

Regional Road 72 (Louth Street) Environmental Assessment

Public Information Centre #3 Summary Report

Prepared for:

Niagara Region
By Morrison Hershfield
May 14, 2024

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1. Introduction

The Regional Municipality of Niagara (Niagara Region) is undertaking a Schedule C Municipal Class Environmental Assessment and detailed transportation assessment of improvements to Louth Street in the City of St. Catharines. The study will review potential improvements to accommodate the current and future needs of pedestrian, cyclists, transit users, and motorists.

Purpose of Public Information Centre #3

Public participation is key to the success of this study. Engagement for essential and priority projects continues in-person and online paired with universally accessible methods. As such, the second Public Information Centre (PIC #3) was held in person and the information available virtually. The purpose of Public Information Centre #3 included the following:

- Providing an update on study progress.
- Reviewing the evaluation of alternative design concepts for Louth Street and present the preliminary preferred design.
- Presenting next steps and how to stay engaged.

Community members participated by:

- Attending in person on Wednesday March 20, 2024, from 6:00 p.m. to 8:00 p.m. in the Gymnasium at the St. Anthony Elementary School Gymnasium in St. Catharines, in a 'drop-in' format with project team members available to discuss the project and assist with any questions or concerns.
- Completing the comment form available at the in-person PIC.
- Viewing the PIC#3 slides on the project's website at <https://niagararegion.ca/projects/louth-street/default.aspx>

- Completing the online commenting form, which was available online from March 20, 2024 to April 10, 2024. The public could visit the Region website (<https://niagararegion.ca/projects/louth-street/default.aspx>) anytime during this period to learn about and share their input on the study.
- Emailing additional comments directly to the Region.

2. Notification of Public Information Centre #3

Multiple methods of communication were used to inform the public of PIC #3, including:

- Notice letters mailed to affected landowners within the study area via Canada Post addressed mail on March 6, 2024. In total, 833 letter notices were distributed. The notice can be found in **Appendix A**.
- Notice emailed to all individuals and organizations on the project contact list, including Indigenous communities, government agencies, elected officials, utilities, local businesses, and members of the public.
- Project website at <https://niagararegion.ca/projects/louth-street/default.aspx> which included online presentation and links, project team contacts, and project material.

3. Public Information Centre Meeting #3 Participation

Public Information Centre #3 was held in person on March 20, 2024, from 6:00 p.m. to 8:00 p.m. at the St. Anthony Elementary School Gymnasium. Approximately 25 members of the public participated. The meeting format included:

- A 'drop-in' format with project members available to discuss the project and assist with any questions or comments.
- Presentation boards which included background information, environmental assessment process, work completed to date, existing conditions, alternative design concepts, evaluation criteria, and next steps.
- Participants were invited to ask questions to the study team members in attendance and submit questions/comments using the comment forms provided at the event. Participants were also advised that comments/questions could be submitted to the study team via the project website.

4. Public Information Centre #3 Presentation

The following display boards were presented during Public Information Centre #3 and made available on the project website at <https://niagararegion.ca/projects/louth-street/default.aspx>.

Table 1: List of In-Person Public Information Centre #3 Display Boards

1. Welcome	17. Key Highlights of Alternative 2 Design
2. Why We Are Here	18. Alternative 3: Three Lane Corridor with Multi-Use Path (E) and Sidewalk (W)
3. Environmental Assessment Process	19. Design of Alternative 3
4. Study Area	20. Evaluation Criteria
5. Study Background	21. Alternative Design Concepts Advantages and Disadvantages
6. Current Projects in the Area	22. Alternative Design Concepts Evaluation
7. Problems and Opportunities	23. Intersection Improvements for Alternative 3
8. Technical Work Completed	24. Public Consultation Summary
9. Cultural Environment	25. Getting Involved and Next Steps
10. Natural Environment	26. Thank you for Attending
11. Existing and Future Traffic Conditions (2023)	
12. Recap of Alternative Solutions	
13. Overview of Alternative Design Concepts	
14. Alternative 1: Do Nothing	
15. Alternative 1: Do Nothing	
16. Alternative 2: Three Lane Corridor with Cycle Tracks and Sidewalks	

In addition to the PIC Boards, a hard copy roll plan of Option 3 was presented at the meeting (refer to **Appendix C**).

5. Comments Received

During the in-person meeting, participants were encouraged to pose questions to the project team verbally or by using the comment forms. The project team discussed with participants and provided responses to participant questions and comments. Participants included residents, property owners, and local business owners.

The public was encouraged to submit comments following PIC #3 either by completing a feedback form on the Project website or by sending direct emails to the Region.

The topics discussed in the comment sheets, spoken verbally to the project team at the PIC, and submitted following the PIC are summarized in Table 2.

Table 2: Summary of Questions and Comments resulting from the Public Information Centre #3

Topic	Question/Comment	Response
Crestcombe Road	Suggestion to replicate guiderail along curve at Crestcombe Road to protect pedestrians and cyclists.	To be considered during detailed design
	Agreed with the tightening to Crestcombe road to prevent two side by side vehicles blocking each other's sightlines.	
Ridley Road	Safety concerns about new traffic signals at the rail crossing and potential for queues over the tracks.	Automate signal timing systems exist that coordinate the timings of lights with rail traffic to avoid this issue.
	Suggestion to relocate the bus stop currently on the south side to the north side to alleviate the rail queue issue. Concern for conflicts at the bus stop and among active transportation users.	Noted, to be considered during detailed design.

Topic	Question/Comment	Response
Active Transportation Facilities	Support for complete sidewalk on Louth street.	Thank you.
	Concern that there aren't other multi-use paths that this will connect to.	

No comments were received from Indigenous communities, or agencies regarding the material presented at the PIC.

6. Summary / Key Findings

A summary of the feedback received at Public Information Centre #3 and during the comment period from March 20 to April 10, 2024, is provided below. Key comments include:

- Safety on Crestcombe Road – Suggestion to add guiderail to protect pedestrians and cyclists and tightening of the road to limit blocking of sightlines.
- Safety on Ridley Road – Concern for queues at rail crossing due to traffic signal location and suggestion to move bus stop to alleviate this.

Comments received from the public will be considered, in conjunction with the existing conditions review, as design alternatives are finalized as part of the Louth Street Environmental Assessment.

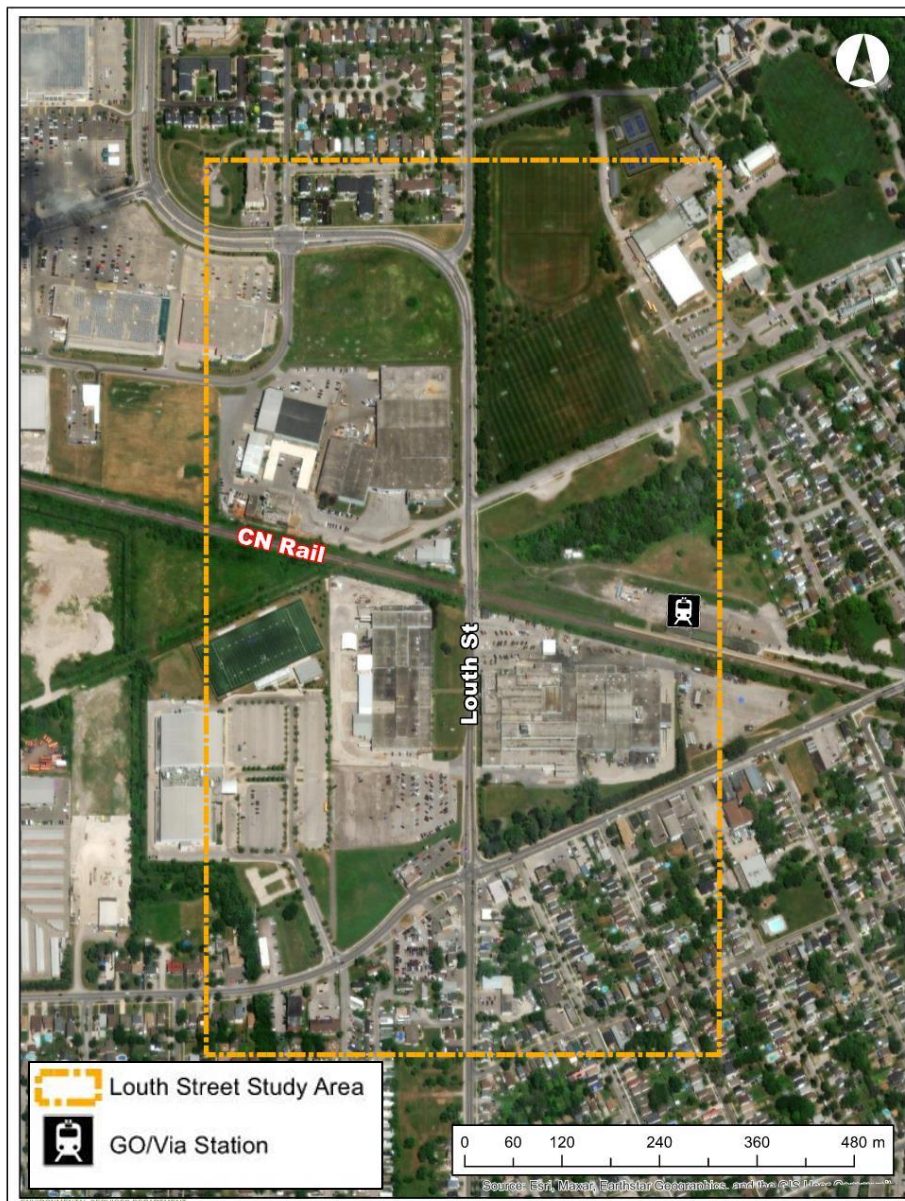
Appendix A: Notice of PIC #3

Notice of Public Information Centre #3

Municipal Class Environmental Assessment for Louth Street (Regional Road 72), St. Catharines, Ontario

The Study

Niagara Region is undertaking a Municipal Class Environmental Assessment (MCEA) of Louth Street (Regional Road 72) between St. Paul Street W (Regional Road 81) and Benfield Drive / Vintage Crescent. The study aims to redesign Louth Street using a Complete Streets approach to balance the various needs of the corridor, while providing dedicated pedestrian and cyclist infrastructure that is safe, attractive and connected.



The study is being carried out as a **Schedule 'C'** project according to the MCEA process, which is approved under the Ontario Environmental Assessment Act.

Upon completion of the study, an Environmental Study Report will be prepared to document the MCEA planning and decision-making process and made available for a 30-day public review period. A Notice of Completion will be issued at that stage.

You Are Invited To Participate!

Consultation is an important part of this study, and Niagara Region would like to invite your input. The project team is hosting **Public Information Centre #3** to provide an update on study progress including the evaluation of alternative design concepts for Louth Street, the identification of the preliminary preferred design, and next steps. This event will be held **in-person** in a 'drop-in' format with project team members available to discuss the project and assist with any questions or comments.

Public Information Centre #3

Date: Wednesday, March 20, 2024

Time: 6:00 to 8:00 pm (drop-in anytime)

Location: St. Anthony Elementary School, Gymnasium

Address: 81 Rykert St, St. Catharines, ON L2S 1Z2

The information materials related to Public Information Centre #3 will also be posted on the project webpage (niagararegion.ca/projects/louth-street/) on the day of the event, and comments can be submitted through the webpage until April 10, 2024.

Stay Connected!

If you have any questions or concerns, or wish to be added to the study mailing list, please contact one of the project team members:

Josh Wilson, M.Eng., P.Eng.

Project Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3336

Josh.Wilson@niagararegion.ca

John Grebenc, P.Eng.

Consultant Project Manager
Morrison Hershfield
416-499-3110 ext. 1011810

JGrebenc@morrisonhershfield.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. 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 was first issued on March 6, 2024.

Christine Darson

From: Marc Rose
Sent: Wednesday, March 6, 2024 4:36 PM
Cc: 'Wilson, Josh'; John Grebenc
Subject: Public Information Centre #3 - Regional Road 72 (Louth Street) Municipal Class Environmental Assessment
Attachments: Notice of PIC 3 - Louth Street MCEA.pdf

Good afternoon, this email is to notify you that the Regional Municipality of Niagara is hosting the third of three Public Information Centres planned for the Municipal Class Environmental Assessment (EA) and Detailed Transportation Assessment of Regional Road 72 (Louth Street) in the City of St. Catharines. This study is being carried out under the planning and design process as outlined in the Municipal Engineers Association (MEA) Municipal Class EA Manual as a Schedule C Project, with opportunity for input throughout.

Please find attached the **Notice of Public Information Centre #3** for this Class EA study. **Public Information Centre #3** will provide an update on study progress, including the evaluation of alternative design concepts, the identification of the preliminary preferred design, and next steps. **Public Information Centre #3** is being held in person in a 'drop-in' format on Wednesday March 20, 2024 from 6 to 8 pm at St. Anthony Elementary School. Please refer to the attached notice for more information.

Best regards,

Marc Rose

Vice President, Business Development Lead (Environment)



Suite 300, 125 Commerce Valley Drive West | Markham, ON L3T 7W4
Mob: 416-579-8628 | Dir: 416-499-3110

 Think before you ink. Please consider the environment before printing this email and feel free to send us all project documents electronically.

March 6, 2024

Six Nations of the Grand River First Nation
1695 Chiefswood Road, PO Box 5000
Ohsweken, Ontario N0A 1M0

Attention: Tanya Hill-Montour, Archeological Supervisor

SENT VIA EMAIL

**Subject: Notice of Public Information Centre #3
Louth Street (Regional Road 72)
Municipal Class Environmental Assessment – Schedule ‘C’ Project
Regional Municipality of Niagara – St. Catharines, Ontario**

Niagara Region, through their consultant Morrison Hershfield, is undertaking a Municipal Class Environmental Assessment (MCEA) of Louth Street in the City of St. Catharines. This study is being carried out as a Schedule ‘C’ project following the planning and design process outlined in the Municipal Engineers Association MCEA Manual (October 2000, as amended in 2007, 2011, 2015 and 2023).

Niagara Region is hosting the third and final Public Information Centre for this study. **Public Information Centre #3** will be held on **Wednesday, March 20, 2024** and will present the evaluation of alternative design concepts for Louth Street, the identification of the preliminary preferred design, and next steps. This event will be held **in-person** in a ‘drop-in’ format with project team members available to discuss the project and assist with any questions or comments.

Niagara Region believes that engagement and consultation with Indigenous Nations is an integral part of the MCEA process, and as such, we would like to invite the Six Nations of the Grand River First Nation to participate in Public Information Centre #3. Please refer to the enclosed notice for additional details.

Should you have any comments, questions, or concerns on the proposed activities, or wish to schedule a separate meeting to discuss the study and any feedback you may have, please feel free to contact me by email at Josh.Wilson@niagararegion.ca or by phone at 905-980-6000 ext. 3336.

Sincerely,

A handwritten signature in black ink, appearing to read "Josh Wilson", with a stylized flourish at the end.

Josh Wilson, M.Eng., P.Eng.
Project Manager, Transportation Planning
Niagara Region
1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
Phone: 905-980-6000 ext. 3336
Email: Josh.Wilson@niagararegion.ca

cc: John Grebenc, Consultant Project Manager, Morrison Hershfield
Marc Rose, Senior Environmental Planner, Morrison Hershfield

Enclosed: Notice of Public Information Centre #3

Appendix B: PIC #3 Display Boards



Welcome

Public Information Centre #3

Louth Street Environmental Assessment

March 20, 2024
6:00-8:00 pm

Thank you for attending! Please sign in at the front table.

Why We Are Here

The purpose of this Public Information Centre (PIC) is to provide an update on the Louth Street Environmental Assessment (EA). As part of this update, we will:

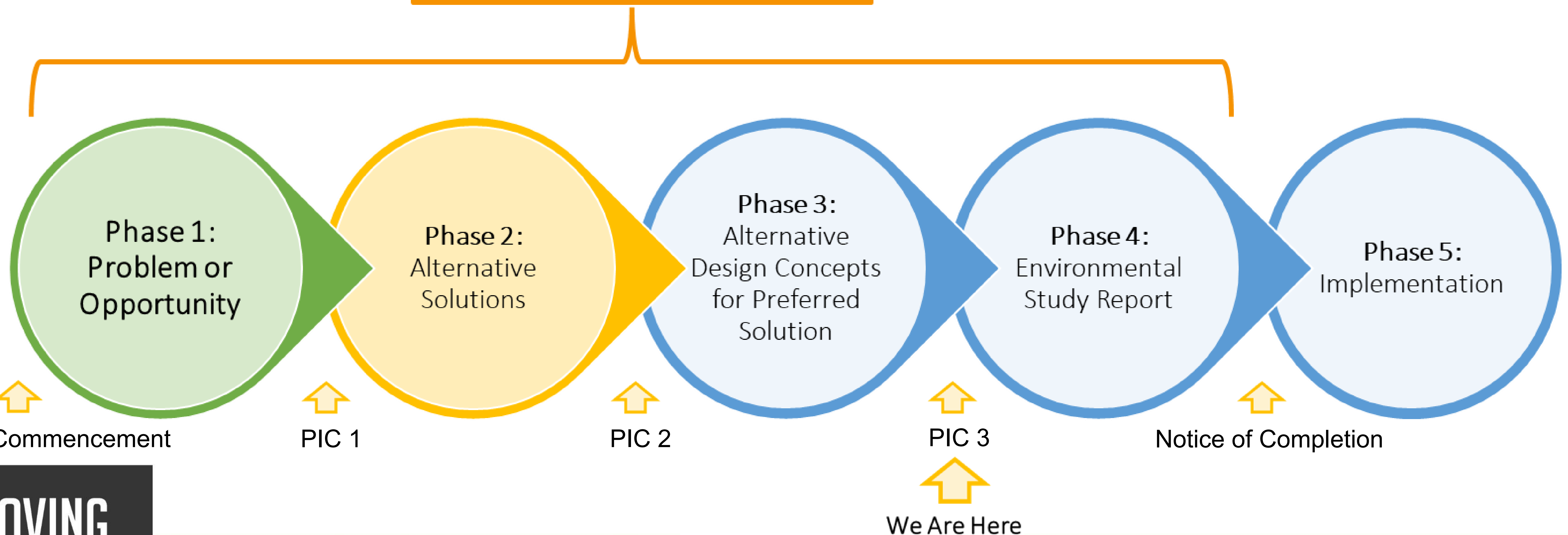
- Discuss the EA process, study background and work completed to date
- Summarize the findings from the last PIC, including the recommended planning solution for Louth Street
- Review the evaluation of alternative design concepts for Louth Street and present the preliminary preferred design
- Provide an opportunity to speak with the Project Team and have your questions answered, and gather input on the preferred design
- Discuss the next steps of the EA

Environmental Assessment Process

The Louth Street EA is being carried out as a Schedule 'C' project in accordance with the Municipal Class Environmental Assessment (MCEA) process.

Upon completion of the study, an Environmental Study Report (ESR) will be prepared to document the MCEA planning and decision-making process and made available for a 30-day public review period. A Notice of Completion will be issued at that stage.

Louth Street EA: 2022 to Early 2024

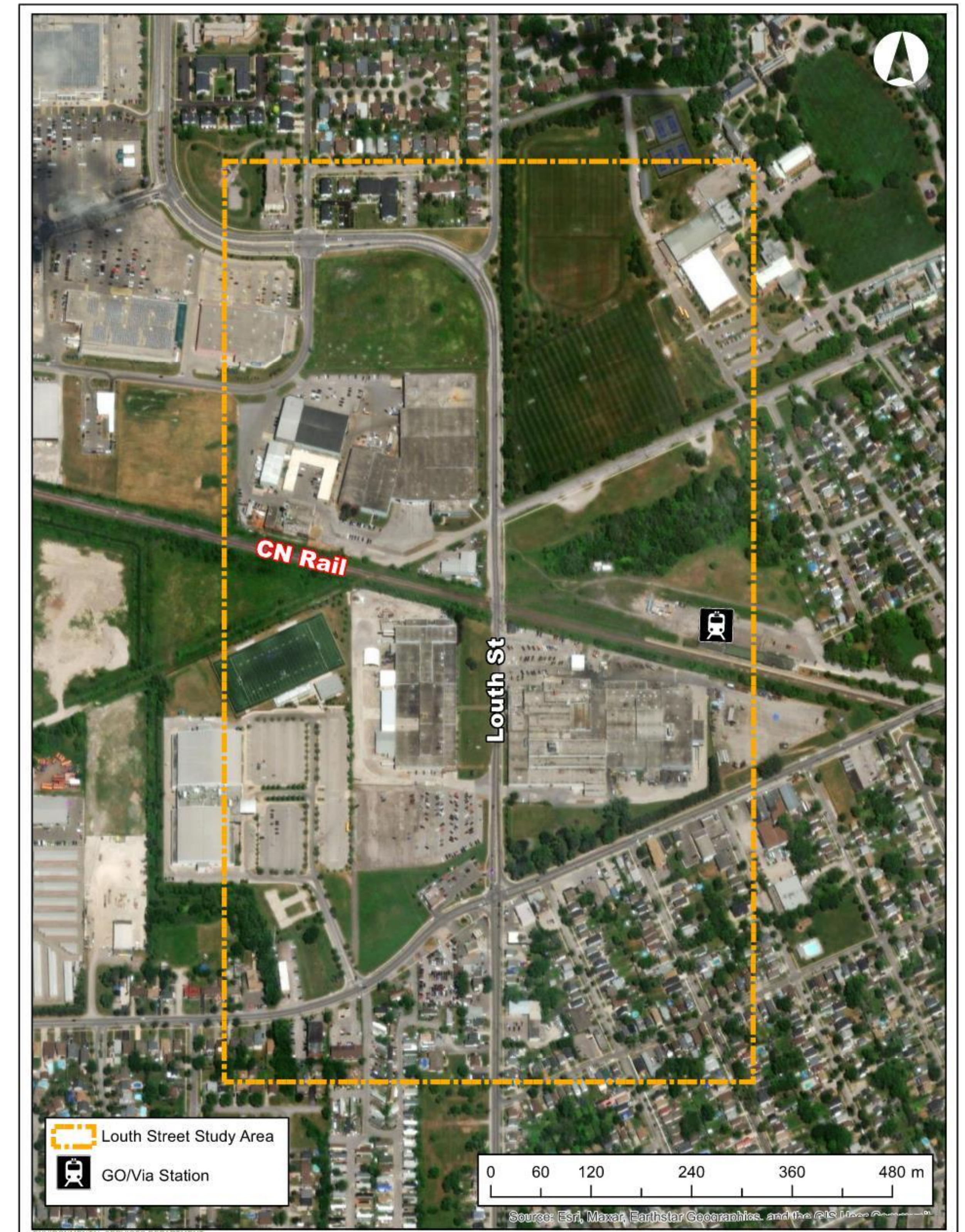


Study Area

The Louth Street study area is located within an urbanized setting with industrial, institutional, commercial and residential land uses.

The main access to the St. Catharines GO/VIA Station is located off Louth Street and Ridley Road.

This study looks to redesign the corridor using a Complete Streets approach to balance the various needs of the corridor, while providing dedicated pedestrian and cyclist infrastructure that is safe, attractive and connected.



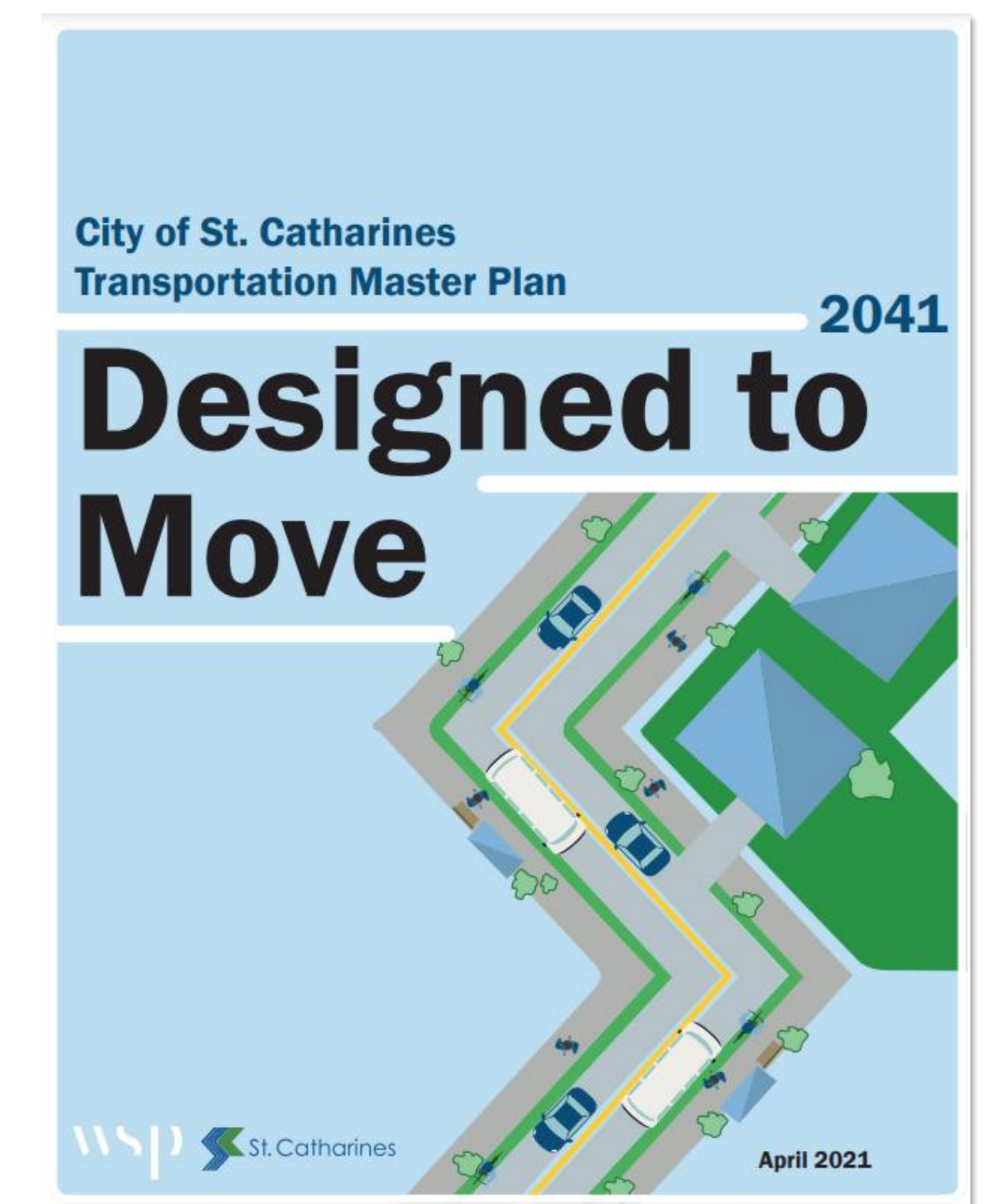
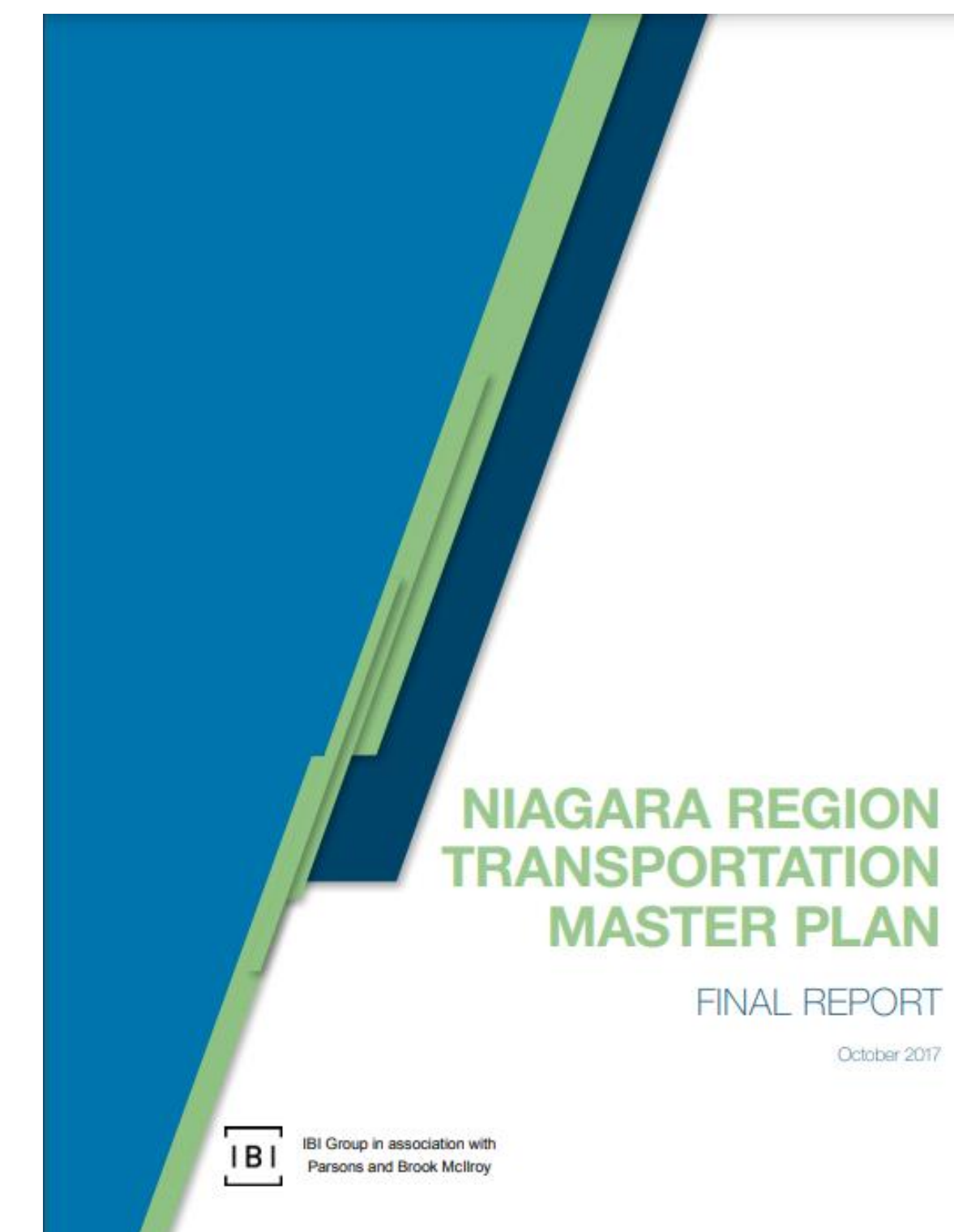
Study Background

Niagara Region, St. Catharines and Metrolinx have developed plans and studies to implement:

- Infrastructure improvements to provide safe and efficient access to the St. Catharines GO Station, including the rehabilitation of Louth Street
- GO service expansion to 11 trains per day travelling to/from St. Catharines GO Station, up from 6 trains per day currently

Relevant planning documents include:

- Niagara Region Transportation Master Plan
- St. Catharines Transportation Master Plan
- St. Catharines GO Transit Station Secondary Plan
- Niagara Falls Rail Expansion Initial Business Case



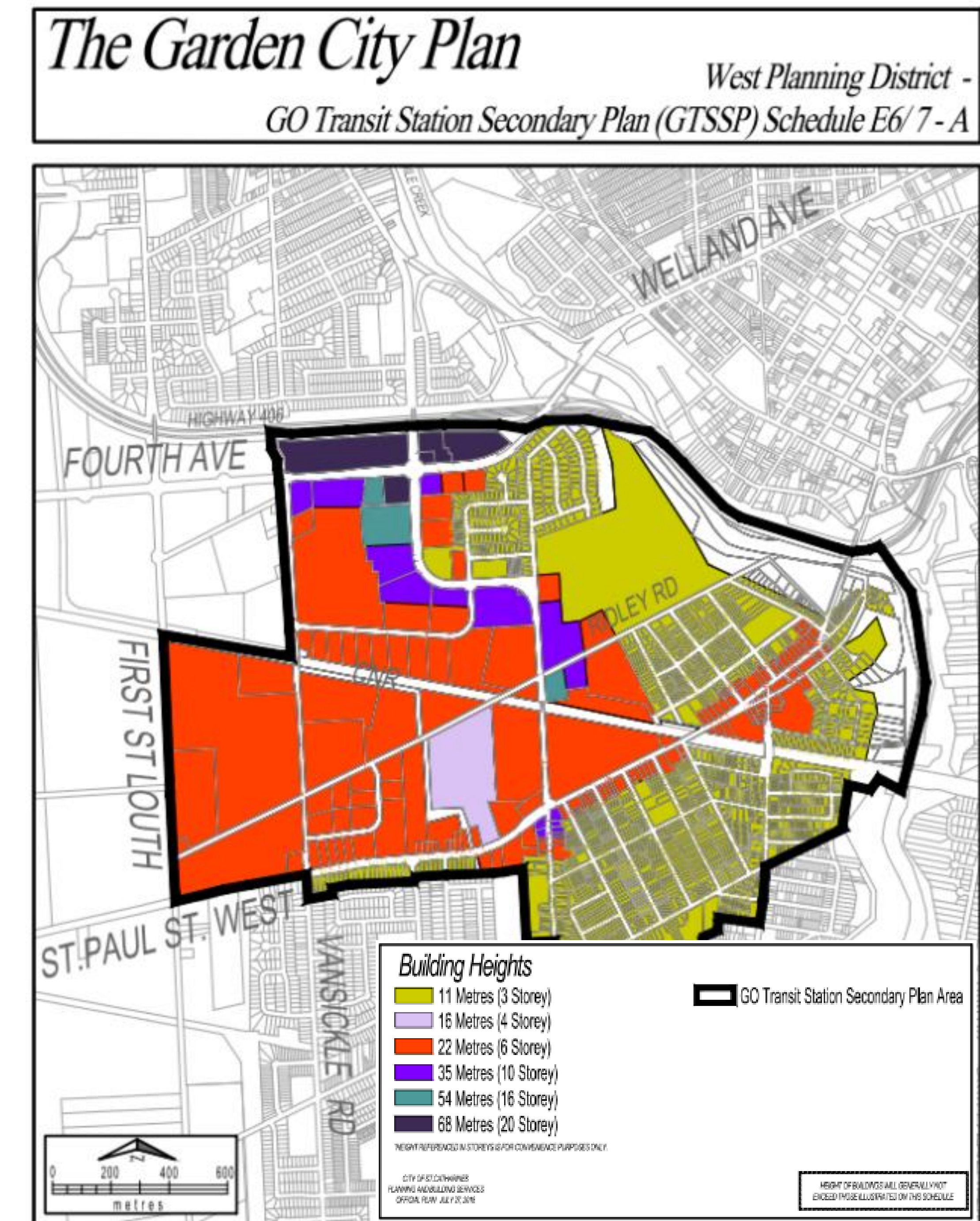
Current Projects in the Area



1. Louth Street (Regional Road 72) EA
2. Ridley Road EA and Reconstruction
3. VIA/GO Station Site Redevelopment
4. St. Paul Street West (Regional Road 81) CN Rail Bridge Replacement

Problems and Opportunities

- The development currently planned along Louth Street and the surrounding area, will increase the volume of motor vehicles, cyclists and pedestrians
- The current two-lane road may be insufficient to accommodate future traffic volumes
- Opportunities:
 - Urbanize the corridor with curb and gutter infrastructure
 - Upgrade pedestrian and cyclist facilities
 - Coordinate with the other ongoing projects in the area
 - Redesign Louth Street using a Complete Streets approach to balance the various needs of the corridor
 - Provide dedicated pedestrian and cyclist infrastructure that is safe, attractive and connected



Technical Work Completed

The following technical reviews were conducted as part of this EA Study:

- Built heritage and cultural landscape assessment
- Stage 1 archaeological assessment
- Terrestrial field studies (vegetation, birds, and Species at Risk)
- Aquatic field studies (fish and fish habitat, and Species at Risk)
- Traffic Analysis to determine existing and future traffic conditions

Cultural Environment

- Potential heritage resources within the study area include:
 - Industrial manufacturing plants
 - Ridley College
 - Haynes Family Cemetery
 - St. Catharines Train Station
- Parts of the study area exhibit archaeological and cultural heritage potential and may require further study prior to construction



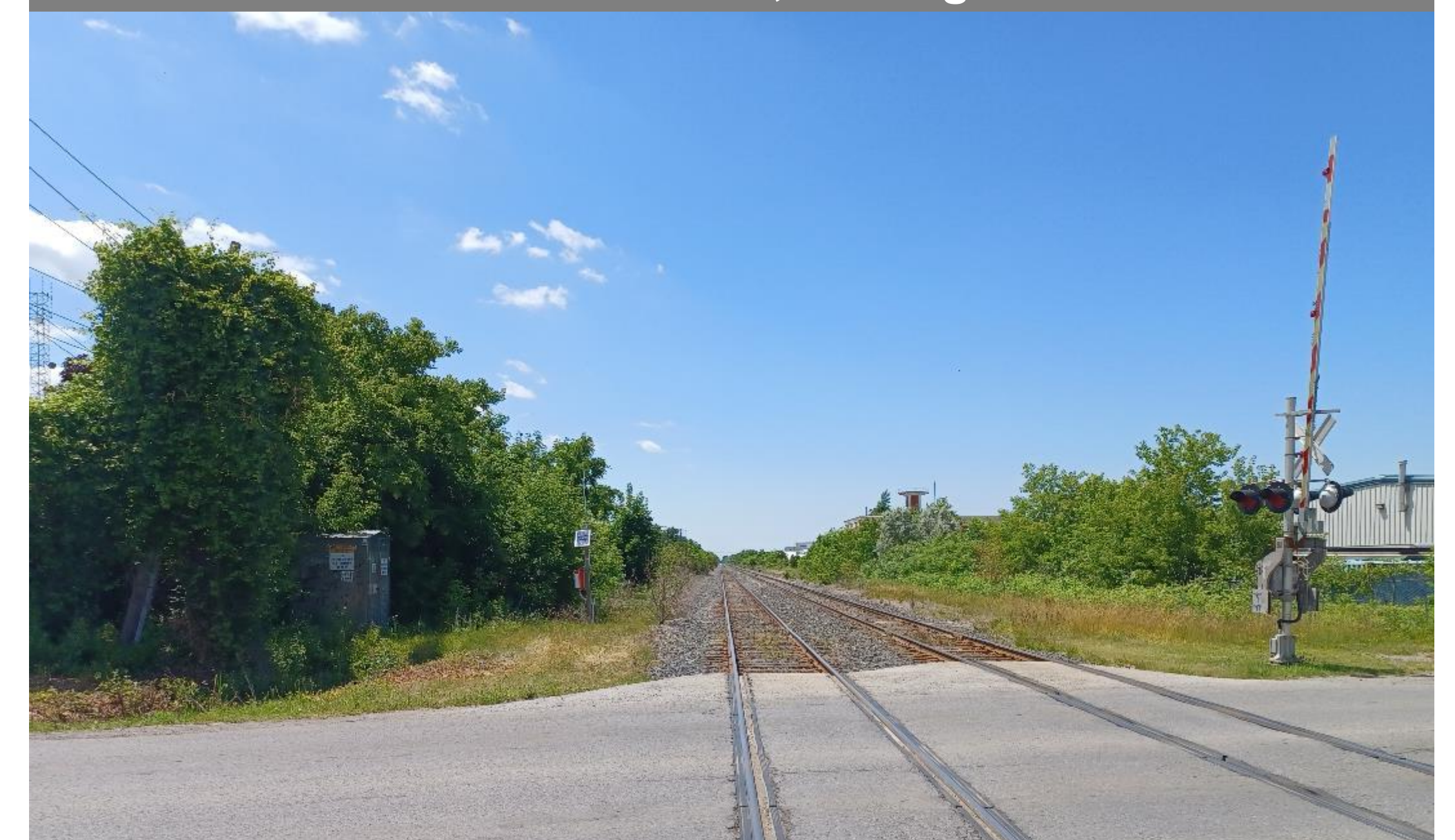
Natural Environment

- Vegetation located along Louth Street consists of mowed lawns, planted street tree species such as Norway Maple, and areas of naturalized vegetation along the railway including species such as Brome grasses, Common Milkweed, and Goldenrod species
- While no birds were observed within the study area, migratory birds may nest in trees and abandoned fields. It is expected that only species well adapted to urban living will nest within the study area

10 Benfield Drive, looking north

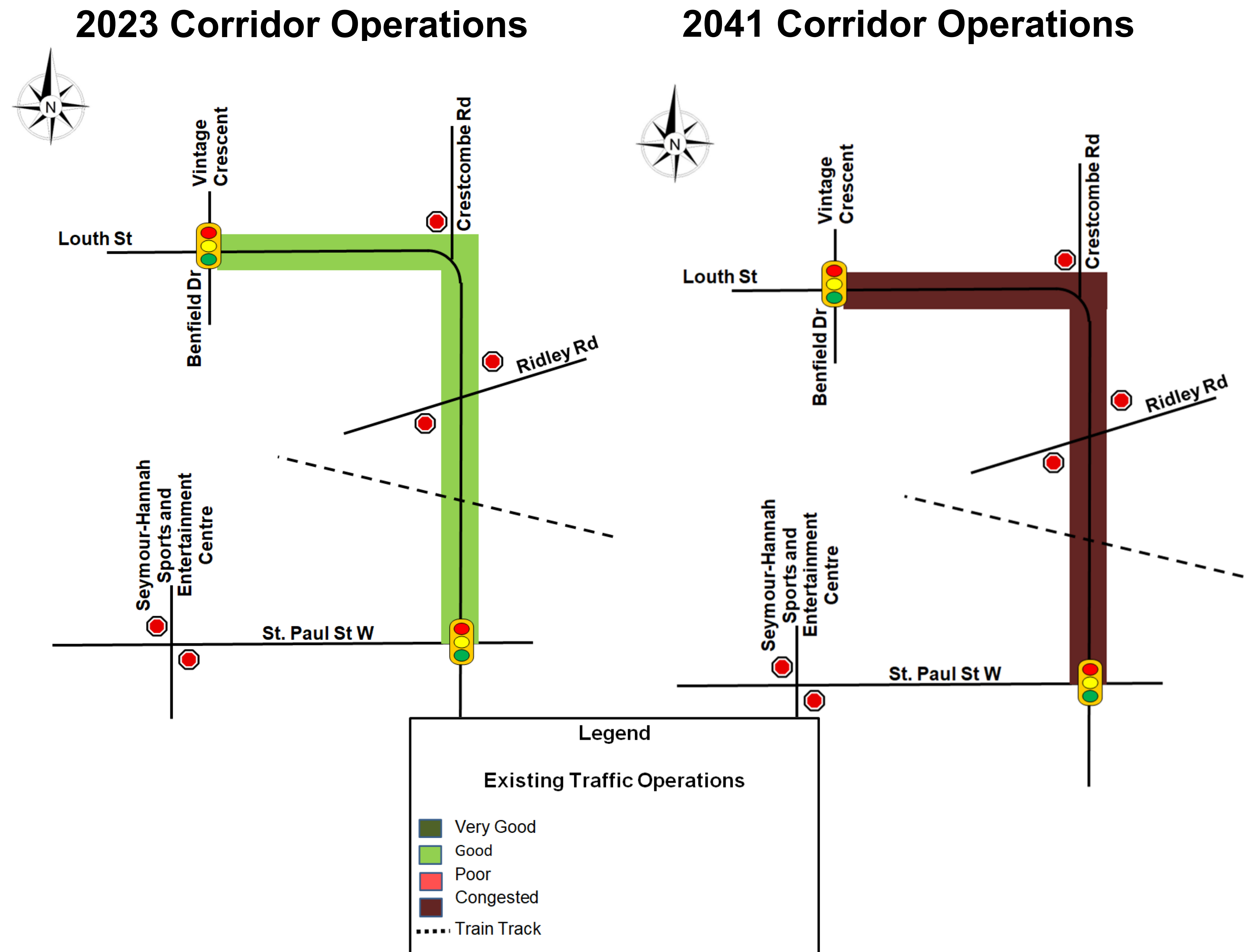


CN Rail Corridor at Louth Street, looking west



Existing and Future Traffic Conditions (2023)

- Currently, there is sufficient capacity on the Louth Street corridor to accommodate existing traffic demand
- However, as the area develops/intensifies and GO transit service expands, traffic congestion will worsen unless improvements are made



Recap of Alternative Solutions

<u>Option 1</u> Do Nothing	• Travel Demand Management	<u>Option 3</u> Three Lane Corridor with Improvements	The same as option 2 plus: • One additional centre turning lane
<u>Option 2</u> Two Lane Corridor with Improvements	• Urbanize roadway • Intersection/operational improvements • Enhanced active transportation facilities	<u>Option 4</u> Four Lane Corridor with Improvements	The same as option 2 plus: • Two additional through lanes

Following the last PIC in June 2023, **Option 3** was identified as the preferred alternative solution because it:

- Improves future traffic operations
- Provides the opportunity to improve active transportation facilities
- Does not pose safety concerns or access movement conflicts (unlike Option 4)

These benefits make up for the limited potential impacts on properties, cultural resources and natural environment. Potential mitigation measures are being explored within the alternative design concepts.

Overview of Alternative Design Concepts

- Using the Niagara Region's Road Typologies, three Alternative Design Concepts were developed. These Alternative Design Concepts are:

Alternative 1 Do Nothing

- Travel Demand Management

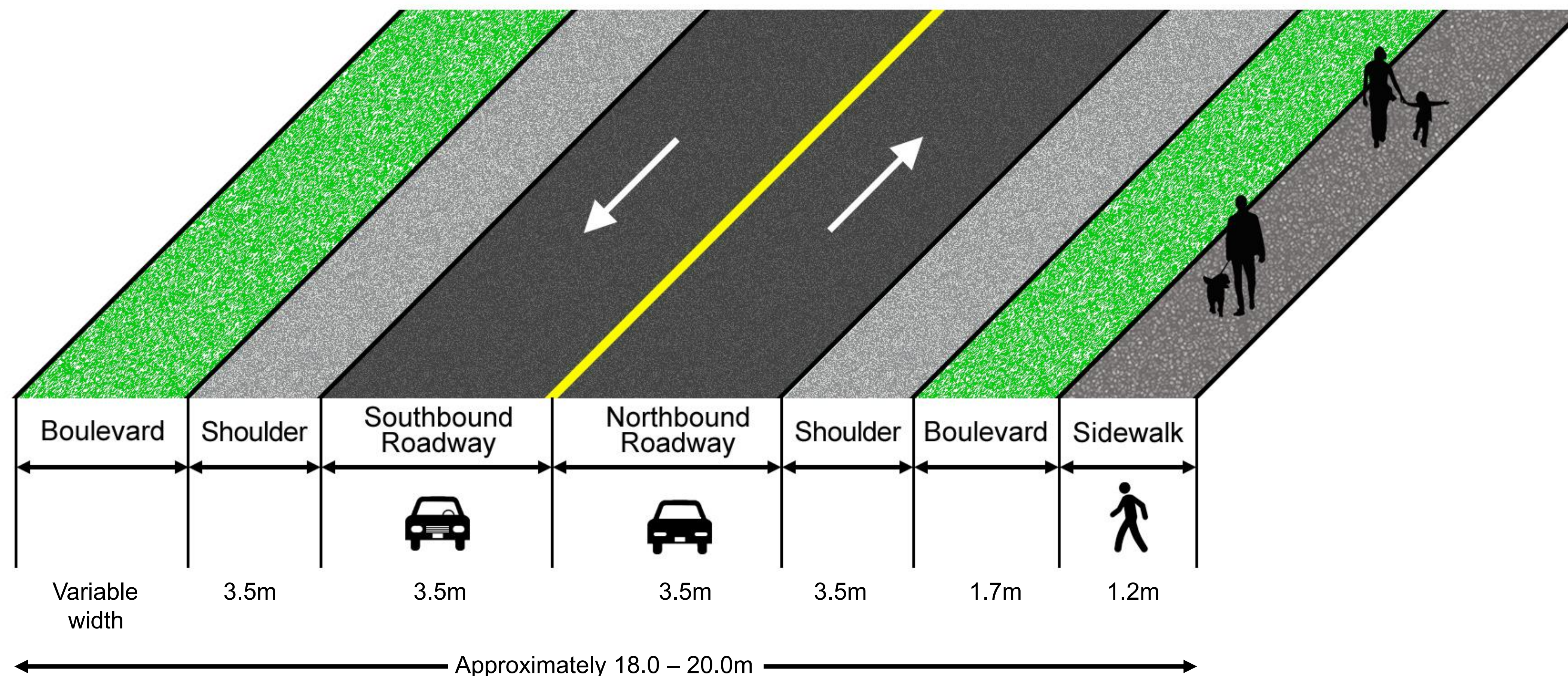
Alternative 2 Three Lane Corridor with Cycle Tracks and Sidewalks

- Urbanize roadway
- Intersection/operational improvements
- Enhanced active transportation facilities (cycle tracks and sidewalk on both sides of Louth Street)

Alternative 3 Three Lane Corridor with Multi-Use Path and Sidewalk

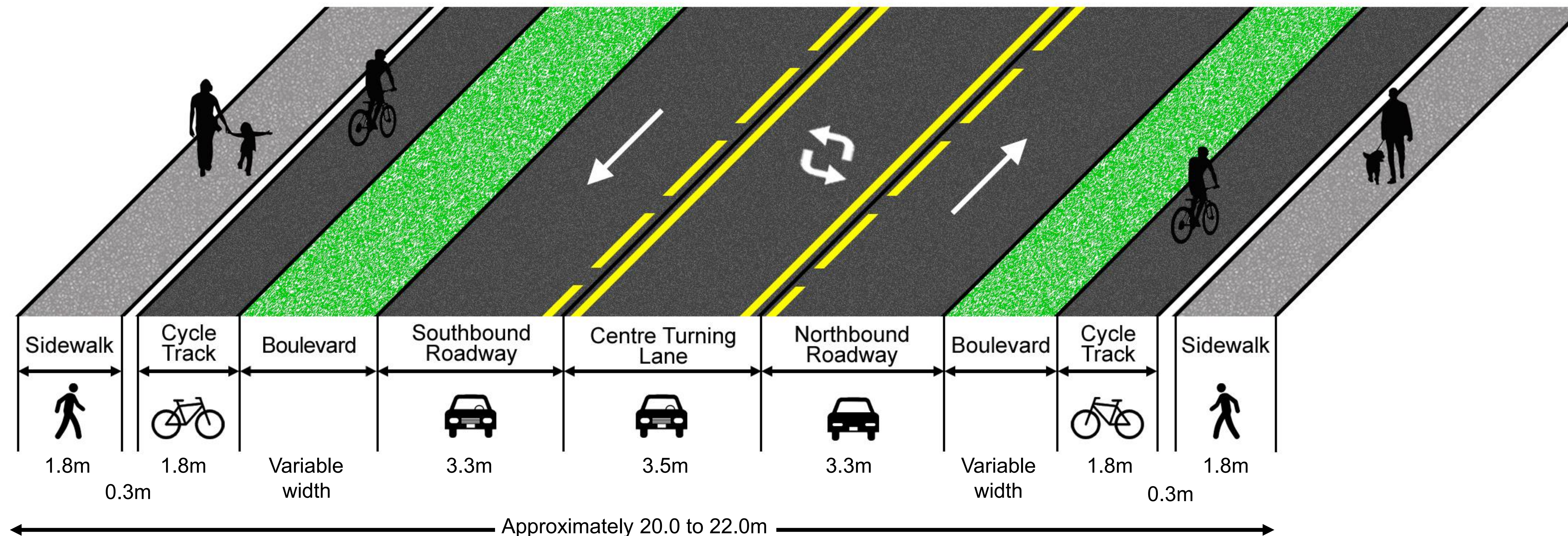
- Urbanize roadway
- Intersection/operational improvements
- Enhanced active transportation facilities (multi-use path on east side and sidewalk on west side of Louth Street)

Alternative 1: Do Nothing



- Two lane corridor
- No dedicated cycling facilities
- No sidewalk on west side and a narrow sidewalk on east side

Alternative 2: Three Lane Corridor with Cycle Tracks and Sidewalks

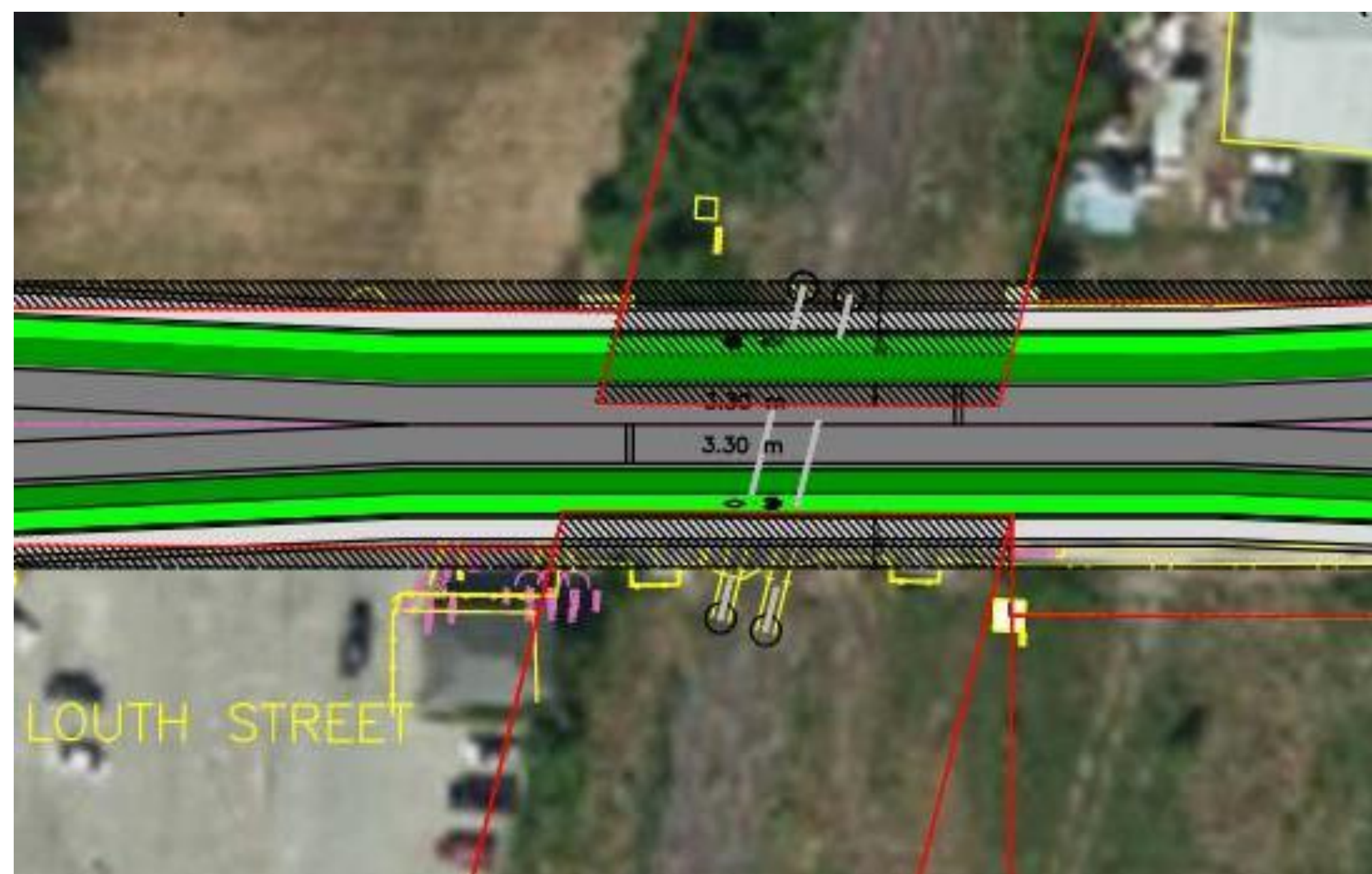


- Alternative 2 involves a three-lane corridor with cycle tracks and sidewalks on both sides of Louth Street.
- The roadway is widened to accommodate one lane of traffic in each direction, a centre lane to allow for left turns, and some median islands.
- The roadway is urbanized with curbs and gutters, and storm sewer infrastructure.

Cycle tracks are one-way facilities built in the boulevard rather than on the road platform, physically separating cyclists from motor vehicles. They are separate from sidewalks.

Key Highlights of Alternative 2 Design

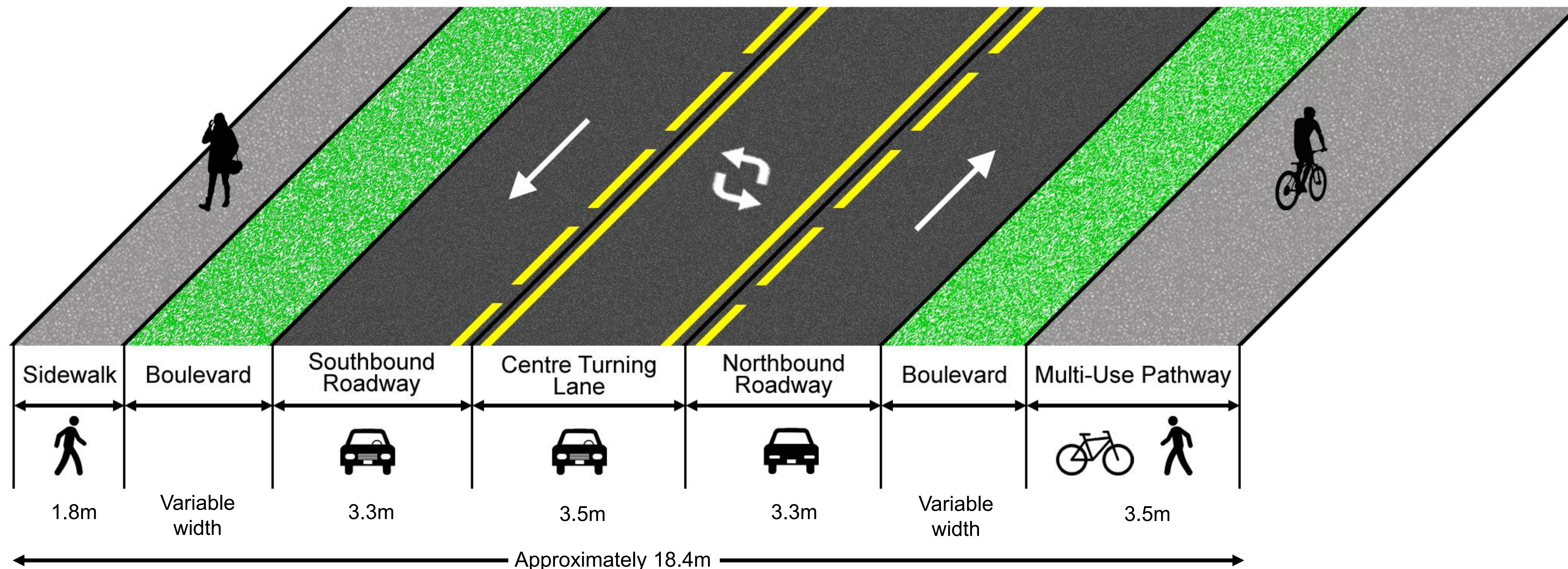
Widened roadway extends beyond existing right-of-way on both sides of Louth Street between Ridley Road and Crestcombe Road



Active transportation facilities continue west of rail tracks on both sides of Louth Street

Centre turning lane tapers out on either side of rail tracks

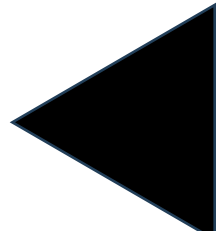
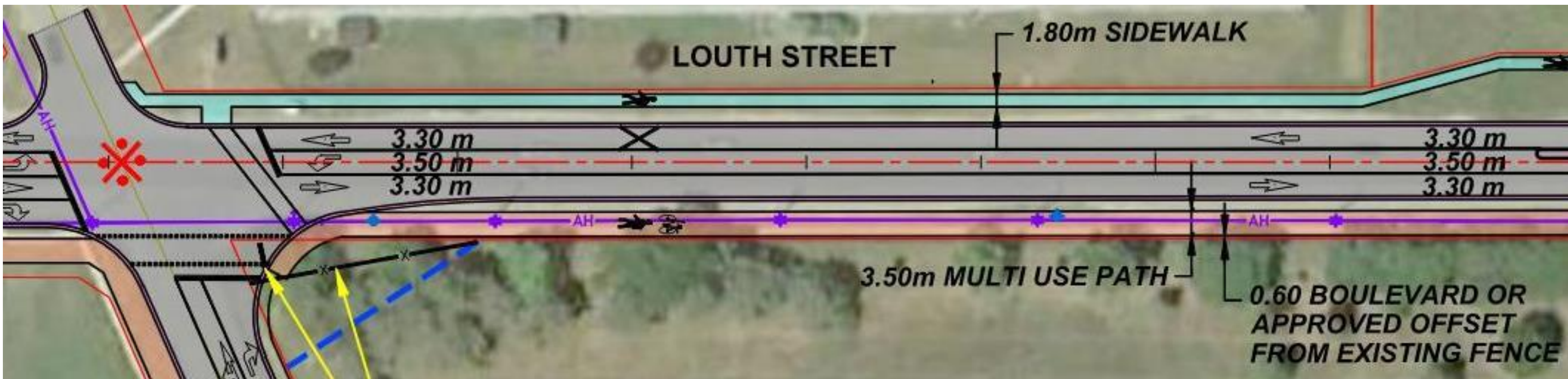
Alternative 3: Three Lane Corridor with Multi-Use Path (E) and Sidewalk (W)



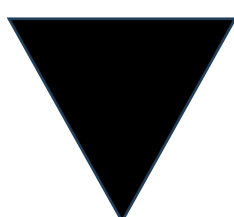
A multi-use path is a shared pedestrian and cyclist facility built in the boulevard, again physically separated from motor vehicles. It allows travel in both directions.

- Alternative 3 involves a three-lane corridor with a multi-use path on the east side of Louth Street, and a sidewalk on the west side.
- The roadway is widened to accommodate one lane of traffic in each direction, a centre lane to allow for left turns, and possibly median islands.
- The roadway is urbanized with curbs and gutters, and storm sewer infrastructure.

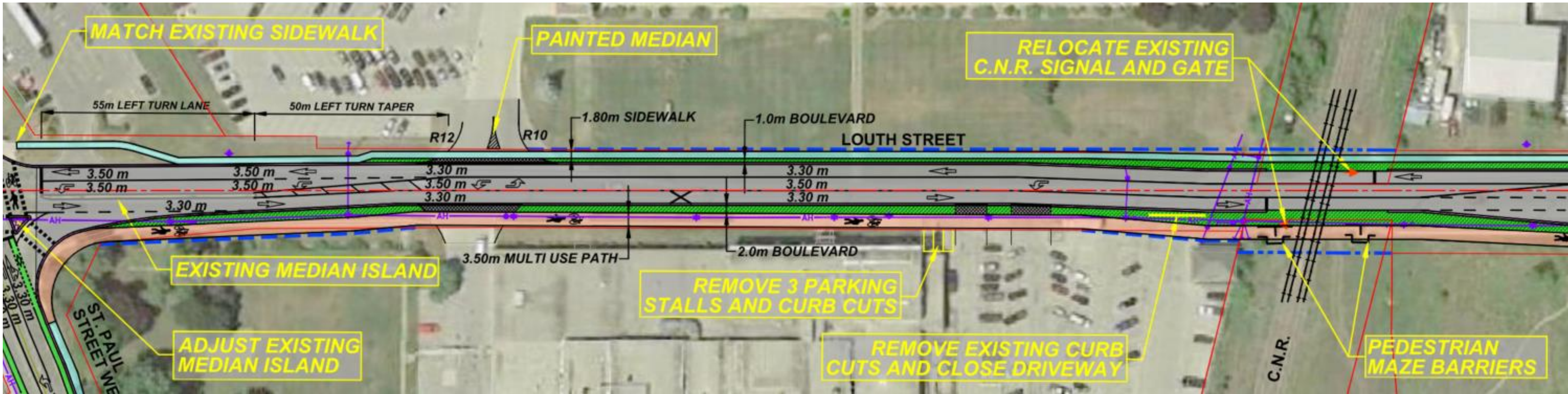
Design of Alternative 3



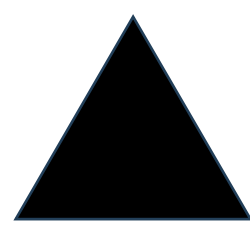
Widened roadway located within existing right-of-way on both sides of the street



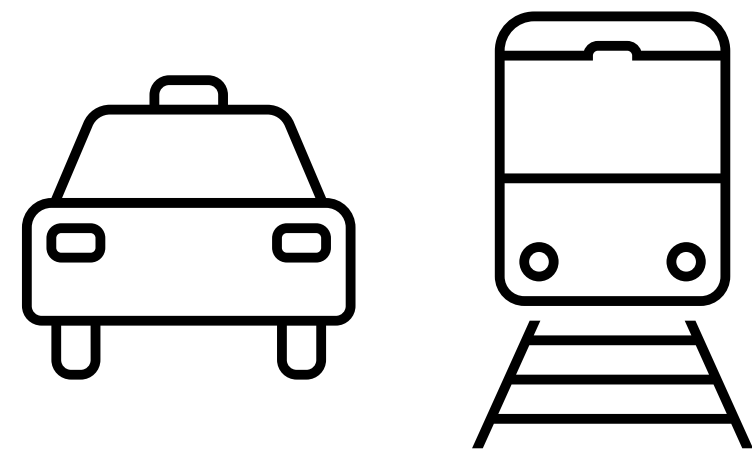
Realigned sidewalk on west side of Louth Street north of St. Paul Street West to match rest of Louth sidewalk and avoid impacts to hydro pole and fire hydrant



Design of railway crossing to be further developed in detailed design

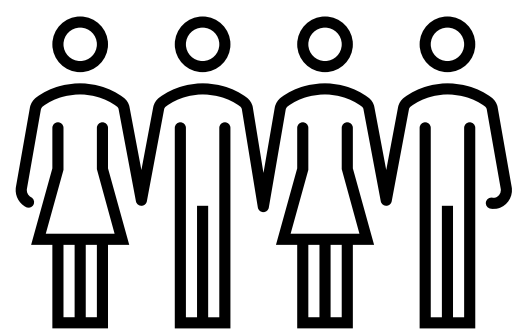


Evaluation Criteria



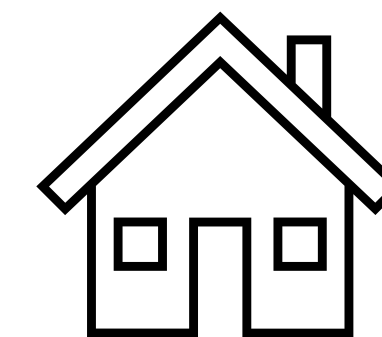
Traffic and Transportation

- Accommodation of complete street principles
- Improvement of current and future traffic operations
- Safety for all users including cyclists and pedestrians



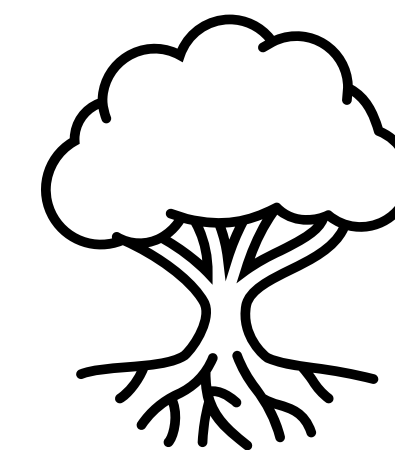
Socio-economic Environment

- Community and property impacts
- Access impacts
- Visual impacts
- Noise impacts
- Health and transportation equity



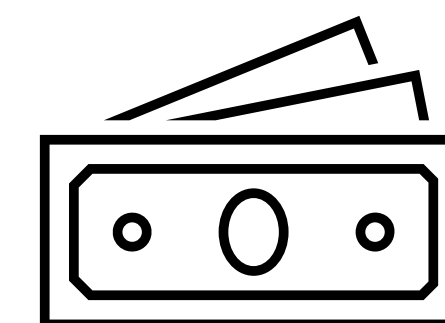
Cultural Environment

- Cultural heritage landscapes
- Built heritage resources
- Archaeology resources



Natural Environment

- Aquatic species and habitat impacts
- Terrestrial species and habitat impacts
- Climate change considerations



Cost and Constructability

- Construction complexity
- Capital cost estimate
- Maintenance cost

Alternative Design Concepts

Advantages and Disadvantages

Alternative	Key Advantages	Key Disadvantages
Alternative 1: Do Nothing	• No impact to properties • Lowest capital and maintenance cost	• No opportunity to implement Complete Streets principles and accommodate GO demand • Heavy future traffic congestion expected • Does not address safety concerns • Unable to improve transportation equity
Alternative 2: Three Lane Corridor with Cycle Tracks and Sidewalks	• Incorporates Complete Streets principles to safely accommodate multiple modes of travel • Improves accessibility / reducing barriers to travel • Limits future traffic congestion to appropriate level • Provides some opportunity for streetscaping along the corridor and within the median	• Moderate impact to properties and access • Requires relocation of some utilities • Potential removal or trimming of street trees • Limited opportunity to implement cycle tracks on surrounding roads give property constraints • Some noise disturbance during construction • Moderate capital and maintenance cost
Alternative 3: Three Lane Corridor with Multi- Use Path (E) and Sidewalk (W)	• Incorporates Complete Streets principles to safely accommodate multiple modes of travel • Improves accessibility / reduces barriers to travel • Can be integrated with multi-use path being constructed along Ridley Road and into GO Station • Limits future traffic congestion to appropriate level • Provides some opportunity for streetscaping along the corridor and within the median	• Moderate impact to properties and access • Requires relocation of some utilities • Potential trimming of street trees • Some noise disturbance during construction • Moderate capital and maintenance cost

Alternative Design Concepts Evaluation

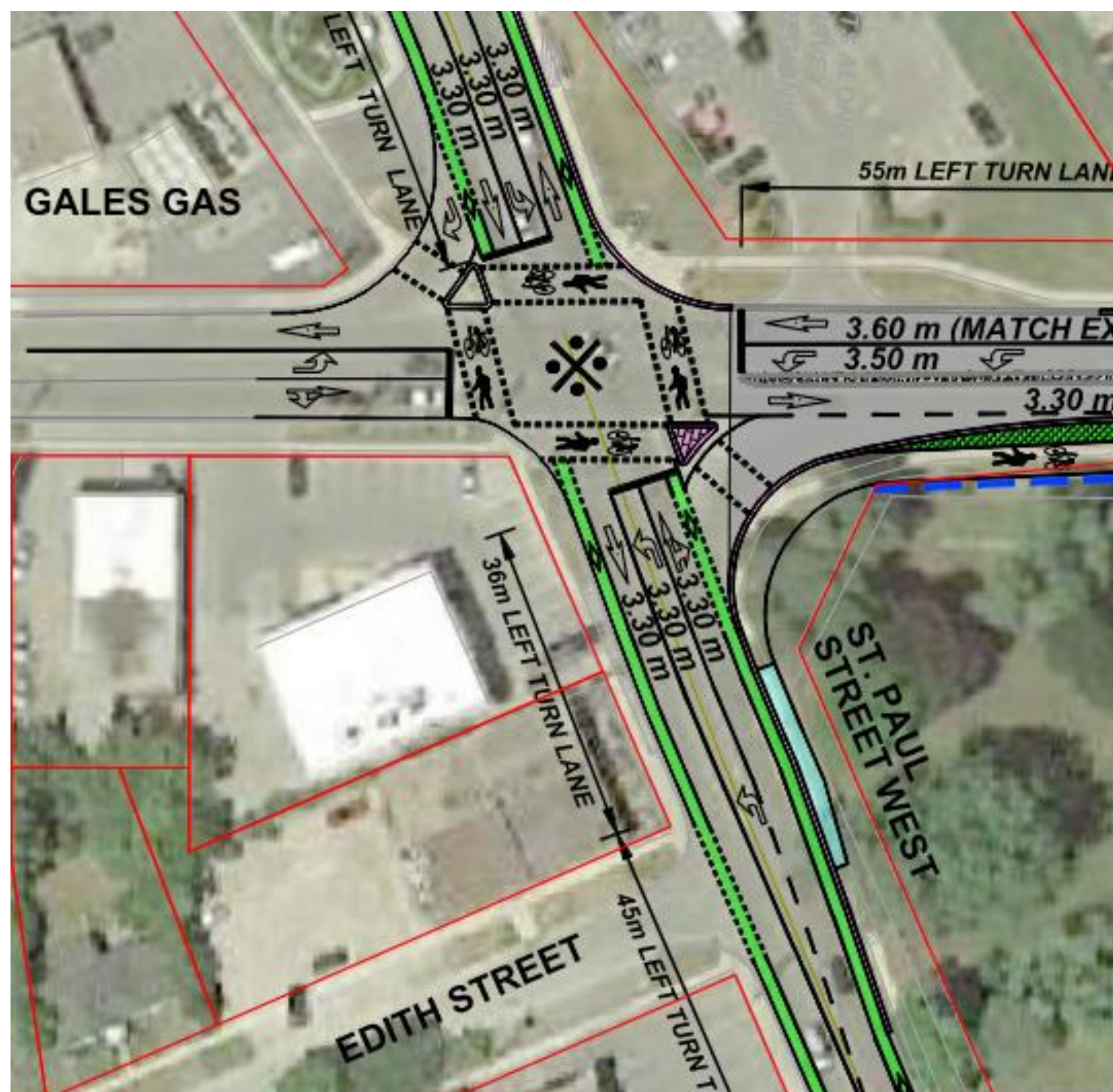
Evaluation Factor	Alternative 1: Do Nothing	Alternative 2: Three Lane Corridor with Cycle Tracks and Sidewalks	Alternative 3: Three Lane Corridor with Multi-Use Path (E) and Sidewalk (W)
Transportation	Least Preferred	Most Preferred	Most Preferred
Socio-Economics	Least Preferred	Moderately Preferred	Most Preferred
Cultural Environment	Most Preferred	Moderately Preferred	Moderately Preferred
Natural Environment	Moderately Preferred	Moderately Preferred	Most Preferred
Cost & Constructability	Most Preferred	Least Preferred	Moderately Preferred

Alternative 3 is recommended to be carried forward as it improves road capacity, improves pedestrian and cyclist infrastructure, and in contrast to Alternative 2, results in fewer impacts on property, utilities and trees/vegetation. These benefits make up for the limited potential impacts on properties, cultural resources and the natural environment.

Intersection Improvements for Alternative 3

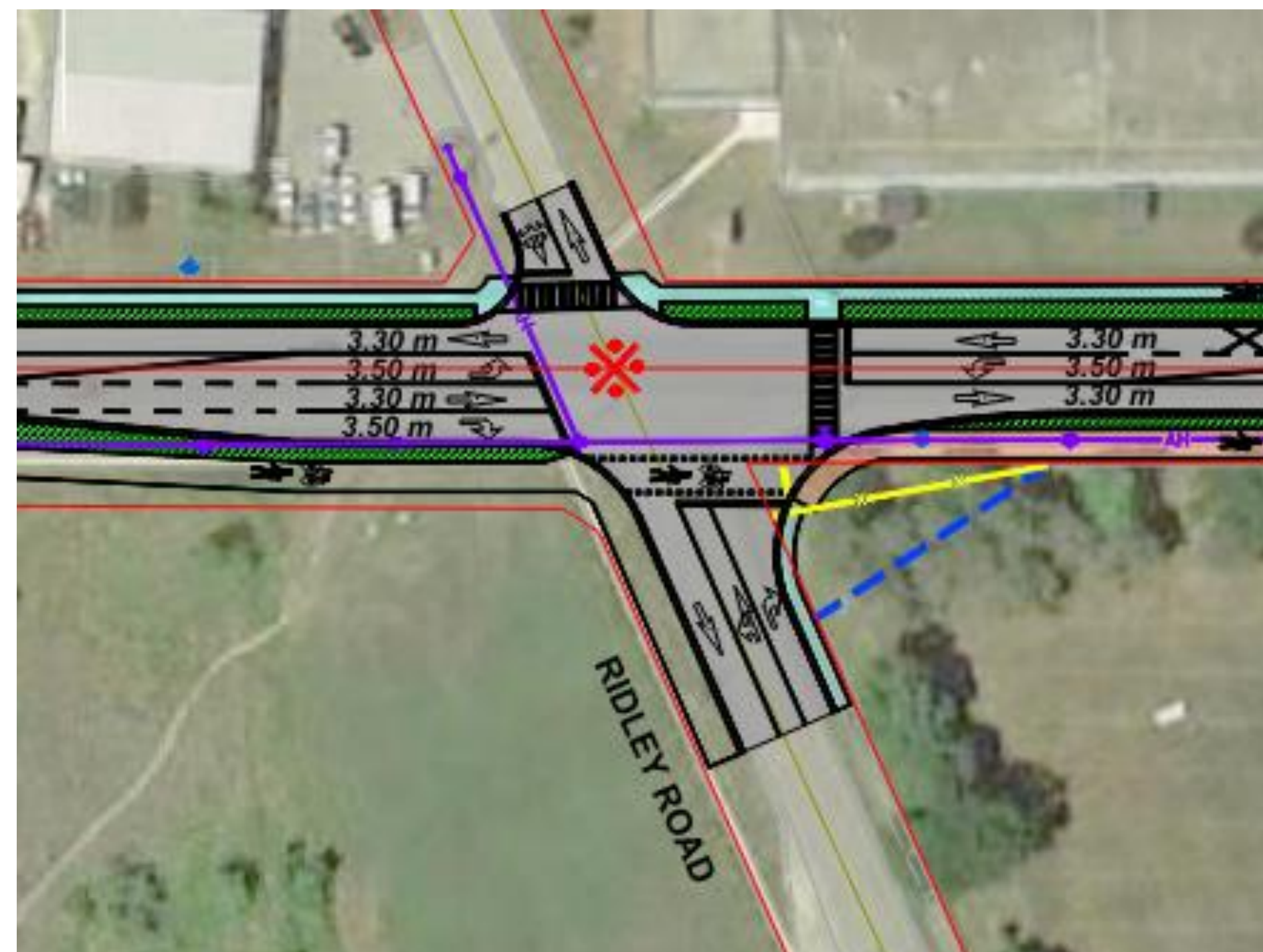
St. Paul Street West

- Improvements for pedestrians and cyclists
- Geometric improvements to make intersection safer



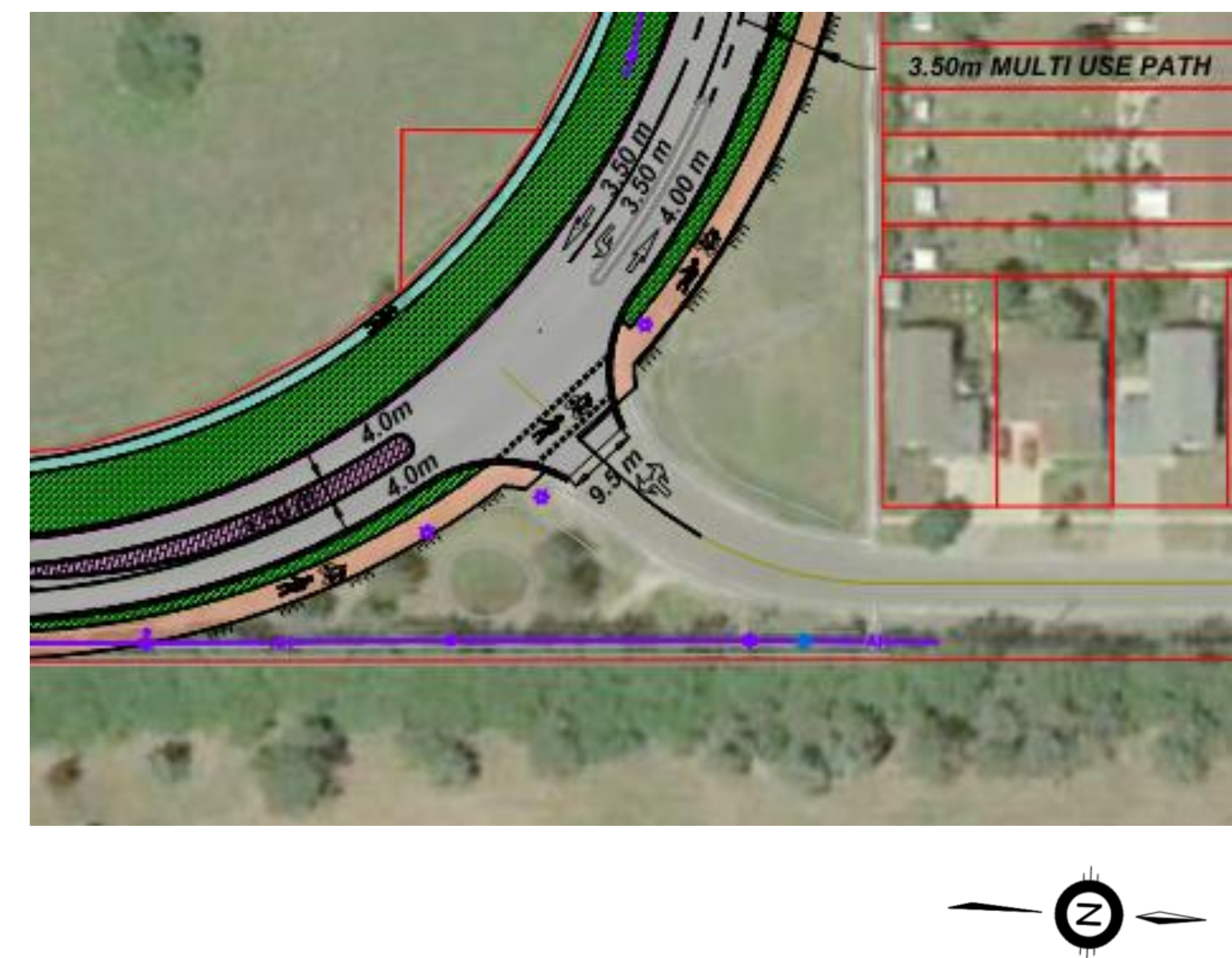
Ridley Road

- Addition of traffic signals and turning lanes



Crestcombe Road

- Geometric improvements to make intersection safer



Public Consultation Summary

Start-Up

- Notice of Study Commencement

PIC #1

November 10, 2022

- Study background
- Existing conditions
- Problems and opportunities
- Proposed evaluation criteria

PIC #2

June 13, 2023

- Evaluation of planning alternatives for the Grade Separation EA and for Louth Street EA
- Preferred planning solution for Grade Separation EA and Louth Street EA
- Next steps for design phase for Louth Street EA

PIC #3

March 20, 2024

- Evaluation of alternative design concepts for Louth Street EA.
- Identification of preferred design concept for Louth Street EA.
- Recommended intersection improvements.

We Are Here

Study Completion

- Grade Separation EA put on pause (subject to future study)
- Filing of Environmental Study Report for Louth Street EA
- Notice of Study Completion
- 30-day public review period

Getting Involved and Next Steps



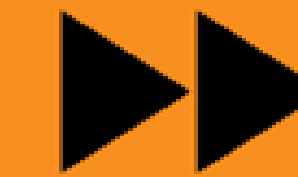
Review display boards on the project web page: niagararegion.ca/projects/louth-street/



Complete the comment form to submit any questions, comments or suggestions (also available on the project webpage).



If not on the contact list already, request to be added to the Study Contact List to receive Study notices for future points of consultation.



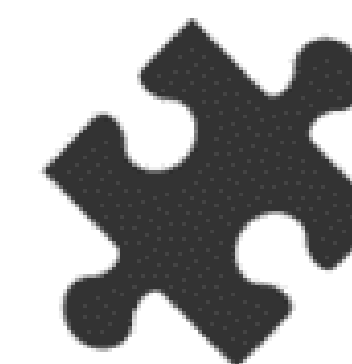
Following this PIC, the Study Team will complete the following:



Review comments received and adjust the study recommendations as appropriate.



Develop a PIC Summary Report to document the results of this PIC.



Finalize the technical studies and document the process and findings in an Environmental Study Report.



Notify the Study Contact List when the Environmental Study Report is available for 30-day public review.

Thank You For Attending

Your Feedback is Important to Us

To submit questions/comments/suggestions, please fill out a comment sheet (also available on the project webpage).

Project Contact Information

Project Manager

Josh Wilson, M.Eng, P.Eng

Niagara Region

Project Manager

Josh.Wilson@niagararegion.ca

905-980-6000 ext. 3336

Project Webpage



niagararegion.ca/projects/louth-street/

Appendix C: Option 3 Roll Plan

