

Public Information Centre #1 Summary Report

Louth Street and West St. Catharines Grade Separation Environmental Assessment

Document Control Page

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Table of Contents

1	Introduction.....	1
2	Notification and Advanced Q&A for Public Information Centre #1	2
3	Virtual Meeting – Format/Participation.....	2
4	Virtual Meeting – Presentation	3
5	Question and Answer Period.....	3
6	Public Comments – Website and Emails	5
	6.1 Public Emails	7
	6.2 Pre-PIC Comments Received.....	7
7	Summary/Key Findings.....	7
	Appendix A: Notice of PIC #1	8
	Appendix B: PIC #1 Display Boards	9
EXHIBITS		
	Exhibit 1. Study Area	1
	Exhibit 2. List of Virtual Public Information Centre #1 Display Boards	3
	Exhibit 3: Summary of Questions and Answers from Public Information Centre #1 .	4
	Exhibit 4: Public Comments Received Following Public Information Centre #1	5

1 Introduction

Niagara Region is undertaking a Schedule C Municipal Class Environmental Assessment and detailed transportation assessment of a potential new roadway/railway grade separation as well as 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. The study area map is shown in **Exhibit 1**.

Exhibit 1. Study Area



Morrison Hershfield and Arcadis IBI Group have been retained by Niagara Region for the Louth Street and West St. Catharines Grade Separation Environmental Assessment. Louth Street will be assessed to determine how the roadway can be redesigned from Benfield Drive to St. Paul Street West 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 West St. Catharines Grade Separation Environmental Assessment will determine the need for additional north/south transportation capacity by way of a potential new roadway/railway grade separation.

Public Consultation

Public participation is key to the success of this study. The Region is keeping the community safe by complying with regional and provincial guidelines, supporting physical distancing, and postponing in-person public meetings. Engagement for essential and priority projects continues online paired with universally accessible methods. As such, the first Public Information Centre (PIC #1) was held online and community members participated by:

- Attending virtually on November 10, 2022 from 6:00 pm to 8:00 pm (via Microsoft Teams), which included a formal presentation and question and answer period.

- Viewing the PIC #1 presentation slides uploaded to the project webpage (<https://niagararegion.ca/projects/louth-street/default.aspx>).
- Completing the online comment form, which was available on the project webpage from November 10, 2022 to December 1, 2022.
- Emailing comments directly to the Region's or consultant's project manager.

The purpose of PIC #1 included the following:

- Introducing the study;
- Reviewing study purpose and existing conditions;
- Receiving public input regarding proposed alternatives to address the study purpose; and
- Presenting study timeline, next steps, and how to stay engaged.

2 Notification and Advanced Q&A for Public Information Centre #1

Multiple methods of communication were used to inform the public of PIC #1, including:

- Distribution of a Notice of PIC #1 by letter mail all property owners within the study area via Canada Post addressed mail on October 27, 2022. In total, 833 postcards were distributed, all via addressed mail to property owners. The notice, envelope, and admail routes can be found in **Appendix A**.
- E-mails containing cover letters and the Notice of PIC #1 to First Nations groups, specifically Mississaugas of the Credit First Nation; Haudenosaunee Confederacy of Chiefs Council, supported by the Haudenosaunee Development Institute; and Six Nations of the Grand River Elected Council.
- Advertisement on the project webpage (<https://niagararegion.ca/projects/louth-street/default.aspx>) which included project information, project team contacts, and links to the PIC #1 notice, presentation slides, and online presentation.
- E-mails to all individuals and organizations on the project contact list, including:
 - Government agencies;
 - Elected officials;
 - Utilities;
 - Local businesses; and
 - Members of the public.
- Copies of these emails can be found in **Appendix A**.

3 Virtual Meeting – Format/Participation

Public Information Centre #1 was held virtually on November 10, 2022, through the platform, Teams. Approximately 16 members of the public participated. The virtual meeting format included:

- Opening/welcoming remarks from Niagara Region (Josh Wilson) and Arcadis IBI Group (Stefan Sirianni).
- A presentation provided by Stefan Sirianni, which included background information, study purpose, existing conditions, study timeline and next steps.
- A question and answer period after the presentation, where participants were invited to provide questions verbally and using the Q&A function, which were responded to by the project team.
- Closing remarks, provided by Josh Wilson, who thanked the public for their time and insightful participation.

4 Virtual Meeting – Presentation

The display boards listed in **Exhibit 2** were presented to the public via a presentation given by Stefan Sirianni during PIC #1.

Exhibit 2. List of Virtual Public Information Centre #1 Display Boards

1. Housekeeping Items	12. Existing and Future Conditions: Traffic and Transportation
2. Project Team	13. Grade Separation: Problems and Opportunities
3. Presentation Outline	14. Grade Separation: Alternative Solutions
4. Study Overview	15. Potential Crossing Locations
5. Study Area	16. Louth Street: Problems and Opportunities
6. Environmental Assessment Process	17. Louth Street: Alternative Solutions
7. Study Background	18. Proposed Evaluation Criteria
8. Background Studies	19. Study Schedule
9. Existing Conditions: Socio Economic Environment	20. Getting Involved and Next Steps
10. Existing Conditions: Cultural Environment	21. Questions
11. Existing Conditions: Natural Environment	

5 Question and Answer Period

Following the presentation, participants were encouraged to pose questions to the project team verbally or by using the Q&A function. The project team hosted a discussion and provided responses to participant questions and comments.

Participants included property owners, employees of Niagara Region, and local businesses.

The topics discussed in the question and answer period are summarized in **Exhibit 3** in alphabetical order.

Exhibit 3: Summary of Questions and Answers from Public Information Centre #1

Topic	Question/Comment	Response
Active Transportation	Inquiry regarding four season pedestrian and cyclist considerations.	Active transportation is recognized as per the Region’s Complete Streets guidelines. The project team will consider enhanced active transportation infrastructure and will be working with the Region to determine how priority facilities can be maintained and cleared during the winter. Louth Street will be a critical route given it provides access to St. Catharines GO Station.
Consultation	Question about whether a grade separation will meet the needs of EMS.	EMS was engaged as part of the consultation process. EMS indicated strong support for a future new grade separation in the study area, with a preference to it being closer to St. Catharines General Hospital.
Cost	Inquiry as to whether there is a municipal budget timeline in mind for the grade separation.	There is not a municipal budget timeline in mind as part of the current capital forecast, but the study will attempt to understand whether these improvements are needed and in what timeframe.
Grade Separation	Inquiry about whether below grade separation will be considered.	Due to higher cost and foreseen complications due to waterways, a below grade separation will not be considered.
	Question regarding the anticipated or proposed grade height above the railway crossing.	The elevation will be approximately 7 to 7.5 metres in height as the bridge will need to have enough clearance for trains to pass under.
	Inquiry regarding impacted sightlines due to the grade separation.	Sightlines are defined by the design speeds of the roads and geometric design manuals. The project team will plan for a 60 km/h posted speed with a profile that meets associated sightline requirements.
Louth Street	Inquiry as to whether road widenings are proposed on Louth Street as part of the improvements and how these relate to the maximum widths denoted in the Region’s Official Plan.	This will be the focus of the next phase of the study. Once a grade separation location has been identified, the project team will shift its attention to design considerations for the Louth Street corridor. This will consider the number of vehicle traffic lanes, turning lanes, and active transportation infrastructure.
Property and Access Impacts	Inquiry about impacts a grade separation will have on a planned access point to 10 Benfield Drive, and whether proper access to Louth Street will be provided	Potential impacts to existing and future accesses is being considered as part of the evaluation of potential grade separation alternatives. In the event

Topic	Question/Comment	Response
	to the southwest quadrant of the Louth Street bend (10 Benfield Drive).	Louth Street is identified as the preferred location for a future grade separation, the next phase of the study would include a more thorough review of property and access impacts, and potential solutions to address these.
	Inquiry regarding the length of the grade separation and its potential property and access impacts.	To accommodate the road profile, the grade separation would extend approximately 300 metres on either side of the rail crossing, with 100 m of variance while constraints are assessed.
Traffic Volumes	Question about the increased traffic volumes on Third Street Louth and whether the Louth Street volumes reflect developments proposed in the coming years.	The Region's travel demand model was used to estimate future traffic growth in the study area. These forecasts account for planned future development, based on the land use information outlined in the Official Plan and St. Catharines GO Secondary Plan, which includes significant development growth in the area.

6 Public Comments – Website and Emails

The public was encouraged to submit comments following PIC #1 either by completing a feedback form on the Project website or by sending direct emails to the Region. A total of two forms were completed and submitted and are shown in the table below alongside the Project Team's response.

Exhibit 4: Public Comments Received Following Public Information Centre #1

Question/Comment	Response
<p>I listened to the presentation tonight and just signed off. However, I need to tell you that my screen did not have the green Q &A button for inputting questions.</p> <p>I wanted to ask you about winter maintenance on a possible off-road cycle track which seems to be the favoured cycling infrastructure that the Region is advocating in situations like this under a Complete Streets design approach. My preference as a cyclist is for an on-road bike lane for many reasons. Be that as it may, I would assume that winter maintenance of the cycle track, like the adjacent sidewalk, will become the responsibility of the City rather than the Region, which concerns me. There must be assurances that the cycle track will get "timely" snow clearing just like the Regional roadways, with bike lanes, would get under normal snow clearing operations. Will the City commit to this practice? Specialized snow clearing equipment</p>	<p>Long-term maintenance needs (including winter snow removal) will be a key consideration during the next phase of this study, as the project team proceeds with design alternatives on Louth Street. The project team will consider enhanced active transportation infrastructure and will be working with the Region to determine how priority facilities can be maintained and cleared during the winter. Louth Street will be a critical route given it provides access to St. Catharines GO Station.</p> <p>Reconstruction of the St. Paul Street West bridge is scheduled to begin in 2023, and will be completed prior to the Louth Street reconstruction. The Region will be working with the City to coordinate construction phasing for the remaining projects in</p>

Question/Comment	Response
<p>will need to be purchased. If no assurances are given then please construct an on-road bike lane rather than a cycle track. I know that some municipalities are very concerned about assuming additional responsibilities and costs like this one. Finally, can you please tell me when the existing St. Paul St. rail bridge to the east will be reconstructed and how it may potentially impact on the Louth St. MCEA? Thank you. I look forward to future consultation on this work.</p>	<p>the area including Louth Street, Ridley Road, and the St. Catharines GO Station site works.</p>
<p>As a property owner in the area of third street Louth as well as St.Paul Street West I am concerned about traffic flow on St.Paul Street West which already causes a great amount of dust and due to the possible influx of more traffic this problem could become worse. We have had issues with speed limits along this road because of it being a secondary highway. It is extremely hard to pull out from residential property on St. Paul Street West at the current time. Is there any thoughts on Vansickle road having a light instead of a four way stop? Also Third Street at Highway 8 (St.Paul Street West) is already a dangerous turn because of the grade of the road west of third street.</p> <p>In regards to the third street at the CN rail to fourth Avenue, the drainage ditch (Creek) could be affected by road widening from highway 8 to the CN rail. This is a current concern for my family's property. I attended a meeting in regards to the water table in West St. Catharines from Highway 8 (St. Paul Steet West) to 4th Ave. The creek that I mentioned earlier continues to 4th Avenue, during this meeting they listed this culvert as needing to be reinforced and increased in size under 4th Ave. Allowing the creek to continue towards the lake. (The Creek mentioned is part of the Niagara escarpment commission) Having property at 4th Ave and third, there is a great deal of natural wild life centered around the tracks this includes snowy owls, coyotes, and foxes to add to your list that you had in your slide show. Part of this concern is their current natural habitat that needs to be maintained as well as if that is disturbed by the expansion of the tracks, they could move into the residential areas which can be dangerous for humans and pets.</p> <p>Thank you for letting us comment on this information provided. Look forward to the exciting changes to west St. Catharines.</p>	<p>Alternative solutions for a potential new grade separation will be evaluated against a wide range of criteria, including their impact on various transportation, natural environment, built heritage, and socio-economic factors. The recommended solution will look to protect natural environmental features (including sensitive watercourses and species of conservation concern).</p> <p>Intersection improvements at St. Paul Street West & Vansickle Road are outside the scope of the current study. However, the Region is planning a separate environmental assessment of this intersection, to commence in the coming years. That study will evaluate the need for traffic signals and determine the need for additional turning lanes.</p>

6.1 Public Emails

No emails were submitted directly to the Region's Project Manager during the comment period.

6.2 Pre-PIC Comments Received

No comments were submitted prior to PIC #1.

7 Summary/Key Findings

A summary of the feedback received at Public Information Centre #1 and during the comment period from November 10 to December 1, 2022 is provided below. Key comments included that the public has concerns regarding impacted properties and access, consultation with EMS, and grade separation type within the study area. Recurring themes include:

- Property and Access Impacts
 - Driveway and roadway access to the southwest quadrant of the Louth Street bend (10 Benfield Drive) for planned residential units; and
 - Length of grade separation on either side of the railway corridor and potential resulting impacts to property access.
- Consultation with EMS
 - Engagement with EMS on the project and how it might affect emergency response times and access.
- Grade Separation
 - Cost of grade separation;
 - Consideration of below grade separation, height of potential bridge and sight line impacts; and
 - Impacts to natural environment and watercourses.

Comments received from the public will be considered, in conjunction with the findings from the existing conditions review, as design alternatives are developed as part of the Louth Street and West St. Catharines Grade Separation Environmental Assessment. The design alternatives will be presented to the public for feedback at Public Information Centre #2 which is anticipated to be held in Spring 2023.

Appendix A: Notice of PIC #1

Public Notice of Study Commencement

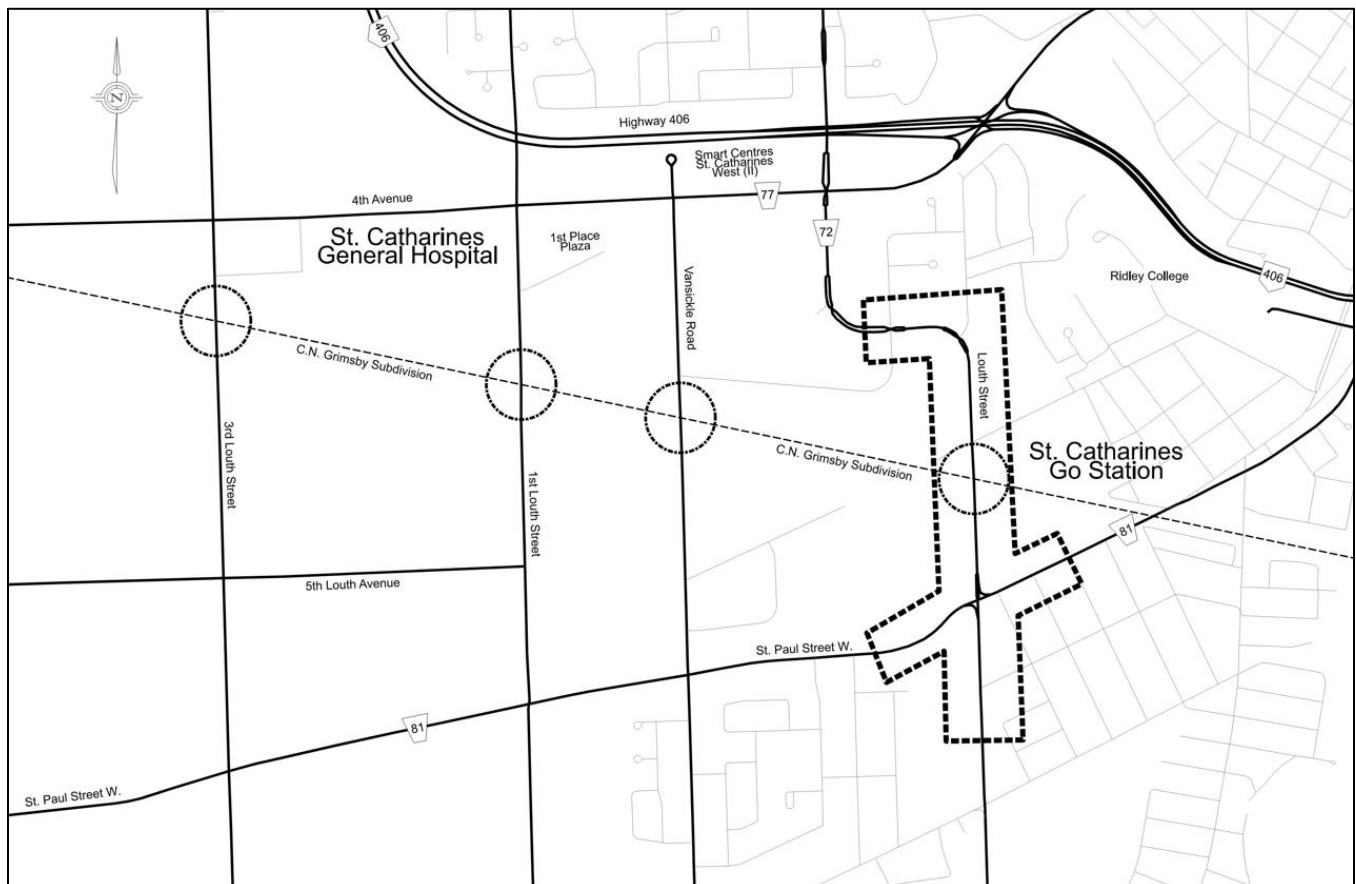
Regional Road 72 (Louth Street) and West St. Catharines Grade Separation

Municipal Class Environmental Assessment

The Study

Niagara Region, through their consultant Morrison Hershfield, is undertaking a Municipal Class Environmental Assessment (EA) and Detailed Transportation Assessment of Regional Road 72 (Louth Street) and the west St. Catharines Grade Separation in the City of St. Catharines. The study is split into two components which include:

1. Determining the need for additional north/south transportation capacity by way of a potential new roadway/railway grade separation in west St. Catharines.
2. Redesigning 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 Process

This 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. The study will address the requirements of Phases 1 to 4 of the Municipal Class EA process.

Upon completion of the study, an Environmental Study Report (ESR) will be prepared to document the Municipal Class EA 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 with the public, Indigenous Nations, regulatory agencies, and stakeholder groups is a key element of a Municipal Class EA study. To facilitate this, three Public Information Centres (PICs) are planned over the course of the study to gather input on potential alternative solutions and designs, and provide an opportunity to discuss concerns and issues with the project team. Public notices will be distributed in advance of each PIC, the first of which is tentatively scheduled for September/October 2022.

Stay Connected!

As the study progresses and more information becomes available, it will be posted on the project webpage: <https://niagararegion.ca/projects/louth-street/>.

If you have any questions or comments regarding the study, or wish to be added to the email 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 (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 was first issued on July 21, 2022.

Appendix B: PIC #1 Display Boards

MOVING ROADS FORWARD



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



Welcome

Public Information Centre #1

Louth Street and West St. Catharines Grade Separation Environmental Assessment

Thursday November 10, 2022
6:00 pm

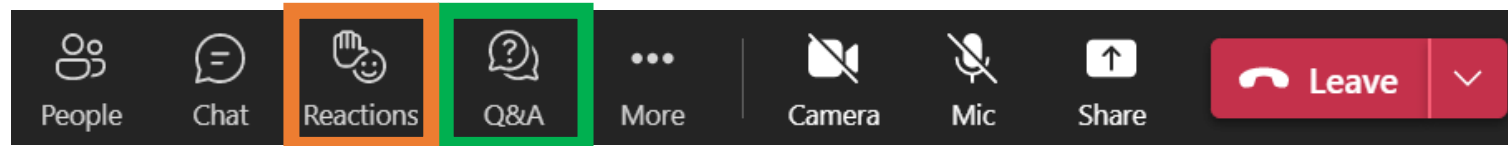
**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

Niagara  Region

Housekeeping Items

- When joining the online meeting, attendees will be muted and will not be able to use their microphone or camera.
- There will be an opportunity at the end of the presentation to ask any questions or submit comments. Please use the Q&A icon [in green] or “raise your hand” using the Reactions icon [in orange] to ask questions for the presenters to answer.



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

Project Team

Niagara Region

- Josh Wilson
- Maged Elmadhoon

IBI Group

- Stefan Sirianni
- Scott Johnston

Morrison Hershfield

- John Grebenc
- Marc Rose

Presentation Outline

Study Background

- Study Overview & Municipal Class EA Process
- Study Background
- Existing and Future Conditions

Development of Alternatives

- Problems and Opportunities
- Alternative Solutions: Grade Separation EA
- Alternative Solutions: Louth Street EA
- Proposed Evaluation Criteria

Timeline and Next Steps

- Study Schedule
- Getting Involved and Next Steps
- Questions?

Study Overview

Niagara Region is undertaking a Schedule C Municipal Class Environmental Assessment and detailed transportation assessment of:

- Louth Street (i.e. Regional Road 72 or “RR#72”); and
- A potential new roadway / railway grade separation in the City of St. Catharines.

Upon completion of the study, an Environmental Study Report (ESR) will be prepared to document the Municipal Class EA 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.

Study Area

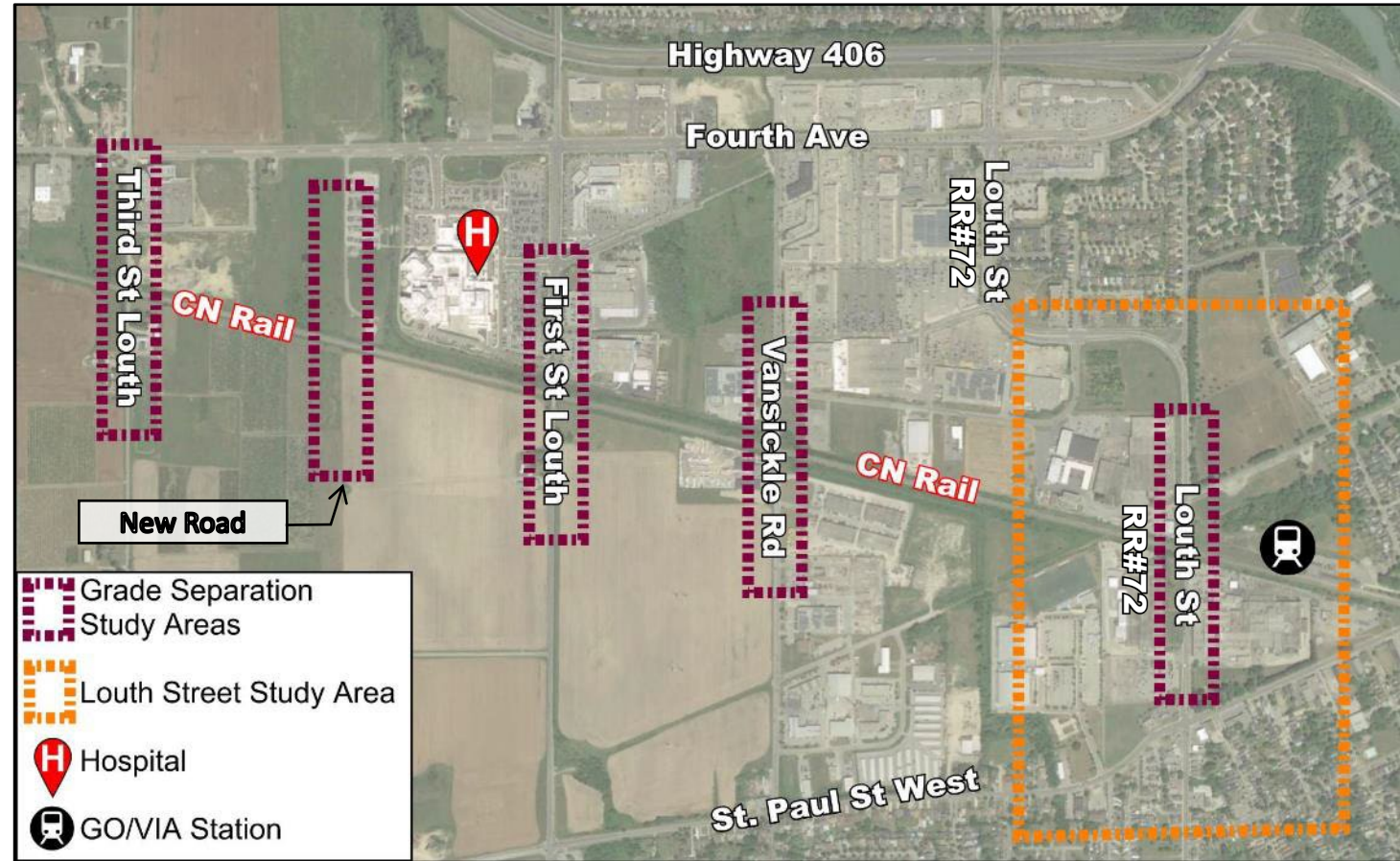
The study is split into two components which include:

1. West St. Catharines Grade Separation EA (Phases 1 to 2)

Determining the need for additional north/south transportation capacity by way of a potential new roadway/railway grade separation in west St. Catharines.

2. Louth Street EA (RR#72) (Phases 1 to 4)

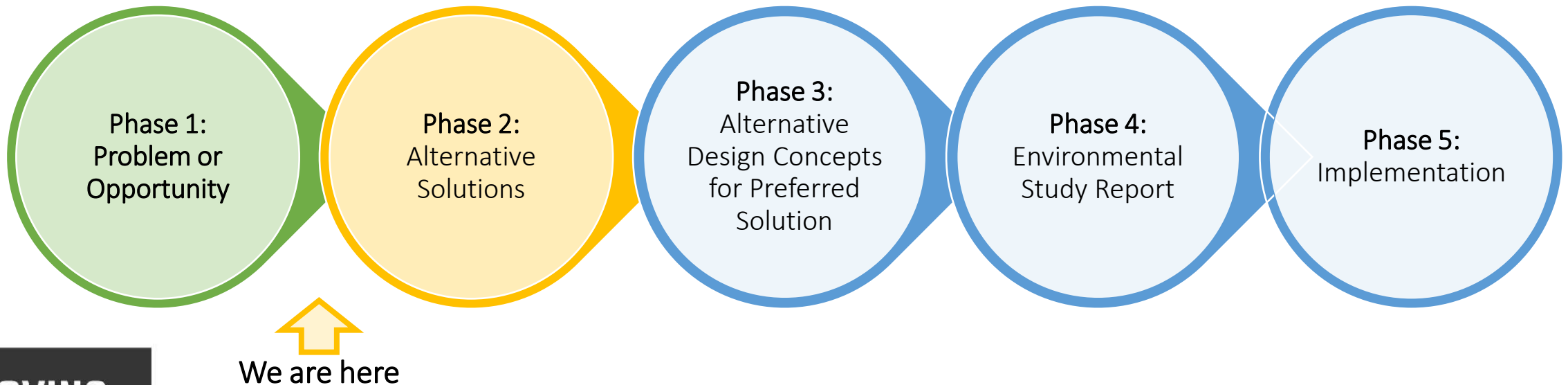
Redesigning Louth Street from Benfield Drive to St. Paul Street West using a Complete Streets approach to balance the various needs of the corridor, while providing dedicated pedestrian and cyclist infrastructure that is safe, attractive and connected.



Environmental Assessment Process

The Class EA process is a standardized planning process for classes or groups of activities. It applies to projects which are carried out routinely and have predictable and readily managed environmental effects.

The Louth Street EA Study will address Phases 1 to 4 while the West St. Catharines Grade Separation EA Study will address Phases 1 to 2.

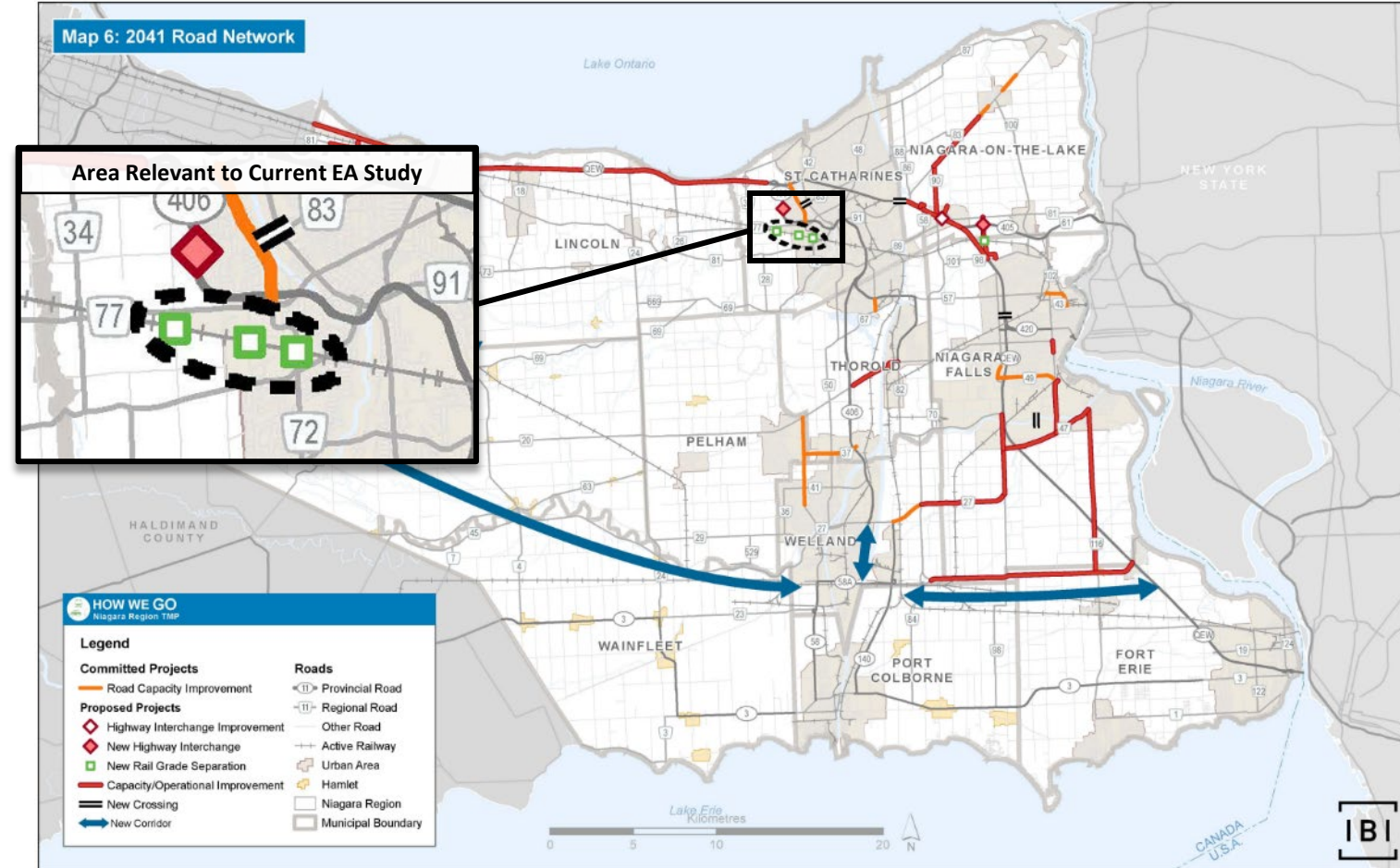


Study Background

Niagara Region Transportation Master Plan

Recommendations included:

- Review and consideration for grade separation at Third Street Louth, Vansickle Road, or Louth Street (RR#72)
 - Supports economic development
 - Maintains and improves the goods movement network
 - Develops a blueprint for implementation
 - Connects transportation routes in Niagara Region
 - Meets the needs of residents
 - Improves access to St. Catharines General Hospital
- Rehabilitating Louth Street



MOVING
ROADS
FORWARD

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

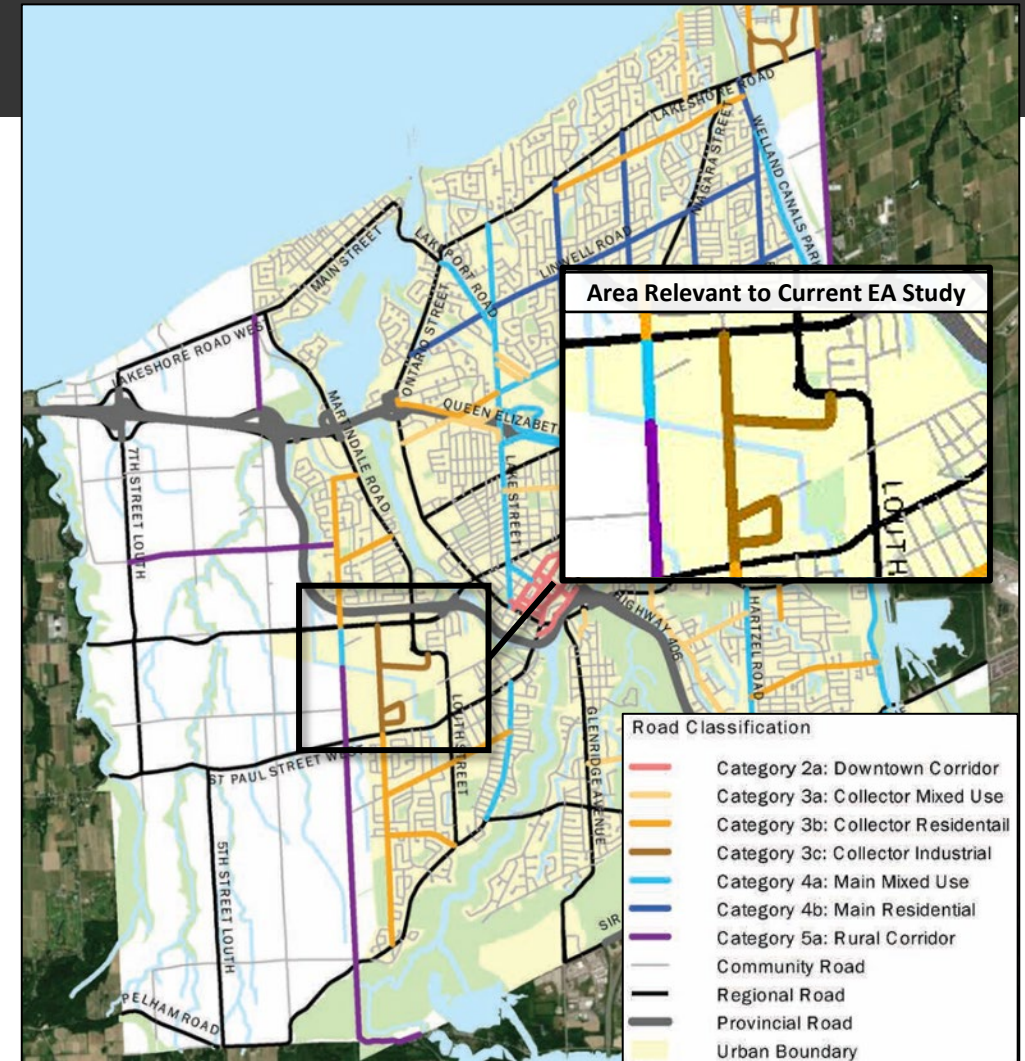
Niagara Region

Study Background

St. Catharines Transportation Master Plan

The City's TMP places an emphasis on linking land use and transportation planning to create context-sensitive solutions, and provides direction for the following:

- A grade separation of a north/south street and the CN Rail line in the west end of St. Catharines has been previously identified as a potential benefit to facilitate uninterrupted emergency access in the area of the Hospital on Fourth Avenue; and
- A potential new interchange on Highway 406 at Third Avenue Louth would help relieve traffic at the Fourth Avenue interchange.

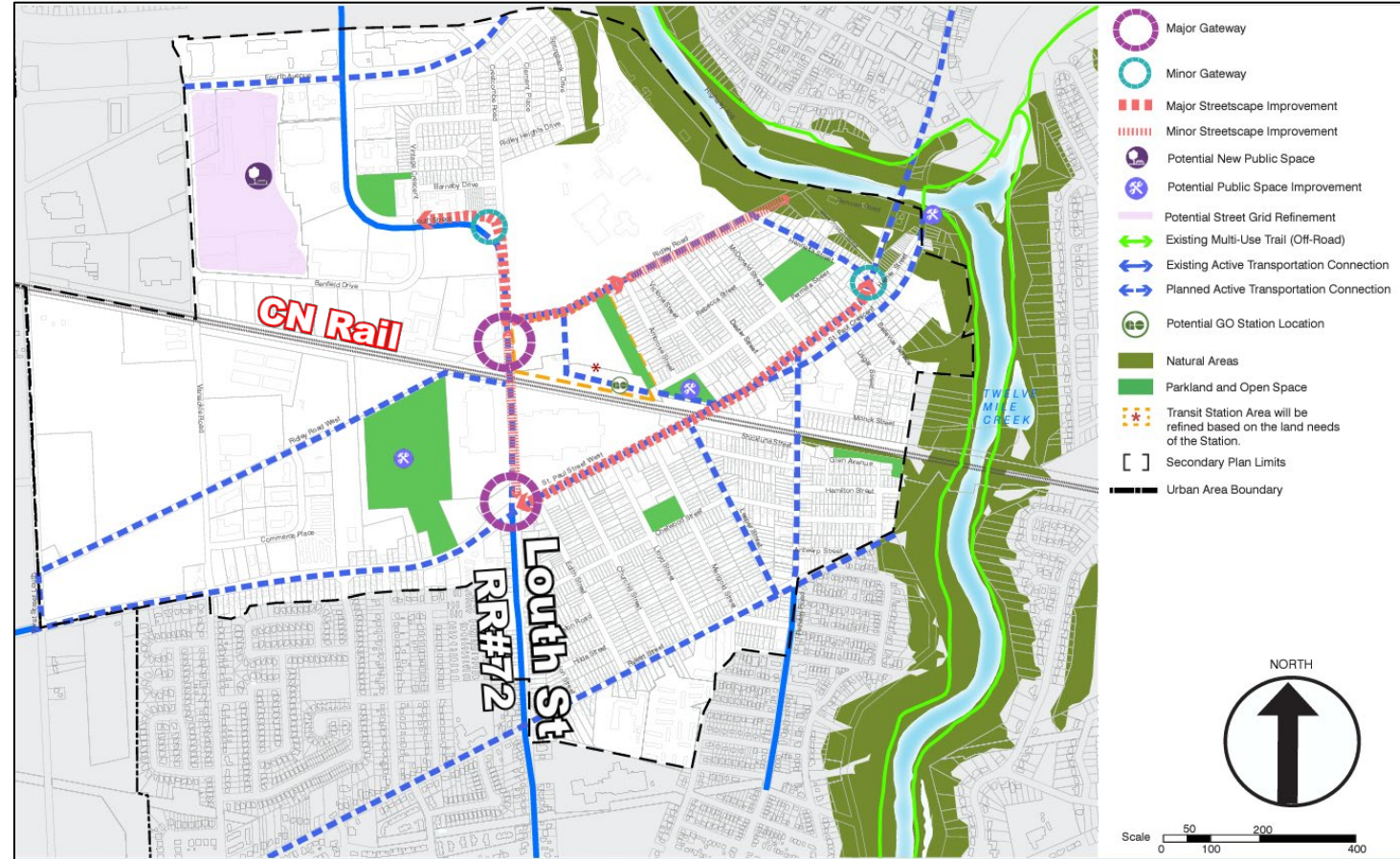


Source: St. Catharines Transportation Master Plan

Study Background

St. Catharines GO Transit Station Secondary Plan

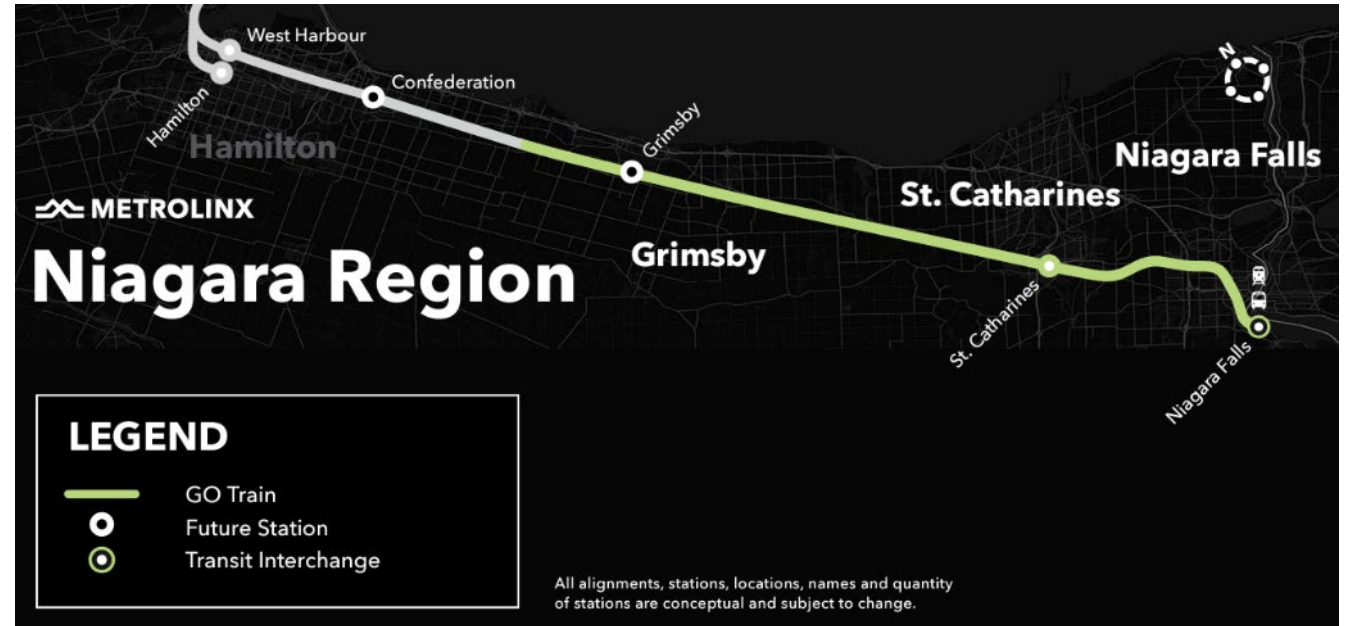
- Provides a 20-year vision and planning framework to guide transit-supportive development around the St. Catharines GO station, located at the existing VIA Rail station on Great Western Street; and
- Identifies capital infrastructure improvements necessary to provide residents and commuters with safe and efficient access to the GO station.



Study Background

GO Service Expansion

- GO Transit has proposed incremental service increases every year while working towards two-way, all-day service between Toronto and Niagara.
- This would lead to 11 daily trains travelling to/from St. Catharines GO Station in the coming years, up from 2 trains per day currently.



Background Studies

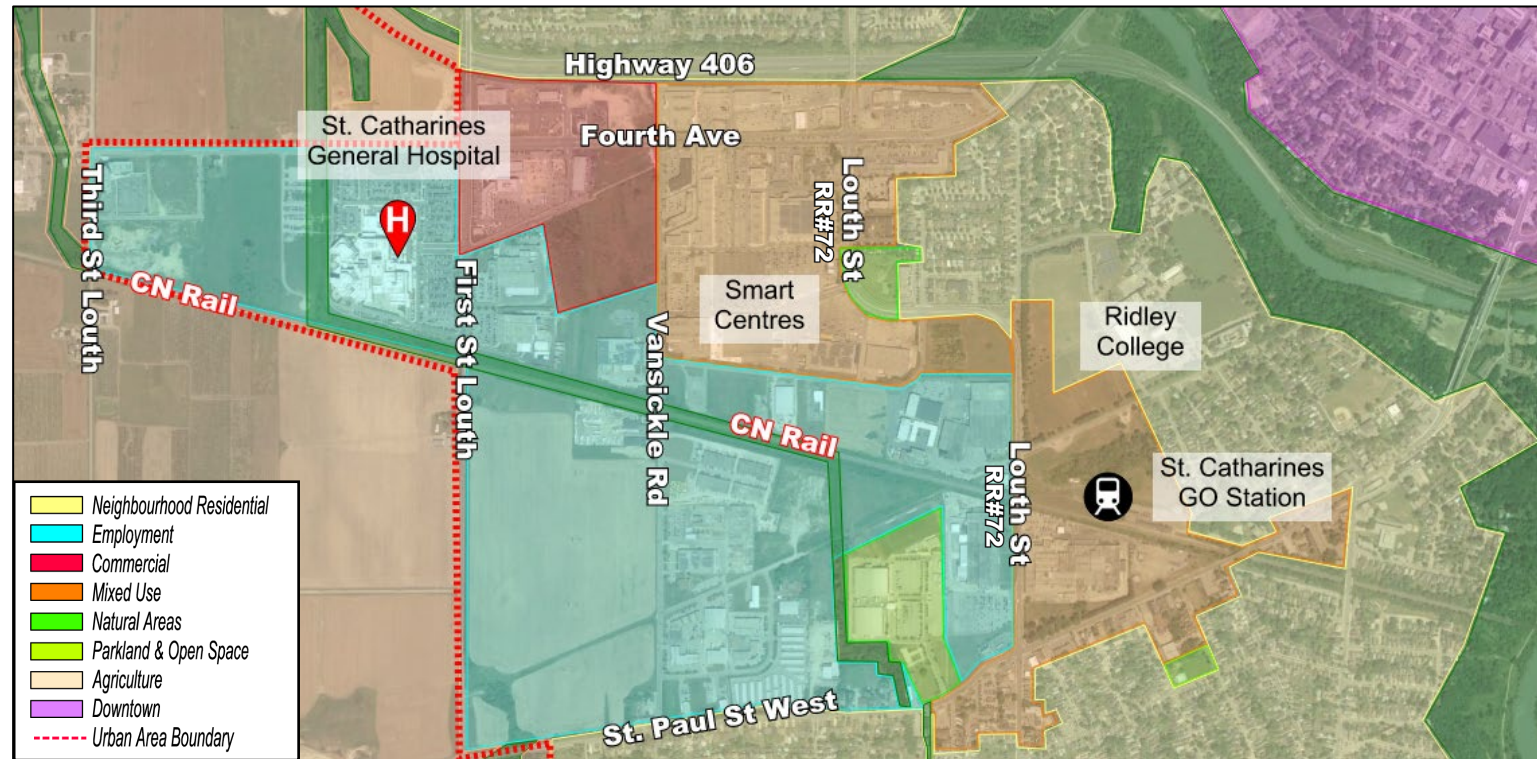
The following background reviews are being conducted as part of this EA Study:

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

Existing Conditions

Socio-Economic Environment

- The study area largely consists of mixed use, commercial, agricultural, and employment areas with residential neighbourhoods on the periphery.
- Key destinations within the study area include:
 - St. Catharines General Hospital;
 - Smart Centres;
 - Ridley College;
 - St. Catharines GO Station;

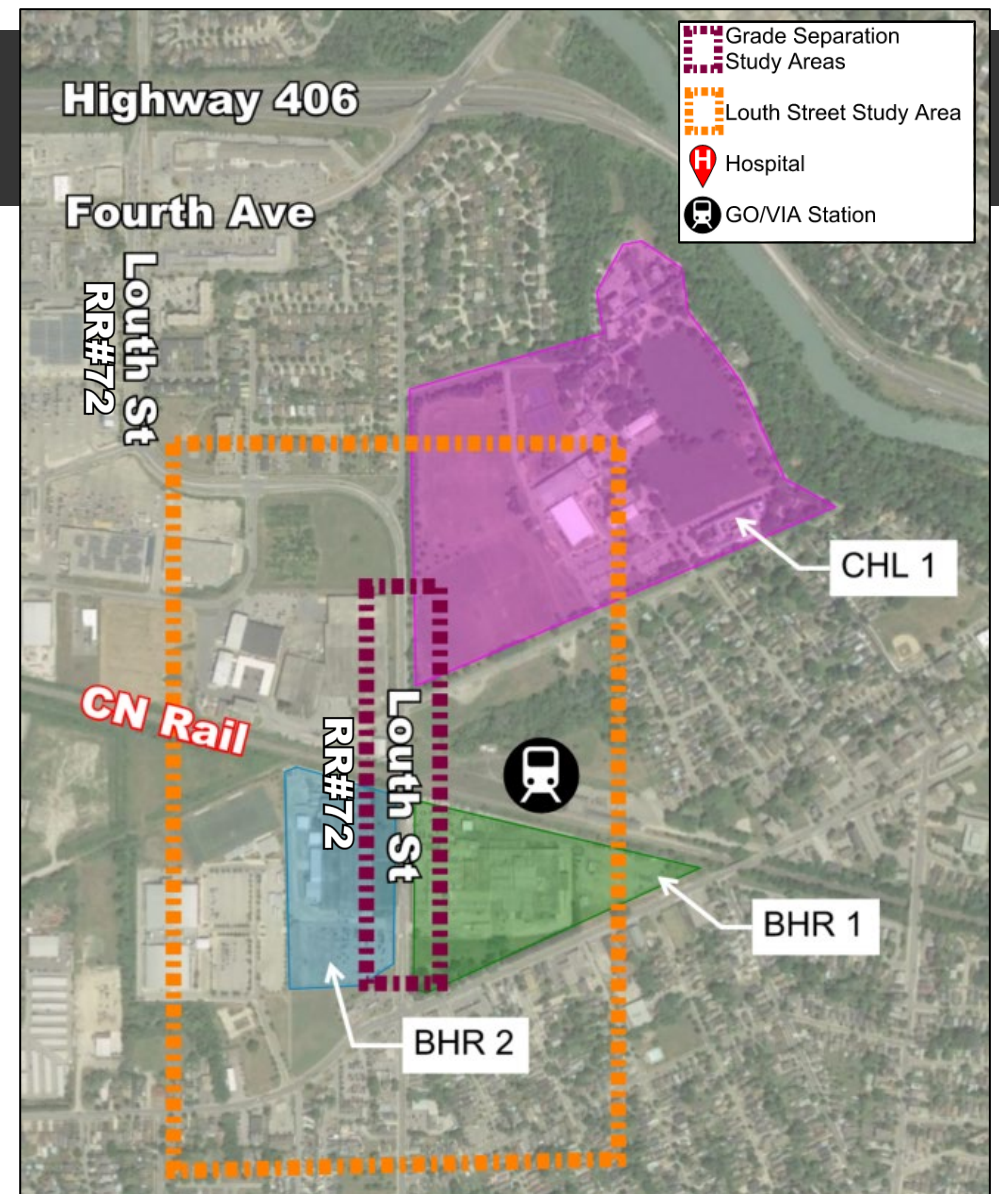


Source: St. Catharines Official Plan - General Land Use Designations

Existing Conditions

Cultural Environment

- Potential heritage resources within the study area most at risk include:
 - Industrial manufacturing plants on Louth Street
 - Ridley College
- Potential heritage resources just beyond the study area include:
 - Haynes Family Cemetery
 - St. Catharines Train Station
- Parts of the study area exhibit archaeological potential and may require further study.



Blue box: Potential Built Heritage Resource (BHR) for inclusion in Municipal Heritage Register

Green box: Potential BHR for designation and listing by City

Pink box: Potential Cultural Heritage Landscape (CHL) for designation and listing by City

Existing Conditions

Natural Environment

- Parts of the study area are located within or near the Greenbelt or Specialty Crop Areas.
- Regulated floodplains, highly vulnerable aquifers, and Niagara Peninsula Conservation Authority lands have been identified within or near the study area.
- Within proximity of Third Street Louth, Barn Owls and a potential Bank Swallow habitat have been identified.
- Tributary of Twelve Mile Creek under Third Street Louth also provides high quality fish habitat.

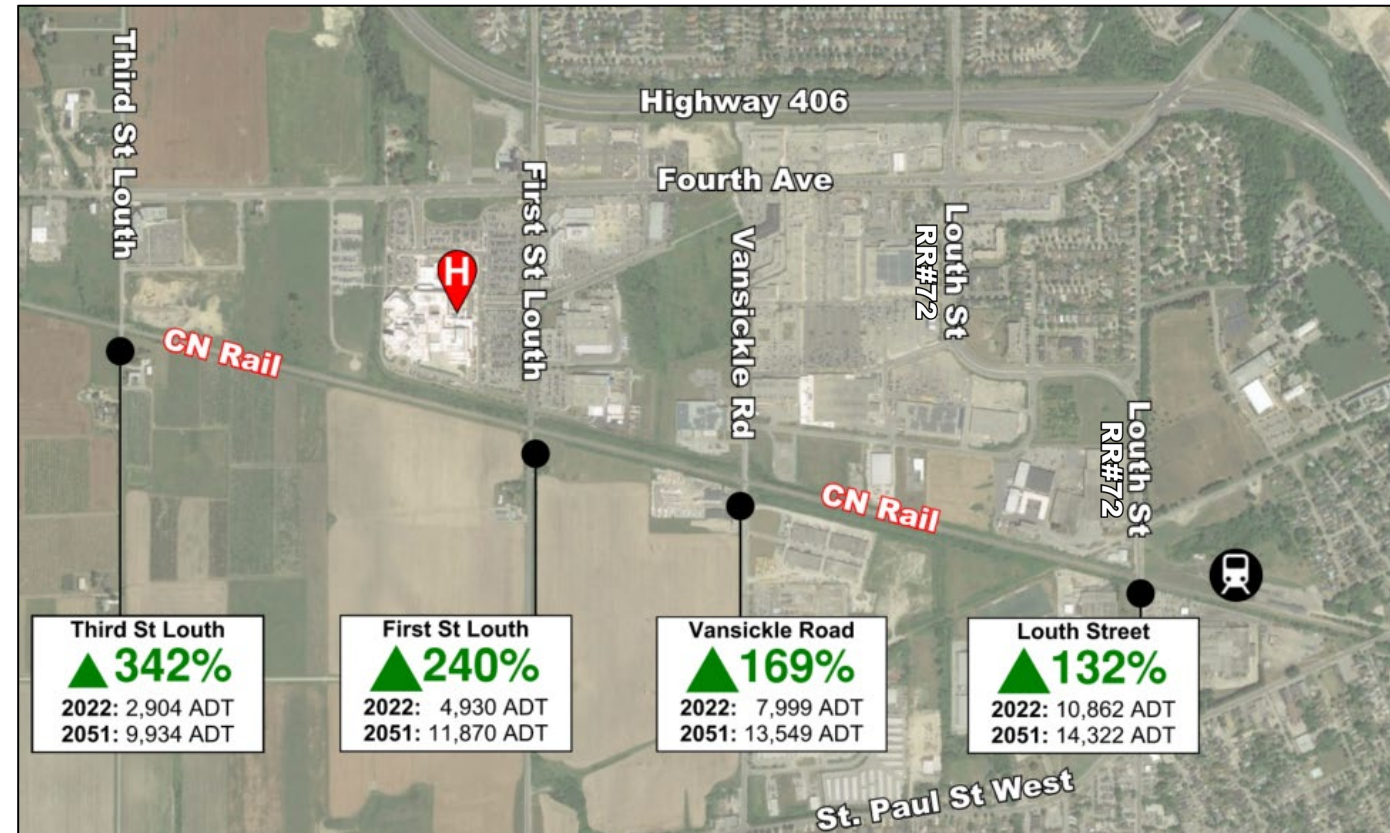


Culvert at Third Street Louth CN Rail Crossing

Existing and Future Conditions

Traffic and Transportation

- Significant traffic growth is expected in the study area.
- Traffic queues and delay at at-grade rail crossings.
- Need for rail-grade separation under review.
- Vehicular traffic is also expected to grow per the St. Catharines GO Station Secondary Plan.
- Train traffic is expected to grow with increased freight rail traffic and expanded passenger rail service (GO Metrolinx Niagara Region Service Expansion IBC).



Estimated Percent Increase in Traffic by 2051 over Existing (2022) Volumes

Grade Separation: Problems and Opportunities

West St. Catharines Grade Separation EA

- Expected increase in train traffic due to upcoming GO Service Expansion will create more frequent delays at these at-grade crossings.
- Access to the hospital by Emergency Medical Service (EMS) vehicles is currently affected by at-grade crossings.
- Building a new grade separation over the rail tracks would provide unimpeded access by EMS vehicles and improve the flow of non-EMS traffic.

Potential Future Train Volumes

- **Total (CN+GO)**
 - **2022:** 18 trains/day
 - **2025:** 28 trains/day
- **CN**
 - **2022:** 16 trains/day
 - **2025:** 17 trains/day
 - **2051:** 23 trains/day
- **GO**
 - **2022:** 2 trains/day
 - **2025:** 11 trains/day

Grade Separation: Alternative Solutions

Alternative 1

No New
Grade
Separation

Do not provide a grade separated crossing. This alternative maintains existing transportation conditions.

Alternative 2

First Street
Louth

Create a new overpass crossing immediately east of St. Catharines General Hospital, approximately 480 m south of Fourth Avenue.

Alternative 3

Vansickle
Road

Create a new overpass crossing two blocks east of St. Catharines General Hospital, approximately 600 m south of Fourth Avenue.

Alternative 4

Crossing at
Louth Street

Create a new overpass crossing adjacent to St. Catharines GO Station three blocks east of St. Catharines General Hospital, approximately 1.2 km south of Fourth Avenue.

Alternative 5

Third Street
Louth

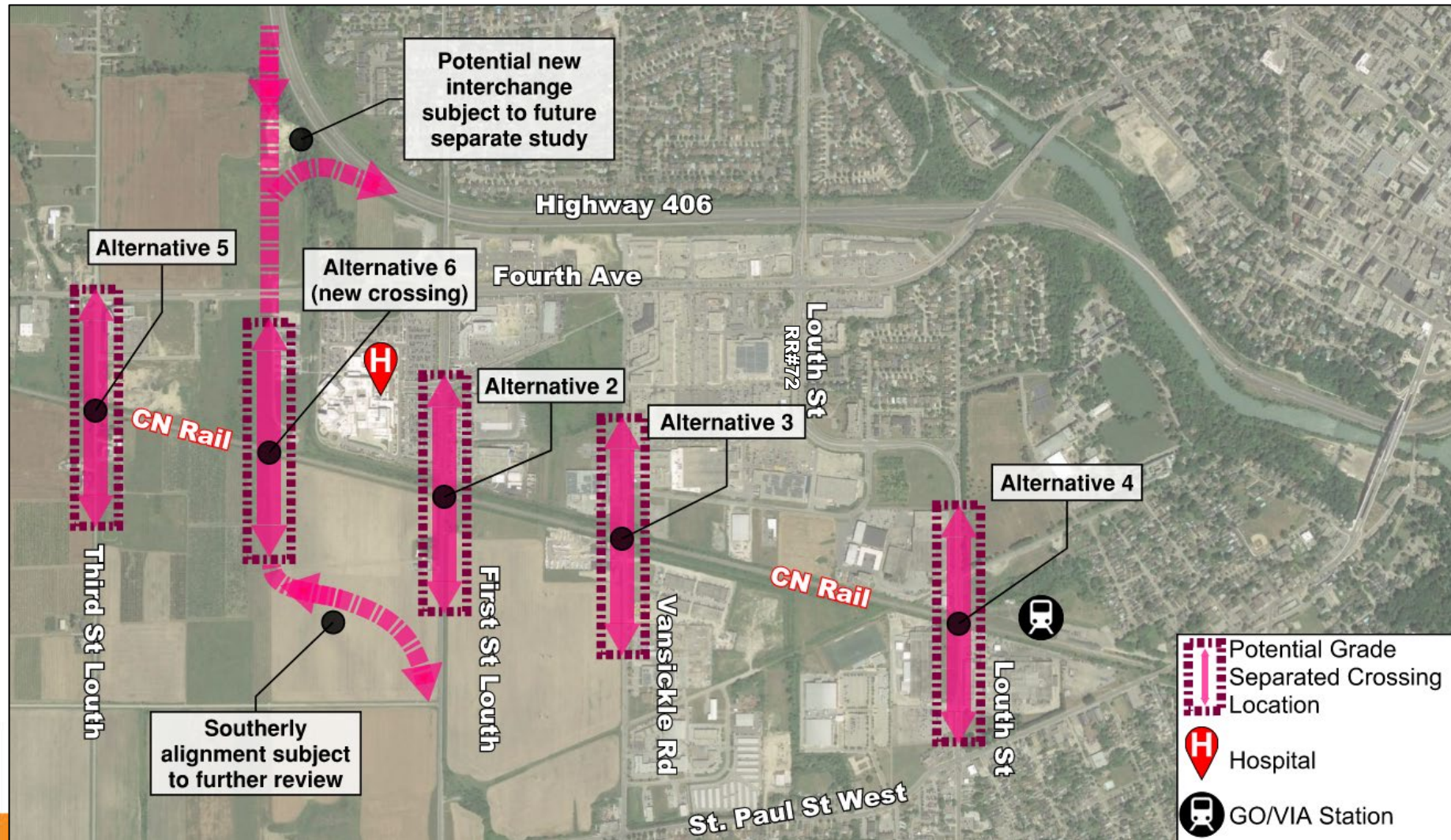
Create a new overpass crossing one block west of St. Catharines General Hospital, approximately 260 m south of Fourth Avenue.

Alternative 6

New
Alignment

Create a new road/alignment west of St. Catharines General Hospital which crosses over the CN Rail corridor. Southerly alignment and future connection to Highway 406 in the north would be subject to further studies.

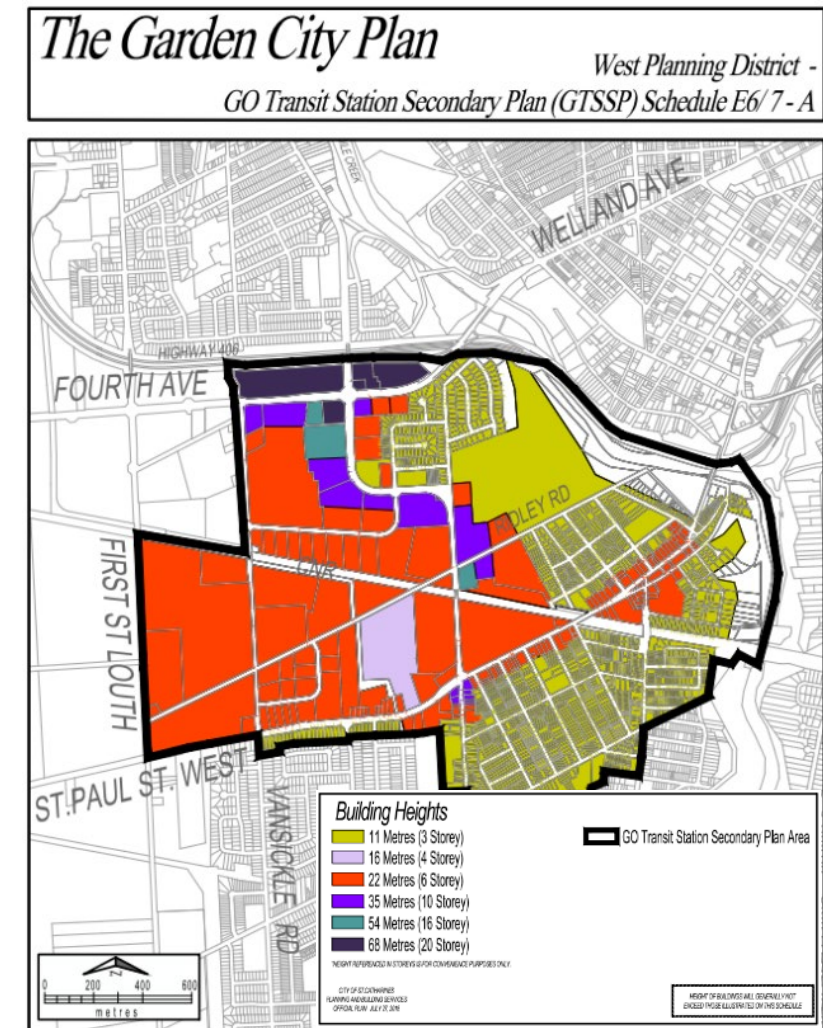
Potential Crossing Locations



Louth Street: Problems and Opportunities

Louth Street EA

- Development is planned along Louth Street and the surrounding area, which is likely to increase the volume of traffic.
- Current two-lane road may be insufficient to handle future traffic volumes.
- Opportunity to improve infrastructure on Louth Street and upgrade pedestrian and cyclist facilities.
- Opportunity to coordinate with on-going GO transit improvements.

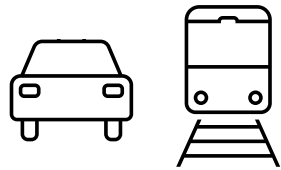


Louth Street: Alternative Solutions

Alternative Solutions	Descriptions	Recommendation
Do Nothing	Do not improve Louth Street or provide a grade separated crossing. This alternative maintains existing transportation conditions.	Carry forward for comparison only
Limit Development	Limit development within the St. Catharines GO Station Secondary Plan Area.	Do not carry forward
Intersection and/or Other Operational Improvements	Enhance operations of roadway through intersection improvements (e.g. traffic signals, provisions of turning lanes, etc.)	Carry forward within overall strategy
Corridor Improvements to Louth Street	Urbanization, active transportation facilities, consideration for future traffic needs, and a possible future grade separation at CN Rail crossing.	Carry forward within overall strategy
Travel Demand Management Measures	Measures to manage travel demand, such as carpooling, flexible work hours, telecommute, etc.	Carry forward within overall strategy
Improvements to Other Roadways	Widen roadways in the immediate Study Area to beyond planned improvements.	Part of the overall Regional transportation strategy (TMP)

Proposed Evaluation Criteria

- Alternatives for both Louth Street and the Grade Separation will be developed and evaluated based on key factors, including:



Traffic and Transportation

- Access and intersection requirements
- Emergency services
- Future traffic patterns and delays
- Access management and goods movement
- Rail and transit operations
- Provisions for vulnerable road users
- Road user safety



Socio-economic Environment

- Existing and future land uses
- Property and access requirements
- Community impacts
- Noise impacts



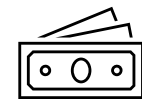
Cultural Environment

- Cultural heritage landscapes
- Built heritage resources
- Archaeology resources



Natural Environment

- Policy areas
- Watercourse and watershed impacts
- Habitat and vegetation
- Species-at-Risk / Species of conservation concern

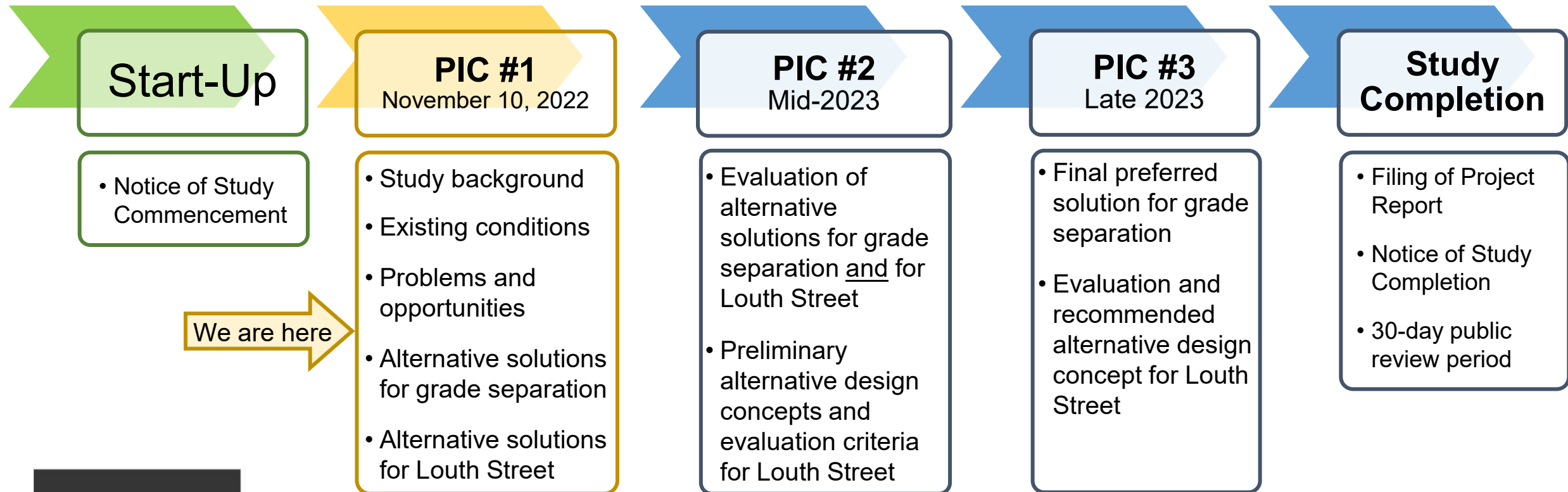


Cost and Constructability

- Property acquisition and access impacts
- Impacts of construction
- Maintenance cost

Study Schedule

Louth Street EA & West St. Catharines Grade Separation EA



Getting Involved and Next Steps



Review presentation slides on the virtual consultation platform/project web page.



Submit any questions, comments or suggestions for consideration using the online comment form on the project webpage.



Request to be added to the Study Contact List to receive Study notices for future points of consultation.



Visit project website for updates: niagararegion.ca/projects/louth-street/



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Following this Public Information Centre (PIC), the Study Team will complete the following:



Develop a PIC Summary to document results of this PIC.



Initiate studies to collect existing condition information for natural, socio-economic and cultural environment.



Develop and evaluate alternative solutions to identify preliminary preferred solutions for grade separation and Louth Street.



Host PIC #2 to present the evaluation of alternative solutions.

Questions?

Your feedback will be important to us. Your comments will be reviewed and considered, as the Study progresses.

To submit questions/comments/suggestions after this PIC, please use the online comment form available on the project webpage **by December 1st**:

niagararegion.ca/projects/louth-street/

If you have further questions please contact one of the Study's Project Managers:

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