to bus routes in the area? Of course, I have in mind whether busses will continue along a somewhat narrower Park Street, but also whether there will be higher anticipated bus traffic along bridge -- and whether there are anticipated noise/other implications. This is probably part of another study -- could you point me towards it?</p>	<p>There are no changes in bus routes resulting from this Municipal Class Environmental Assessment. The transit operators typically update transit routes through periodic route planning studies.</p>
1c	<p>PIC #3 slide 11: There are listed some investigations that (I believe) have been carried out: -Vegetation communities -Incidental wildlife and migratory birds -Endangered and threatened species -Areas of Natural Scientific Interest (ANSI) Could you please point me to where I can</p>	<p>As noted in the presentation, the natural Environment Assessment is being finalized in consultation with the Ministry of Environment Conservation and Parks. The final study will be appended to the Environmental study report, which will be filed and available on the Region website.</p>

ID	Comment Received	Study Team Response
	have a look at these?	
1d	<p>So, as a cyclist / pedestrian I like the bike lines and sidewalks, and the area certainly couldn't look much worse than it does now but...</p> <p>1. There must be a plan showing how the go train service will be improved. Although they may claim otherwise, in practice it takes the go train nearly 3 hours from Toronto now, and that will definitely make it not-commutable can you point me to somewhere to look for planned go train track/service improvements?</p> <p>2. Improving the train-bus linkage will also have the unintended consequence that people will be less likely to hang around in the area of the train station -- because they will be efficiently ushered onto the bus that takes them right to the casino.</p> <p>Yes if 1 (above) is solved you will likely get some development over time, but there must be some incentives set up in the meantime to encourage business visible to passengers at the station -- like a restaurant or (gasp) a half decent coffee shop that is open after 2 p.m. can you point me to somewhere in a plan</p>	<p>Transit operating practices is beyond the scope of this study, buy your comments have been noted and shared with City and Region transit planning and operations staff.</p>



ID	Comment Received	Study Team Response
	somewhere that describes such incentives?	
2a	<p>Good afternoon. [REDACTED]</p> <p>[REDACTED]</p> <p>From the Studies Undertaken in the seven (7) categories listed, there is nothing on PARKING. There are no parking studies or even parking strategies discussed. Under the two headings ROAD AND TRAFFIC and TRANSIT OPERATIONS and even STREETSCAPING; there is very little on a parking strategy for any of the entire Study Area. Is there a parking study coming?? I would like to request a copy of that study. Thank You.</p>	<p>As noted in the public meeting question and answer period, the City of Niagara Falls will be undertaking a Parking Study to address parking needs within the downtown, including the needs within this Municipal Class Environmental Assessment study area. City staff have indicated that the Parking Study will commence prior to implementation of the recommendations of this Municipal Class Environmental Assessment.</p> <p>The recommended solution and resultant removal of on-street parking is consistent with Niagara Region Official Plan policies for Regional Roads, including:</p> <p>Official Plan Policy 9.A.31, which states:  <i>“A key design objective for Regional Roads is to develop context sensitive solutions that balance safety, visual amenity, pedestrianism and the ability to move large volumes of traffic. The balancing of these issues may include permitting or removing on-street parking, allowing, or limiting access to adjacent properties, and modifying the pavement width or other measures to facilitate traffic flow or calming while contributing to a positive appearance, sense of place, and community interaction. The Region will implement the approved “Model Urban Design Guidelines” or its successor to facilitate this balance of both traffic flow and community environments. Design guidelines shall also be prepared for Regional Roads in non-urban areas.”</i></p> <p>Official Plan Policy 9.A.37, which states:  <i>“In order to reduce the impact of the removal of on-street parking on Regional Roads and to ensure that an adequate supply of parking is available where needed, local municipalities will be encouraged to make suitable provisions in their zoning by-laws and to develop and implement comprehensive off-street parking programs.”</i></p>

ID	Comment Received	Study Team Response
3a	Would you happen to have that full-size map of the development area ready? Electronic version of course.	We will post a version of the design plans on the Niagara Region web site within the next 1 to 2 weeks: <a href="https://www.niagararegion.ca/projects/bridge-street-ea/">https://www.niagararegion.ca/projects/bridge-street-ea/</a>
3b	Also, approval of your interim solution is not negotiable, it's your land. Looking forward to a new sidewalk and grass out front, by the way. Your ultimate solution, though, will impact property owners.	The planned ultimate solution has been developed to be consistent with the Road Allowance Widths designated in the Niagara Region Official Plan page 129: <a href="https://www.niagararegion.ca/living/icp/pdf/policy/transportation-2011-Policy-Plan.pdf">https://www.niagararegion.ca/living/icp/pdf/policy/transportation-2011-Policy-Plan.pdf</a> The increase from the existing approximately 18.3 metre road right of way to 23.2 metre future right of way has been identified and approved by Niagara Region council. The designated 23.2 metre right of way will accommodate additional roadway elements (turn lanes, sidewalks, cycling facilities, streetscaping and utilities) anticipated for the future development in the corridor and consistent with the Region's complete streets guidelines. The timing of the ultimate configuration is intentionally set to coincide with the timing of much of the redevelopment of existing businesses and residences in order to minimize impact to property owners.
3c	I am under the opinion that currently, expropriations (or negotiated sales) would have to occur to immediately implement your ultimate plan. If the ultimate solution is approved would the property owners now be in a situation where proposed development of their site would impose the site plan condition that that portion of the front yard would have to be granted to the Region? And if I recall, the property owner also has to finance the	For clarification, the plan to acquire additional land to meet the 23.2 metre right of way was previously determined with the approval of the Niagara Region Official Plan, not the recommendations of this study alone.  This Municipal Class Environmental Assessment study developed strategies to best configure the roadway given the planned future 23.2 metre right of way. We note that this study may have identified the need

ID	Comment Received	Study Team Response
	<p>transaction. In essence property owners currently have a financial asset in the road allowance your requesting, with my knowledge of site plan requirements I sense that if you get the approval for your ultimate solution, it will become a financial liability.</p>	<p>for a right of way larger than 23.2 metres based on the growth requirements in the area, however the recommended solution did not identify a right of way need beyond 23.2 metres.</p>
3d	<p>From the perspective of the information below, how will the needs of all the road users desiring parking on Bridge Street be appropriately accommodated should all the on-street parking be removed.</p>	<p>As noted in the public meeting question and answer period, the City of Niagara Falls will be undertaking a Parking Study to address parking needs within the downtown, including the needs within this Municipal Class Environmental Assessment study area. City staff have indicated that the Parking Study will commence prior to implementation of the recommendations of this Municipal Class Environmental Assessment.</p> <p>The recommended solution and resultant removal of on-street parking is consistent with Niagara Region Official Plan policies for Regional Roads, including:</p> <p>Official Plan Policy 9.A.31, which states:  <i>“A key design objective for Regional Roads is to develop context sensitive solutions that balance safety, visual amenity, pedestrianism and the ability to move large volumes of traffic. The balancing of these issues may include permitting or removing on-street parking, allowing, or limiting access to adjacent properties, and modifying the pavement width or other measures to facilitate traffic flow or calming while contributing to a positive appearance, sense of place, and community interaction. The Region will implement the approved “Model Urban Design Guidelines” or its successor to facilitate this balance of both traffic flow and community environments. Design guidelines shall also</i></p>

ID	Comment Received	Study Team Response
		<p><i>be prepared for Regional Roads in non-urban areas.”</i></p> <p>Official Plan Policy 9.A.37, which states:  <i>“In order to reduce the impact of the removal of on-street parking on Regional Roads and to ensure that an adequate supply of parking is available where needed, local municipalities will be encouraged to make suitable provisions in their zoning by-laws and to develop and implement comprehensive off-street parking programs.”</i></p>
3e	<p>Information noted was A Place to Grow - 3.2.2 Transportation - General 3. In the design, refurbishment, or reconstruction of the existing and planned street network, a complete streets approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated. Complete Streets- Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.</p>	<p>This reference is accurate and relevant and provides direction along with the more specific policies of Niagara Region that directly relate to the planning and design of Regional roads (including Niagara Region Official Plan policies 9.A.31 and 9.A.37, referenced above). The recommended interim and ultimate solutions provide improvements for and balance the needs of pedestrians (wider sidewalks and new sidewalk connections), cyclists (dedicated bike lanes and cycle tracks), transit users (dedicated bus loops with increased bus bay and platform capacity) and motorists (a dedicated left turn lane). The recommended solution does reflect the Niagara Region complete streets guidelines and meets the spirit of A Place to Grow policy 3.2.2.</p>
3f	<p>Requests that staff comment on section from NFLS OP 3.12.3 Potential Street Grid Refinement - 3.12.3.2 Another potential refinement to the grid system would be an extension of Ontario Avenue north from Park Street to Bridge Street. This extension would allow for increased flow and circulation in and</p>	<p>The potential road network refinement of an extension of Ontario Avenue to Bridge Street was not identified within the original scope of work and has not been requested by the City to be incorporated into this Municipal Class Environmental Assessment. The Municipal Class Environmental Assessment recommended solution does not preclude this option being considered in the future or incorporated into the</p>

ID	Comment Received	Study Team Response
	around the Transit Station Area.	redevelopment plans for the properties affected. This comment and response have been shared with the City of Niagara Falls staff.
3g	<p>Requests that staff comment on why your proposal conflicts with the Niagara Falls OP. OP c Redevelopment of Bridge Street is proposed to be accommodated within a planned 23.2 m ROW as illustrated on Figure 14.</p> <p>The previous general boulevard recommendations apply to Bridge Street and specific design recommendations include:</p> <p>(vi) On-street parking 2.5 m in width and provided on both sides of the street.  (vii) On-street cycling lanes on both sides of the street with minimum widths of 1.2 m.  (viii) One 3.3 m wide travel lane in each direction.</p>	<p>Bridge Street is under the jurisdiction of Niagara Region and this Municipal Class Environmental Assessment was undertaken to consider all configuration options considering Region policy, operating requirements, design best practices in addition to the City of Niagara Falls Official Plan.</p> <p>Cycle lanes of 1.2 metres are no longer considered best practices; subsequent to Niagara Falls Official Plan policy 3.12.2.1, new design best practices recommend cycle tracks with buffer area or bike lanes with buffer areas, which are design approaches endorsed by Niagara Region staff. Through vehicle lanes of 3.5 metres (instead of 3.3 metres) have been deemed by City staff and Region staff as the safe minimum width to accommodate the vehicle width and operations of the high number of buses that will be using the corridor. Given these operational design requirements, the proposed configuration in the City of Niagara Falls policy 3.12.2.1c) is not feasible within 23.2 metres.</p> <p>Furthermore, the accommodation of on-street parking is not consistent with Niagara Region Official Plan policy 9.A.31 and given the planned right of way constraints, recommendations do not include retaining on-street parking.</p>

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 #3 will be reviewed for incorporation into the selection of the Preferred Designs.

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



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]



## Appendix A

### Newspaper Advertisement

# NIAGARA PARKS HOSTING BLACK HISTORY SPEAKER SERIES

PAUL FORSYTH  
pforSYTH@niagarathisweek.com

For the second year in a row, Black history in Canada will be examined by a three-party virtual series hosted by Niagara Parks.

The Crown agency announced Jan. 13 that the speaker series will return and will feature leading historians and commentators specializing in Black history and culture.

Sessions will run the last Wednesday of January, February and March.

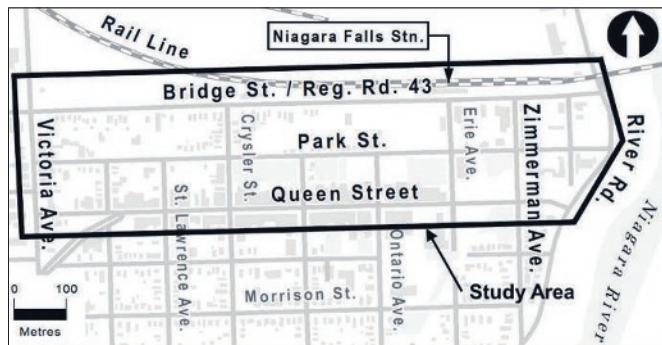
The Parks said the series is particularly relevant to Niagara due to the region being home to many of Canada's most im-

See **SERIES**, page 51

## MOVING ROADS FORWARD

### NOTICE OF PUBLIC INFORMATION CENTRE #3

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).

#### PUBLIC INFORMATION CENTRE #3

Public Information Centre meetings for this EA Study was held online from August 18 - September 15, 2020. The second of the three Public Information Centre meetings was held online on 21st of July, 2021 which presented the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution.

The public is now invited to attend and provide input at the third Public Information Centre that will present the alternative design concepts considered and the preliminary preferred concept. Public Information Centre #3 is being held online and will include a presentation on Wednesday, February 2nd, 2022 starting at 6:00 p.m. followed by a question and answer session.

To join the online Public Information Centre, please visit [niagararegion.ca/projects/bridge-street-ea](https://niagararegion.ca/projects/bridge-street-ea) on the day of presentation and click on the presentation link. Public Information Centre information materials will be available on the website by Wednesday, February 2nd, 2022 and comments will be received until February 18, 2022.

#### CONTACT

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 ext. 3620  
[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)

##### Ray Bacquie, P. Eng.

Project Manager  
R.J. Burnside &  
Associates Limited  
905-821-5891  
[Ray.Bacquie@rjburnside.com](mailto: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](mailto:FOI@niagararegion.ca).

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

This Notice first issued on January 17, 2022.

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

[niagararegion.ca/projects/bridge-street-ea](https://niagararegion.ca/projects/bridge-street-ea)

# GIURA

## PAINT & WALLPAPER

*Quality Products ~ Competitive Prices*

## 25% off

### ALL PAINTS

**Premium Drywall Sealer**  
(no splatter)

3.78 L **\$19.90**  
Reg. \$26.95

18.9 L **\$80**  
Reg. \$119.95

**Specials valid until  
Jan 30th/22**

6110 Main St. (at Culp St.) Niagara Falls, ON  
905-374-4666 | 905-374-4668  
[giurapaint@cogeco.net](mailto:giurapaint@cogeco.net)



# MOVING ROADS FORWARD

## NOTICE OF PUBLIC INFORMATION CENTRE #3

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).

### PUBLIC INFORMATION CENTRE #3

Public Information Centre meetings for this EA Study was held online from August 18 - September 15, 2020. The second of the three Public Information Centre meetings was held online on 21st of July, 2021 which presented the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution.

The public is now invited to attend and provide input at the third Public Information Centre that will present the alternative design concepts considered and the preliminary preferred concept. Public Information Centre #3 is being held online and will include a presentation on Wednesday, February 2nd, 2022 starting at 6:00 p.m. followed by a question and answer session.

To join the online Public Information Centre, please visit [niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea) on the day of presentation and click on the presentation link. Public Information Centre information materials will be available on the website by Wednesday, February 2nd, 2022 and comments will be received until February 18, 2022.

### CONTACT

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 ext. 3620  
[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)

**Ray Bacquie, P. Eng.**  
Project Manager  
R.J. Burnside &  
Associates Limited  
905-821-5891  
[Ray.Bacquie@rjburnside.com](mailto: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](mailto:FOI@niagararegion.ca).

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

This Notice first issued on January 17, 2022.

## OPINION



Niagara Falls Library photo

A light standard blown off pole by strong winds on McLeod Road near Adams Avenue in the aftermath of a massive snowstorm on Jan. 28, 1977, now referred to as the Blizzard of '77.

## EFFECTS OF STORM COULD HAVE BEEN WORSE

Continued from page 51

rescuing people stranded in cars and taking them to safety.

Inspector Earl Bray, who directed rescue operations, said snowmobilers rescued 150 motorists stranded on Thorold Stone Road alone and drove them all to safety one-by-one. They also took injured people to the hospital and delivered medication and food to other stranded residents. In other instances, the snowmobile heroes saved cattle, horses and chickens at local farms by delivering feed after some farm animals went without for more than four days.

The next day, the Canadian Militia was mobilized and arrived in Niagara to assist in the rescue efforts. (The last time that they were mobilized in this area was just before the Second World War.) Troops assisted police in removing vehicles that were abandoned on the roads. They also delivered food and supplies to homebound citizens.

Local radio stations and CB radio operators also played a crucial role in rescue efforts. Long before the days of cellphones, local radio stations dropped regular programming and concentrated on storm updates and rescue operations.

Looking back, the devastating effects of the storm could certainly have been much worse. I found mention of two deaths in Niagara, both due to exertion caused by shovelling snow. What stands out to me is the overwhelming kindness and generosity of so many people during the storm. What makes me truly happy is that this generous spirit is still with us today and I would like to thank the kind stranger with a snowblower that cleared my mother's driveway just the other day!

*Cathy Roy is the Local History Librarian at the Niagara Falls Public Library. Contact her at [croy@nflibrary.ca](mailto:croy@nflibrary.ca).*

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

[niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea)

# MOVING ROADS FORWARD

## NOTICE OF PUBLIC INFORMATION CENTRE #3

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).

### PUBLIC INFORMATION CENTRE #3

Public Information Centre meetings for this EA Study was held online from August 18 - September 15, 2020. The second of the three Public Information Centre meetings was held online on 21st of July, 2021 which presented the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution.

The public is now invited to attend and provide input at the third Public Information Centre that will present the alternative design concepts considered and the preliminary preferred concept. Public Information Centre #3 is being held online and will include a presentation on Wednesday, February 2nd, 2022 starting at 6:00 p.m. followed by a question and answer session.

To join the online Public Information Centre, please visit [niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea) on the day of presentation and click on the presentation link. Public Information Centre information materials will be available on the website by Wednesday, February 2nd, 2022 and comments will be received until February 18, 2022.

### CONTACT

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 ext. 3620  
[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)

#### Ray Bacquie, P. Eng.

Project Manager  
R.J. Burnside &  
Associates Limited  
905-821-5891  
[Ray.Bacquie@rjburnside.com](mailto: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](mailto:FOI@niagararegion.ca).

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

This Notice first issued on January 17, 2022.

## OPINION



Niagara Falls Library photo

A light standard blown off pole by strong winds on McLeod Road near Adams Avenue in the aftermath of a massive snowstorm on Jan. 28, 1977, now referred to as the Blizzard of '77.

## EFFECTS OF STORM COULD HAVE BEEN WORSE

Continued from page 51

rescuing people stranded in cars and taking them to safety.

Inspector Earl Bray, who directed rescue operations, said snowmobilers rescued 150 motorists stranded on Thorold Stone Road alone and drove them all to safety one-by-one. They also took injured people to the hospital and delivered medication and food to other stranded residents. In other instances, the snowmobile heroes saved cattle, horses and chickens at local farms by delivering feed after some farm animals went without for more than four days.

The next day, the Canadian Militia was mobilized and arrived in Niagara to assist in the rescue efforts. (The last time that they were mobilized in this area was just before the Second World War.) Troops assisted police in removing vehicles that were abandoned on the roads. They also delivered food and supplies to homebound citizens.

Local radio stations and CB radio operators also played a crucial role in rescue efforts. Long before the days of cellphones, local radio stations dropped regular programming and concentrated on storm updates and rescue operations.

Looking back, the devastating effects of the storm could certainly have been much worse. I found mention of two deaths in Niagara, both due to exertion caused by shovelling snow. What stands out to me is the overwhelming kindness and generosity of so many people during the storm. What makes me truly happy is that this generous spirit is still with us today and I would like to thank the kind stranger with a snowblower that cleared my mother's driveway just the other day!

*Cathy Roy is the Local History Librarian at the Niagara Falls Public Library. Contact her at [croy@nflibrary.ca](mailto:croy@nflibrary.ca).*

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

[niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea)

# “THE ROYAL TREATMENT”: Generic modern fairy tale

LINDSEY BAHR

In the new Netflix movie “The Royal Treatment,” the chief of staff for the prince of a fictional European country accidentally calls a run-down salon in the Bronx to schedule a haircut for His Royal Highness, Prince Thomas. Upon hearing who he says he works for, Izzy, the owner of said salon replies, “Yeah, and I’m the Queen of Genovia” in a thick New York accent.

Genovia, of course, is the fictional country of “The Princess Diaries,” where Anne Hathaway and Julie Andrews rule. But anyone inclined to watch “The Royal Treatment” already knew that. And its mention raises questions about whether the movie “The Princess Diaries” or the country Genovia (and by extension Princess Mia) exists in this universe. Unfortunately, neither scenario is explored, but perhaps more importantly it suggests that this movie actually has a sense of humour about itself which already puts it a slight cut above its peers.

The best thing going for this very generic endeavour is Laura Marano, the Disney Channel star who plays Izzy. She’s a hairstylist with a heart of gold and dreams of world travel who will storm out of a \$500 job when she can’t even afford the subway ride home because she sees her client disrespecting a domestic worker. Respect for clients, subjects and all manner of people is an overriding theme, which is hard to argue with and at least shows that this movie is trying to be a bit more than a “common girl makes good with random prince” tale.

Naturally, Prince Thomas (played by Mena Massoud, who starred in the live-action “Aladdin”) finds Izzy to finish the cut and invites her and her employees to Lavanian to do the



Laura Marano and Mena Massoud appear in a scene from “The Royal Treatment”

KIRSTY GRIFFIN  
NETFLIX

## THE ROYAL TREATMENT

One and a half stars out of four  
**Starring:** Laura Marano, Mena Massoud  
**Running time:** 95 minutes  
**Streaming on:** Netflix

hair and makeup for his wedding, because the movie has to keep going somehow and neither logic nor reality seems to govern plot developments here.

But for as generally appealing as Izzy is, Prince Thomas is woefully undeveloped. It’s a good thing Massoud has some innate charisma going for him because his character is somehow both bland and ridiculous.

He’s sheltered enough to feel like he’s never had a conversation with anyone who wasn’t in his immediate employ, but then casually mentions how he’s also been on subways before because he went to

school in America. Massoud also makes the interesting choice to speak without any sort of continental accent — perhaps it was that American education, or perhaps it’s just an indication of the movie’s overall quality and attention to detail.

That said, the production is almost charmingly budget. They have, it seems, one drone shot of a castle that they use several times. Outside of the castle there are exactly two streets in Lavanian. The “nice” street has a fruit cart and a dinky merry-go-round that wouldn’t pass at a Stars Hollow fair. The downtrodden one looks like it’s been pulled from a regional theatre production of Oliver Twist.

But again, this movie does not seem to be taking itself seriously. There is a would-be mother-in-law who snaps photos of Izzy getting too cosy with the prince and leaks them to the local paper, which gives it the front-page treatment with

the headline: “Italian Tomato Seduces Prince.” The New York papers aren’t much better with the headlines: “Hot Prince Visit Makes Temperatures Rise in the City” is one.

Though there is some fun to be had both intentionally and unintentionally, “The Royal Treatment,” directed by Rick Jacobson and written by Holly Hester, is no “Princess Diaries” — not even close. Nor is it a “good movie” but that also assumes that it’s possible to judge “good” and “bad” in this very strange and specific kind of Hallmark Channel-style modern fairy tale. Like a drug store chocolate bar, it just is. It might not be good for you, but it’ll go down shockingly easy, give you a minor sugar high (and possible headache) and disappear from your memory just as quickly, leaving you defenseless for when the inevitable sequel comes along.

THE ASSOCIATED PRESS

## MOVING ROADS FORWARD

### NOTICE OF PUBLIC INFORMATION CENTRE #3 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).

#### PUBLIC INFORMATION CENTRE #3

Public Information Centre meetings for this EA Study was held online from August 18 - September 15, 2020. The second of the three Public Information Centre meetings was held online on 21st of July, 2021 which presented the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution.

The public is now invited to attend and provide input at the third Public Information Centre that will present the alternative design concepts considered and the preliminary preferred concept. Public Information Centre #3 is being held online and will include a presentation on Wednesday, February 2nd, 2022 starting at 6:00 p.m. followed by a question and answer session. To join the online Public Information Centre, please visit

[niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea) on the day of presentation and click on the presentation link. Public Information Centre information materials will be available on the website by Wednesday, February 2nd, 2022 and comments will be received until February 18, 2022.

#### CONTACT

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 ext. 3620  
[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)

**Ray Bacque, P. Eng.**  
 Project Manager  
 R.J. Burnside & Associates Limited  
 905-821-5891  
[Ray.Bacque@rjburnside.com](mailto:Ray.Bacque@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.

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

This Notice first issued on January 17, 2022.

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara Region

[niagararegion.ca/projects/bridge-street-ea](http://niagararegion.ca/projects/bridge-street-ea)

PHOTO COURTESY OF NETFLIX  
 PressReader.com | 1.800.273.8604  
 Copyright 2022. All rights reserved.

pressreader



JULIE JOCSAK TORSTAR

The piers in Port Dalhousie will be getting 24 concrete benches this spring.

## New benches in works for Port Dalhousie piers

**KARENA WALTER**  
THE ST. CATHARINES STANDARD

Pedestrians who venture out on the new Port Dalhousie piers will finally have a place to sit as early as March.

City staff have chosen a design for 24 custom-made concrete benches reinforced with rebar that will dot the east and west piers permanently.

"We're hopeful as the weather allows us to install them we will get them out there early spring," said Phil Cristl, director of community, recreation and culture services.

The mid-March timeline depends not only on snow but if there are icy conditions on the piers.

The old piers had 44 wooden memorial benches along their pathway, which were relocated when the federal government closed the piers in 2015 for safety issues.

Fisheries and Oceans Canada rebuilt new piers at a cost of \$26 million and they were opened to the public in June 2021.

But the new structures didn't have any benches past the water line, something Port Dalhousie Coun. Carlos Garcia told city council in July needed to be rectified.

He said it would be difficult for someone older or who has accessibility needs to walk the piers and discover they have no place to rest along the stretch or

when they got to the end.

A walk along the east pier is more than a kilometre to the tip and back.

Council voted to install benches, but this time they will be permanent and concrete because the wooden-style seats had to be removed each winter to avoid ice damage and be reinstalled in the spring. Council was told that can cause damage to the piers in the long term because water gets into the anchor holes.

A memo to council for Monday's meeting said the designs chosen by staff were reviewed and supported in principle by the city's accessibility committee in September. It suggested the inclusion of an armrest or grab bar to some benches to help individuals sit or stand.

Of the 24 benches, the city said half will have stainless steel armrests.

Twelve benches will be installed on the west pier and 12 on the east. The new permanent benches cost \$2,822 each with armrests and \$2,000 each without. Installation, delivery, HST and a 15 per cent project contingency fund brings the total up to \$37,000.

The project is being funded with \$42,000 from the civic project fund and \$45,000 from the 2022 capital budget.

KARENA WALTER IS A ST. CATHARINES-BASED REPORTER, PRIMARILY COVERING CITY HALL FOR THE STANDARD. REACH HER VIA EMAIL: KARENA.WALTER@NIAGARADAILIES.COM

**Better hearing with Bernafon hearing aids**

Alpha delivers a listening experience without compromise in quality or speech intelligibility, supported by Bernafon's Hybrid Technology™.

**Zerena in-the-ear custom hearing aids** are so small they don't interfere with your style.

Call us at **905.835.6607** to learn more!

Zerena in-the-ear custom hearing aids | Alpha Rechargeable miniFIT R

Looking after Port Colborne's Ears and Eyes for over 30 years.

**SMITH OPTICAL VISION & HEARING CARE**

482B Steele St., Port Colborne Ontario L3K 6A7  
**905.835.6607**

www.smithoptical.ca

LET US HELP YOU WITH A NEW LOOK!

**50% OFF** SECOND OR THIRD SET OF LENSES!

FRAMES FOR THE WHOLE FAMILY FROM ONLY... **\$80**

**EYE EXAMS**

Dr. Bryanna Pinelli OPTOMETRIST  
**905-834-0532**

905-835-6607  
482 Steele St., Port Colborne  
www.smithoptical.ca

## MOVING ROADS FORWARD

## NOTICE OF PUBLIC INFORMATION CENTRE #3 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).

**PUBLIC INFORMATION CENTRE #3**  
Public Information Centre meetings for this EA Study was held online from August 18 - September 15, 2020. The second of the three Public Information Centre meetings was held online on 21st of July, 2021 which presented the results of environmental and technical studies completed to date, the alternative solutions considered and a preliminary preferred solution.

The public is now invited to attend and provide input at the third Public Information Centre that will present the alternative design concepts considered and the preliminary preferred concept. Public Information Centre #3 is being held online and will include a presentation on Wednesday, February 2nd, 2022 starting at 6:00 p.m. followed by a question and answer session. To join the online Public Information Centre, please visit

niagararegion.ca/projects/bridge-street-ear on the day of presentation and click on the presentation link. Public Information Centre information materials will be available on the website by Wednesday, February 2nd, 2022 and comments will be received until February 18, 2022.

**CONTACT**  
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 ext. 3620  
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.

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

This Notice first issued on January 17, 2022.

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

**Niagara Region**

niagararegion.ca/projects/bridge-street-ear

PHOTO: ANNE VAN DER WERF FOR PRESSRECORDER.COM  
MAP: NIAGARA REGION  
CONTRIBUTOR: NIAGARA REGION



# BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

---

**Appendix B**

**Presentation Slides**

Appendix B

**MOVING  
ROADS  
FORWARD**

Niagara Falls Station

Bridge St. (Regional Road 43)

**Welcome!**

**Online Public Information Centre #3**

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

**Municipal Class Environmental Assessment**

**Wednesday February 2, 2022 (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
- Problem & Opportunity Statement
- Supporting Studies:
  - Transportation Needs & Opportunities
  - Streetscape Opportunities
  - Socio-economic Environment
  - Natural Environment
  - Cultural Heritage and Archaeology
- Public Consultation

## Assessment of Alternative Solutions

- Planning and Design Time Horizons
- Evaluation of Alternative Designs
- Design Considerations
- Preliminary Preferred Designs
  - Bridge Street
  - City of Niagara Falls Streets
- Stakeholder Impacts
- 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”.

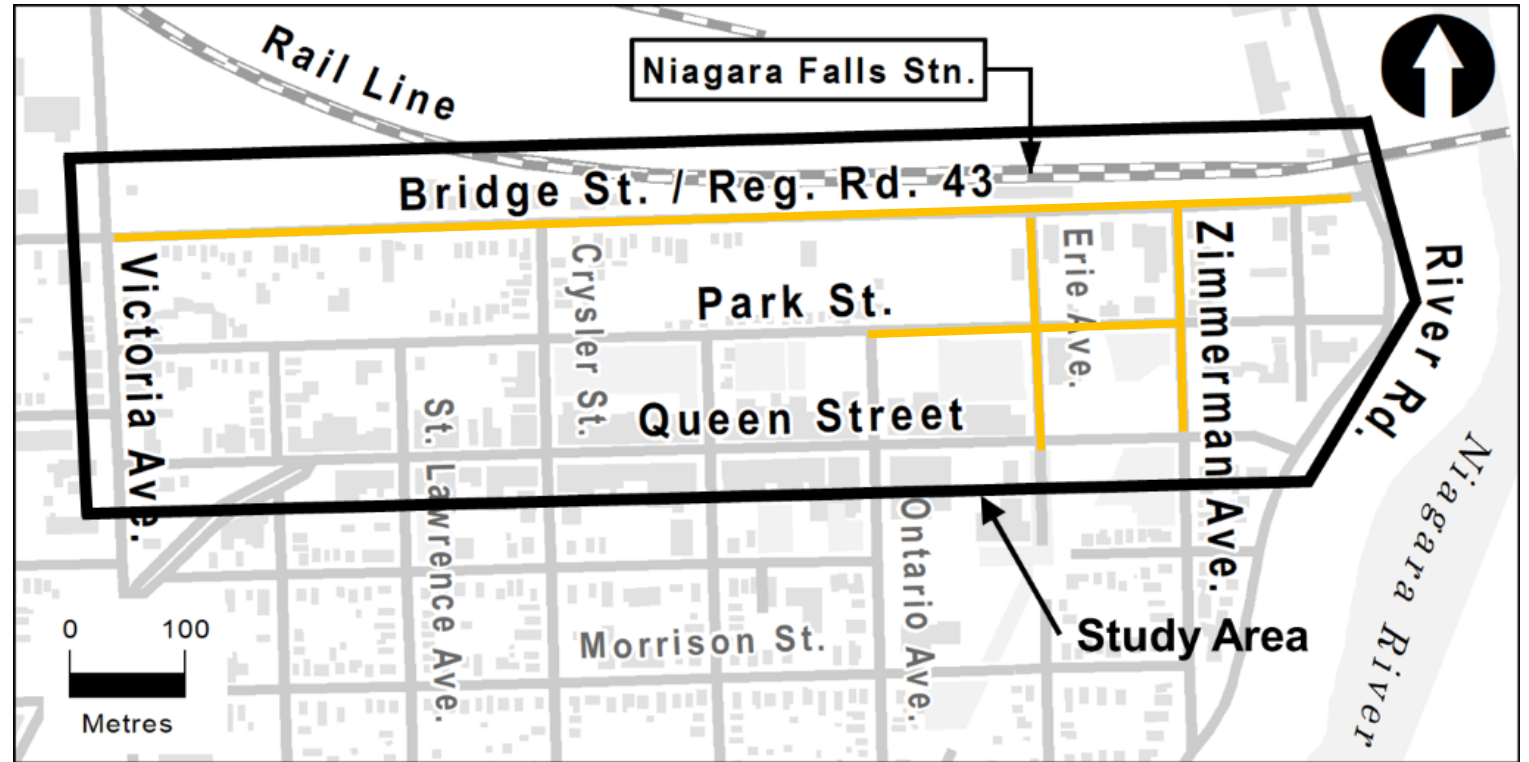


- In case if you would like to submit your feedback later, the presentation materials and an online comment form are available on the project webpage: <https://www.niagararegion.ca/projects/bridge-street-ea>

# 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.

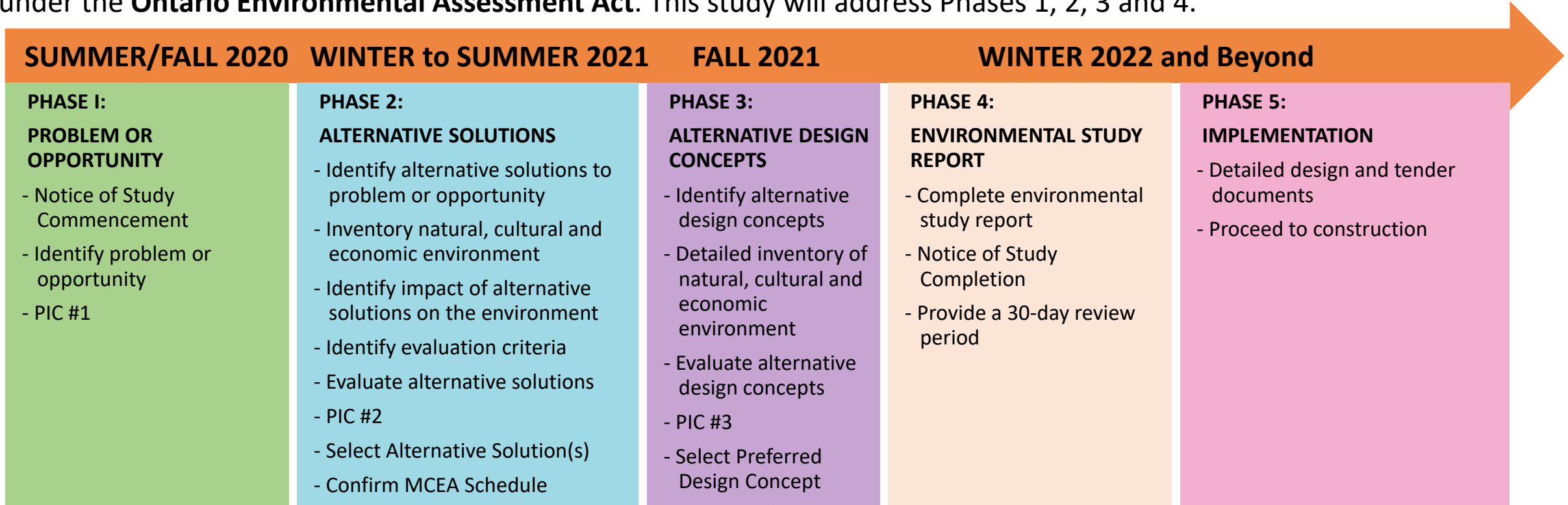


## The Objective

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 Environmental Assessment (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**

# 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.



**MOVING  
ROADS  
FORWARD**

**CONNECTING MORE PEOPLE TO MORE POSSIBILITIES**

**Niagara  Region**

# Studies Undertaken



## **SOCIO-ECONOMIC ENVIRONMENT**

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



## **NATURAL ENVIRONMENT**

Undertaken 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

# 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:

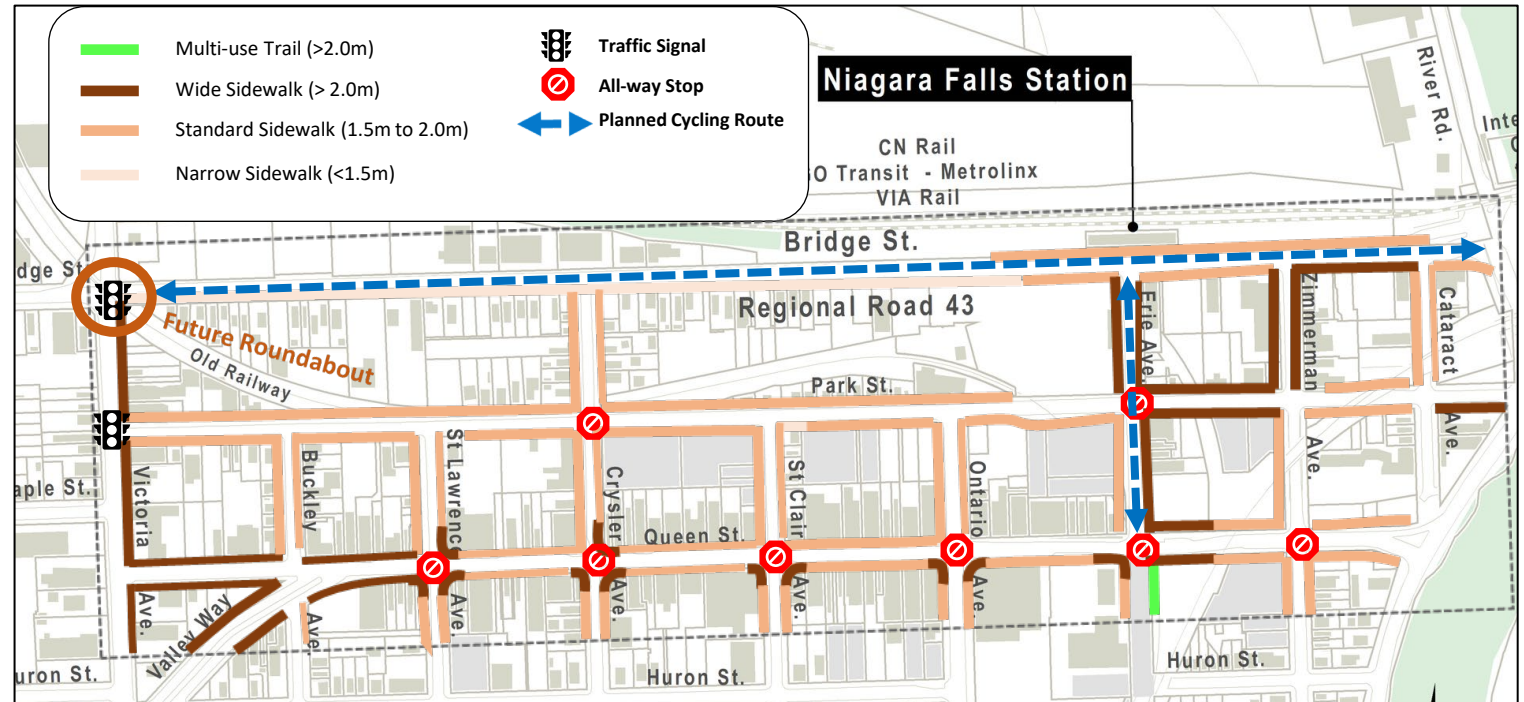
- Future need for left turn lane for Erie Avenue and possible future development

## Transit Service:

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

## Streetscape:

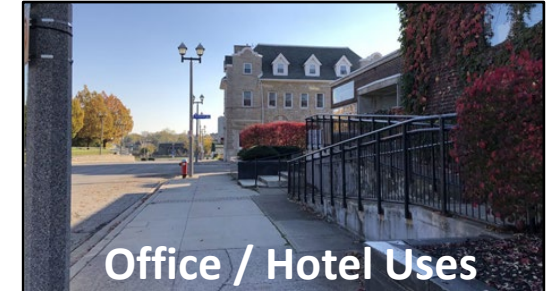
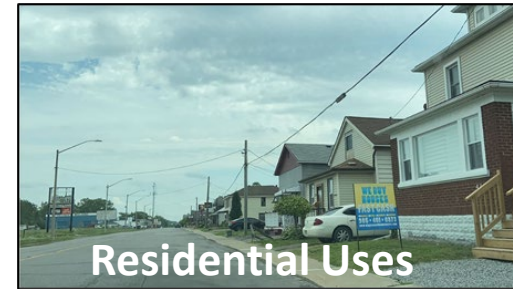
- Different opportunities for Complete Streets add landscaping, walking and cycling amenities, marketing areas, and gateways and placemaking elements for Bridge Street east and west of Erie Avenue and along Erie Avenue.



# Socio-economic and Planning Considerations

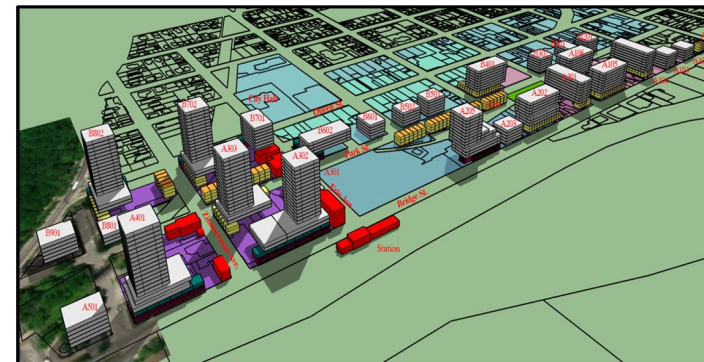
## Existing Land Uses:

- Mostly residential uses south side of Bridge Street, Victoria Avenue to 170 m east of Chrysler Avenue.
- Employment uses north side of Bridge Street, Victoria Avenue to 130 m 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 m<sup>2</sup> of commercial and office uses.



# Natural Environment Considerations

## Investigations:

- Vegetation communities
- Incidental wildlife and migratory birds
- Endangered and threatened species
- Areas of Natural Scientific Interest (ANSI)

## Implications:

- Impacts to natural heritage features and functions are expected to be minimal

## Recommendations:

- Tree inventory / protection during detail design
- A landscape plan to improve tree canopy cover
- Use native or non-invasive urban tolerant species





# Public Consultation

## Format and Content of PIC #1

- Virtual PIC posted on niagararegion.ca/projects from August 18, 2020 to September 15, 2020 to introduce the study
- PIC Content: Problem & Opportunity, Class EA Process, Transportation System, Key Issues, Technical and Next Steps

## Format and Content of PIC #2

- Virtual Live PIC hosted by Niagara Region July 21, 2021 and posted on the study site
- PIC Content: Transportation needs, natural and social environmental constraints, alternatives and preferred solution, interim and ultimate cross sections and Next Steps

## Stakeholder Consultation

- Circulation to government agencies and indigenous communities
- Consultation meetings with property owners and residents of affected properties (December 2021, January 2022)

# Planning and Design Time Horizons

## Interim Horizon (prior to redevelopment)

- Short and Medium-term operating conditions
- Existing residences and businesses anticipated to remain
- Little to no additional property required
- Vehicle traffic levels anticipated to remain low
- Increased walking and cycling activity with GO rail station operations



## Ultimate Horizon (as redevelopment proceeds)

- Longer term operating conditions
- Significant amount of redevelopment underway along Bridge Street
- Will require additional property along Bridge Street frontages
- Higher traffic from redevelopment



Source: Niagara GO Hub and Transit Stations Study (BrookMcIlroy)

# Bridge Street Roadway Sections



## West Section

- Existing employment land uses on the north side
- Existing residential land uses on the south side
- Existing 18.3 m right of way
- Opportunity to widen right of way with redevelopment

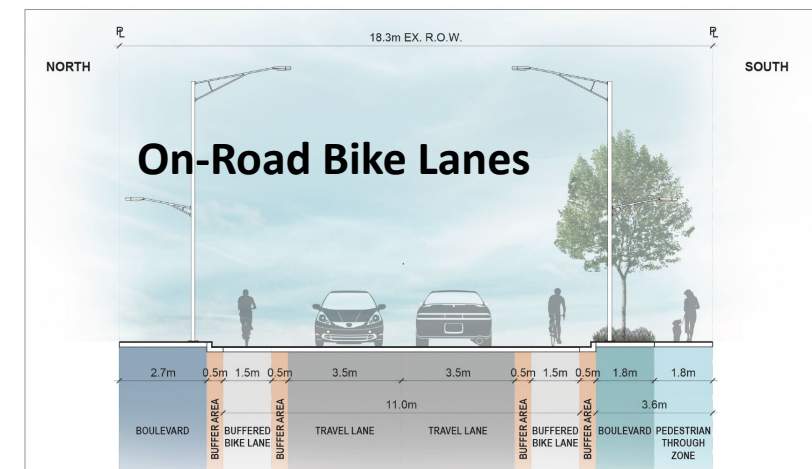
## East Section

- Existing rail station on north side
- Existing office, hotel bus station uses on south side
- Existing right of way ranges from 18.3 m to 20.2 m
- Constraints to widen right of way with current land uses

# Preferred Solution: Bridge Street

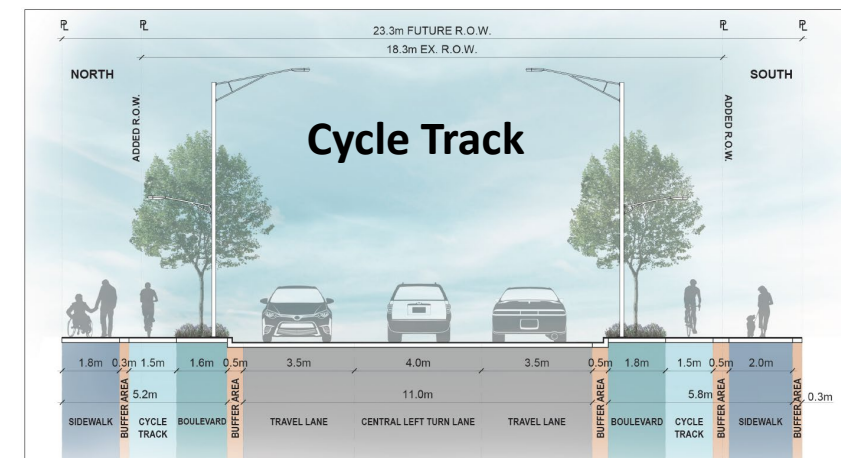
## West Section of Corridor Interim Solution: Bike Lanes

- 1 EB and 1 WB through lane 3.5 m each
- Bicycle facility (i.e., bike lanes) adjacent to vehicle lanes
- South side boulevard adjacent to roadway (planting area, utilities, sidewalk)
- North side boulevard adjacent to roadway (hard surface treatment)



## West Section of Corridor Ultimate Solution: Cycle Track

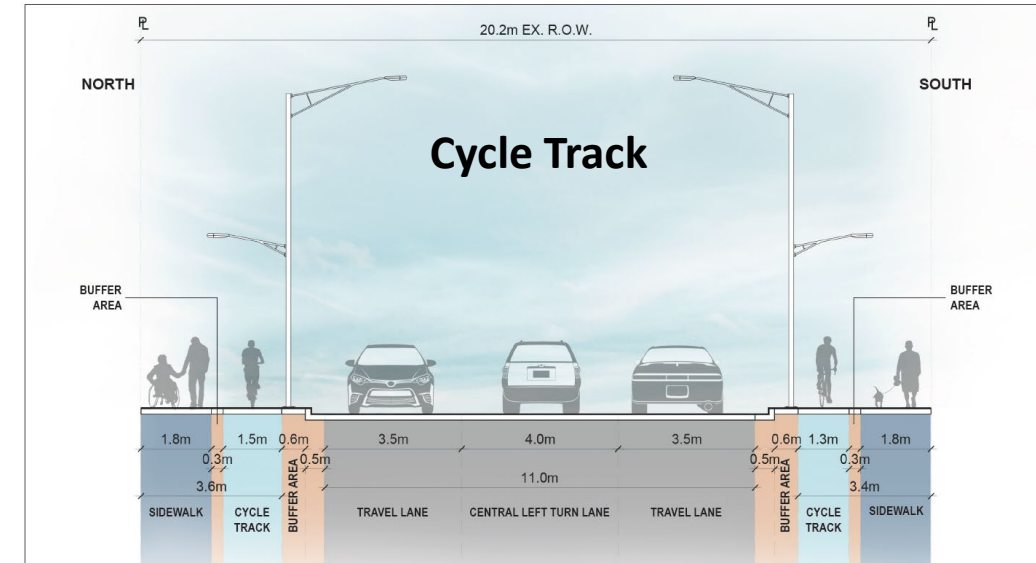
- Remove bike lanes and replace with centre left-turn lane
- 2.5 m ROW widening to allow boulevard cycle track
- Add north side and south side boulevard planting and utilities
- Curb location can remain the same



# Preferred Solution: Bridge Street

## East Section of Corridor Solution: Cycle Track

- 1 EB and 1 WB through lane 3.5 m each
- Centre left-turn lane
- Bicycle facility (i.e., cycle tracks) adjacent to sidewalk
- Bus loops for bays on north side
- Improvements for pedestrian crossing at Erie Avenue



# Identification of Alternative Bridge Street Designs:

## Bridge Street Bicycle Facility Configuration Alternatives

Buffered Bike Lane (City of Toronto)



Source: OTM Book 18 Figure 4.21

One-way Cycle Track (City of Toronto)



Source: OTM Book 18 Figure 4.30

Two-way Cycle Track (City of Toronto)



Source: <https://www.toronto.ca/services-payments/streets-parking-transportation/cycling-in-toronto/cycle-track-projects/lake-shore-cycle-track/>

# Evaluation of Alternative Bridge Street Designs:

## Bridge Street Bicycle Facility Configuration – West Section

- Natural Heritage implications are comparable for all design options
- Socio-economic and cultural heritage implications are comparable for all design options

Design Options	Key Transportation and Cost Considerations	Findings
Bike Lanes	Low implementation cost; very low operational maintenance cost Low cost to add future left-turn lane and no short-term impact to properties Moderate / High level of cyclist safety	Recommended Interim
One-Way Cycle Track	Moderate implementation cost; low operational maintenance cost High cost to add future left-turn lane OR short-term impact to properties High level of cyclist safety	Recommended Ultimate
Two-way Cycle Track	Moderate / High implementation cost; low operational maintenance cost High cost to add future left-turn lane OR short-term impact to properties High level of cyclist safety	-

# Evaluation of Alternative Bridge Street Designs:

## Bridge Street Bicycle Facility Configuration – East Section

- Natural Heritage implications are comparable for all design options
- Socio-economic and cultural heritage implications are comparable for all design options

Design Options	Key Transportation and Cost Considerations	Findings
Bike Lanes	Low implementation cost; very low operational maintenance cost No cost to add future left-turn lane Moderate level of cyclist safety and convenience – interaction with bus traffic	-
One-Way Cycle Track	Moderate implementation cost; low operational maintenance cost No cost to add future left-turn lane High level of cyclist safety and convenience	Recommended
Two-way Cycle Track	Moderate implementation cost; low operational maintenance cost No cost to add future left-turn lane Low level of cyclist safety and convenience – transition area at Erie Avenue	-



# Evaluation of Alternative Bridge Street Designs:

## Bridge Street / Erie Avenue Intersection

### ■ Traffic Control

Design Options	Key Transportation and Cost Considerations	Findings
Traffic Signals	Provides a high level of conspicuity and driver recognition Allows pedestrian and vehicle actuation Provides higher level of pedestrian safety	Recommended
Pedestrian Crossover	Allows pedestrian actuation; not responsive to vehicle demand	-
Stop Control	More vehicle stops, delays and related emissions	-

### ■ Lane Configuration

Design Options	Key Considerations	Findings
2 Lane Cross-section	Narrower pedestrian crossing	-
3 Lane Cross-section	Region policy for left turn lanes at signalized intersections	Recommended

# Design Considerations:

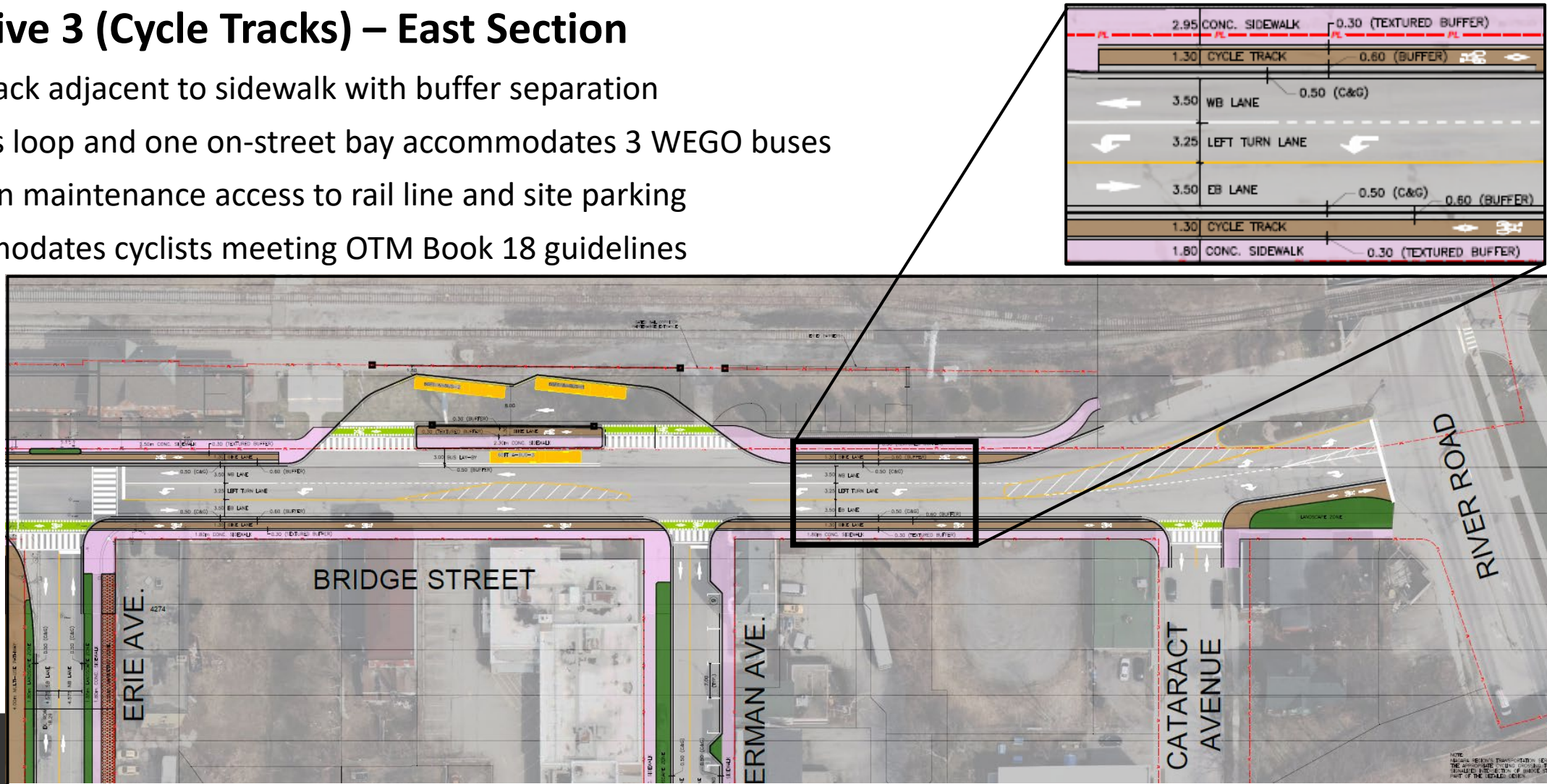
## Stakeholder Impacts and Implementation

- Interim Solution
  - No significant impacts to property (minor impacts for utilities and grading)
  - Current parking within the Bridge Street existing right-of-way and on-street will no longer be permitted
  - Landscape features within the right of way will be replaced with a streetscape area and relocated sidewalk
  - Some building features (steps, ramps, porches) within or adjacent to the road right of way may be reconfigured
- Ultimate Solution
  - 2.5 metres is required across the frontage of 30 properties on the south side and 6 properties on the north side
  - 7 buildings and/or entranceways are directly affected by the additional 2.5 metres required on the south side
  - Parking and business operations are affected by the additional 2.5 metres required on the north side
  - The timing of property acquisition and implementation will be coordinated with property owners

# Preliminary Preferred Design: Interim & Ultimate

## Alternative 3 (Cycle Tracks) – East Section

- Cycle track adjacent to sidewalk with buffer separation
- East Bus loop and one on-street bay accommodates 3 WEGO buses
- Maintain maintenance access to rail line and site parking
- Accommodates cyclists meeting OTM Book 18 guidelines

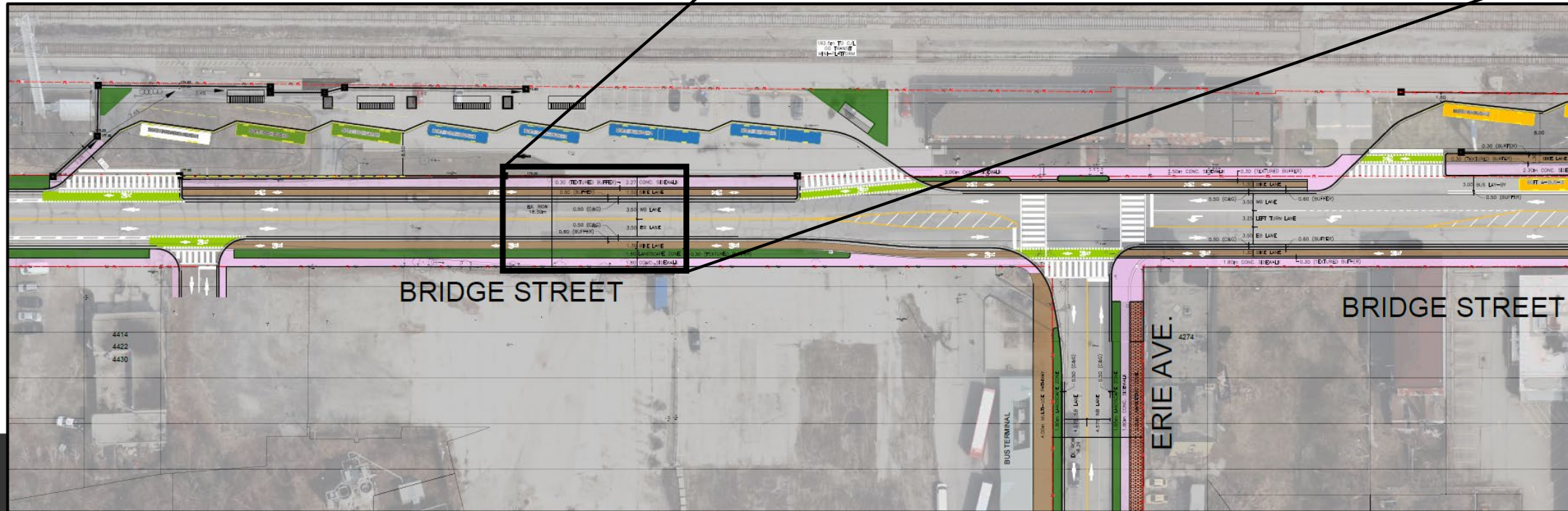


# Preliminary Preferred Design: Interim & Ultimate

## Alternative 3 (Cycle Tracks) – GO Precinct Section

- Cycle track adjacent to sidewalk with buffer separation
- West Bus loop accommodates 7 buses (GO, City Transit and Private)
- No changes to curb and drainage for ultimate configuration
- Accommodates cyclists meeting OTM Book 18 guidelines

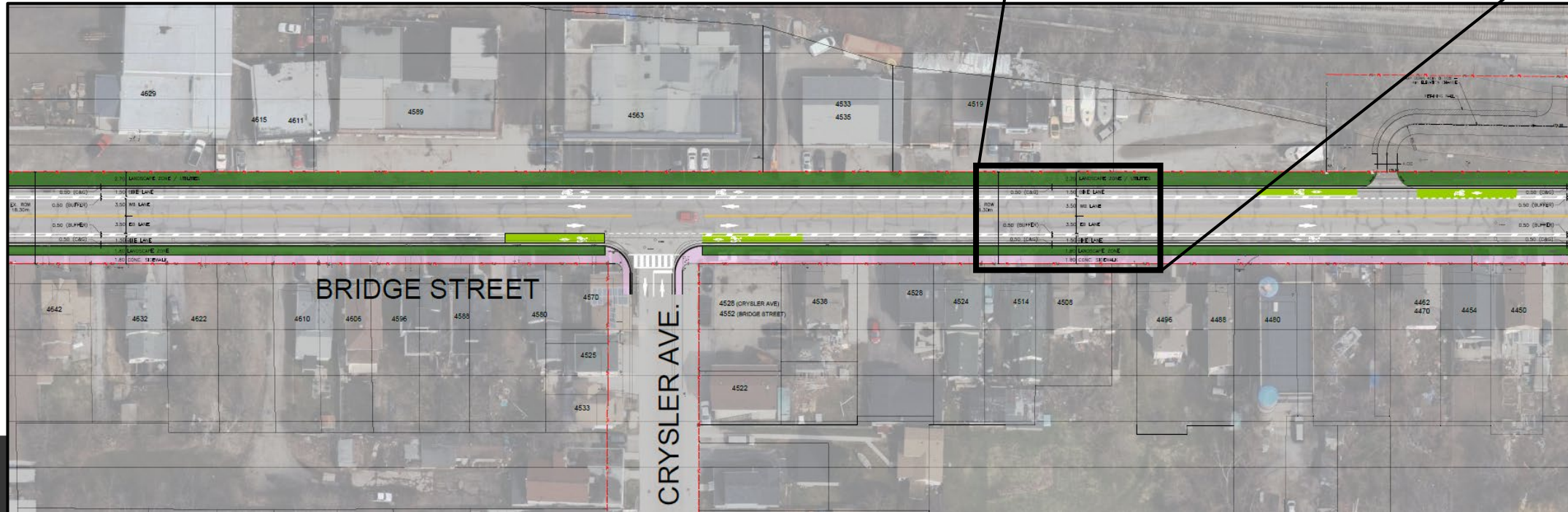
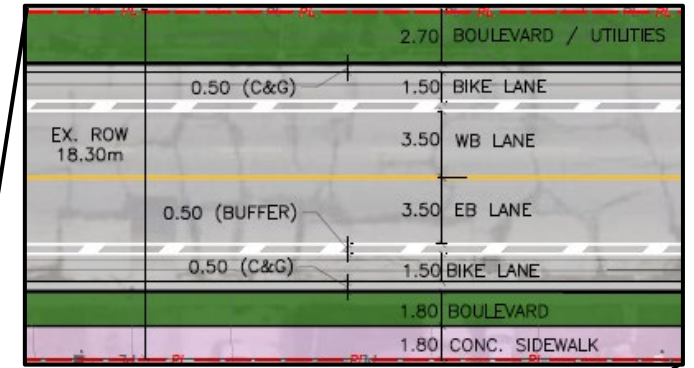
	0.30 (TEXTURED BUFFER)	2.27	CONC. SIDEWALK
	0.60 (BUFFER)	1.50	CYCLE TRACK
EX. ROW 18.30m	0.50 (C&G)	3.50	WB LANE
	0.50 (C&G)	3.50	EB LANE
	0.60 (BUFFER)		
		1.30	CYCLE TRACK
		1.60	BOULEVARD
		1.80	CONC. SIDEWALK



# Preliminary Preferred Design: Interim

## Alternative 1 (On-street Bike Lanes) – West Section

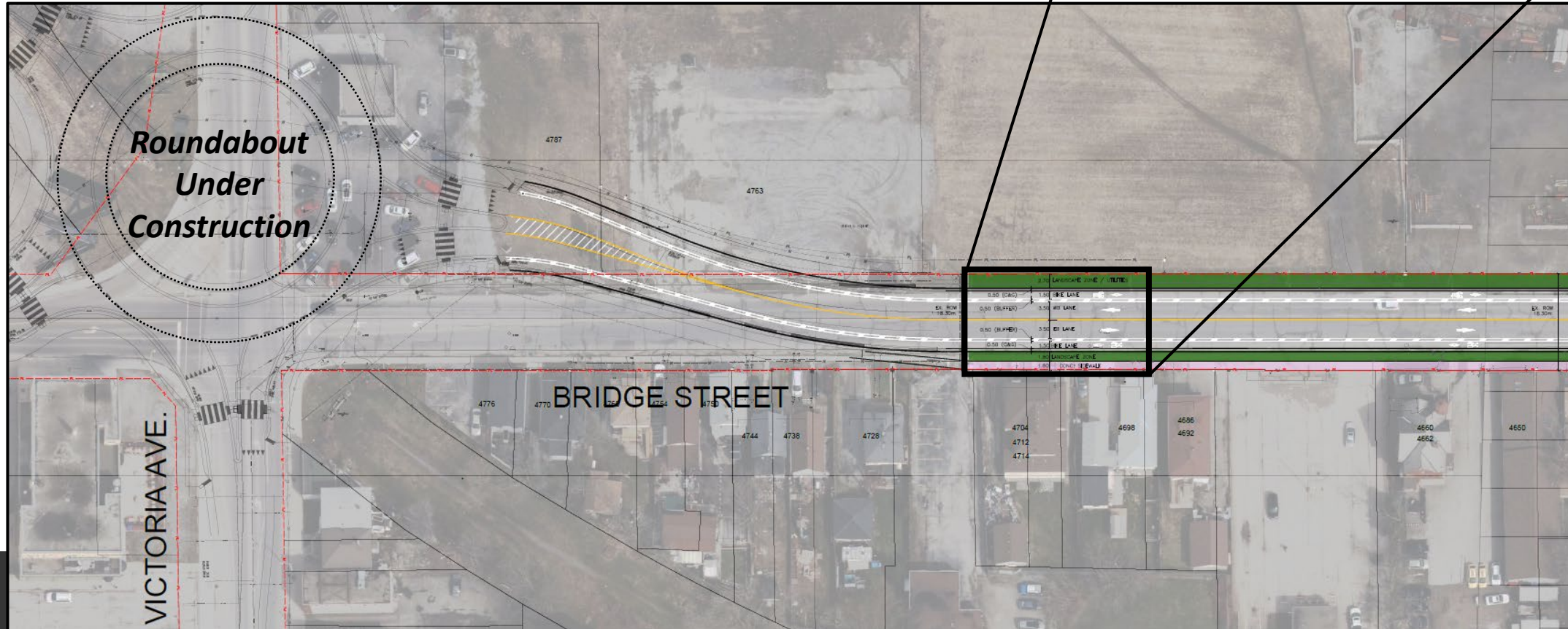
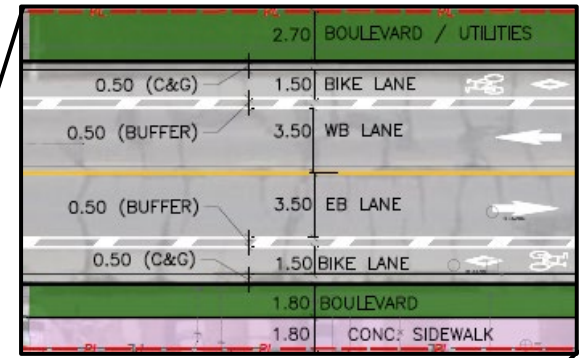
- Allows for continuous buffered bike lanes
- Lower property and cost implications
- No changes to curb and drainage for ultimate configuration
- Accommodates cyclists meeting OTM Book 18 guidelines



# Preliminary Preferred Design: Interim

## Alternative 1 (On-street Bike Lanes) – West Section

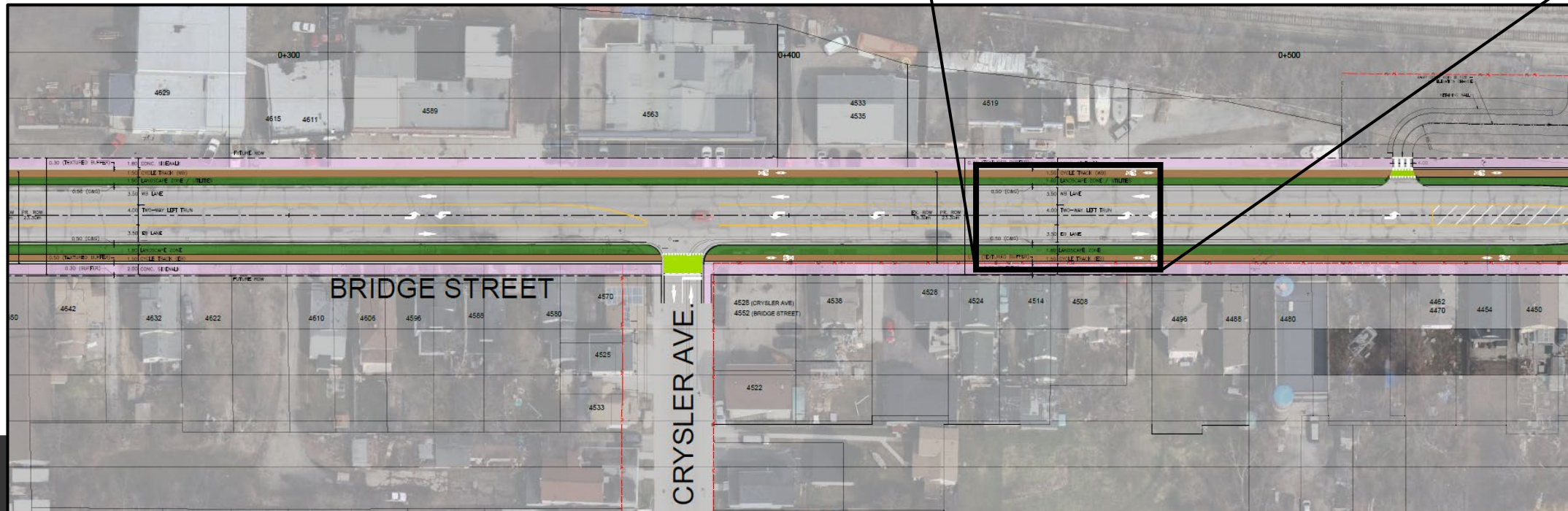
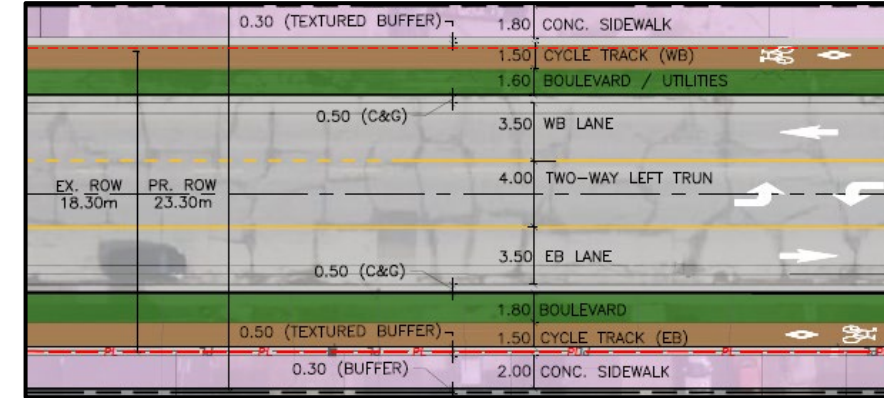
- Allows for continuous buffered bike lanes
- Integration with the Victoria Avenue / Thorold Stone Road Extension Roundabout



# Preliminary Preferred Design (And Property): Ultimate

## Alternative 3 (Cycle Tracks) – West Section

- Allows for continuous cycle tracks in the long term
- Coordinated with redevelopment of adjacent properties
- No changes to curb and drainage for ultimate configuration
- Requires 2.5 metres of additional property on each side of the road



# Preliminary Preferred Design: City of Niagara Falls Streets

## Erie Avenue

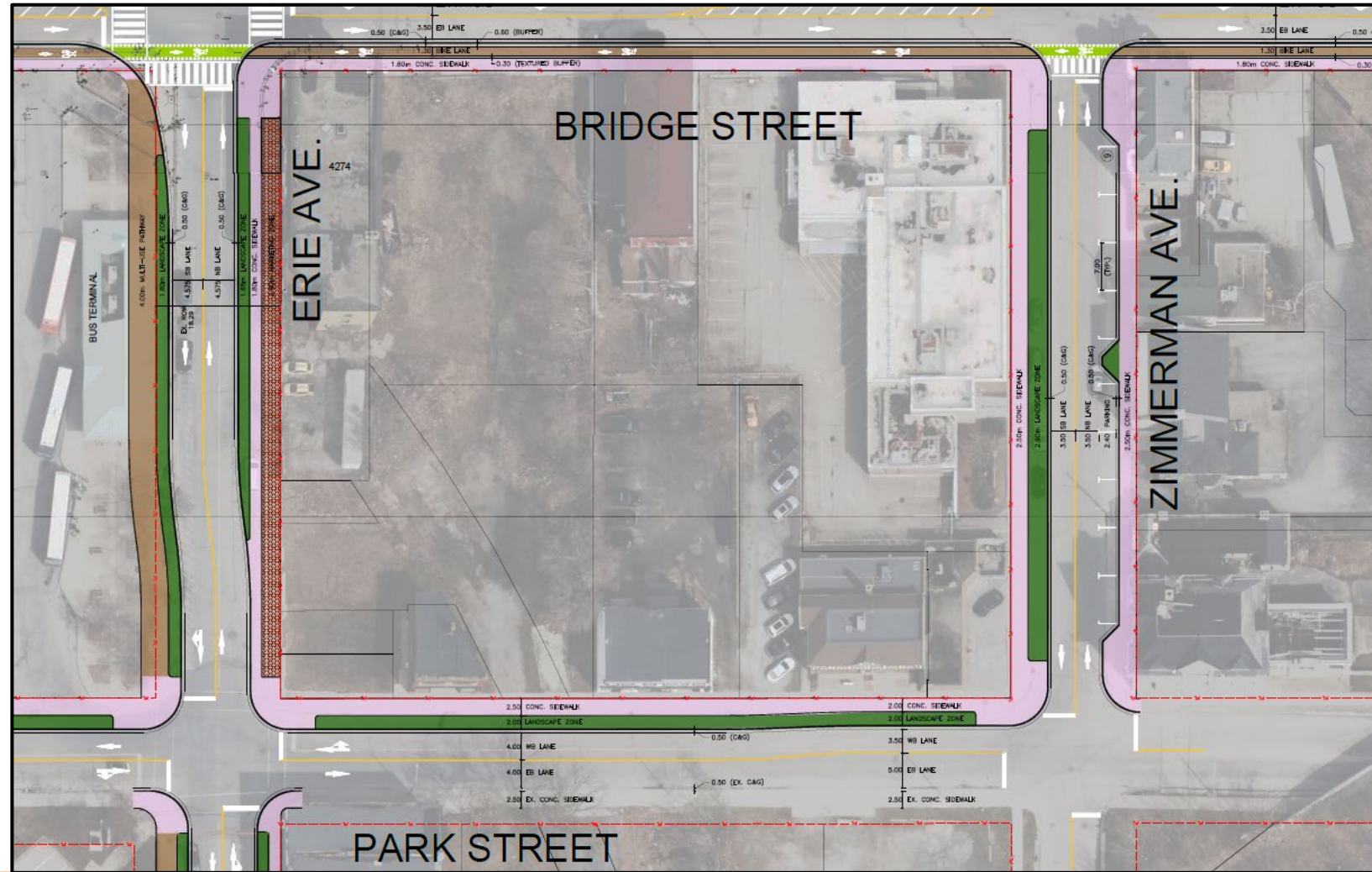
- Narrow the pavement width to 9.15m
- West side multi-use path 3.0m to 4.0m
- East side market zone (Bridge to Park)
- Planting zone east and west sides

## Park Street

- Planting zone north side 2.0m
- Road width narrowed 8.0m

## Zimmerman Avenue

- Planting zone west side 2.9m
- Parking east side 2.4m
- Sidewalk 2.5m both sides





# Next Steps



- 3-Week PIC #3 Comment Period Ending on February 18, 2022.
- Review PIC #3 Comments
- Develop a PIC Summary to document results of this PIC. The Summary Report will be posted on the project webpage
- Complete consultation with stakeholders
- Finalize the Preferred Design Concept
- Document the findings in an Environmental 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 February 18, 2022.



Provide email comments or ask 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>)

# 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](mailto: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](mailto: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**

<b>Comment Sheet</b>  <b>Virtual Public Information          Centre (PIC) #3 – Wednesday,          February 2, 2022 at 6:00 p.m.</b>  Comment Period: February 2, 2022 to February 18, 2022	<b>Name:</b>	
	<b>Address:</b>	
	<b>Postal Code:</b>	
	<b>Phone:</b>	
	<b>Email:</b>	

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 PIC for this EA Study was held online from August 18 - September 15, 2020; the second PIC was held online from July 21 – August 6, 2021. This third PIC is scheduled for February 2, 2022 and will present the alternative design concepts considered and the preliminary preferred concept, 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](mailto: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 February 18, 2022. 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](mailto:FOI@niagararegion.ca).

# Public Information Centre (PIC) #3 for Bridge Street Environmental Assessment | Comment Form

## 1. Introduction

---

### 1. Contact information

First name

██████

Last name

██████

Street address

██████████

Apt. / suite

City

Niagara Falls

Phone

██████████

Email

████████████████████

### 2. Provide any comments or questions you have on the preferred solution that is being proposed.

From PIC #3 ppt, slide 27.

It indicates a narrowing of park street by 8m -- it looks like on the north side. It also looks like that narrowing will continue west of Erie.

How far west will that narrowing continue and what will happen beyond that? I assume that the south side parking will remain, but that would make for a somewhat awkward transition... If it helps, I would be happy to accept 8m more front lawn.

# Public Information Centre (PIC) #3 for Bridge Street Environmental Assessment | Comment Form

## 1. Introduction

---

### 1. Contact information

First name

██████

Last name

██████

Street address

██████████

Apt. / suite

City

Niagara Falls

Phone

██████████

Email

████████████████████

### 2. Provide any comments or questions you have on the preferred solution that is being proposed.

With the reconfiguring of the train/bus station area, are there anticipated changes to bus routes in the area?

Of course I have in mind whether busses will continue along a somewhat narrower park street, but also whether there will be higher anticipated bus traffic along bridge -- and whether there are anticipated noise/other implications.

This is probably part of another study -- could you point me towards it?

thanks.



# Public Information Centre (PIC) #3 for Bridge Street Environmental Assessment | Comment Form

## 1. Introduction

---

### 1. Contact information

First name

██████

Last name

██████

Street address

██████████████████

Apt. / suite

City

Niagara Falls

Phone

██████████

Email

██████████████████████████████

### 2. Provide any comments or questions you have on the preferred solution that is being proposed.

PIC #3 slide 11: there are listed some investigations that (I believe) have been carried out:

- Vegetation communities
- Incidental wildlife and migratory birds
- Endangered and threatened species
- Areas of Natural Scientific Interest (ANSI)

Could you please point me to where I can have a look at these?

# Public Information Centre (PIC) #3 for Bridge Street Environmental Assessment | Comment Form

## 1. Introduction

---

### 1. Contact information

First name

██████

Last name

██████

Street address

████████████████████

Apt. / suite

City

Niagara Falls

Phone

██████████

Email

██

### 2. Provide any comments or questions you have on the preferred solution that is being proposed.

last one I promise... and this one very definitely isn't really related to this PIC.

So, as a cyclist/pedestrian I like the bike lines and sidewalks, and the area certainly couldn't look much worse than it does now. but...

1. There must be a plan showing how the go train service will be improved. Although they may claim otherwise, in practice it takes the go train nearly 3 hours from toronto now, and that will definitely make it not-commutable. can you point me to somewhere to look for planned go train track/service improvements?

2. Improving the train-bus linkage will also have the unintended consequence that people will be less likely to hang around in the area of the train station -- because they will be efficiently ushered onto the bus that takes them right to the casino.

Yes if 1 (above) is solved you will likely get some development over time, but there must be some incentives set up in the mean time to encourage business visible to passengers at the station -- like a restaurant or (gasp) a half decent coffee shop that is open after 2pm... can you point me to somewhere in a plan somewhere that describes such incentives?

thank you!

**From:** Niagara Region Website <[webmaster@niagararegion.ca](mailto:webmaster@niagararegion.ca)>  
**Sent:** Friday, February 18, 2022 12:45 PM  
**To:** Ryall, Carolyn <[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)>  
**Cc:** webincoming <[webincoming@niagararegion.ca](mailto:webincoming@niagararegion.ca)>  
**Subject:** Online Form - Enquiry from Region website

## Enquiry from Region website

To reply, copy the email address from below and put into 'To'. (if resident entered their email address)

name

[REDACTED]

phone

[REDACTED]

email

[REDACTED]

municipality

Niagara Falls

other mun

subject

Bridge St. Environmental Assessment and Adjacent Municipal Roadways

comments

Good Afternoon, I did fill out an official comment on this Study through the portal provided. I am looking for any information that pertains to PARKING in the Study Area. There is nothing I can find on a parking strategy or a Parking Study for this entire area. Thank You.

reply

yes

Page Referrer

**MailScanner has detected a possible fraud attempt from "urldefense.proofpoint.com" that could be a fraud attempt as the link does not match the site its claiming to be**  
<https://www.niagararegion.ca/projects/bridge-street-ea/>

## Sylvia Waters

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 09, 2022 7:50 PM  
**To:** Sylvia Waters  
**Cc:** Ray Bacquie; carolyn.ryall@niagararegion.ca; Avid Banihashemi  
**Subject:** Re: 51307-Notice of Public Information Centre #3 MCEA for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

Would you happen to have that full-size map of the development area ready? Electronic version of course.

Also.

Approval of your interim solution is not negotiable, its your land. Looking forward to a new sidewalk and grass out front, by the way.

Your ultimate solution, though, will impact property owners.

I am under the opinion that currently, expropriations (or negotiated sales) would have to occur to immediately implement your ultimate plan.

If the ultimate solution is approved would the property owners now be in a situation where proposed development of their site would impose the site plan condition that that portion of the front yard would have to be granted to the region? And if I recall, the property owner also has to finance the transaction.

In essence property owners currently have an financial asset in the road allowance your requesting, with my knowledge of site plan requirements I sense that if you get the approval for your ultimate solution it will become a financial liability.

Please, the whole truth, it wouldn't be difficult for me to research the answer, but I would prefer to hear it from you.

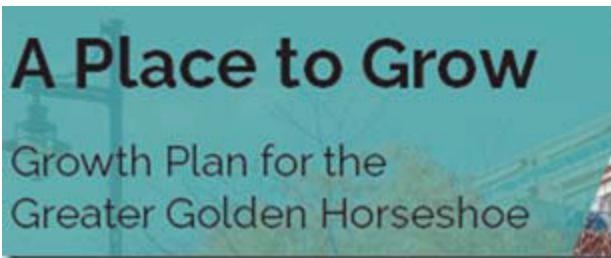
[REDACTED]

## Sylvia Waters

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 09, 2022 7:01 PM  
**To:** Sylvia Waters  
**Cc:** Ray Bacquie; carolyn.ryall@niagararegion.ca; Avid Banihashemi  
**Subject:** Re: 51307-Notice of Public Information Centre #3 MCEA for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

From the perspective of the information below, how will the needs of all the road users desiring parking on bridge St. be appropriately accommodated should all the on street parking be removed.



### 3.2.2 Transportation – General

3. In the design, refurbishment, or reconstruction of the existing and planned street network, a *complete streets* approach will be adopted that ensures the needs and safety of all road users are considered and appropriately accommodated.

#### **Complete Streets**

Streets planned to balance the needs of all road users, including pedestrians, cyclists, transit-users, and motorists.

## Sylvia Waters

---

**From:** [REDACTED]  
**Sent:** Wednesday, February 09, 2022 5:19 PM  
**To:** Sylvia Waters  
**Cc:** Ray Bacquie; carolyn.ryall@niagararegion.ca; Avid Banihashemi  
**Subject:** Re: 51307-Notice of Public Information Centre #3 MCEA for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

Also please comment of this ... from NFLS OP

### 3.12.3 Potential Street Grid Refinement

3.12.3.1 The mid-block laneway between Park Street and Queen Street shall be used as access to parking, loading and servicing. The lands along the laneway will be planned for with the following design recommendations:

- a) Buildings to the north of the laneway shall front onto Park Street;
- b) Buildings to the south of the laneway shall front onto Queen Street; and
- c) The laneway should be planned at a width of 7 metres.

3.12.3.2 Another potential refinement to the grid system would be an extension of Ontario Avenue north from Park Street to Bridge Street. This extension would allow for increased flow and circulation in and around the Transit Station Area.

### 3.12.4 Public Art

**From:** [REDACTED]  
**Sent:** Wednesday, February 09, 2022 3:25 PM  
**To:** [Sylvia Waters](#)  
**Cc:** [Ray Bacquie](#) ; [carolyn.ryall@niagararegion.ca](mailto:carolyn.ryall@niagararegion.ca) ; [Avid Banihashemi](#)  
**Subject:** Re: 51307-Notice of Public Information Centre #3 MCEA for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

Please comment on why your proposal conflicts with the Niagara Falls OP. Make it a good explanation, 80k+ people approved the OP.

c) Redevelopment of Bridge Street is proposed to be accommodated within a planned 23.2 metre right-of way as illustrated on Figure 14. The previous general boulevard recommendations apply to Bridge Street and specific design recommendations include:

- (i) A minimum pedestrian clearway/sidewalk of 2.5 metres.
- (ii) Textured edges and sound assisted crosswalks to assist the visually impaired.
- (iii) High quality treatments, such as a decorative band, for the pedestrian clearway. The pedestrian clearway should be coordinated with the design of feature paving across boulevards, intersections, crosswalks and driveways.
- (iv) Feature paving used to delineate areas of pedestrian priority.
- (v) The Planting and Furnishing Zone plus Edge Zone with a width of 1.9 metres.
- (vi) On-street parking 2.5 metres in width and provided on both sides of the street.
- (vii) On-street cycling lanes on both sides of the street with minimum widths of 1.2 metres.
- (viii) One 3.3 metre wide travel lane in each direction.

**From:** [Sylvia Waters](#)

**Sent:** Monday, January 17, 2022 9:03 AM

**Cc:** [Ray Bacquie](#) ; [carolyn.ryall@niagararegion.ca](mailto:carolyn.ryall@niagararegion.ca) ; [Avid Banihashemi](#)

**Subject:** 51307-Notice of Public Information Centre #3 MCEA for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, City of Niagara Falls

On behalf of the Niagara Region, please see the attached Notice of Public Information Centre (PIC) #3 for Detailed Transportation Assessment, and Active Transportation Plan for Regional Road 43 (Bridge Street) and Adjacent Municipal Roadways, Municipal Class Environmental Assessment (Class EA), City of Niagara Falls.

The public is invited to provide input on PIC #3 that will present the alternative design concepts considered and the preliminary preferred concept. Due to the current closures of public spaces for large gatherings, PIC #3 is being held **online and will include a presentation on Wednesday, February 2, 2022 starting at 6:00 P.M.** followed by a question and answer session.

To access the online PIC #3, please visit the Project Website

(<https://www.niagararegion.ca/projects/bridge-street-ea>). PIC #3 information material will be available on the website by Wednesday, February 2, 2022 and comments will be received until **February 18, 2022.**

**Carolyn Ryall, P. Eng.**  
Director, Transportation Services  
Niagara Region  
905.980.6000 x3620  
[Carolyn.Ryall@niagararegion.ca](mailto:Carolyn.Ryall@niagararegion.ca)

**Ray Bacquie, P. Eng.**  
Project Manager  
R.J. Burnside & Associates Limited  
905.821.5891  
[Ray.Bacquie@riburnside.com](mailto:Ray.Bacquie@riburnside.com)