



Thirty Road (Regional Road 14) at Young Street in the Township of West Lincoln Schedule 'C' Municipal Class Environmental Assessment

Public Information Centre #2 Summary Report
Final

January 23, 2024





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Region of Niagara

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RVA 226468

January 23, 2024



**Thirty Road (Regional Road 14) at Young Street in the Township of West Lincoln
Schedule 'C' Municipal Class Environmental Assessment
PIC #2 Summary Report**

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1.0 INTRODUCTION

Niagara Region is undertaking a Municipal Class Environmental Assessment Study (EA) for intersection improvements and potential realignment of Thirty Road (Regional Road 14) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection. The Study Area extends approximately 600 meters in each direction, as shown in the key plan in Figure 1.1.

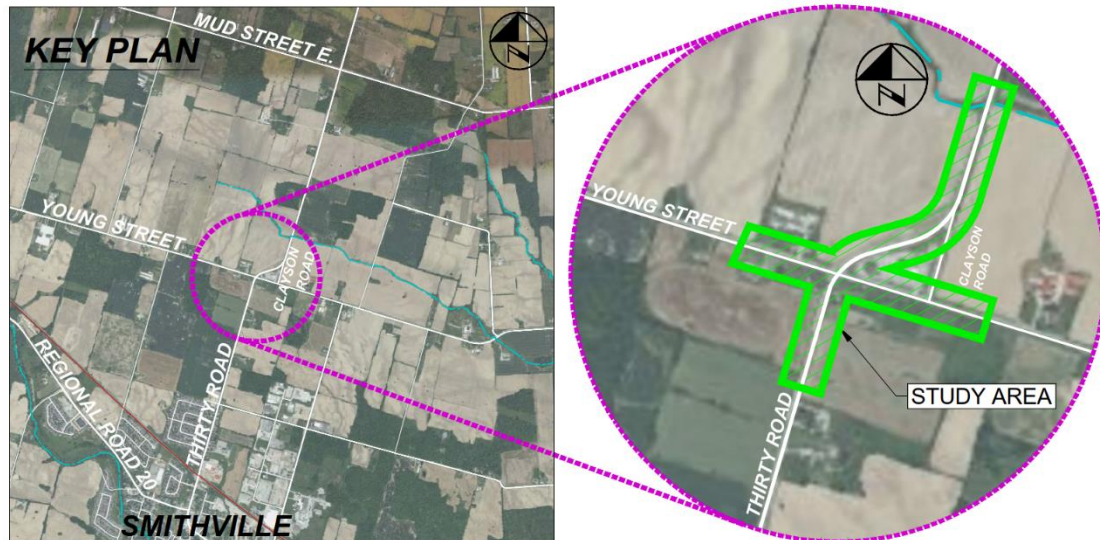


Figure 1.1 – EA Study Area

R.V. Anderson Associates Limited (RVA) was retained by the Niagara Region to complete the Class Environmental Assessment (EA) for this project. This is a Schedule “C” project that covers Phases 1 through 4 of the planning process in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011, 2015 & 2023). As part of the Class EA planning and design process, extensive public and technical agency consultation is required in developing the study recommendations. Two (2) Public Information Centres (PICs) are being held as part of the study.

1.1 Public Information Center #2

Public participation is key to the success of this study. As such, the second PIC was held on November 22, 2023, at 6 p.m. through a Virtual Public Meeting format hosted on Microsoft Teams, which included a formal presentation and a question-and-answer period. Residents were invited to call-in to the meeting or participate in the meeting through a link posted to the project webpage.

The PIC included a presentation of the study to date, including existing conditions, the evaluation of alternative design concepts, preliminary and interim design recommendations, followed by a question-and-answer period. Members of the project team, which included staff from the Region and R.V. Anderson Associates Limited, were present to discuss the project and concerns brought forward by the attendees.

2.0 STAKEHOLDERS AND NOTIFICATION

In accordance with the MCEA process, notification to the public and stakeholders is required for public consultation. Notification of the PIC was provided through various avenues, as outlined below:

- **General Public**
 - Notice advertised in *News Now* using tear sheets in the November 9th, 2023, and November 16th, 2023, publications.
 - A digital advertisement was published in *Niagara This Week* from November 8th, 2023, to November 22, 2023.
 - Notice posted on the Region of Niagara website at <https://www.niagararegion.ca/projects/regional-road-14/default.aspx> on November 8th, 2023.
- **Local Residents & Businesses**
 - It came to the attention of the project team that the Notice of PIC #2 was not mailed out to residents prior to PIC #2. Therefore, the Notice was mailed out on December 4th, 2023, with a cover letter notifying residents that PIC #2 materials are available online for review and that the comment period has been extended to January 3rd, 2024. This letter and Notice were mailed to the 143 property owners adjacent to the study area (catchment area included in **Appendix 1-2**).
- **Project Mailing List (Technical Agencies, Local Interest Groups, Indigenous Communities, and other parties who previously submitted comments or indicated interests in the project)**
 - Email containing the Notice and details of PIC #2 sent on November 9th, 2023.
 - Emails containing cover letters and the Notice of PIC #2 sent to Indigenous communities, specifically Mississaugas of the Credit First Nation,

Haudenosaunee Development Institute, and Six Nations of the Grand River Elected Council.

Refer to **Appendix 1** for copies of the published notifications and project mailing list.

3.0 CONSULTATION MATERIAL

The purpose of the second PIC was to provide a refresher on existing conditions in the Study Area, ongoing key studies being undertaken, and present and obtain comments on the alternative and recommended designs for the intersection.

The display boards presented at the second PIC are included in **Appendix 2** and presented information on the following study components:

- Study Area & Objectives
- Policy & Planning Background
- Work Completed to Date
- Problem & Opportunity Statement
- Key Studies
- Existing Conditions
- Alternative Design Concepts and Preliminary Recommended Design
- Next Steps

Display boards were posted to the project webpage following the PIC.

4.0 MEETING FORMAT AND PARTICIPATION

Based on the Microsoft Teams Meeting Attendance Report, a total of seven (7) residents attended the PIC. Residents were encouraged to submit their questions using the Microsoft Teams Q & A function, or by using the “Raise Your Hand” feature, to ask a question directly to the project team. Questions submitted using the Q & A feature were read aloud to the project team by an RVA moderator and answered during the meeting by the project team technical staff.

A total of twenty (20) comments and questions were received through the Q & A and Chat functions of the meeting, with one (1) resident providing their comments / question directly to the project team using the “Raise Your Hand” feature.

5.0 QUESTIONS AND COMMENTS

Following the PIC, the presentation slides were available for review and comment until January 3rd, 2024, on the Region’s website. A total of two (2) comment forms were

completed following the first PIC, with some additional feedback being provided through email. The comments received during and following the PIC are summarized in Table 1, while copies of all comment forms and additional feedback submitted via email are provided in **Appendix 3**.

6.0 POST PIC #2 DESIGN MODIFICATIONS

6.1 Interim Solution

An interim solution was developed as part of Phase 3 alternative design concepts. The interim solution is to be implemented until budget allows for the preferred roundabout configuration to be implemented. In the interim solution, the Thirty Road at Young Street intersection remains at a 4-way stop and Clayson Road becomes northbound one-way only north of the Smithville Yard entrance and is realigned to allow for better sightlines for traffic turning north onto Thirty Road.

The interim solution was presented at PIC #2 and meeting attendees provided feedback regarding the configuration, as summarized in Table 1. As such, modifications were made to the interim solution in consideration of these comments. The revised interim solution is shown in Figure 6.1. Modifications included widening the paved shoulders at the Thirty Road and Young Street intersection to accommodate large trucks travelling southbound on Thirty Road and making a left turn onto eastbound Young Street.

6.2 Meetings with Impacted Property Owners

Property owners and residents at the corners of the Thirty Road and Young Street intersection were sent letters highlighting the recommended design concept and anticipated property impacts. The letter also requested an opportunity to meet so that property impacts can be discussed.

To date, a meeting was held with the owners of 3094 Thirty Road, the southwest corner of the intersection, on January 11, 2024. The owners supported the recommended roundabout configuration and requested a new location for the proposed second driveway on their property to maintain

full in/out movements from their property. As such, the recommended roundabout configuration, Alternative 5: Roundabout Intersection with Thirty Road Realigned South of Windfarm Poles was revised to accommodate the owners' request, see Figure 6.2.

The revised design concepts are available in **Appendix 4**.

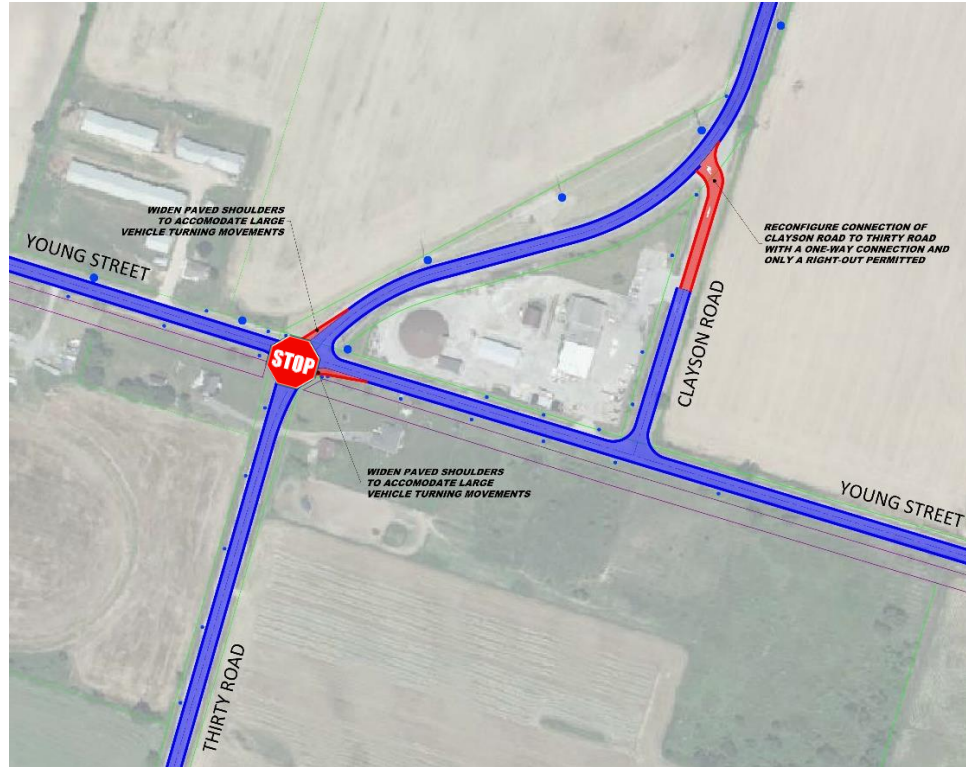


Figure 6.1 Revised Interim Solution

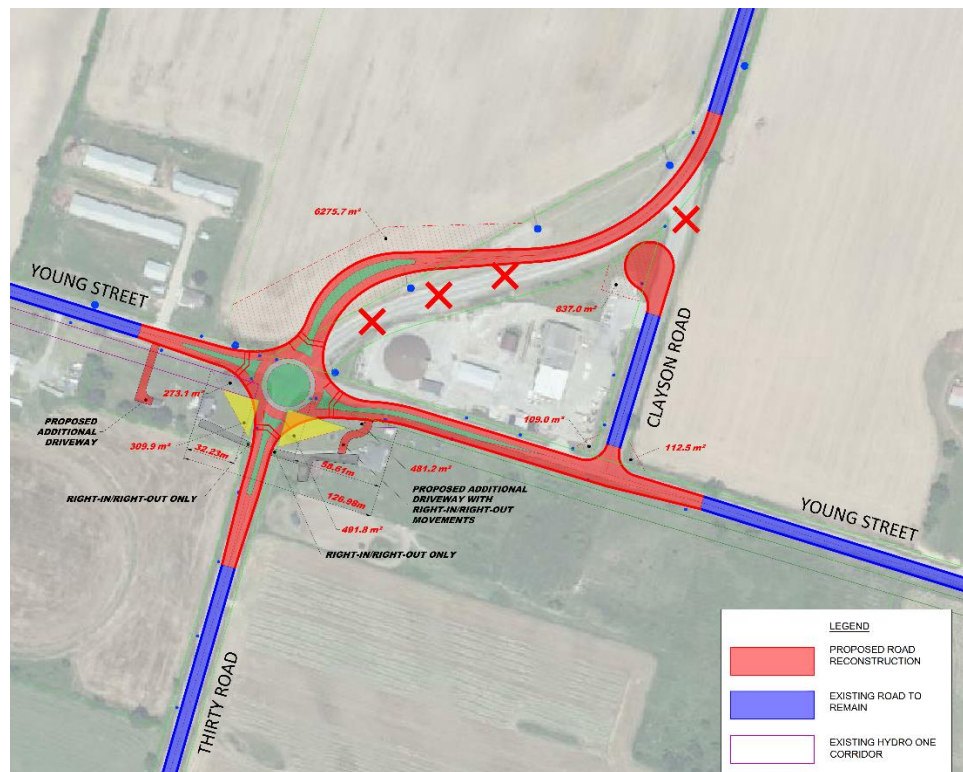


Figure 6.2 Revised Roundabout Configuration

Table 1 - Summary of Comments Received

TOPIC OF COMMENTS RECEIVED	COMMENTS SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
PIC #2 Display Boards Legibility	<ul style="list-style-type: none"> - A resident noted that the legend and mark ups on the renderings for the roundabout alternatives were blurry and not legible when zoomed in. 	<ul style="list-style-type: none"> - The project team revised the PIC #2 display boards after the PIC #2 meeting with high resolution and larger font images to post to the project webpage.
Movement of Farm Equipment in the Study Area	<ul style="list-style-type: none"> - A resident who farms in the area asked if the turning movements of farm equipment was considered when developing the alternative designs. The resident indicated that roundabouts are tricky to maneuver for large farm vehicles and prefers the current all-way stop. They also offered to provide specifications on farm equipment used in the area to help the project team assess if the turning movements can be made by the equipment in the proposed designs. - Another resident concurred that the roundabout would restrict farm equipment movement and prefers the north leg of thirty road alignment from Alternative 5 but with the current all-way stop control intersection. - It was noted that there are currently two roundabouts in Smithville that are too narrow and tight for farm equipment and trucks. - Large vehicles travelling southbound on Thirty Road are not able to turn left to travel east on Young Street without crossing into opposing lanes of traffic. 	<ul style="list-style-type: none"> - Specifications for a Combine Harvester vehicle and a Tractor with Trailer vehicle will be used to analyze the turning movements to ensure they can be made by large equipment. If not, the design alternatives and interim solution may be modified to accommodate large vehicles.
Smithville Bypass Consideration	<ul style="list-style-type: none"> - A resident asked if consideration was given to Young Street potentially being the east/west Smithville Bypass that is planned for Smithville in the future. 	<ul style="list-style-type: none"> - The project team advised that based on previous discussion with staff involved in the study, Young Street is unlikely to be the site of the east/west Smithville Bypass.
Interim Solution Configuration	<ul style="list-style-type: none"> - A resident suggested that the interim solution of making Clayson Road one-way (northbound only) north of the Regional Yard driveway should remain as 	<ul style="list-style-type: none"> - In the interim configuration, the paved shoulders at the Thirty Rd and Young St intersection will be widened to

TOPIC OF COMMENTS RECEIVED	COMMENTS SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
	<p>two-way traffic as southbound tractor trailers will not be able to make a left turn from Thirty Road onto Young Street.</p> <ul style="list-style-type: none"> - Another resident noted that because of the southbound closure of Clayson Road in the interim, all truck and farm equipment traffic travelling south on Thirty Road will be forced to travel all the way to Spring Creek Road before being able to head east. This will increase traffic on Thirty Road instead of it being diverted to the industrial park via Young Street. - A merging lane from Clayson Road onto Thirty Road northbound should be considered. - The turning of vehicles from southbound Thirty Road onto eastbound Young Street would be less than ideal and almost impossible for large trucks, tractor trailers to navigate while trying to access the Industrial Park as well as the 2 quarries on Young Street. 	<p>accommodate large trucks turning left onto eastbound Young St.</p> <ul style="list-style-type: none"> - A merging lane from Clayson Rd onto Thirty Rd northbound was considered but is not recommended due to property and floodplain impacts.
Escarpment Route	<ul style="list-style-type: none"> - It was asked if consideration was given to the Escarpment Route following Industrial Park Rd going south and the possible extension of Industrial Park Rd to the Regional Road 20 roundabout in west Smithville. 	<ul style="list-style-type: none"> - The Project Team completed a Traffic Impact Study which took into consideration a new connector road linking Industrial Park Rd to Regional Road 20 and a 1km extension from the new connector road to Spring Creek Rd.
Future Traffic Volumes	<ul style="list-style-type: none"> - A resident suggested that future east/west traffic volumes will increase in the future because the industrial park is expanding, with majority of traffic using Young Street to travel to the park. There are coring operations further south of Young Street that might be moving to the Spring Creek Pit, closer to Young Street, therefore increasing traffic volumes. 	<ul style="list-style-type: none"> - The Project Team will review this information and take it into consideration prior to finalizing the preferred design concept.
Other Alternative Design Concepts	<ul style="list-style-type: none"> - A resident asked if the project team considered implementing a roundabout at the Clayson Road and Young Street intersection with Thirty Road continuing south to connect. 	<ul style="list-style-type: none"> - The Project Team considered several options prior to developing this short list of alternative design concepts.

TOPIC OF COMMENTS RECEIVED	COMMENTS SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
		However, the impacts of those design concepts were greater and were therefore ruled out.
Roundabout Vs. All-Way Stop	<ul style="list-style-type: none"> - It was asked why the roundabout is preferred versus the all-way stop. - There was support from a few residents regarding the implementation of the all-way stop. They noted that it was working well. 	<ul style="list-style-type: none"> - The Project Team noted that roundabouts provide better flow of traffic, uniform speed, good turning movements, and increase efficiency when travelling, therefore, as a long-term solution, a roundabout is preferred.
Expected Timeline to Implement the Recommended Design Concept	<ul style="list-style-type: none"> - A resident asked what the expected timeline is between the interim solution and implementing the permanent recommended solution. - Another respondent commented that this project should be shelved until the Smithville by-pass and the Escarpment Crossing are further defined. These two routes are more important and may have some impact on the Thirty Road at Young Street intersection, which may need to be revised again to accommodate these two major routes. 	<ul style="list-style-type: none"> - The Region indicated that the interim solution may be in place for a number of years until the Council approves and allocates budget for the implementation of the recommended design.
Regional Yard	<ul style="list-style-type: none"> - A resident asked if the relocation of the Regional Yard was ever considered. 	<ul style="list-style-type: none"> - The Project Team noted that there are no plans to move the Regional Yard currently.
Roundabout Configuration	<ul style="list-style-type: none"> - If a roundabout is implemented, it should be much larger than other roundabouts in the area to ensure large trucks and farm vehicles can use it safely. - A respondent is worried that South Grimsby Road 3 will become an alternate "truck route" given its proximity to Industrial Park Road and if the Thirty Road and Young Street intersection becomes too difficult for trucks to navigate. The respondent suggests implementing no truck route signs on South Grimsby Road 3 before the problem gets worse. 	<ul style="list-style-type: none"> - The roundabout configuration will be designed to accommodate large trucks and farm vehicles. - The Project Team will take into consideration the concerns for South Grimsby Road 3.

TOPIC OF COMMENTS RECEIVED	COMMENTS SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
	<ul style="list-style-type: none"> - A respondent does not support the roundabout configuration because the 4-way stop is working effectively, the substantial construction and costs are unwarranted, the property impacts for residents is significant, and there may be an increase in difficulty of movement of large agricultural equipment. They also feel that the construction of a roundabout is premature at this location as there has not been a transportation plan completed that involves how traffic patterns will be affected in this area once the proposed Niagara Escarpment Crossing combined with the Smithville Bypass route are built. - A respondent is in support of the roundabout configuration, noting that it is the most cost-effective way to maintain a flow of traffic, while lowering climate change impacts, and being proven as the preferred alternative to traffic signals. 	<ul style="list-style-type: none"> - Niagara Region will monitor traffic operations and safety at the all-way stop intersection for the foreseeable future. The ultimate roundabout configuration will be designed to accommodate large farming vehicles. Impacts to traffic patterns from a future Niagara Crossing and Smithville bypass route do not alleviate the need to address the current operational and safety issues at the intersection. The property impacts associated with the recommended design concept are reduced compared to other alternatives.
<p>Realignment of Thirty Road</p>	<ul style="list-style-type: none"> - A respondent expressed concern that weaving the road in and out of the wind farm poles is dangerous to all traffic and may hinder truck traffic from using Thirty Road even more. - The respondent suggests that Thirty Road should be realigned to the north of the wind farm poles, as shown in Alternative 4 in the PIC #2 display panels. 	<ul style="list-style-type: none"> - The Project Team and ensured that large trucks are able to safely maneuver the realigned Thirty Road at the posted speeds. - Alternative #4 was considered, but due to property impacts, it was not the recommended solution.
<p>Clayson Road Cut-Through</p>	<ul style="list-style-type: none"> - Traffic wishing to head north on Thirty Road from a westbound direction has always used Clayson Road as the main intersection has never allowed for a turn in that direction to be made safely. - Traffic on Clayson Road has increased greatly since the Township of West Lincoln improved Industrial Park Road through to Young Street. 	<ul style="list-style-type: none"> - The proposed intersection configuration and realignment of the north leg of Thirty Road will allow for safe northbound manoeuvres onto Thirty Road from Young Street.

TOPIC OF COMMENTS RECEIVED	COMMENTS SUMMARY	CONSIDERATION OF COMMENTS IN CLASS EA
	Improvements to traffic flow in this area were proposed to coincide with the upgrade of Industrial Park Road but were never acted upon.	
Thirty Road and Clayson Road Intersection Safety Improvements	<ul style="list-style-type: none"> - Safety of this intersection can be improved in two ways: <ul style="list-style-type: none"> - 1: For traffic heading southbound onto Clayson Road from Thirty Road, sightlines to see northbound traffic on Thirty Road can be improved by removing or leveling the piles of dirt that are currently being created by Niagara Region Public Works on the land opposite the Public Works Yard. - 2: It is difficult to look backwards for approaching northbound traffic on Thirty Road when trying to enter from Clayson Road. This is made most difficult when stopped at the current stop sign. If the stop sign was moved a little further back from the intersection, it would be easier to see this approaching traffic. It is preferred that these changes are made first and evaluating the intersection safety before realigning the intersection. If the intersection of Clayson Road and Thirty Road is eventually realigned, it must continue to support 2-way traffic at that intersection. 	<ul style="list-style-type: none"> - The Project Team will take this comment into consideration when finalizing the preferred design concept and interim configuration.

7.0 CONCLUSIONS AND NEXT STEPS

The PIC provided a review of the study area, existing conditions, problem and opportunity statement, key studies, and an overview and evaluation of the design alternatives with the preliminary recommended design and interim solution. Comments on various topics were received, with a number of trends becoming evident. Some of these trends are as follows:

- There is general support for the current short- to mid-term all-way stop solution implemented;
- Residents expressed their concerns regarding large farm vehicle turning movements through roundabouts and current intersection configurations at Thirty Road and Young Street;
- There is general support for minor modifications to be made in the study area to improve traffic operations and safety as an interim solution, while providing consideration to large vehicles and farming equipment.

All comments received during the second PIC, as well as comments received after the second PIC via email and comment form of the project webpage, will be considered by the project team when finalizing the preferred design concept to be implemented in conjunction with the findings from key studies.

7.1 Environmental Study Report

The next step in the EA planning process is to document the key planning decisions and comments received from stakeholders, technical agencies, and the public in an Environmental Study Report. The Environmental Study Report will document the evaluation completed in Phase 2 and 3 of the EA planning process that led the project team to the preferred solution and design concept to implement the solution.

The report will be made available to the public for review in accordance with the requirements of the Municipal Class Environmental Assessment in Q1/Q2 of 2024.

APPENDIX 1
NOTIFICATION MATERIALS



APPENDIX 1-1
NOTICES



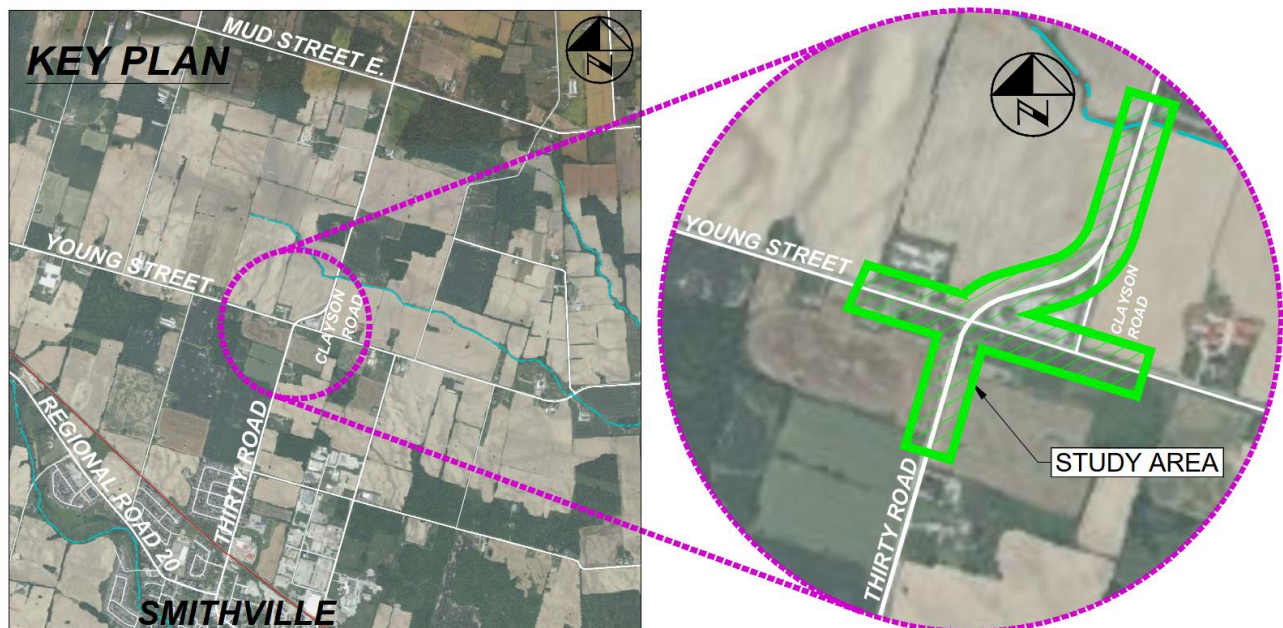
Notice of Public Information Centre #2

Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln

Schedule 'C' Municipal Class Environmental Assessment

The Study

Niagara Region is undertaking a Municipal Class Environmental Assessment Study (EA) for intersection improvements and potential realignment of Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection. The Study Area extends approximately 600 meters in each direction, as shown in the key plan below.



The Process

The project is being completed as a **Schedule "C"** project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011, 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.

The project is currently in Phase 3, in which design concepts have been developed to implement the preferred solution previously identified. Upon completion of Phase 3 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!

The Niagara Region is hosting the second of two Public Information Centres for this study. Public Information Centre No. 2 is being held to present and obtain comments on the alternative and recommended designs for the intersection. This event will be held in an **online format** via the project webpage: <https://www.niagararegion.ca/projects/regional-road-14/default.aspx>.

You are invited to attend the **Online Presentation** on **Wednesday, November 22, 2023**, starting at **6:00 pm**. There will be an opportunity at the end of the presentation to ask questions or submit comments. To join the online presentation, please visit the project webpage ([niagararegion.ca/projects/regional-road-14/](https://www.niagararegion.ca/projects/regional-road-14/)) on the day of the presentation and click the presentation link. In addition, the information materials related to **Public Information Centre #2** will be available on the project webpage starting **November 22, 2023**, and comments will be received until **December 13, 2023**.

Stay Connected!

As the study progresses and more information becomes available, it will be posted on the project webpage: [niagararegion.ca/projects/regional-road-14/](https://www.niagararegion.ca/projects/regional-road-14/)

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

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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 November 08, 2023.

Notice of Public Information Centre #2

Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln Schedule 'C' Municipal Class Environmental Assessment

Niagara Region is undertaking a Municipal Class Environmental Assessment Study for intersection improvements and potential realignment of Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection.

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Public Information Centre #2 Virtual Information Session Wednesday, November 22, 2023, 6:00 pm.

The event will be held in an **online format** via the project webpage:
niagararegion.ca/projects/regional-road-14/

There will be an opportunity at the end of the presentation to ask questions or submit comments. To join the online presentation, please visit the project webpage on the day of the presentation and click the presentation link. In addition, the information materials related to **Public Information Centre #2** will be available on the project webpage starting **November 22, 2023**, and comments will be received until **December 13, 2023**.

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Project Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3722

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Andrew McGregor, MCIP, RPP

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Virtual Information Session
Wednesday, Nov. 22, 2023, 6 p.m.

The event will be held in an online format via the project webpage: niagararegion.ca/projects/regional-road-14

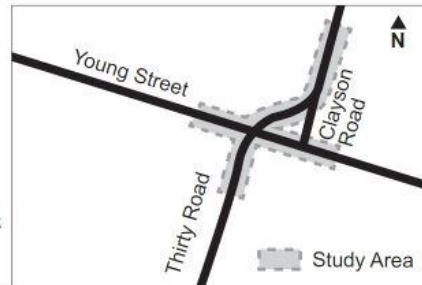
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Any personal information submitted will be collected, used and disclosed, where



applicable, by members of Regional staff according to the **Municipal Freedom of Information and Protection of Privacy Act**. Any information you share will only be used for the intended purpose for which it was provided.

For questions or comments about privacy practices, or for more information about the administration of the **Municipal Freedom of Information and Protection of Privacy Act** in Niagara Region programs see niagararegion.ca/government/foi.

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Notice first issued on Nov. 8, 2023.

Connecting more people to more possibilities.

Niagara Region

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Niagara Region is undertaking a Municipal Class Environmental Assessment Study for intersection improvements and potential realignment of Thirty Road (Regional Road 14) at Young Street in the Township of West Lincoln. The main objective of the study is to address the need for operational and safety improvements at the intersection.

The project is being completed as a Schedule "C" project in accordance with the Municipal Class Environmental Assessment (October 2000, amended in 2007, 2011, 2015) which is approved under the Ontario Environmental Assessment Act.

The project is currently in Phase 3, in which design concepts have been developed to implement the preferred solution previously identified. Upon completion of Phase 3 of the study, an Environmental Study Report will be prepared to document the Municipal Class Environmental Assessment 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.

Niagara Region is hosting the second of two Public Information Centres for this study. Public Information Centre #2 is being held to present and obtain comments on the alternative and recommended designs for the intersection.

Virtual Information Session
Wednesday, Nov. 22, 2023, 6 p.m.

The event will be held in an online format via the project webpage: niagararegion.ca/projects/regional-road-14

There will be an opportunity at the end of the presentation to ask questions or submit comments. To join the online presentation, please visit the project webpage on the day of the presentation and click the presentation link. In addition, the information materials related to Public Information Centre #2 will be available on the project webpage starting Nov. 22, 2023, and comments will be received until Dec. 13, 2023.

If you have any questions or comments regarding the study or wish to be added to the email list for receiving notices, please contact one of the project team members:

Hamed Esmaeeli, P.Eng.
Project Manager, Transportation, Planning
Niagara Region
905-980-6000 ext. 3722
hamed.esmaeeli@niagararegion.ca

Andrew McGregor, MCIP, RPP
Consultant Project Manager
R.V. Anderson Associates Ltd.
905-885-5049 ext. 4211
amcgregor@rvanderson.com

Any personal information submitted will be collected, used and disclosed, where



applicable, by members of Regional staff according to the **Municipal Freedom of Information and Protection of Privacy Act**. Any information you share will only be used for the intended purpose for which it was provided.

For questions or comments about privacy practices, or for more information about the administration of the **Municipal Freedom of Information and Protection of Privacy Act** in Niagara Region programs see niagararegion.ca/government/foi.

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.

Notice first issued on Nov. 8, 2023.

Connecting more people to more possibilities.

Niagara Region
niagararegion.ca/projects

December 1, 2023

**Subject: Notice of Public Information Centre #2 Presentation Materials
Thirty Road (Regional Road 14) at Young Street
Schedule 'C' Municipal Class Environmental Assessment
Regional Municipality of Niagara – Township of West Lincoln**

Dear Sir/Madam:

Niagara Region, through their consultant R.V. Anderson, is undertaking a Municipal Class Environmental Assessment (EA) study of Regional Road 14 (Thirty Road) at Young Street in the Township of West Lincoln. The objective of the study is to address the need for operational and safety improvements at the intersection.

It came to the attention of the project team that many of the property owners within the consultation area have not received the Notice of Public Information Centre (PIC) #2 by mail. As such, we are redelivering the notice to all property owners, understanding that you may have attended the PIC. The second Public Information Centre (PIC) was held on Wednesday, November 22, 2023, via an Online Presentation to present and obtain comments on the alternative and recommended designs for the intersection. Please refer to the attached Notice of Public Information Centre #2 for more information on the PIC.

The information and materials presented at PIC #2 are available to view online on the project webpage at: niagararegion.ca/projects/regional-road-14/. We have extended the comment period and comments will now be received until **January 3rd, 2024**.

If you have any questions or comments regarding the study, or wish to be added to the email list for receiving notices, please contact one of the project team members:

Maged Elmadhoon, M. Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3583
maged.elmadhoon@niagararegion.ca

Andrew McGregor, MCIP, RPP
Consultant Project Manager
R.V. Anderson Associates Ltd.
905-685-5049 ext. 4211
amcgregor@rvanderson.com

Sincerely,

Maged Elmadhoon, M. Eng., P.Eng.
Manager, Transportation Planning
Niagara Region
905-980-6000 ext. 3583
maged.elmadhoon@niagararegion.ca

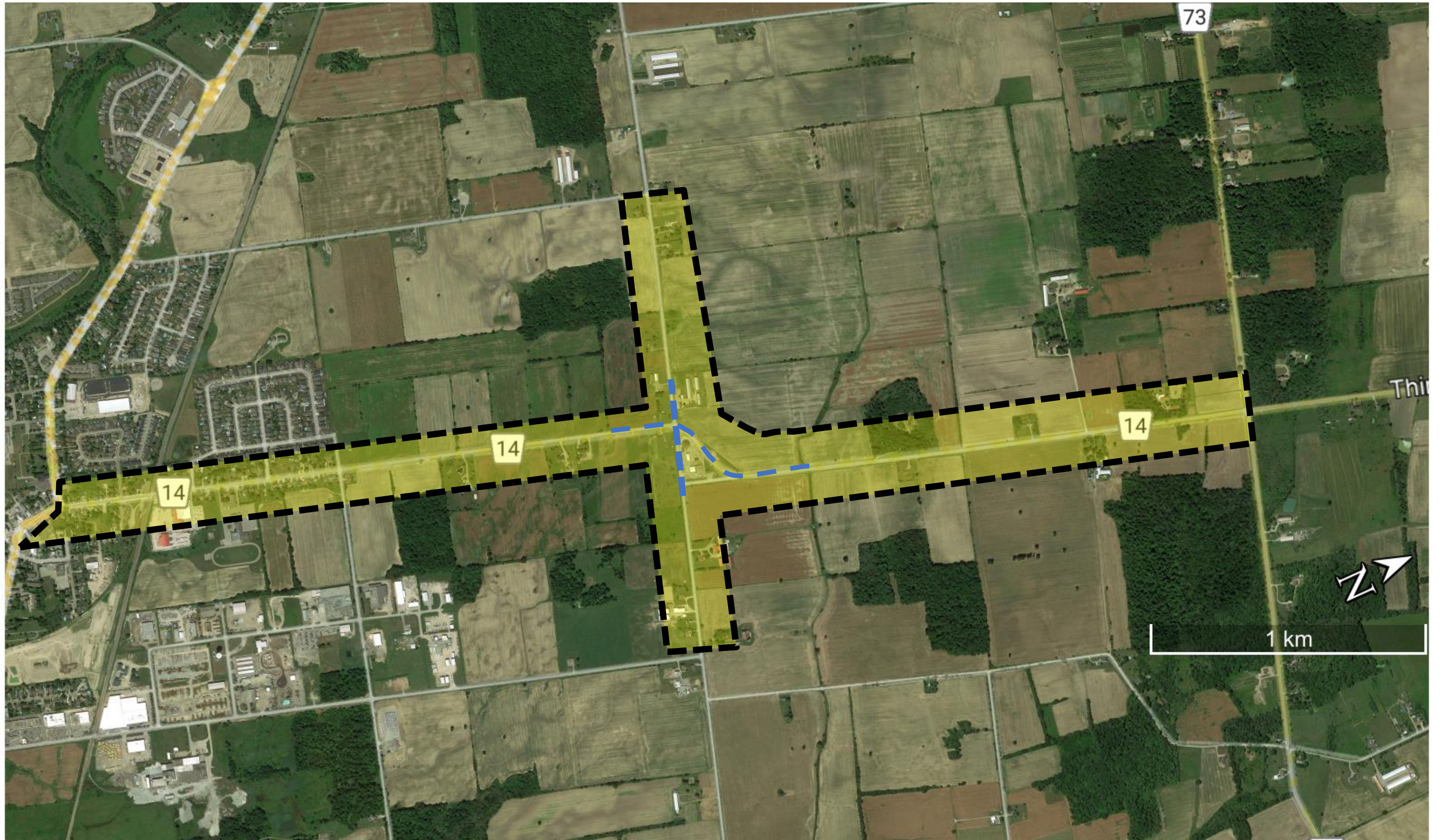
Encl.: Regional Road 14 (Thirty Road) at Young Street Class EA Notice of Public Information Centre #2

cc: Andrew McGregor, R.V. Anderson Associates Ltd.
Mila Khatri, R.V. Anderson Associates Ltd.

APPENDIX 1-2

NOTIFICATION DISTRIBUTION AREA





LEGEND:

APPROXIMATE STUDY AREA



STUDY NOTIFICATION DISTRIBUTION AREA



Niagara Region

arva R.V. Anderson Associates Limited
engineering • environment • infrastructure

MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT
 THIRTY ROAD AT YOUNG STREET

STUDY NOTIFICATION DISTRIBUTION AREA

APPENDIX 1-3

TECHNICAL AGENCY STAKEHOLDER LIST



Niagara Region
 EA - Thirty Road (Regional Road 14) & Young St.
 Project Manager Hamed Esmaeili

Stakeholder List
 Hamed Esmaeili

Agency/Organization:	Department:	Role/Title:	Phase:	Environmental Assessment						Name	Email	
			Pre- EA	EA RFP Initiation	Notice of commencement (November 2, 2022)	TAC Meeting	PIC 1 Notice	PIC 2 Notice	Stakeholder Meeting			Notice of completion (EA)
✓ - Means mandatory Yes / No - Means the PM to determine if needed and it is up to the contact person to attend a meeting or assign a designate.			Activity:	Internal (Niagara Region)	Municipal Class Environmental Assessment Document		Municipal Class Environmental Assessment Document		Municipal Class Environmental Assessment Document	Municipal Class Environmental Assessment Document		
Requirement:												
Residents in Study Area												
District School Board of Niagara		Superintendent of Business Services/Treasurer of the Board			✓		✓					
Niagara Catholic District School Board		Controller of Facilities Services			✓		✓	Undeliverable			Terri Cook	Terri.Cook@dsbn.org
Niagara Regional Police Service		Chief of Police			✓		✓	✓			Clark Euale	clark.euale@ncdsb.com
Niagara Regional Broadband Network Ltd.		Construction Coordinator			✓		✓	✓			Bryan MacCulloch	bryan.macculloch@niagarapolice.ca
Bell Canada	Access Network Provisioning	Specialist, Network Provisioning			✓		✓	✓	✓		Elaine Oakley	moc.bell@bell.ca bell.moc@telecon.ca
Cogeco Cable Hamilton/Niagara	c/o Environmental Assessment Coordinator	System Project Planner			Undeliverable			✓	Undeliverable		Phil Howard	phil.howard2@kogeco.com
Enbridge Gas Distribution Inc.	Planning and Design	Planning & Design - Special Projects			✓		✓	✓			Joe Marozzo	mark-ups@enbridge.com
Hydro One Networks Inc.	Secondary Land Use	Sr. Network Management						✓	✓		Jeffrey Mazzei	Jeffrey.Mazzei@hydroone.com
Hydro One Networks Inc.	Secondary Land Use	Supervisor - Asset Optimization						✓	✓		Matey Matev	Matey.MATEV@HydroOne.com
Hydro One Networks Inc.	Secondary Land Use	Hydro One Real Estate Senior Coordinator						✓	✓		Alan Liu	alan.liu@hydroone.com
Hydro One Networks Inc.	Secondary Land Use	Coordinator				✓	✓	✓			SUN Hongxia	Susan.SUN@HydroOne.com
Hydro One Networks - Zone 2 Scheduling	Hydro One Planning				✓	✓	✓	✓			Mark Hamilton	tpumarkup@hydroone.com
Niagara Region Wind Farm (Boralex)	Niagara Region, Port Ryerse and Moose Lake Wind Farms	Site Manager						✓	✓		Jason Weir	jason.weir@boralex.com
Township of West Lincoln	Public Works & Engineering	Director, Public Works and Recreation		✓	✓	✓	✓	✓	✓		Mike Dipaola	mdipaola@westlincoln.ca
Township of West Lincoln	Planning & Development Services	Director of Planning			✓	✓	✓	✓	✓		Brian Treble	btreble@westlincoln.ca
Township of West Lincoln	Planning	Project Manager			✓	✓	✓	✓	✓		Ray Vachon	rvachon@westlincoln.ca
West Lincoln Chamber of Commerce		Executive Director			✓		✓	✓			Denise Potter	westlincolnchamber@bellnet.ca
Township of West Lincoln	Fire and Emergency Services	Fire Chief			No email						Dennis Fisher	905-957-3346 ext. 7004
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Chief of Emergency Services			✓		✓	✓			Richard Ferron	richard.ferron@niagararegion.ca
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Deputy Chief			✓		✓	✓			Karen Lutz-Grau	karen.lutz@niagararegion.ca
Niagara Region Emergency Services	Headquarters 509 Glendale Avenue East Niagara-on-the-Lake, ON L0S 1J0	Deputy Chief			✓		✓	✓			Michael Franklin	michael.franklin@niagararegion.ca
Ontario Ministry of Tourism, Culture and Sport		Regional Advisor			✓		✓	✓			Jennifer Hay	Jennifer.Hay@ontario.ca
Ontario Ministry of Tourism, Culture and Sport		Heritage Planner			✓	✓	✓				Joseph Harvey	Joseph.Harvey@ontario.ca
Ontario Power Generation		Project Manager - Engineering & Technical Services			✓		✓	✓			Tony Palma	tony.palma@opg.com
Niagara Peninsula Conservation Authority	250 Thorold Road West: 3rd Floor Welland, ON L3C 3W2				✓		✓	✓			Steve Miller	smiller@npca.ca
Niagara Penninsula Conservation Authority	250 Thorold Road West: 3rd Floor Welland, ON L3C 3W2	Planning Ecologist						✓	✓		Theresa Bukovics	tbukovics@npca.ca
Niagara Peninsula Conservation Authority	250 Thorold Road West: 3rd Floor Welland, ON L3C 3W2	Watershed Planner			✓		✓	✓			Paul Leithwood	pleithwood@npca.ca
Niagara Penninsula Conservation Authority	250 Thorold Road West: 3rd Floor Welland, ON L3C 3W2	Senior Manager, Planning and Regulations			✓		✓	✓			David Deluce	ddeluce@npca.ca
Niagara Peninsula Energy Inc.		Engineering Technician						✓	✓		Nicholas Rutka	Nicholas.Rutka@npei.ca
Niagara Peninsula Energy Inc.	7447 Pin Oak Drive P.O. Box 120 Niagara Falls, ON L2E 6S9	Engineering Supervisor			✓		✓	✓				info@npei.ca

Six Nations of the Grand River	2498 Chiefswood Road PO Box 5000 Ohsweken, ON N0A 1M0	Director, Lands and Resources		Region to circulate									Lonny Bomberly	lonnybomberly@sixnations.ca		
Six Nations of the Grand River	2498 Chiefswood Road PO Box 5000 Ohsweken, ON N0A 1M0	Archaeological Supervisor		Region to circulate									Tanya Hill-Montour	tanyahill-montour@sixnations.ca	CC on communication	
Six Nations of the Grand River	4065 Hwy 6 Hagersville, ON N0A 1H0	Secretary		Region to circulate									Dawn LaForme	dlaforme@sixnations.ca	CC on communication	
Six Nations of the Grand River	4065 Hwy 6 Hagersville, ON N0A 1H0	Consultation Supervisor											Peter Graham	lrcs@sixnations.ca	address communications to Peter	
Six Nations of the Grand River	4065 Hwy 6 Hagersville, ON N0A 1H0	Land Use Officer											Daylon Gee	LRLUO2@sixnations.ca	CC on communication	
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Director, Department of Consultation & Accommodation		Region to circulate									Mark LaForme	Mark.LaForme@mncfn.ca		
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Consultation Manager		Region to circulate									Fawn Sault	MCFN.Consultation@mncfn.ca		
Mississaugas of the Credit First Nation	4065 Hwy 6 Hagersville, ON N0A 1H0	Archaeological Operations Supervisor		Region to circulate									Megan DeVries	megan.devries@mncfn.ca		
Mississaugas of the Credit First Nation	16 Sunrise Court, Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0	Acting Consultation Coordinator		Region to circulate									Abby LaForme	abby.laforme@mncfn.ca		
Haudenosaunee Development Institute	16 Sunrise Court, Suite 600 P.O. Box 714 Ohsweken, Ontario N0A 1M0	Office Manager		Region to circulate									Tracey General	traceyghdi@gmail.com		
Haudenosaunee Confederacy Chiefs Council	2634 Sixth Line Road, RR# 2 Ohsweken, ON N0A 1M0	Council Secretary		Region to circulate									Hohahas Leroy Hil	jocko@sixnationsns.com		
Haudenosaunee Development Institute & Haudenosaunee Confederacy Chiefs Council	2635 Sixth Line Road, RR# 2 Ohsweken, ON N0A 1M0	Monitoring Program Coordinator		Region to circulate									Todd Williams	williams.todde@gmail.com		
Ministry of Agriculture Food and Rural Affairs		Rural planner											✓	✓	Nancy Rutherford	nancy.rutherford@ontario.ca
Ministry of Agriculture Food and Rural Affairs	Elora Resource Ctr, 6484 Wellington Rd 7, Elora, ON NOB 1S0	Rural planner											✓	✓	Jocelyn Beatty	jocelyn.beatty@ontario.ca
Ministry of Natural Resources and Forestry		District Planner											✓	✓	Renee Bowler	renee.bowler@ontario.ca
Ministry of Natural Resources and Forestry	4890 Victoria Avenue North Vineland Station ON, L0R 2E0	Management Biologist											✓	✓	David Denyes	david.denyas@ontario.ca
Ministry of the Environment, Conservation and Parks	Niagara District Office	District Manager											✓	✓	Kim Groombridge	kim.groombridge@Ontario.ca
Ministry of the Environment, Conservation and Parks		Management Biologist													Tarryn Adams	Tarryn.Adams@ontario.ca
Ministry of Environment, Conservation and Parks	Technical Support Section, Air, Pesticides and Environmental Planning	EA/Planning Coordinator											✓	✓	Joan Del Villar Cuicas	Joan.delvillarcuicas@ontario.ca
Environment and Climate Change Canada		Environmental Assessment Officer											✓		Dan McDonell	dan.mcdonell@ec.gc.ca
Department of Fisheries and Oceans	867 Lakeshore Rd Burlington ON L7S 1A1	Fisheries Protection Biologist											✓	✓	Stuart Campbell	FisheriesProtection@dfo-mpo.gc.ca
Infrastructure Ontario		President, Project Delivery											Undeliverable	Undeliverable	Angela Clayton	angela.clayton@ontario.ca
Ministry of Indigenous Affairs	160 Bloor St E Suite 400 Toronto, ON M7A 2E6	Assistant Deputy Minister											✓	✓	Michael Reid	michael.reid@ontario.ca
Township of West Lincoln	318 Canborough Street, Smithville, ON Canada L0R 2A0	Deputy Clerk	Need to add note only to Township										✓	✓	Jessica Dyson	jdyson@westlincoln.ca
Ministry of Citizenship and Multiculturalism	Heritage Planning Unit	Heritage Planner												✓	Joseph Harvey	Joseph.Harvey@ontario.ca
Ministry of Citizenship and Multiculturalism	Heritage Planning Unit	Team Lead, Heritage											✓	✓	Karla Barboza	Karla.Barboza@ontario.ca

APPENDIX 2

PIC #2 DISPLAY MATERIALS



MOVING ROADS FORWARD

Niagara  Region

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



Welcome

Public Information Centre #2

Thirty Road (Regional Road 14) at Young Street
Class Environmental Assessment

November 22, 2023 at 6:00pm



**MOVING
ROADS
FORWARD**

CONNECTING MORE PEOPLE TO MORE POSSIBILITIES

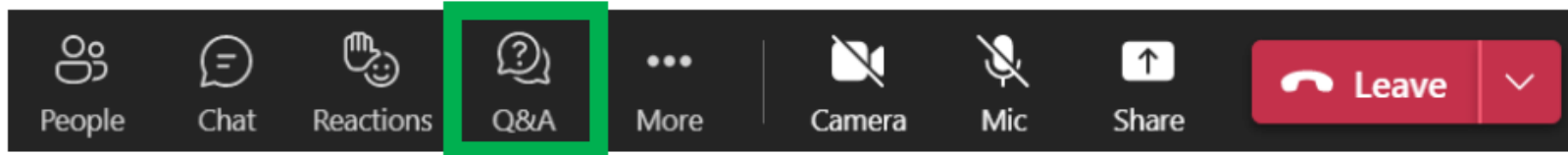
Niagara  Region

Land acknowledgement

This land is steeped in the rich history of the First Nations such as the Hatiwendaronk, the Haudenosaunee, and the Anishinaabe, including the Mississaugas of the Credit First Nation. There are many First Nations, Métis and Inuit peoples from across Turtle Island that live and work in Niagara today. The Regional Municipality of Niagara stands with all Indigenous peoples, past and present, in promoting the wise stewardship of the lands on which we live.

Housekeeping Items

- When joining the online meeting, attendees will be muted and will not be able to use their microphones or camera.
- At the end of the presentation, there will be an opportunity to ask questions or submit comments. Please use the Q&A function to ask questions for the presenters to answer. Click the Q&A icon **[in green]** to ask your question.



- To submit your feedback following the PIC, the presentation materials and an online comment form are available on the project webpage:

<https://www.niagararegion.ca/projects/regional-road-14/default.aspx>

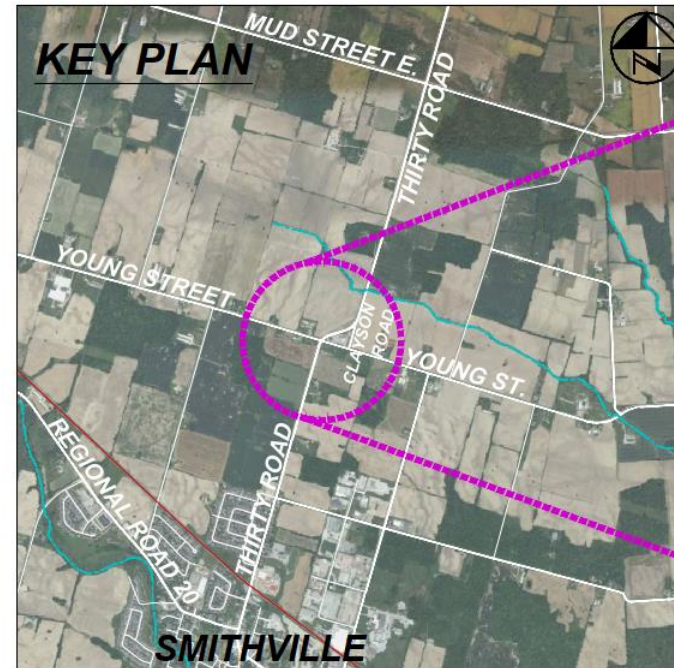
Presentation Outline

- Study Area and Objectives
- Municipal Class Environmental Assessment (EA) Process
- Policy and Planning Background
- Work Completed to Date
- Problem / Opportunity Statement
- Key Studies
- Existing Conditions
- Alternative Design Concepts and Preliminary Recommended Design
- Next Steps in the Project

Study Area and Objectives

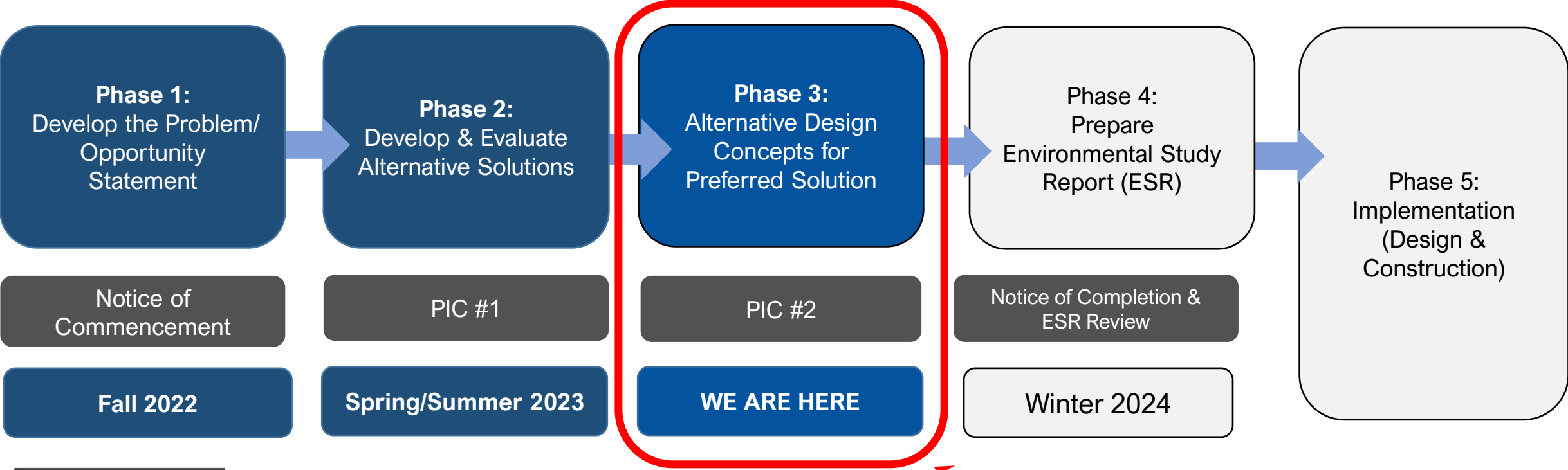
Thirty Road (Regional Road 14) at Young Street, in the Township of West Lincoln

- Schedule 'C' Municipal Class Environmental Assessment & Transportation Assessment
- Study objective is to improve multi-modal traffic operations and road user safety



Municipal Class EA Process

This project is classified as a **Schedule 'C' Municipal Class EA** and is subject to **Phases 1 through 4** of Municipal Class EA.



WE ARE HERE



CONNECTING MORE PEOPLE TO MORE POSSIBILITIES



Policy and Planning Background

- **Provincial Planning Documents**

- A Place to Grow: Growth Plan for the Greater Golden Horseshoe (2020)
- Provincial Policy Statement (2020)
- Greenbelt Plan (2017)

- **Regional Planning Documents**

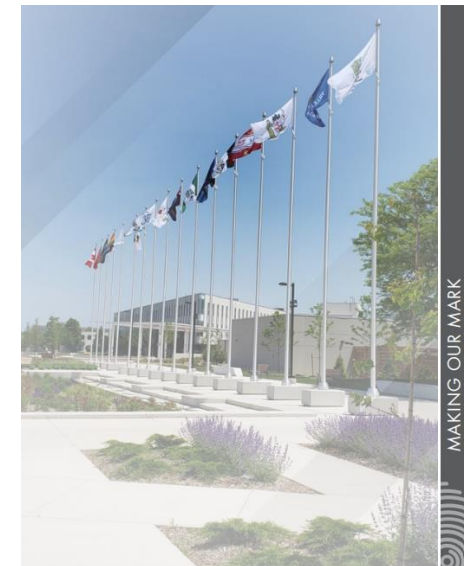
- Regional Official Plan (2022)
- Regional Transportation Master Plan (2017)

- **Local Planning Documents Policies**

- Official Plan of the Township of West Lincoln (Consolidated 2021)
- Smithville Master Community Plan (Ongoing)



A Place to Grow (2020)



Niagara Region Official Plan (2022)

Work Completed to Date

- **EA Phase 1**
 - Identify the Problem or Opportunity
- **EA Phase 2**
 - Developed alternative and recommended solutions
 - Technical Advisory Committee Meeting #1
 - Public Information Centre #1
 - Coordination with Hydro One, Windfarm, Township of West Lincoln
- **EA Phase 3**
 - Developed design alternatives
 - Initiated a detailed inventory of surrounding environment
 - Preliminary evaluation of design alternatives

Problem / Opportunity Statement

The area of Thirty Road at Young Street and Thirty Road at Clayson Road requires geometric improvements to address safety issues for all users due to:

- Reverse curve alignment of Thirty Road causing insufficient stopping sightline distance at Young Street and maneuverability issues for larger farm vehicles and commercial trucks;
- Right-of-way conflict at Thirty Road and Clayson Road;
- Westbound traffic utilizing Clayson Road as a cut-through to avoid Thirty Road at Young Street intersection
- Lack of pedestrian and cyclist facilities

The Niagara Region is committed to creating a safe, integrated, and environmentally sustainable transportation system. The Region is taking this opportunity to address the identified road safety and issues through geometric design and traffic operation improvements.

Key Studies

- Transportation & Safety Assessment (completed)
- Stage 1 Archeological Assessment (completed)
- Cultural Heritage Study (ongoing)
- Natural Environment Impact Assessment (ongoing)
- Geotechnical/Hydrogeological Study (pending)
- Topographical Survey (pending)
- Noise Impact Assessment (pending)

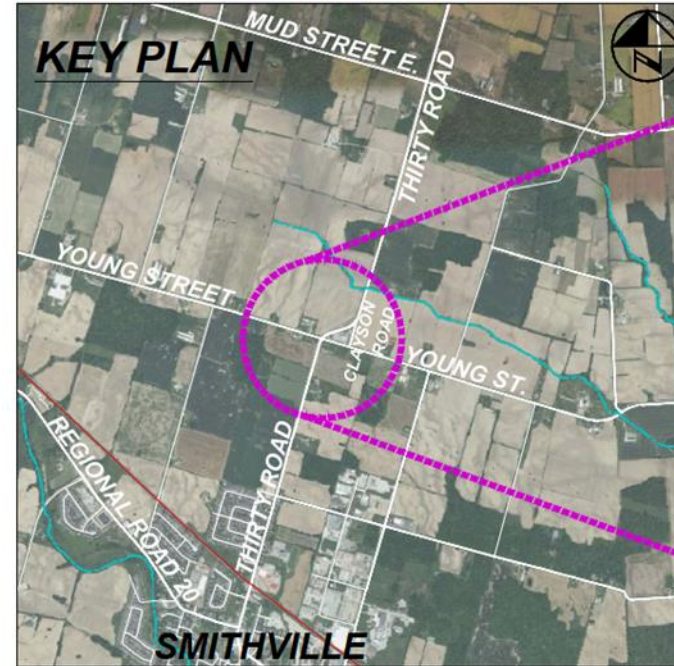
Existing Conditions - Transportation

- **Thirty Road**

- Regional Arterial Corridor
- Rural two-lane cross-section
- 26.2m right-of-way
- Posted speeds of 80 km/h (north of Young) and 60 km/h (south of Young)

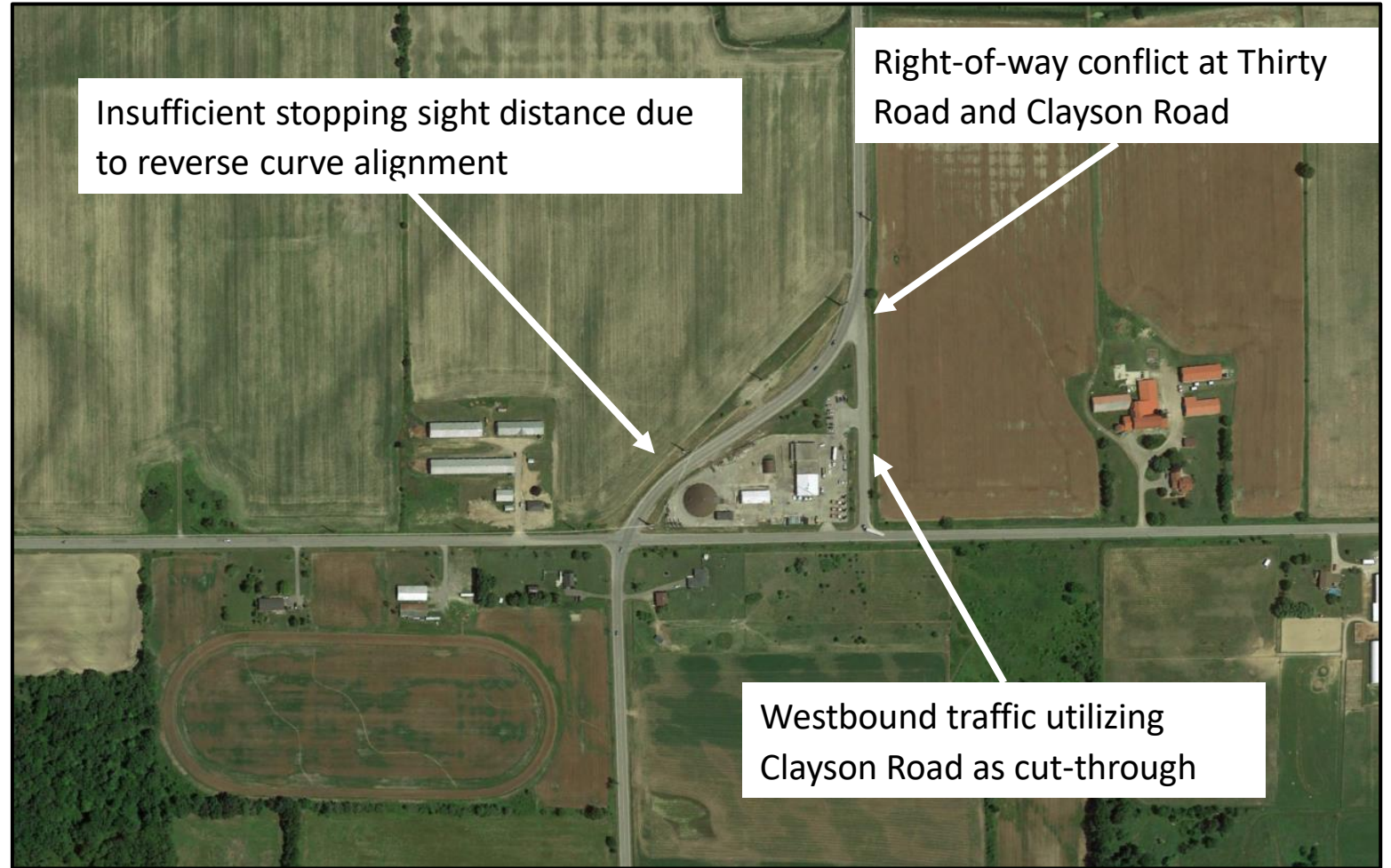
- **Young Street**

- Arterial Rural Road
- Two-lane cross-section
- 20m right-of-way
- 80 km/h posted speed



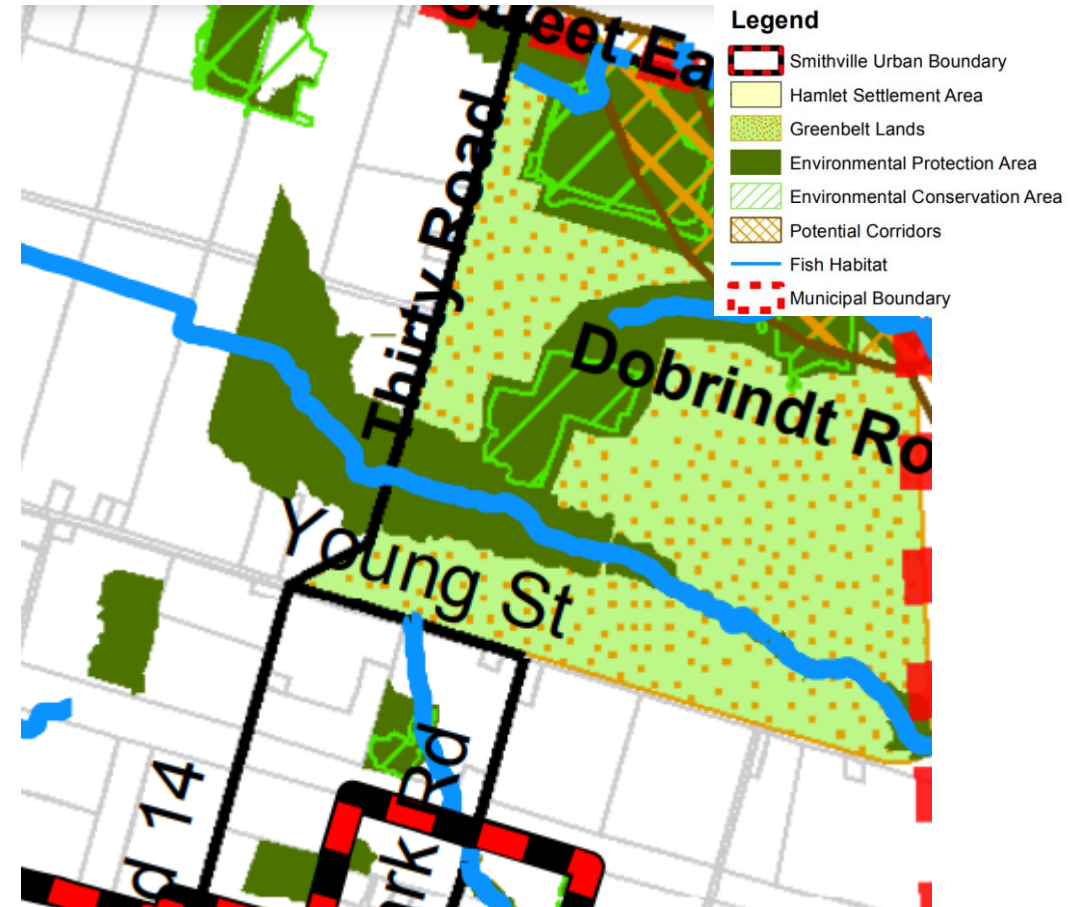
Existing Conditions – Transportation (*Continued*)

- 14 collisions over last six years (2017 – 2022)
- All-way stop controlled intersection
- Majority of vehicles travelling north / south along Thirty Road (anticipated to increase with Smithville urban boundary expansion)
- Low east / west volumes along Young Street not anticipated to increase significantly



Existing Conditions - Natural Environment

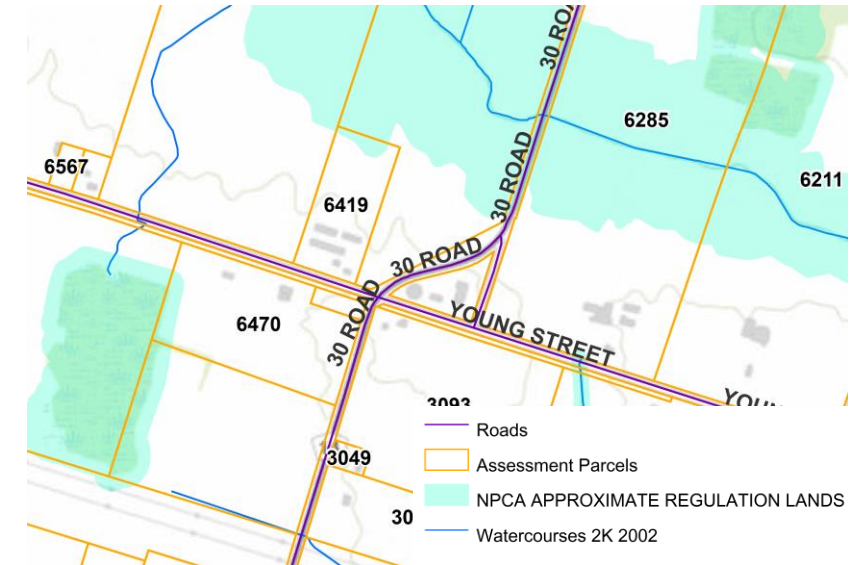
- Located within the Spring Creek subwatershed of Twenty Mile Creek,
 - Provides direct fish habitat for a warmwater aquatic community
 - Niagara Peninsula Conservation Authority (NPCA) Regulated
- Lands designated as Environmental Protection Area and Greenbelt lands
- No SAR were identified within the Study Area but suitable habitat for Monarch (Common Milkweed).



Schedule 'C-1' -Natural Heritage System – Township of West Lincoln Official Plan

Existing Conditions – Drainage & Stormwater

- Drainage conveyed by shallow roadside ditches with seasonal ponding
- Concrete box culvert north of Young Street conveys a tributary of Spring Creek under Thirty Road
- Lands surrounding the Spring Creek tributary are within the NPCA regulated floodplain and experience flooding



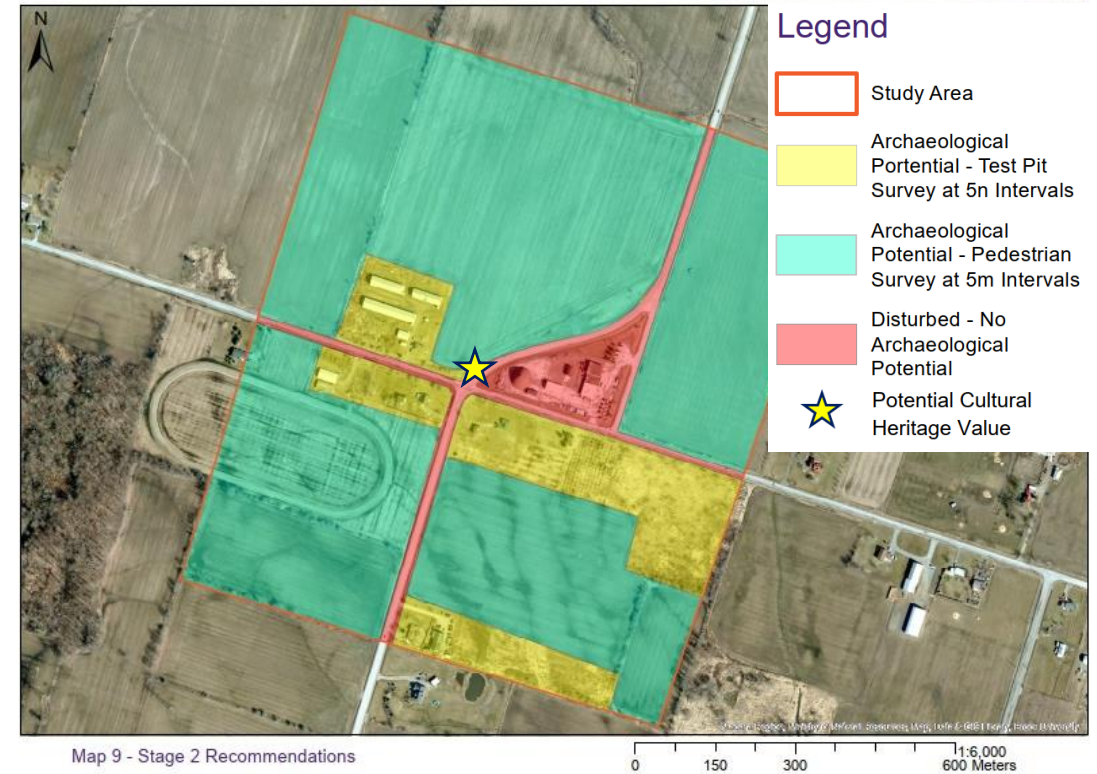
Approximate NPCA Regulated Flood Plain
(Source: NPCA Watershed Explorer ArcGIS Web Map)



Spring Creek Tributary Box Culvert

Existing Conditions - Cultural Heritage & Archaeological Resources

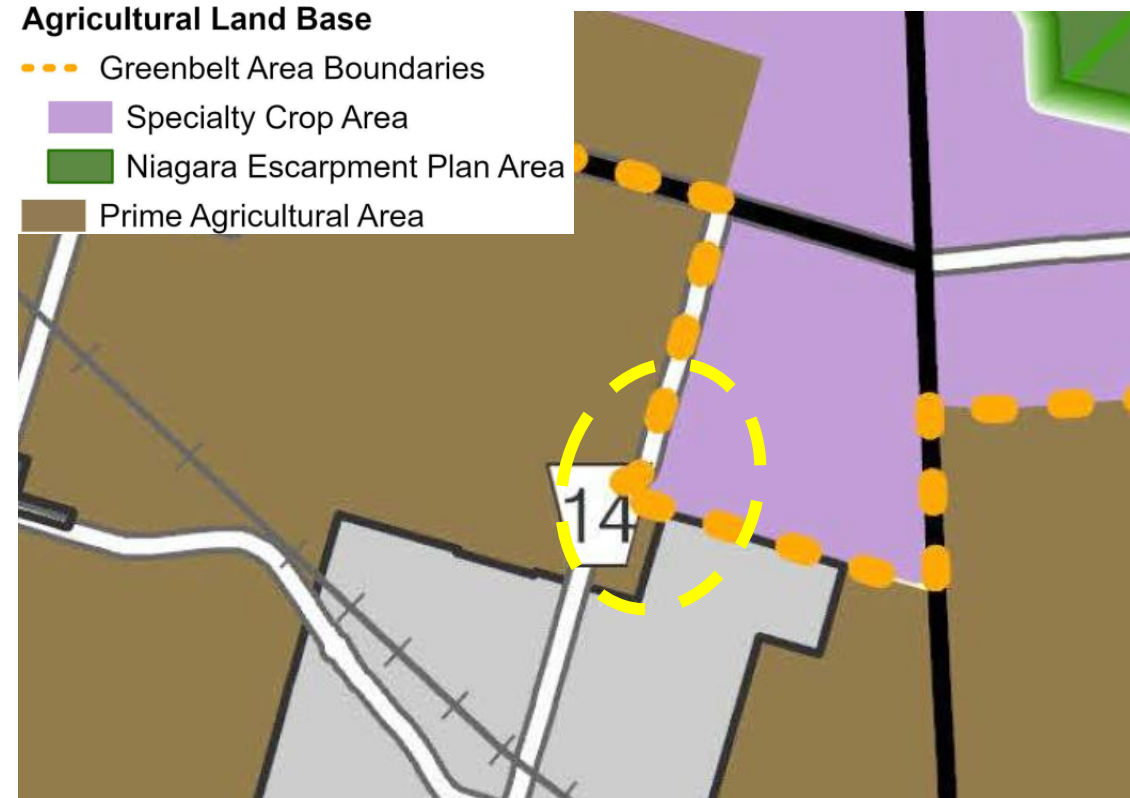
- Undisturbed lands adjacent to the roadway exhibit archaeological potential and will require a Stage 2 Archaeological Assessment prior to construction, if impacted
- No properties on the Township's Heritage Register or designated under the *Ontario Heritage Act*
- Barn on the southeast corner of the study area has *potential* for cultural heritage value



Stage 1 Archaeological and Cultural Heritage Review Findings

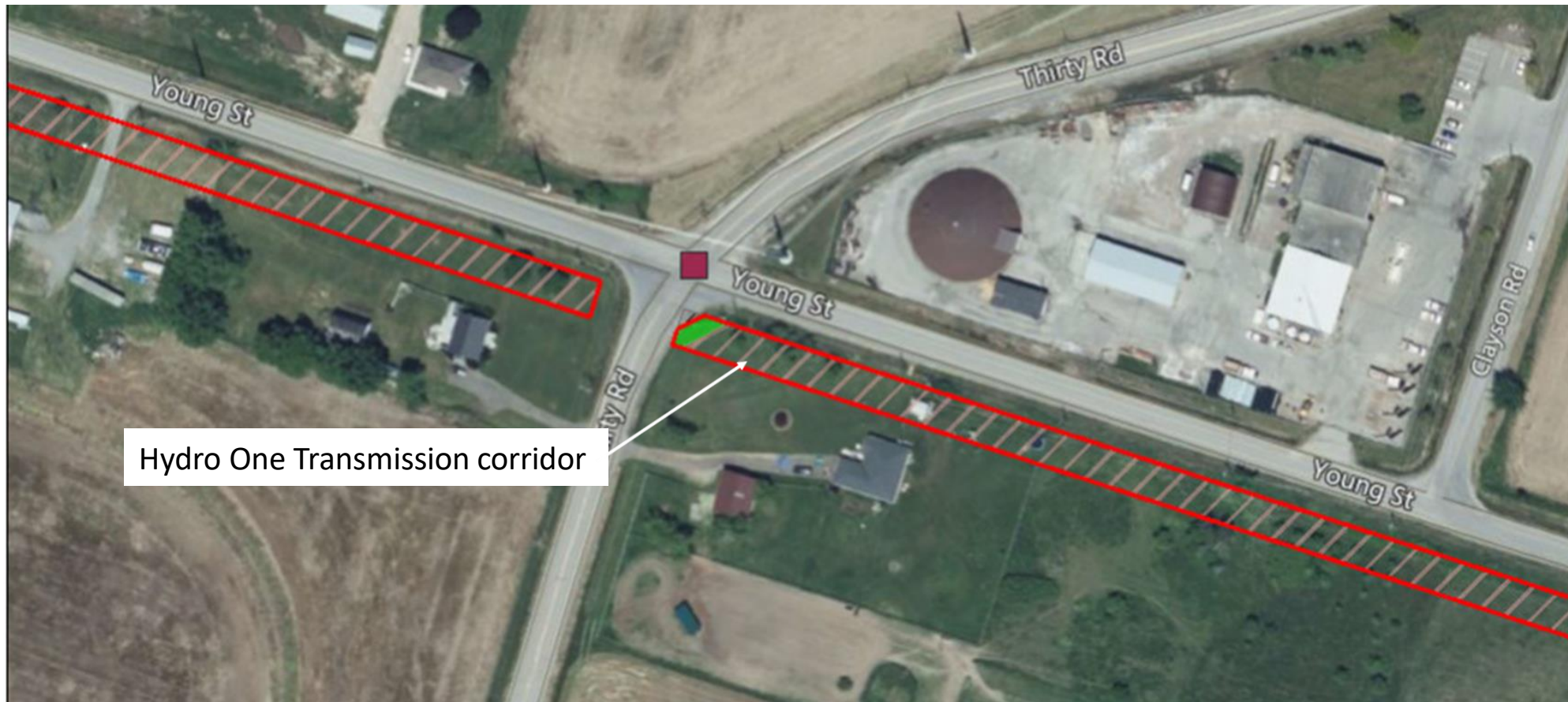
Existing Conditions - Socio-economic Environment

- Agricultural and rural residential land uses
 - Niagara Peninsula Tender Fruit and Grape Area (Specialty Crop Area) and Prime Agricultural Lands
 - Good General Agricultural Lands
- Lands south of Young Street designated within the future Smithville Urban Boundary Expansion



Schedule F - Agricultural Land Base (Niagara Region Official Plan, 2022)

Existing Conditions – Hydro One Infrastructure



Existing Conditions – NRWF Infrastructure

- High voltage transmission facilities
- Extremely costly to relocate and would result in significant environmental and property impacts
- Not supported by Niagara Windfarm Corporation/Boralex or Six Nations of the Grand River Development Corporation (50% owner)



EA Phase 2 Recommendation

- Presented at First PIC in March 2023
- Undertake intersection improvements
- Close Clayson Road at northern terminus and maintain for local access only
- Direct all traffic to improved Thirty Road at Young Street intersection
- Type of intersection control (all-way stop, roundabout, traffic signal) to be determined in Phase 3

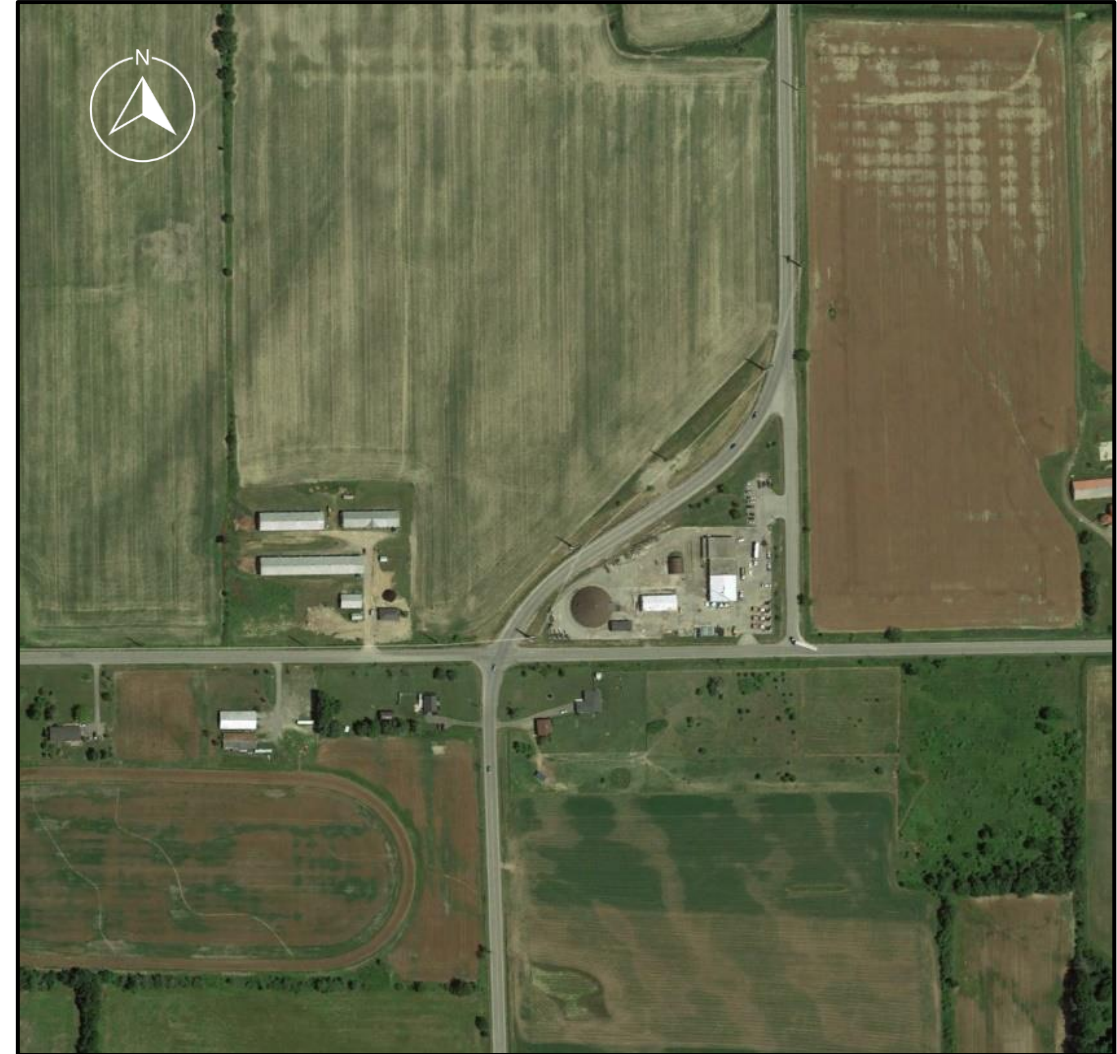


EA Phase 3: Alternative Design Concepts

- 1) Do Nothing
- 2) 4-Way Stop Controlled Intersection with Realigned Thirty Road
- 3) Signalized Intersection with Realigned Thirty Road
- 4) Roundabout Intersection with Thirty Road Realigned North of Windfarm Poles
- 5) Roundabout Intersection with Thirty Road Realigned South of Windfarm Poles
- 6) Roundabout Intersection with a Right-turn Channel

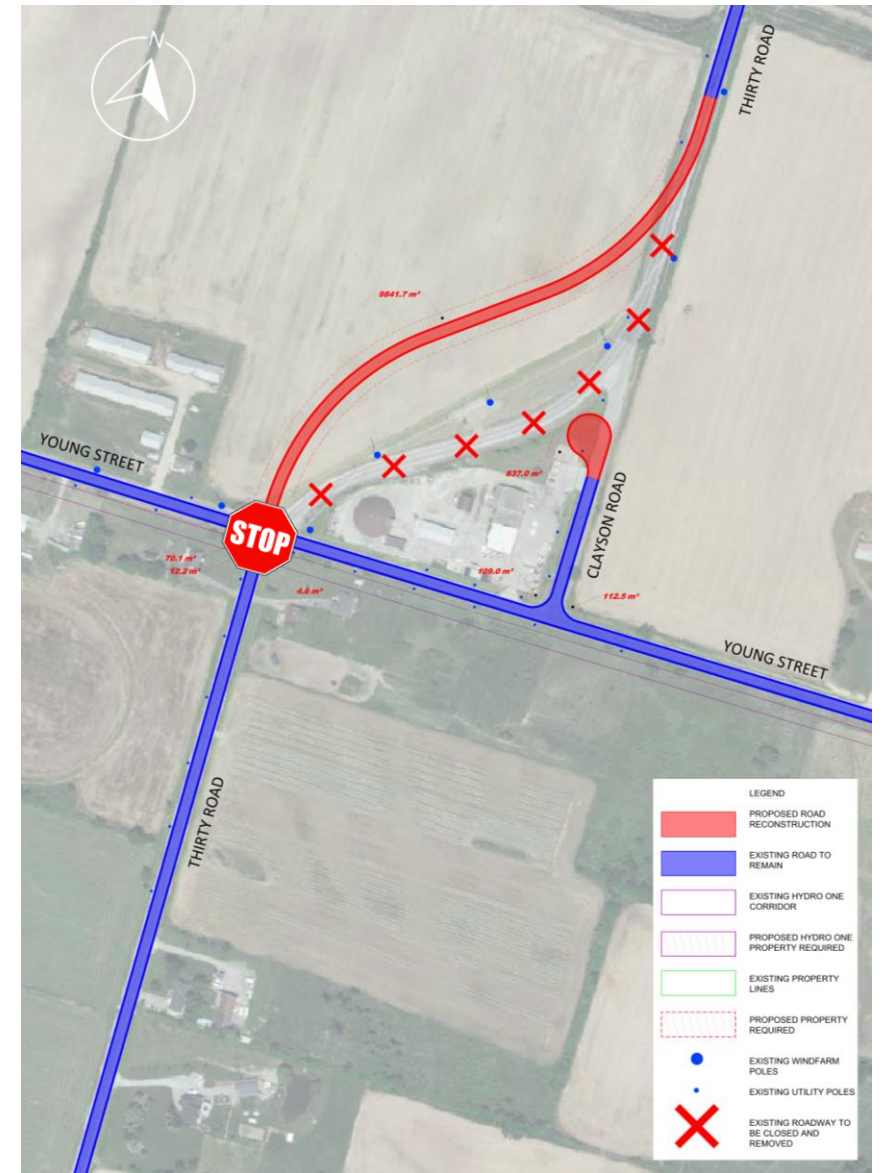
Alternative 1: Do Nothing

- ✓ No property impacts
- ✓ No construction costs
- Existing all-way stop provides partial improvements to traffic operations and safety
- ✗ Stopping distance for southbound traffic not fully addressed
- ✗ Right-of-way conflict at Thirty Road and Clayson Road intersection
- ✗ Westbound traffic heading north utilizing Clayson Road as cut-through due to acute right-turn at Thirty Road and Young Street intersection



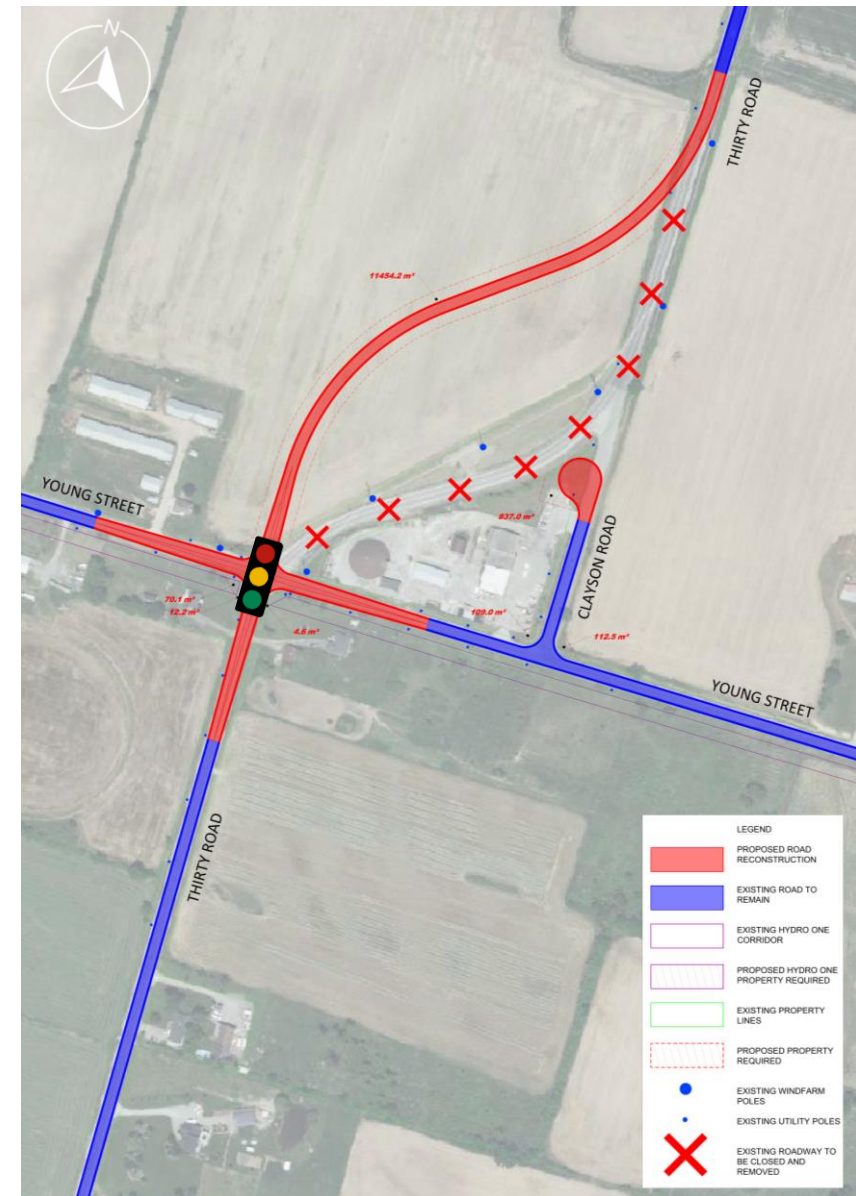
Alternative 2: 4-Way Stop Controlled Intersection with Realigned Thirty Road

- ✓ Addresses sightline and right-of-way conflict issues
- Moderate construction costs
- No significant traffic calming benefit
- ✗ Requires significant realignment of Thirty Road, fragmenting agricultural lands north of Young Street
- ✗ Significant property impacts
- ✗ Geometric guidelines for the north leg of Thirty Road not fully addressed
- ✗ Impacts floodplain and Highly Vulnerable Aquifer



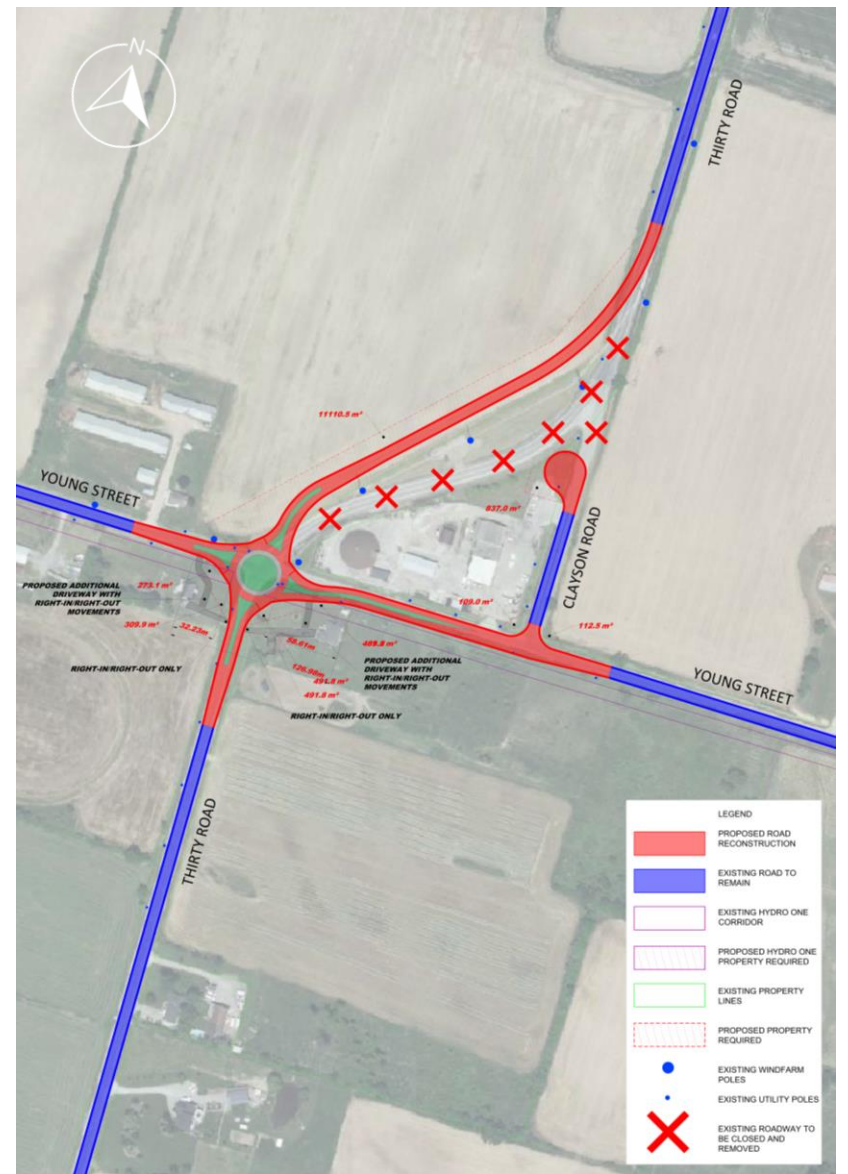
Alternative 3: Signalized Intersection with Realigned Thirty Road

- ✓ Addresses sightline and right-of-way conflict issues
- ✓ Geometric guidelines for the north leg of Thirty Road fully addressed
- No significant traffic calming benefit
- ✗ Requires significant realignment of Thirty Road to meet TAC standards, fragmenting agricultural lands north of Young Street
- ✗ Significant property impacts
- ✗ Impacts floodplain, requiring new culvert. Impacts regulated watercourse and Highly Vulnerable Aquifer
- ✗ High construction costs



Alternative 4: Roundabout Intersection with Thirty Road Realigned North of Windfarm Poles

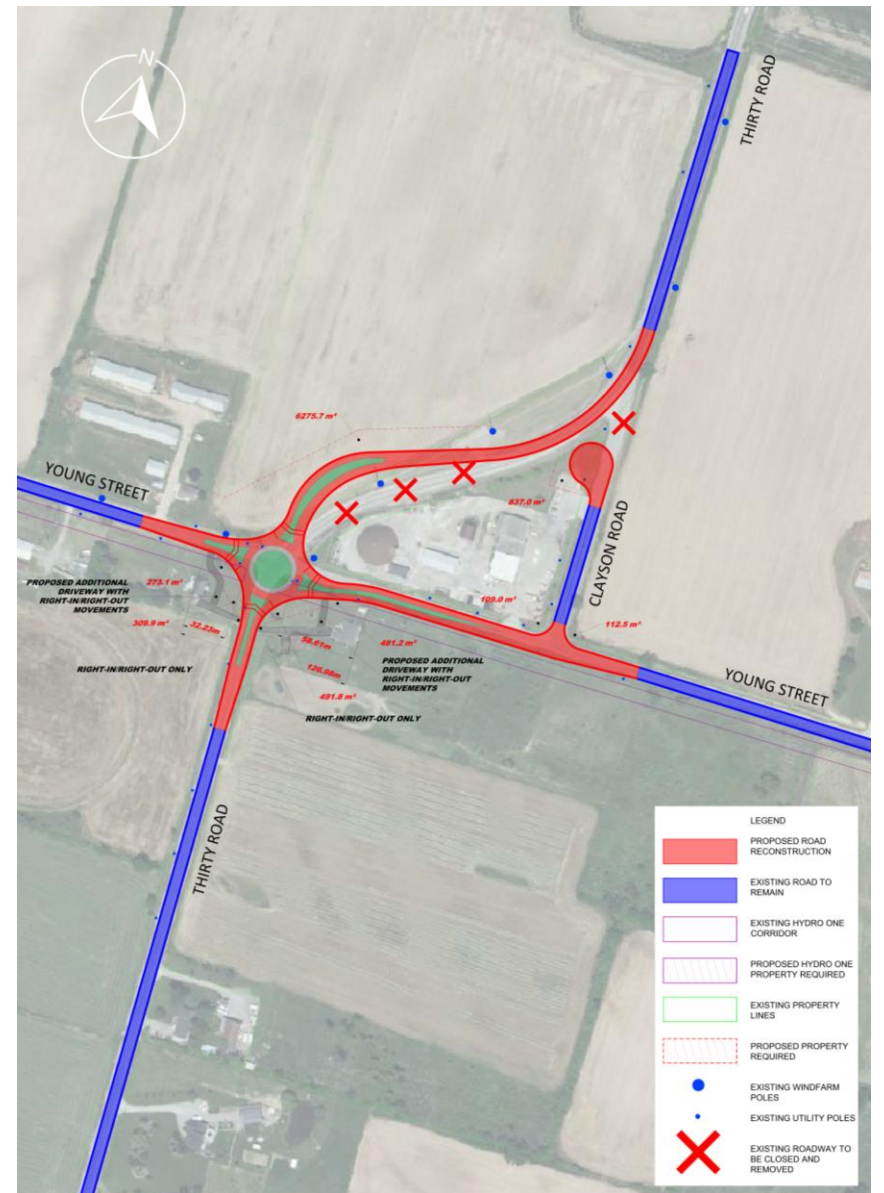
- ✓ Addresses sightline and right-of-way conflict issues
- ✓ Geometric guidelines for the north leg of Thirty Road fully addressed
- Provides minor traffic calming benefit
- Moderate impacts to agricultural lands
- Impact to floodplain requires new culvert and indirect impacts to regulated watercourse and Highly Vulnerable Aquifer. Impacts can be mitigated
- Additional illumination required for roundabout
- ✗ Largest amount of property required, including Hydro One lands
- ✗ Highest construction costs



Alternative 5: Roundabout Intersection with Thirty Road Realigned South of Windfarm Poles

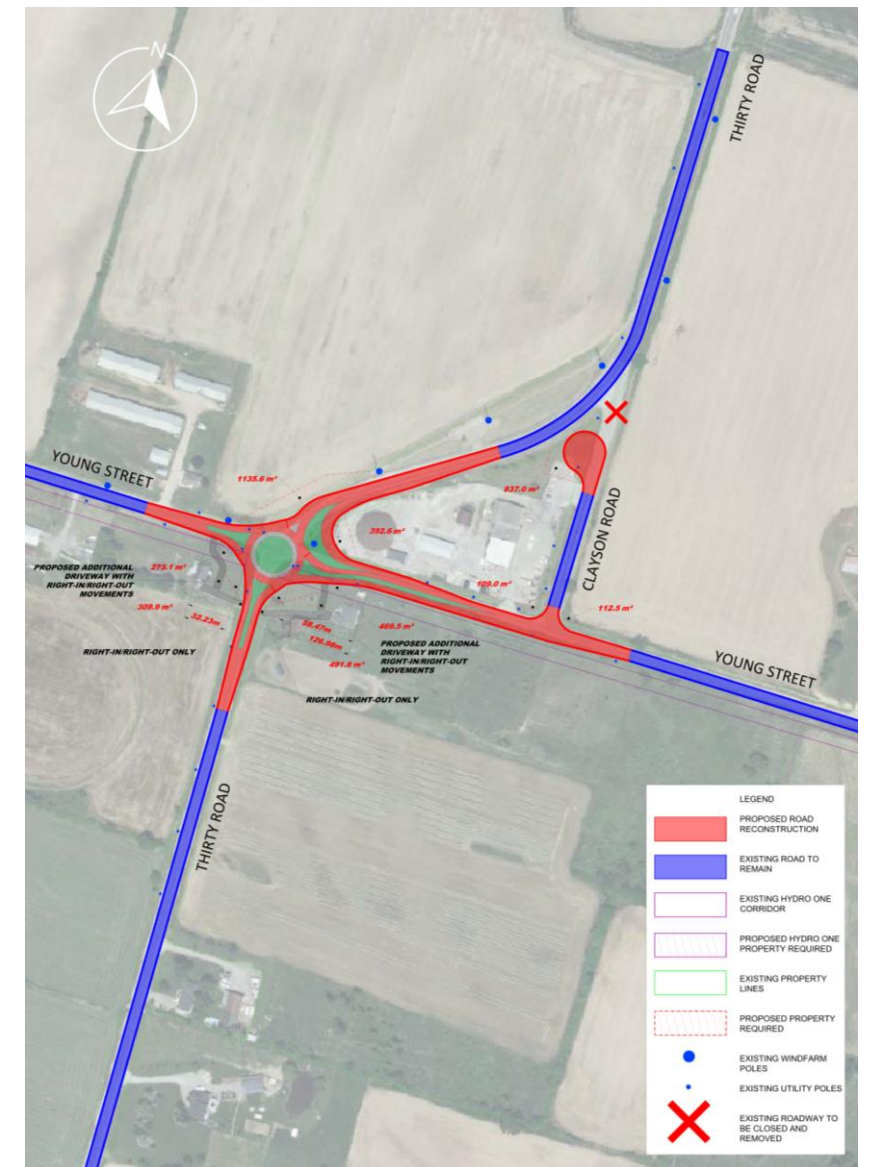
- ✓ Addresses sightline and right-of-way conflict issues
- ✓ Provides traffic calming benefit
- ✓ Geometric guidelines for the north leg of Thirty Road fully addressed
- ✓ Minimizes impacts to agricultural lands
- ✓ Reduces impacts to floodplain, regulated watercourse and Highly Vulnerable Aquifer
- Additional illumination required for roundabout
- Moderate amount of property required, including Hydro One lands
- Moderate construction costs

*Larger image of alternative available at end of presentation slides.



Alternative 6: Roundabout Intersection with a Right-turn Channel

- ✓ Addresses sightline and right-of-way conflict issues
- ✓ Generally avoids agricultural lands
- ✓ Reduces impacts to floodplain, regulated watercourse and Highly Vulnerable Aquifer
- ✓ Lowest amount of property required, including Hydro One lands
- ✓ Lowest construction costs
- Provides minor traffic calming benefit
- Additional illumination required for roundabout
- ✗ Geometric guidelines for the north leg of Thirty Road not fully addressed
- ✗ Largest intersection footprint and complex driving environment



Evaluation Criteria

CRITERIA	DESCRIPTION
Traffic Operations and Safety	Does the alternative improve the safety (sightlines, stopping distance, conflict) of the intersection? How will the alternative serve the existing and future vehicular (car, truck and farm vehicle), pedestrian and cycling traffic needs?
Socio-Economic Environment	What impacts will the alternative have on the local community (e.g., compatibility with current and planned area land use, impacts on prime agricultural lands, property requirements, access restrictions, etc.)
Natural Environment and Climate Change	How does the alternative affect existing vegetation, floodplain, water quality, fisheries/wildlife and habitat? Does the alternative address climate change?
Cultural Heritage Resources	Will the alternative affect archaeological, cultural heritage resources or Indigenous communities?
Costs	What is the capital cost of the alternative? What is the cost for utility relocations, property acquisitions, maintenance and operation costs?

Evaluation of Design Alternatives

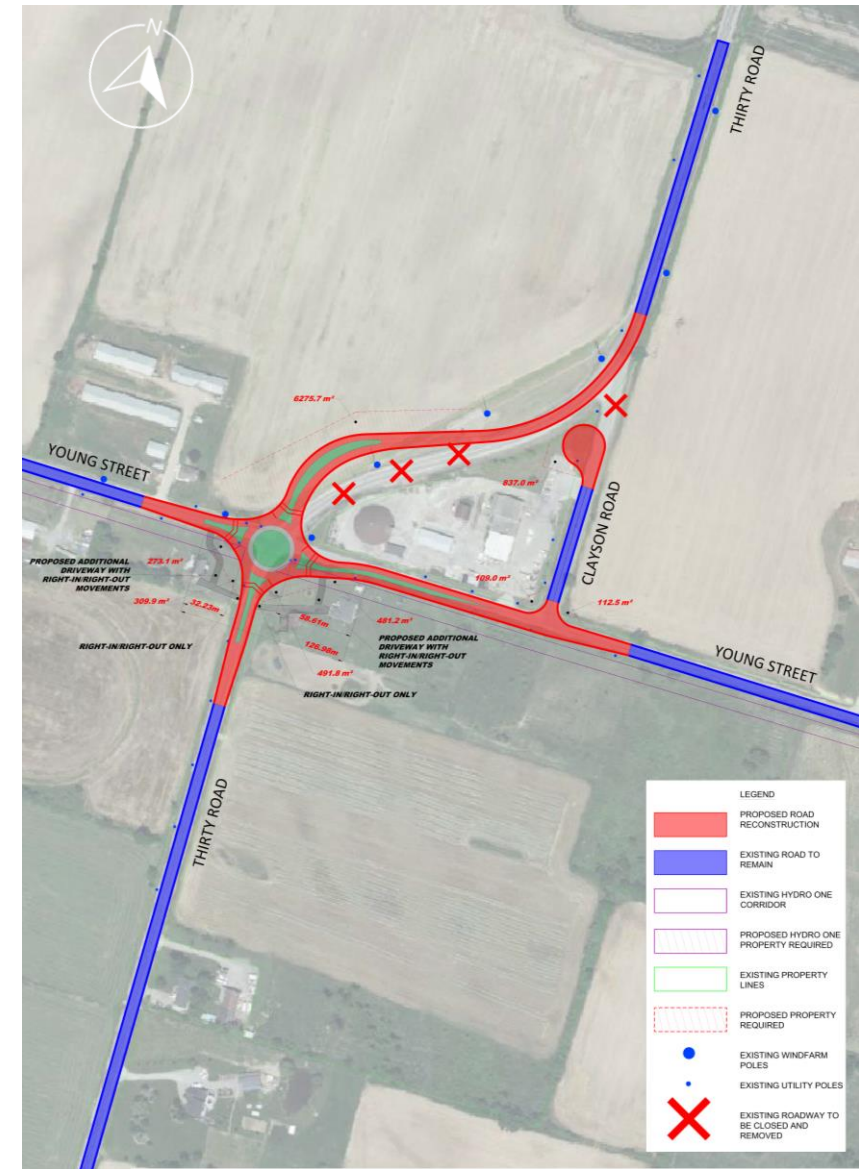
EVALUATION CRITERIA	1. Do Nothing	2. 4-Way Stop Controlled Intersection with Realigned Thirty Road	3. Signalized Intersection with Realigned Thirty Road	4. Roundabout Intersection with Thirty Road Realigned North of Windfarm Poles	5. Roundabout Intersection with Thirty Road Realigned South of Windfarm Poles	6. Roundabout Intersection with a Right-turn Channel
TRAFFIC OPERATIONS & SAFETY						
SOCIO-ECONOMIC ENVIRONMENT						
NATURAL ENVIRONMENT						
ARCHAEOLOGICAL AND CULTURAL BUILT HERITAGE						
COST						
EVALUATION SUMMARY	Not Recommended	Not Recommended	Not Recommended	Not Recommended	Recommended to be Carried Forward	Not Recommended

Alternative 5 – is recommended to be carried forward

Preliminary Recommended Design

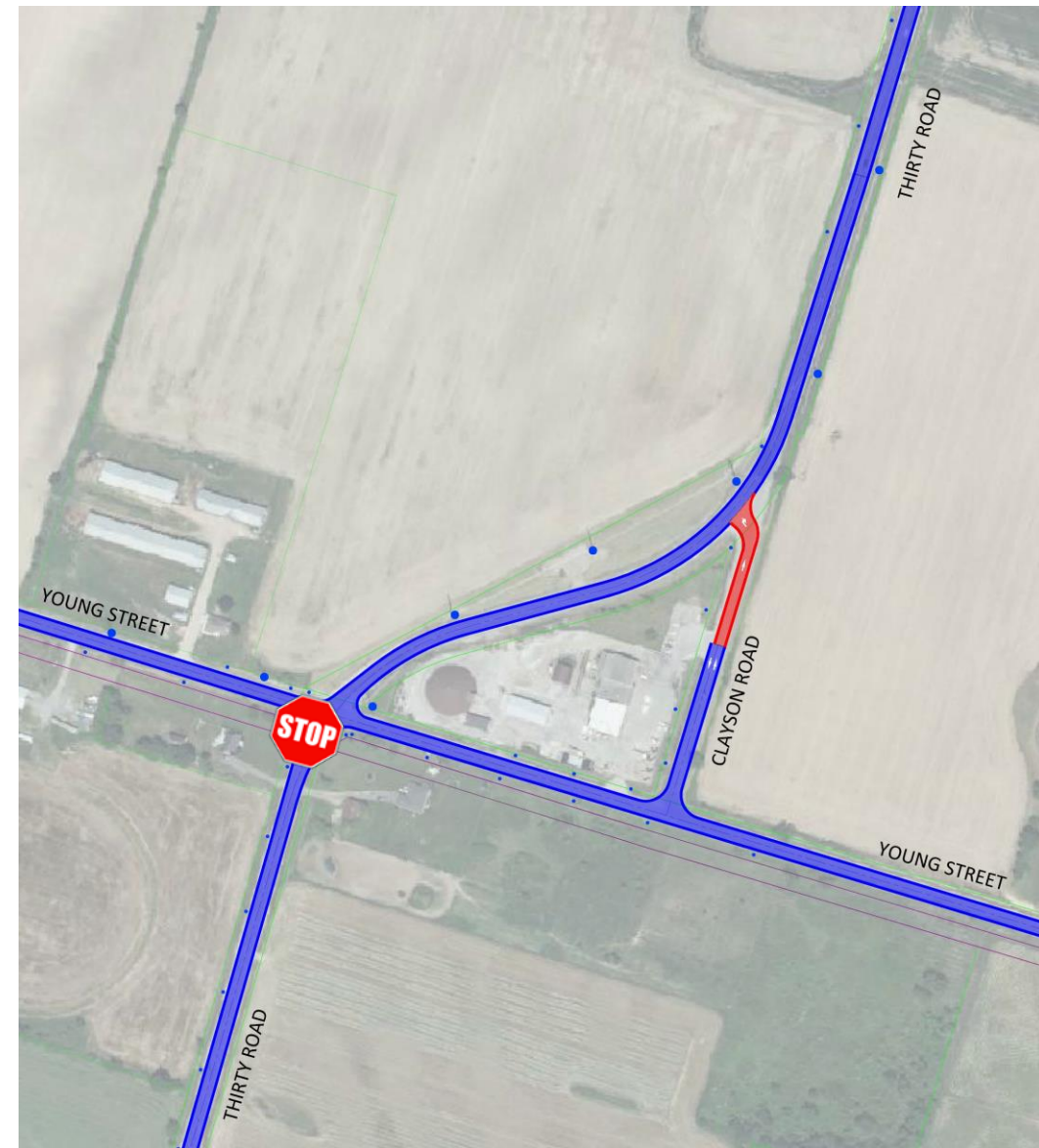
- **Alternative 5: Roundabout intersection with Thirty Road realigned south of the windfarm poles**
 - ✓ Addresses sightline and right-of-way conflict issues
 - ✓ Provides a moderate traffic calming benefit
 - ✓ Minimizes impacts to agricultural lands to the north
 - ✓ Reduces impacts to floodplain, regulated watercourses, and Highly Vulnerable Aquifer
 - Additional illumination required for roundabout
 - Moderate construction costs
 - Moderate amount of property required

*Larger image of alternative available at end of presentation slides.



Interim Configuration

- To be implemented until budget allows for preferred roundabout configuration
- Thirty/Young Intersection remains 4-way stop
- Clayson Road becomes **northbound one-way only** north of the Smithville Yard entrance and realigned to allow for better sightlines for traffic turning north onto Thirty Road
- Restricts SB Left Turn movement onto Clayson Road
- Region to monitor traffic operations in the area



*Larger image of alternative available at end of presentation slides.

Next Steps

1. Confirm preferred design concept in consideration of feedback received from the public and technical agencies.
2. Review and incorporate results of the studies currently underway.
3. Prepare and submit Environmental Study Report for 30 Day public review (Q1 2024).
4. Future detailed design and construction (subject to Council approval and budget).

Getting Involved in the Next Steps



Review presentation slides on the Region's project webpage



Submit any questions, comments or suggestions use the online comment form or by contacting the Study's Project Managers.



Request to be added to the Study Contact List to receive future notices.



Visit the Region's project webpage for study updates
niagararegion.ca/projects/regional-road-14/

APPENDIX 3
PUBLIC INPUT



Date Submitted	Check all that apply to you	Provide any comments or questions you have on the proposed alternative design concepts.	Do you have any suggestions that should be considered for the next steps of this project?	Do you have any other comments?
2023-12-06 9:29	Resident living outside the study area	Thank you for putting this out there for public input. I am supportive of the option where Clayson Road becoming a cul de sac. From reviewing the design this seems to be the most cost competitive solution that has the least impact on flow of traffic.	I want to advocate for a round-about solution for the Thirty Road & Young Street intersection, as this is the best solution for driver and pedestrian safety, additional benefits to a round about solution are the lower environmental impacts and long term lower maintenance cost compared to a lighted intersection.	Build a round-about, at this point I believe it's a proven alternative to lighted intersection.
2023-12-12 23:02	Resident living outside the study area	Existing 4-way stop is working well, and I believe resolved most issues with this intersection. A traffic circle will limit truck and farm equipment access which is going to impact the area beyond your study zone ...example S.G. Rd #3. Since stop signs went up, I am seeing a lot more truck traffic. A roundabout will only make it worse because trucks will want to avoid it. Making Clayson rd. one way North is a good idea but a left turn onto 30 Rd would be dangerous and unnecessary...they are not going to take Clayson if they are on Young and make a left turn back to a stop sign??? What's the point. You should also consider a merge lane onto 30 from Clayson, would be much safer getting on 30 from Clayson where they will be starting from a stop sign. Obviously, I am against the traffic circle at this intersection...I have heard nothing good about the ones installed on Reg. 20 and the witness marks on the road at these locations indicate that Trucks have a real problem. If you persist with your desire to have a Circle you better, make it a lot bigger as this intersection sees a lot of trucks...and I don't want to see them on my SG Rd 3. Your argument of maintaining traffic flow is also very weak given all the recent efforts by West Lincoln to slow traffic entering the town which now theoretically starts at this intersection. The stop signs would perform that function in addition you should take the initiative now and lower the speed limit from 60KMH to 50 at this point on. Might put a dent in Smithville's speed trap revenues but you can't have it both ways. Regarding the relocation of 30 Rd. I think your proposal to weave in and out of the wind farm poles is dangerous to ALL traffic and will undoubtedly hinder Truck traffic even more. 30 Rd. should be moved to the north side of the poles before they start...not as deep into the field as you show in alternative 2 & 3 but more like Alternative 4, I think this would be much safer for everyone. Regarding your concerns on flood plain I believe there would be little to no impact on the current situation if you stay with the interim plan you have shown. Even after relocating 30 Rd. The new construction of Chicken Barns on the farm in the NW corner has way more impact on flood plain than this road movement...no one seemed concerned about the fill and footprint of what's being created there? In closing I use this intersection on a regular basis and it's obvious I do not think much of Traffic circles...at least the ones you are designing. I am also not keen on spending upwards of \$10.5 million to correct a problem that appears to already have been fixed. Make your minor changes and leave it...There will no doubt be opportunities galore in the future as Smithville grows to make changes.	As I understand there is no budget or approval for this project. That being the case this project should be shelved until the Smithville By-Pass and the Escapement Crossing has been defined. Why approve anything on this intersection beyond what has been done...the problem area has been addressed for the time being. These other routes are more important and bound to have some type of impact on 30 Rd & Young St. which may have to be reworked to accommodate. It is not logical to consider these projects independently since they should all complement each other.	As I have already stated I live on South Grimsby Rd. 3. For those not familiar with South Grimsby Rd. 3, it is a gravel road approx. 2.5 miles long. The southern 1/2 appears to be a routine municipal gravel road (normal road allowance, I think) but the northern half is not; it is a "given" road that only has a 32-foot road allowance and a usable road track of less than 20 ft. In addition to this it has two -sharp- 90 degree (obscured) turns where we routinely experience vehicles going off the road due to speed and or reckless actions. Traffic has been increasing steadily since the Windfarm Powerline Project and now we are seeing a marked increase in heavy Truck traffic since the installation of the 4-way stop which has been welcomed by most of the neighbours I have spoken with. This was a very dangerous corner that has seen numerous accidents over the years; it took way too long to correct that situation. Normally any gravel road is not conducive to the truck traffic we are starting to experience; the 32-foot section of this road was definitely not designed for; or safe for, any routine heavy truck or tractor trailer traffic except of course for local delivery. West Lincoln's maintenance records should bear this out as they have had to step up maintenance on this road by graveling and grading much more often with the result being faster traffic creating more problems at the 90-degree bends. I understand this is a public road and therefore subject to traffic, but South Grimsby Rd. 3 should not be allowed to become an alternate "truck route" which given its proximity to Industrial Park Rd. and the Young/ 30 intersection is bound to happen if that intersection is made too difficult for Trucks to negotiate. All neighbours I have talked to about this have noticed the same things I have; please be careful you do not move the problem from Young & 30 to SG Rd. 3. I believe no truck route signs on SG Rd. 3 are in order before the problem gets any worse. Regards David Ongaro 3472 south Grimsby Rd. 3 Smithville, LOR 2A0 905-957-3556 dongaro@direct.ca

Mila Khatri

Sent:
To:
Subject:

Andrew McGregor, MCIP, RPP

Senior Planner / Project Manager, EA & Approvals



R.V. Anderson Associates Limited
43 Church Street, Suite 104, St. Catharines ON L2R 7E1
t 905 685 5049 ext. 4211 | m 905 964 4056

[LinkedIn](#) | [Facebook](#) | [Website](#)



Xmas Holiday Alert!! I will be away from the office Dec 22 to Jan 3, 2024, with very limited access to emails. Happy Holidays!

From: [REDACTED]
Sent: Tuesday, December 12, 2023 9:12 PM
To: hamed.esmaeli@niagararegion.ca; Andrew McGregor <AMcGregor@rvanderson.com>;
albert.witteveen@niagararegion.ca; Cheryl Ganann <cganann@westlincoln.ca>
Subject: Intersection improvements at Thirty Road and Young Street

To; Project Team members and Regional Council representatives of West Lincoln.

My name is [REDACTED] and I reside at [REDACTED] in West Lincoln. I am located outside of the study area but very close to it. I am a lifelong resident and have experienced this intersection for many years, in my personal vehicles and for many years while operating a commercial trucking business in the area. I am also involved in the agricultural community and very familiar with the movement of agricultural equipment in the area of this intersection. I have participated in both Public Information Centres regarding improvements at this intersection and respectfully submit the following observations and comments for consideration by the project team.

The design and sightlines of the main intersection of Thirty Road and Young Street has been problematic for as long as I can remember, even before I became a licenced driver. Sightlines for westbound traffic looking north or south on Young Street trying to cross or turn south on Thirty Road were extremely inadequate and have resulted in many accidents in that intersection. The bend of Thirty Road at that intersection also has

resulted in many vehicles leaving the roadway due to excessive speed and the less than perfect geometrics of the curve while going through the intersection on Thirty Road. The implementation of a "temporary" four way stop at this intersection has improved safety greatly and it is unfortunate that this solution was not implemented decades ago. Niagara Region has admitted that accidents at this intersection have dropped substantially since the four way stop was installed and I have not spoken with anyone yet that hasn't commented favorable on the improvement. Traffic wishing to head north on Thirty Road from a westbound direction has always used Clayson Road as the main intersection has never allowed for a turn in that direction to be made safely. I disagree with the reference by project staff that vehicles are using Clayson Road as a "cut through" as it implies to me that motorists using Clayson Road are using it as a short-cut or something bordering illegal in some way. Clayson Road is being used now as a public road, just the same as it has for many decades, even before the S-bend portion of Thirty Road was constructed. Traffic on Clayson Road has increased greatly since the Township of West Lincoln improved Industrial Park Road through to Young Street. Improvements to traffic flow in this area were proposed to coincide with the upgrade of Industrial Park Road but were never acted upon.

In the short term, the project team has proposed to realign the intersection of Clayson Road and Young Street and make it "one way" northbound only at this intersection. The turning of vehicles from southbound Thirty Road onto eastbound Young Street would be less than ideal and almost impossible for large trucks, tractor trailers to negotiate while trying to access the Industrial Park as well as the 2 quarries on Young Street. I have not heard of any traffic accidents at this intersection in the past, and I wonder if the proposed realignment of the intersection is necessary. I use this intersection on a regular basis and feel that safety could be improved slightly in 2 ways. For traffic heading southbound onto Clayson Road from Thirty Road, I find that sightlines to see traffic headed northbound on Thirty Road would be improved by the removal or leveling of the piles of dirt that are currently being created by Niagara Region Public Works on the land opposite the Public Works Yard. I also find it difficult to look backwards for approaching northbound traffic on Thirty Road when trying to enter from Clayson Road. This is made most difficult when stopped at the current stop sign. If the stop sign was moved a little further back from the intersection it would be much easier to see this approaching traffic. My preference would be to try making these changes as I have suggested to improve sightlines at the intersection of Clayson Road and Thirty Road with no further changes to the roadway. If the intersection of Clayson Road and Thirty Road is eventually realigned, it must continue to support 2 way traffic at that intersection.

In the eventual case that the Niagara Region chooses to make major improvements at the intersection of Thirty Road and Young Street, I support the realignment of Thirty Road as proposed in Option 5 and the closing of Clayson Road, but I do not support the construction of a roundabout at this location and feel that the continued use of a 4 way stop is very sufficient. I do not support the concept of a roundabout here for several reasons. I feel that the construction of an intersection any more elaborate and substantial is not warranted due to the excessive increase in cost, the encroachment on the residential properties adjacent to the intersection which involves extensive redesigning of driveway accesses across their front yards, as well as the increase in difficulty of the movement of large agricultural equipment that uses this intersection. I also feel that substantial expenditures in the construction of a roundabout at this location are very premature as there has not been a transportation plan completed that involves how traffic patterns will be affected in this area once a proposed Niagara Escarpment Crossing combined with a Smithville Bypass route are studied, evaluated and eventually built. Only after these future projects are closer to reality and the Town of Smithville along with the Industrial Park expansion are realized, can a truly educated and well thought out major improvement to this intersection be considered.

In summary, I feel that massive improvements to safety at this intersection have already been successful with minimum expense to date, which is good for motorists, nearby residents, and taxpayers as well. A project cost for the preferred concept was estimated by the project team to be approximately \$7 million. I feel that small improvements can, and have been made with relatively minor expense and this major expenditure is certainly not warranted currently at this intersection.

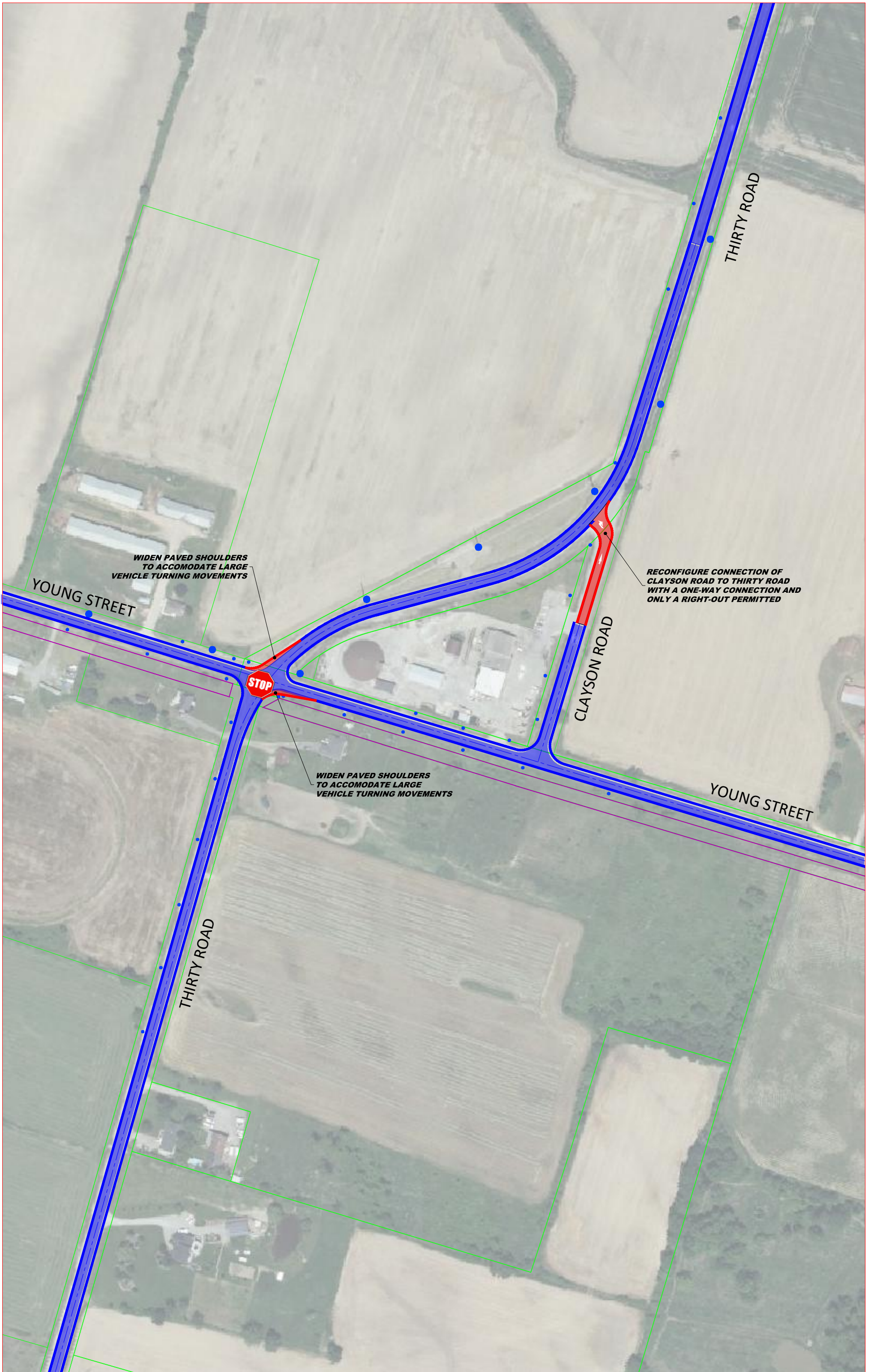
Thank you for the opportunity to comment on these potential road improvements. Please include me in all future correspondence regarding this proposal.

Yours Truly,



APPENDIX 4
REVISED DESIGN CONCEPTS





YOUNG STREET

THIRTY ROAD

WIDEN PAVED SHOULDERS
TO ACCOMODATE LARGE
VEHICLE TURNING MOVEMENTS

RECONFIGURE CONNECTION OF
CLAYSON ROAD TO THIRTY ROAD
WITH A ONE-WAY CONNECTION AND
ONLY A RIGHT-OUT PERMITTED

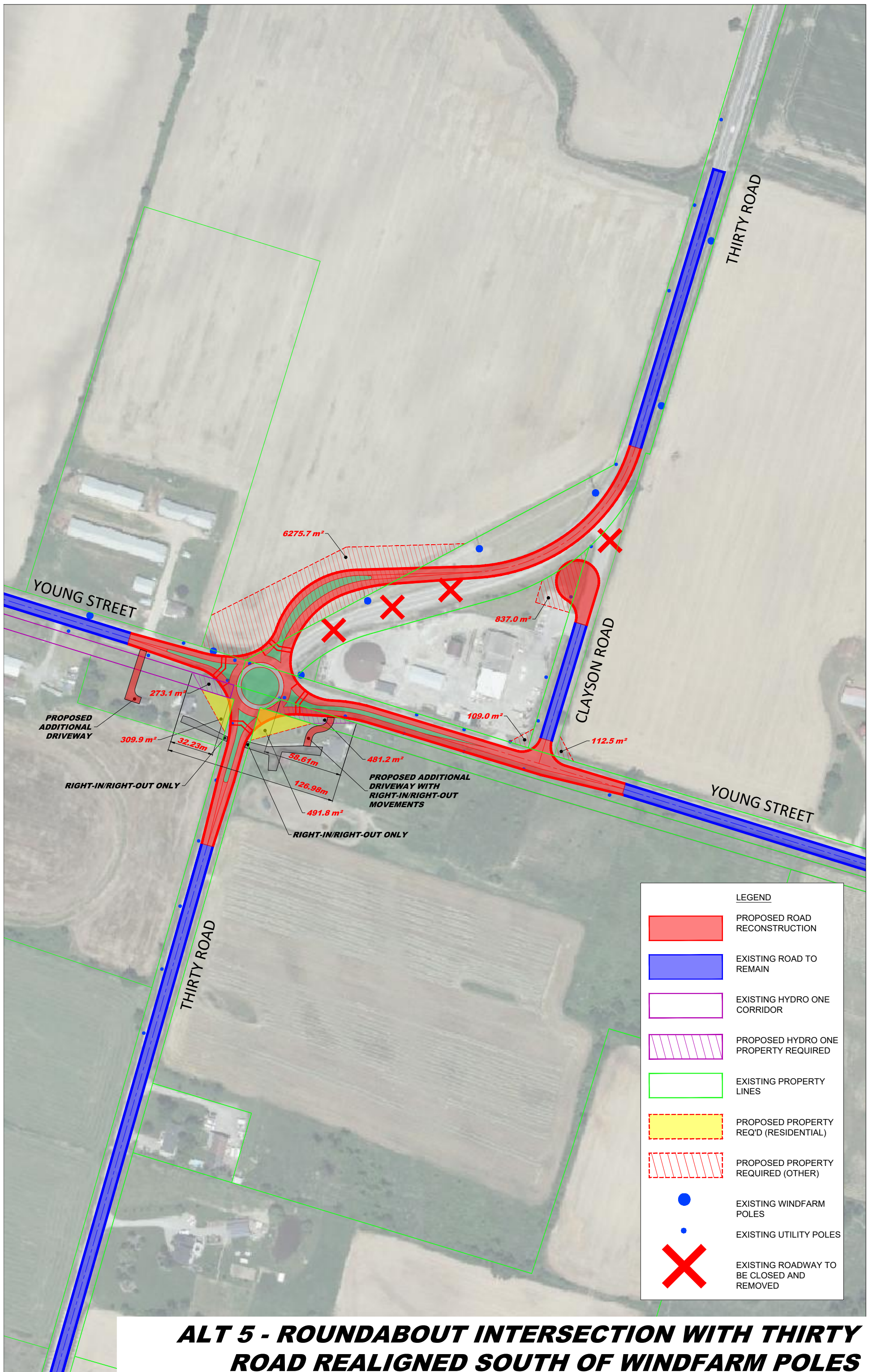
STOP

CLAYSON ROAD

WIDEN PAVED SHOULDERS
TO ACCOMODATE LARGE
VEHICLE TURNING MOVEMENTS

YOUNG STREET

THIRTY ROAD



ALT 5 - ROUNDABOUT INTERSECTION WITH THIRTY ROAD REALIGNED SOUTH OF WINDFARM POLES
ULTIMATE SOLUTION