

From: [FPP.CA / PPP.CA \(DFO/MPO\)](#)
To: [Chan, Salina](#); [MacVeigh, Brydon](#)
Cc: [Balint, David](#)
Subject: [EXTERNAL] RE: Spotted Sucker records - Welland River
Date: Monday, November 02, 2020 8:51:28 AM
Attachments: [image001.png](#)

Hello Salina,

Yes, there is a new record collected by DFO in 2018 after COSEWIC Status Appraisal Summary (2015). The record was found in the Welland River upstream from project area indicated on your provided map. As you know from the public SAR mapping there is still potential for Spotted Sucker to be in the Welland River.

I hope that helps,
Regards

Lucas Coletti

Biologist | Biologiste

Fisheries and Oceans Canada | Pêches et Océans Canada

Fish and Fish Habitat Protection Program | Programme de Protection du Poisson et de Son Habitat

Email/Courriel: Lucas.Coletti@dfo-mpo.gc.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Friday, October 30, 2020 3:31 PM
To: MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>; FPP.CA / PPP.CA (DFO/MPO) <FisheriesProtection@dfo-mpo.gc.ca>
Cc: Balint, David <David.Balint@dfo-mpo.gc.ca>
Subject: RE: Spotted Sucker records - Welland River

Good afternoon,

Just sending a follow up to this email to see if you could provide a response to the email below.

Thank you,
Salina

From: MacVeigh, Brydon
Sent: Tuesday, October 20, 2020 11:23 AM
To: FPP.CA / PPP.CA (DFO/MPO)
Cc: Balint, David ; Chan, Salina
Subject: Spotted Sucker records - Welland River

Good morning,

Parsons Inc. has been retained by the Regional Municipality of Niagara to undertake a Schedule C

Municipal Class Environmental Assessment, Detailed Design and Contract Document Preparation for Regional Road 98 (Montrose Road) from McLeod Road south to Biggar Road and Regional Road 47 (Lyons Creek Road)/Biggar Road from the interchange with the QEW west to Crowland Avenue, in the City of Niagara Falls.

Review of DFO's online Aquatic Species at Risk mapping has indicated the potential for Spotted Sucker in the Welland River within the study area (see attached SAR report). This is a considerable range expansion from the species distribution presented in the most recent COSEWIC Status Appraisal Summary (2015) and the federal Management Plan (2009).

Could you please confirm the potential for Spotted Sucker to occur within the Welland River in the Montrose Rd study area.

Kind regards,
Brydon

Brydon MacVeigh

Fisheries Biologist

Suite 101, 540 Bingemans Center Drive, Kitchener, ON N2B 3X9

Brydon.MacVeigh@parsons.com

M. 226-220-8918

From: [Chan, Salina](#)
To: [Jennifer Benedict](#)
Cc: [Hussain, Altaf](#); [Goertz, Richard](#); [Bot, Noris](#); [Guthrie, Graeme](#); [Ryall, Carolyn](#); [Elmadhoon, Maged](#)
Subject: RE: Montrose Road EA - CPR Crossing
Date: Monday, October 18, 2021 3:57:00 PM

Hi Jennifer,

Just following up on this as we are proceeding to file the EA and have not heard back regarding the crossing application.

Thanks,
Salina

-----Original Message-----

From: Chan, Salina
Sent: Tuesday, September 21, 2021 5:06 PM
To: 'Jennifer Benedict' <Jennifer_Benedict@cpr.ca>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; 'Guthrie, Graeme' <graeme.guthrie@niagararegion.ca>; 'Ryall, Carolyn' <Carolyn.Ryall@niagararegion.ca>; 'Elmadhoon, Maged' <Maged.Elmadhoon@niagararegion.ca>
Subject: RE: Montrose Road EA - CPR Crossing
Importance: High

Hi Jennifer,

Just wanted to follow up again with this crossing application.

Thank you,
Salina

-----Original Message-----

From: Chan, Salina
Sent: Tuesday, August 24, 2021 2:39 PM
To: 'Jennifer Benedict' <Jennifer_Benedict@cpr.ca>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; 'Guthrie, Graeme' <graeme.guthrie@niagararegion.ca>; 'Ryall, Carolyn' <Carolyn.Ryall@niagararegion.ca>; 'Elmadhoon, Maged' <Maged.Elmadhoon@niagararegion.ca>
Subject: RE: Montrose Road EA - CPR Crossing

Hi Jennifer,

Just wanted to follow up on this CPR crossing application.

Thank you,
Salina

-----Original Message-----

From: Chan, Salina
Sent: Tuesday, July 20, 2021 2:43 PM
To: 'Jennifer Benedict' <Jennifer_Benedict@cpr.ca>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; 'Guthrie, Graeme' <graeme.guthrie@niagararegion.ca>; 'Ryall, Carolyn' <Carolyn.Ryall@niagararegion.ca>; 'Elmadhoon, Maged' <Maged.Elmadhoon@niagararegion.ca>
Subject: RE: Montrose Road EA - CPR Crossing

Hi Jennifer,

Wanted to follow up on this email about the Montrose Road widening at the CPR crossing just south of the Welland River.

Thanks,
Salina

-----Original Message-----

From: Chan, Salina
Sent: Thursday, July 08, 2021 7:23 PM
To: Jennifer Benedict <Jennifer_Benedict@cpr.ca>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
Subject: RE: Montrose Road EA - CPR Crossing

Hi Jennifer,

Please see attached the CPR application form as well as a preliminary design of the CPR crossing just south of the Welland River at Montrose Road. Note we are currently in the EA/preliminary design phase and there is no anticipated construction date at this time.

Please let us know if there are any questions about the design or the project.

Thank you,
Salina

-----Original Message-----

From: Jennifer Benedict <Jennifer_Benedict@cpr.ca>
Sent: Monday, November 30, 2020 7:03 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>
Subject: [EXTERNAL] Re: Montrose Road EA - CPR Crossing

Sorry, I don't have access to that information.

On Nov 30, 2020, at 7:01 PM, Chan, Salina <Salina.Chan@parsons.com> wrote:

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Hi Jennifer,

Thank you for that information. We will incorporate it into our analysis. Are you able to estimate approximately how long that one train per day would be?

Thanks,
Salina

From: Jennifer Benedict <Jennifer_Benedict@cpr.ca>
Sent: Monday, November 30, 2020 5:22 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>
Subject: [EXTERNAL] RE: Montrose Road EA - CPR Crossing

Salina,

Unfortunately I don't have detailed information about rail traffic volumes. Rail traffic changes regularly based on customer demands. Currently the volumes here are low and one train per day would be a reasonable expectation. The track is non-mainline with a speed of 10PMH. You shouldn't anticipate too much interruption from rail operations.

<image001.png>

Jennifer Benedict, P. Eng.
Assistant Director
Public Works & Crossing Compliance
O 905-803-5989
C 416-995-0031
1290 Central Parkway West, Suite 600 Mississauga ON L5C4R3

From: Chan, Salina <Salina.Chan@parsons.com<<mailto:Salina.Chan@parsons.com>>>
Sent: Monday, November 30, 2020 5:08 PM
To: Jennifer Benedict <Jennifer_Benedict@cpr.ca<mailto:Jennifer_Benedict@cpr.ca>>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>; Bot, Noris <Noris.Bot@parsons.com<<mailto:Noris.Bot@parsons.com>>>; Sales, Alex <Alex.Sales@niagararegion.ca<<mailto:Alex.Sales@niagararegion.ca>>>
Subject: RE: Montrose Road EA - CPR Crossing

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Hi Jennifer,

Hope you are doing well. We would like to follow up on the email below. We are looking for the frequency of trains at the CPR crossing on Montrose Road just south of the Welland River. Please let us know if you can provide this data to us or please direct us to the appropriate staff as required.

Thanks,
Salina

From: Chan, Salina
Sent: Monday, November 02, 2020 6:53 PM
To: Jennifer Benedict <Jennifer_Benedict@cpr.ca<mailto:Jennifer_Benedict@cpr.ca>>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>
Subject: RE: Montrose Road EA - CPR Crossing

Hi Jennifer,

Thank you for that information. We will fill in the grade crossing application once a preferred plan has been confirmed.

We are looking for some existing information about the crossing, particularly the frequency of trains (i.e. number

and approximate length of trains at that crossing in a 24 hour time period). Would you be able to provide us this data?

Thank you,
Salina

From: Jennifer Benedict <Jennifer_Benedict@cpr.ca<mailto:Jennifer_Benedict@cpr.ca>>
Sent: Monday, November 02, 2020 9:09 AM
To: Chan, Salina <Salina.Chan@parsons.com<<mailto:Salina.Chan@parsons.com>>>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>
Subject: [EXTERNAL] RE: Montrose Road EA - CPR Crossing

Good morning Salina,

I have attached a copy of CP's Grade Crossing Application. Once the preferred plan is approved, please arrange for it to be sent to my attention.

Regards,

<image001.png>

Jennifer Benedict, P. Eng.
Manager Public Works – Eastern Region
O 905.803.5989
C 416.995.0031
1290 Central Parkway West, Suite 800, Mississauga ON L5C 4R3

From: Chan, Salina <Salina.Chan@parsons.com<<mailto:Salina.Chan@parsons.com>>>
Sent: Friday, October 30, 2020 3:46 PM
To: Jennifer Benedict <Jennifer_Benedict@cpr.ca<mailto:Jennifer_Benedict@cpr.ca>>
Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>
Subject: Montrose Road EA - CPR Crossing

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Hi Jennifer,

Hope you are well. We are reaching out as part of the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA in the City of Niagara Falls. Within the study area is an at-grade CPR crossing on Montrose Road just south of the Welland River. Through the EA, we have identified widening on Montrose Road which will likely impact the crossing. We would like to initiate consultation with CPR to gather background information, such as use of this rail line (including the number / length of trains using this crossing daily), and to discuss impacts and CPR interests at this location.

If you are not the right contact, we would appreciate if you could pass this to the appropriate staff.

Thank you,

Salina Chan
Environmental Assessment Planner

From: [Jennifer Benedict](#)
To: [Chan, Salina](#)
Cc: [Hussain, Altaf](#); [Goertz, Richard](#); [Bot, Noris](#); [Sales, Alex](#)
Subject: [EXTERNAL] Re: Montrose Road EA - CPR Crossing
Date: Monday, November 30, 2020 7:08:38 PM
Attachments: [image001.png](#)
[image002.png](#)

Sorry, I don't have access to that information.

On Nov 30, 2020, at 7:01 PM, Chan, Salina <Salina.Chan@parsons.com> wrote:

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Hi Jennifer,

Thank you for that information. We will incorporate it into our analysis. Are you able to estimate approximately how long that one train per day would be?

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Salina,

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<image001.png>

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Assistant Director
Public Works & Crossing Compliance
O 905-803-5989
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Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard

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We are looking for some existing information about the crossing, particularly the frequency of trains (i.e. number and approximate length of trains at that crossing in a 24 hour time period). Would you be able to provide us this data?

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Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>
Subject: [EXTERNAL] RE: Montrose Road EA - CPR Crossing

Good morning Salina,

I have attached a copy of CP's Grade Crossing Application. Once the preferred plan is approved, please arrange for it to be sent to my attention.

Regards,

<image001.png>

Jennifer Benedict, P. Eng.
Manager Public Works – Eastern Region
O 905.803.5989
C 416.995.0031
1290 Central Parkway West, Suite 800, Mississauga ON L5C 4R3

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Cc: Hussain, Altaf <Altaf.Hussain@parsons.com<<mailto:Altaf.Hussain@parsons.com>>>; Goertz, Richard <Richard.Goertz@parsons.com<<mailto:Richard.Goertz@parsons.com>>>
Subject: Montrose Road EA - CPR Crossing

This email did not originate from Canadian Pacific. Please exercise caution with any links or attachments.

Hi Jennifer,

Hope you are well. We are reaching out as part of the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA in the City of Niagara Falls. Within the study area is an at-grade CPR crossing on Montrose Road just south of the Welland River. Through the EA, we have identified widening on Montrose Road which will likely impact the crossing. We would like to initiate consultation with CPR to gather background information, such as use of this rail line (including the number / length of trains using this crossing daily), and to discuss impacts and CPR interests at this location.

If you are not the right contact, we would appreciate if you could pass this to the appropriate staff.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com<<mailto:salina.chan@parsons.com>> - P: 905.943.0516, M: 647.465.3000

<image002.png>

**SUMMARY REPORT
FOR GRADE CROSSING CONSTRUCTION OR RECONSTRUCTION ACROSS CPR TRACK**

1. The Road Authority having jurisdiction over the road is the Regional Municipality of Niagara in the Province of Ontario.

2. The Road Authority wishes to (select one)

- Construct a grade crossing
- Reconstruct a grade crossing**
- Relocate a grade crossing
-

3. Canadian Pacific Railway location is described as Mileage _____, on the _____ Subdivision. (This will be confirmed by the Railway).

4. The name of the road is Montrose Road, in the Town/Municipality of Niagara Falls, in the Province of Ontario.

5. In accordance with Transport Canada Grade Crossing Regulations, the Road Authority must provide the following information to the Railway with respect to the proposed change at the crossing:

- The precise Location (i.e. GPS coordinates, map attached, etc.):
43.04416992414534, -79.12300170398379
- The number of traffic lanes that cross the crossing surface: Proposed four lanes, with centre turning lane
- The average annual daily traffic for current year: Latest available (2018) is 6400, 2026 is projected to be 21700
- The road crossing design speed: 90 km/h
- The specifications set out in columns A, B and C of Table 10-2 of the Grade Crossings Standards to which the road approach corresponds, taking into account the characteristics set out for rural roads in Table 10-3 of those Standards or the characteristics set out for urban roads in Table 10-4 of those Standards, as applicable;
Urban Arterial Undivided
- The width of each traffic lane: 3.5m
- Width shoulder on each side: Urbanized cross section with curb, multi-use path on west side
- The design vehicle: WB-19
- The stopping sight distance both approaches: 155.45m

- The average gradient of the road approach on both sides:
1.5%
- The crossing angle referred to in article 6.5 of the Grade Crossings Standards in the direction of travel: 51 degrees
- The applicable departure time referred to in article 10.3 of the Grade Crossings Standards:
26 s
- The active advanced warning sign activation time referred to in article 18.2 of the Grade Crossings Standards (if applicable): 7.3 s
- The interconnected traffic signal time referred to in article 19.3(a) of the Grade Crossings Standards (if applicable): 7.3 s
- An indication of whether the grade crossing includes a sidewalk, path or trail, and if so, whether the sidewalk, path or trail has been designated for persons using assistive devices.
Multi-use path is included on the west side.
-

6. The Road Authority proposes to commence construction work (date) TBD and continue construction until (date) 20.

7. Briefly describe the proposed work.

The Schedule 'C' Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment is being undertaken to determine improvements needed to these three roads to accommodate future growth in the area and as recommended as per the Region's TMP. We are currently completing preliminary design for the study area.

There is one at-grade CPR crossing in the study area just south of the Welland River. It is understood this is a low traffic rail line.

The proposed design includes widening to two lanes per direction with a centre turning lane and a multi-use path on the west.

ROAD AUTHORITY CONTACT

NAME: Carolyn Ryall TITLE: Director, Transportation Services
 ADDRESS: 1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7 TELEPHONE: 905-401-9105
 E-MAIL: carolyn.ryall@niagararegion.ca

SIGNED BY : _____ ORGANIZATION: Niagara Region
 NAME: _____
 TITLE: _____

DATED THE _____ DAY OF _____ 20____

Principal, Project Manager
Mobile: +1 647.962.2379
PARSONS

From: Bennett, Ellen (MTO) <Ellen.Bennett@ontario.ca>
Sent: Friday, June 5, 2020 3:52 PM
To: Bot, Noris <Noris.Bot@parsons.com>
Cc: Hosseini, Hossein (MTO) <Hossein.Hosseini@ontario.ca>; Frost, Jordan <Jordan.Frost@niagararegion.ca>; Sales, Alex <Alex.Sales@niagararegion.ca>; Thompson, Jack <Jack.Thompson@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek/Biggar Road Municipal Class EA - Field Studies

Good afternoon Noris,

Thank you for reaching out to me. I've taken on the role as Project Manager for the Ministry's work relating to the QEW/Lyons Creek interchange. I look forward to liaising with you and your team on this project.

I've reached out to our Corridor Management permit officer for Encroachment Permits in Niagara, Cameron Blaney, to get some answers to your questions. I appreciate that your team has taken the initiative early in the project.

MTO Encroachment Permit(s) will be necessary for carrying out field work within the MTO's ROW. It may be possible to include the topographic surveying, SUE and Geotech investigation under one permit if all the work is being conducted around the same time, but if there's a separation in timing for the work, it can be split across multiple permits.

With regards to MTO's expectations with the encroachment permit process:

1. Who should the applicant be, Parsons or the subconsultant?

The applicant can be either, but the tenant listed on the permit should be the Region, as this is their project.

2. Type of information needed?

The most pertinent info required for the permits are traffic control info and a detailed scope of work. Additionally, we'd need to know when the work is planned, how long it will take and what the daily proposed working hours would be. Similar to the topographical survey map provided, detailed maps/plans showing the proposed locations for the SUE and Geotech studies should be provided.

3. Timelines for the permits?

Assuming all the required information has been provided and depending on complexity, the turnaround time is generally 4-8 weeks.

4. Other requirements?

MTO ITS is not covered under MTO One Call; please reach out to the MTO ITS department once a permit(s) have been received for the appropriate locates.

I hope this information is helpful. Please do not hesitate to contact me if you require any additional information or have any questions/concerns.

Regards,

Ellen Bennett, P.Eng.

Engineering Development Program
Planning & Design | Route Planning and Transit Initiatives
Ministry of Transportation Ontario | Central Region
159 Sir William Hearst Ave | 4th Floor
Phone 416-235-3434 | **Email** ellen.bennett@ontario.ca

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: Friday, June 5, 2020 8:53 AM
To: Bennett, Ellen (MTO) <Ellen.Bennett@ontario.ca>
Cc: Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>; Frost, Jordan <Jordan.Frost@niagararegion.ca>; Sales, Alex <Alex.Sales@niagararegion.ca>; Thompson, Jack <Jack.Thompson@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>
Subject: Montrose Road and Lyons Creek/Biggar Road Municipal Class EA - Field Studies

Good morning Ellen

Hossein Hosseini has informed us that you will now be the Project Manager for the MTO's interests related to the Montrose Road and Lyons Creek/Biggar Road environmental assessment study.

I would like to introduce myself and ask a few initial questions about the MTO requirements for the study. Parsons has been selected as the successful proponent to provide environmental assessment and engineering consulting services to Niagara Region in support of preparing the Municipal Class EA for this study. Rick Goertz is the Parsons project manager, Marianne Alden is the Parsons environmental planner and I will be the deputy project manager and civil design lead.

I believe that Hossein Hosseini has already forwarded to you Niagara Region's notice regarding the planned date for our first PIC on June 24, 2020.

As we initiate our activities on this project, some of the first items of business will be field work to obtain data necessary for the study purposes. Parsons is going to engage subconsultants to

undertake topographic surveying, Subsurface Utility Engineering (SUE) and geotechnical investigations within the study area. As our project limits include parts of the QEW ROW, I would like to ensure that our team follows all of the necessary requirements including, where necessary, obtaining any permits that will be needed. In this regard, would you kindly clarify for us if MTO Encroachment Permits will be needed in order to undertake topographic surveying, subsurface utility engineering and geotechnical studies within the QEW/Lyons Creek Road interchange area?

If these are necessary, kindly identify for us MTO's expectations with the encroachment permit process:

1. Who should the applicant be, Parsons or the subconsultant?
2. Type of information needed?
3. Timelines for the permits?
4. Other requirements?

Regarding the topographic survey specifically, we have identified the areas of the interchange that we anticipate the need for survey information and that is shown on page 2 of the attached document. The project scope includes the redesign of the interchange ramp terminals and as such we will need to have survey work taken on parts of each of the ramps in the vicinity of Lyons Creek Road.

Please let me know if you have any questions or if there is any other information that you require. Thank you for your assistance,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

noris.bot@parsons.com Desk +1 289.294.6410 Mobile +1 289.213.7631

PARSONS - Envision More

Meeting Minutes

1 Introduction

Subject: MTO Initial Meeting
Location: Teams meeting
Date: Aug 13, 2020
Time: 1:30 pm – 3:30 pm
Author: Dima Al Akkad
Distribution: Attendees + Alex Sales (NR) + Asif Shahbaz (MTO) + Mario Panza (MTO) + Miroslav Pejic (MTO) + Hossein Hosseini (MTO)

2 Attendees

Name	Organization	Position/Department	Email
Jordan Frost	Niagara Region	Project Manager	Jordan.Frost@niagararegion.ca
Ellen Bennett	MTO	Project Manager	ellen.bennett@ontario.ca
Michael Bagnulo	MTO	Maintenance	Michael.Bagnulo@ontario.ca
Bushra Jawed	MTO	Traffic	Bushra.Jawed@ontario.ca
Calvin Fong	MTO	Geotechnical	Calvin.Fong@ontario.ca
Ryan Hua	MTO	Electrical	ryan.hua@ontario.ca
Valerie Labbe	MTO	General Services Coordinator	Valerie.Labbe@ontario.ca
Emad Labib	MTO	Structural	Emad.Labib@ontario.ca
Katrina Lalor	MTO	Environmental	Katrina.Lalor@ontario.ca
Xin Weng	MTO	Area Manager	Xin.Weng@ontario.ca
Richard Goertz	Parsons	Project Manager	Richard.Goertz@parsons.com
Sonia Ahluwalia	Parsons	Contract Manager	Sonia.Ahluwalia@parsons.com
Altaf Hussain	Parsons	Traffic Engineering Lead	Altaf.Hussain@parsons.com
Noris Bot	Parsons	Roadway/Civil Engineering Lead	Noris.Bot@parsons.com
Sarah Merriam	Parsons	Environmental Lead	Sarah.Merriam@parsons.com
Salina Chan	Parsons	Environmental Planner	Salina.Chan@parsons.com
Brent Archibald	Parsons	Structural Lead	Brent.Archibald@parsons.com
Dima Al Akkad	Parsons	Project Coordinator	Dima.AIAkkad@parsons.com

3 Topics and Discussions

Item	Discussion	Owner	Expected Completion	Status
1. Project Overview				
1.1	<p>This project is a Schedule C Municipal Class Environmental Assessment (MCEA) for entire study area, including a detailed transportation assessment.</p> <p>Detailed design and contract document preparation for Regional Road 98 (Montrose Road) south of Grassy Brook Road and Regional Road 47 (Lyons Creek Road)/Biggar Road in the City of Niagara Falls.</p> <p>The EA covers segments 1, 2, 3 and 4; the large study area covers an area from Mcleod Rd to Lyons Creek/Biggar Rd. The second part of the project is the detailed design which covers segments 1 and 4.</p>			Info
1.2	<p>The purpose of this study is to identify alternative solutions and designs to undertake detailed design and construction of suitable transportation and municipal infrastructure to service the South Niagara Hospital Site currently undergoing planning and design and to address the needs of Montrose Road and Lyons Creek Road/Biggar Road as identified by the Region's Transportation Master Plan.</p>			Info
2. Schedule				
2.1	The project is currently in Phase 2: Identify & Evaluate Alternative Solutions			Info
2.2	<p>PIC#1 was conducted on June 24, 2020.</p> <p>PIC#2 is scheduled for September 23, 2020.</p>			Info
2.3	<p>Phase 3: Identify and Evaluate Alternative Design Concepts is scheduled to start in Fall 2020.</p> <p>Phase 4: Prepare Environmental Study Report is scheduled to start in Fall/Winter 2020</p> <p>Phase 5: Implementation is scheduled to start in Spring 2021.</p>			Info
3. Study Area: Key Items				
3.1	The study will consider the access needs of the surrounding properties and developments that are in a transition phase.			Info
3.2	Corridor extends from the urban area at the north end to an area in the south that is more rural. The study will look at incorporating active transportation facilities that are able to sustain the anticipated growth in the study area.			Info
3.3	<p>Various locations in the study area include environmentally sensitive features. Environmental studies will be completed to determine the existing conditions and assess the impacts of the final design.</p>			Info
3.4	<p>Various technical studies will be completed as part of the EA which include traffic/transportation assessment, terrestrial and aquatic studies, drainage and stormwater management, Stage 1 archeological assessment, and cultural heritage resources assessment.</p>			Info
4. Ramp Terminal Design				
4.1	<p>Parsons' scope of work includes reviewing the QEW/Lyons Creek Road ramp terminal designs that are in place today relative to how they will perform in the future, and to recommend if and how the ramp terminals should be revised/updated.</p>			Info
4.2	<p>Parsons will review the projected traffic volumes and operations to determine the lane requirements, active transportation needs and assess the need for intersection signalization in the future.</p>			Info

Item	Discussion	Owner	Expected Completion	Status
4.3	Parsons will undertake a sensitivity analysis for the hospital worker, patient and visitor trips to address MTO's comments regarding the traffic impact of the hospital site on the interchange operations. Ongoing meetings will be set up in the future to discuss the traffic findings.			Info
4.4	MTO has a structure rehabilitation planned for the existing Lyons Creek Road underpass. The scope of work is a straightforward rehabilitation job, there is no plan to widen the bridge from MTO's perspective. Additional information will be available to Niagara Region and Parsons once the MTO's service provider is brought on board.			Info
4.5	MTO to work with the Niagara Region to obtain more information about the existing conditions, future need and studies conducted by Parsons.			Info
4.6	Coordination of the ramp terminal analyses and design development by Parsons will be done through Ellen Bennett (MTO).			Info
5.	Active Transportation			
5.1	The opportunity to create exclusive bike lanes and a sidewalk within the existing QEW bridge deck is limited because the vehicle lanes take up most of the cross section. NR asked that if the studies identify that active transportation needs to be implemented across the QEW bridge itself, could MTO provide the process to be followed to coordinate MTO approvals? MTO indicated that during the design phase of the project, Ellen Bennett will be the main MTO point of contact. Parsons will work with MTO and develop recommendations based on the outcomes of the study. For the discussion of MUP options and approvals, Xin Weng is to be informed in order to confirm alternatives. Niagara Region will be required to present the recommendations to MTO senior management for review and approval. An MTO Encroachment permit and approval from the Corridor Management Office would be required to change the existing configuration of the bridge.			Info
6.	MTO plans for bridge/ramp rehabilitation			
6.1	MTO's scope of work includes rehabilitation of the bridge and the S-E/W ramp. As part of the assignment, MTO has asked their consultant to provide staging drawings and traffic management plans. Once the drawings and the traffic management plans are completed, MTO will share them with NR and Parsons to coordinate both projects.			Info
6.2	The construction phase is for the Montrose Road and Lyons Creek Road/Biggar Road project is scheduled to start in 2022.			Info
6.3	MTO is scheduled to have their consultant complete the detailed design package by early 2022 and full construction completed in 2022. The construction phases of both projects is to be coordinated between MTO, NR and Parsons.			Info
6.4	Parsons will work with NR and MTO to consider both projects and make sure that traffic can continuously flow during both the construction phase and after the projects are fully constructed. The traffic management plan will be developed in tandem. Options include creating a contract separation for both contractors or establishing a joint contract. This decision will be made between MTO and NR once detailed design has progressed further.			Info
7.	MTO Constructor issue			
7.1	MTO is undertaking the replacement of the Welland River bridges on QEW. The project started in 2019 and is currently in its second year.			Info
7.2	The traffic management plan along QEW is to reduce one lane instead of having detours and disrupting traffic.			Info
8.	Ramp Design Issues			

Item	Discussion	Owner	Expected Completion	Status
8.1	Any recommendations for signalization along Lyons Creek Road will need to be coordinated with the Corridor Management Office at MTO through the study team (Xin Weng/Ellen Bennett).			Info
8.2	MTO Martin Sneep had recommended consideration of roundabouts at the ramp terminals. MTO to provide Parsons with any roundabout screening criteria for the ramp terminal design. MTO standards and TAC Manual to be followed for work within MTO right of way. MTO to review and provide comments when the design is more detailed.			Info
8.3	Parsons to provide MTO with additional information if changes to existing conditions are recommended.			Info
8.4	Parsons will review placement of roundabouts at the interchange at Lyons Creek Rd. interchange ramp terminals. Once the concept is developed, a meeting will be set up with NR, MTO and the City of NF. If roundabouts are recommended at the ramp terminals, the MTO Roundabout Committee will need to approve the plan.			Info
9. Environmental Approvals				
9.1	MTO stated that MECP approval will be required for the NR project.			Info
9.2	MTO is conducting a separate EA for their bridge rehabilitation project. Each EA will have its own approvals. If the construction of both projects will be joined, then both approvals can be combined.			Info
9.3	Parsons is conducting studies which include archaeology, terrestrial, aquatic, etc. The results of the studies will be shared with MTO and their successful proponent.			Info
10. MTO Traffic Operational Requirements				
10.1	Parsons asked if MTO had already planned/programmed any interchange improvements at the Lyons Creek Road interchange. Jordan Frost indicated that in his discussions with MTO, they had stated that a dedicated southbound right turn lane and a signalized off-ramp will be required from southbound QEW to westbound Lyons Creek Rd. Note that there were no discussions for signalization of the eastern off-ramp.			Info
10.2	The existing illumination on Montrose Rd is minimal at the intersections and ramp terminals. Parsons will be designing the lighting of Montrose Rd.			Info
10.3	Parsons requested information on any existing studies in the area. EB (MTO) to provide available information.	EB		Open
11. Public Information Centers				
11.1	Parsons clarified that the project includes four Public Information Centers; three of those are related to following the Municipal Class Environmental Assessment process to achieve EA approval in principle. The fourth will be to present the final detailed design to the public and stakeholders.			Info
11.2	MTO requested that Parsons send a copy of the PIC display boards to MTO before they are presented to the public. PIC#2 will be a virtual PIC.	Parsons		Open



MONTROSE RD/LYONS CREEK ROAD PROJECT OVERVIEW

Aug 13, 2020

AGENDA

- **Key Project Team**
- **Project Overview**
- **Schedule**
- **Study Area: Key Items**
- **Class Environmental Assessment**
- **Technical Discussion:**
 - Ramp Terminal Design
 - Active Transportation
 - MTO plans for bridge/ramp rehabilitation
 - MTO Constructor issue



KEY PROJECT TEAM

- Niagara Region



Jordan Frost
Project Manager



Jack Thompson
Transportation
Strategic Advisor



Alex Sales
Senior Project
Manager

- Parsons



Rick Goertz
Project Manager



Sarah Merriam
Environmental
Lead



Salina Chan
Environmental
Assessment
Planner



Noris Bot
Design Lead



Altaf Hussain
Traffic Lead



Brent Archibald
Structural Lead



Sonia Ahluwalia
Contract Manager

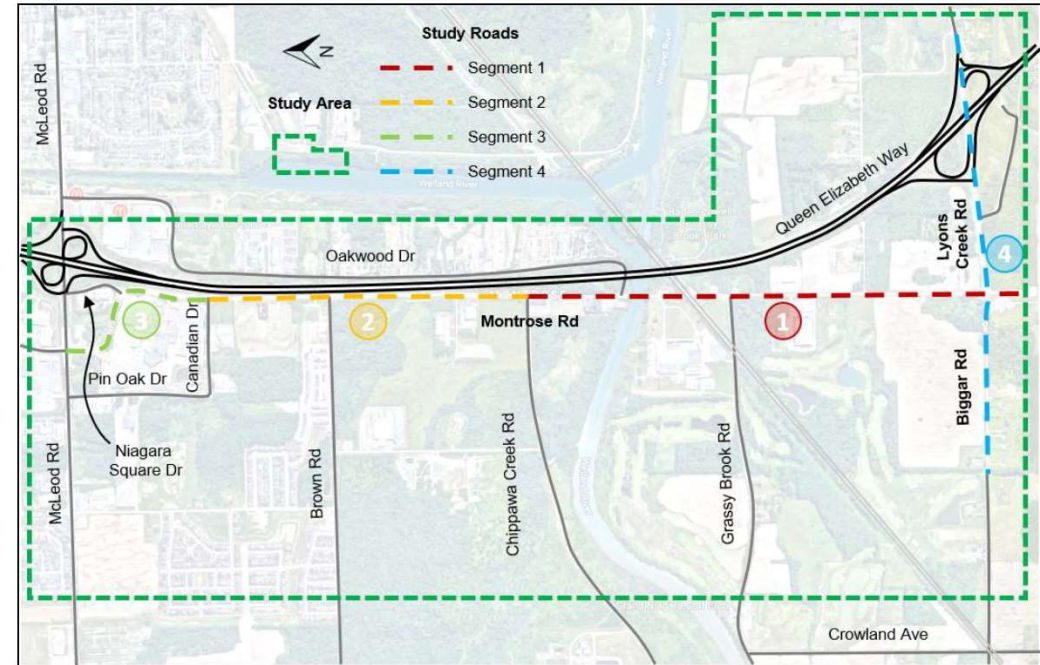
PROJECT OVERVIEW

- **About this project**

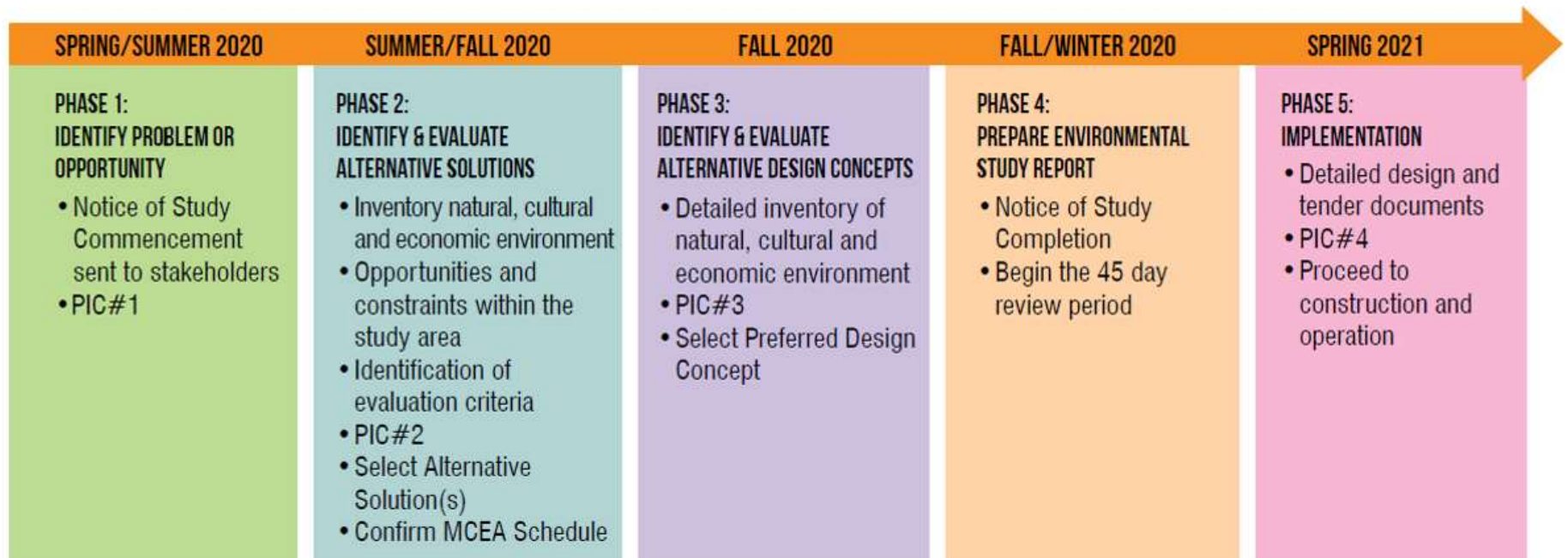
- Schedule C Municipal Class Environmental Assessment (MCEA) for entire study area, including a detailed transportation assessment
- Detailed design and contract document preparation for Regional Road 98 (Montrose Road) south of Grassy Brook Road and Regional Road 47 (Lyons Creek Road)/Biggar Road in the City of Niagara Falls.

- **Purpose**

- Identify alternative solutions and designs to undertake detailed design and construction of suitable transportation and municipal infrastructure to service the South Niagara Hospital Site currently undergoing planning and design and to address the needs of Montrose Road and Lyons Creek Road/Biggar Road as identified by the Region's Transportation Master Plan.



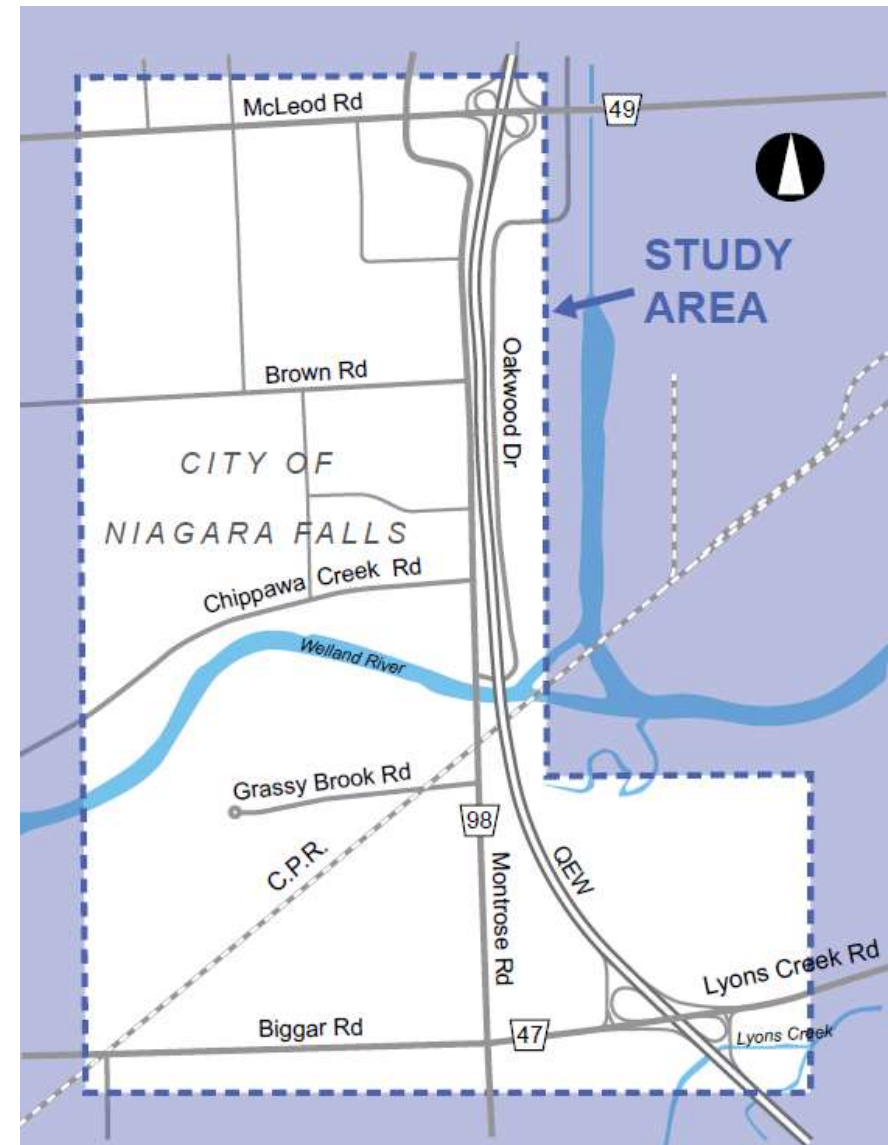
SCHEDULE




WE ARE HERE

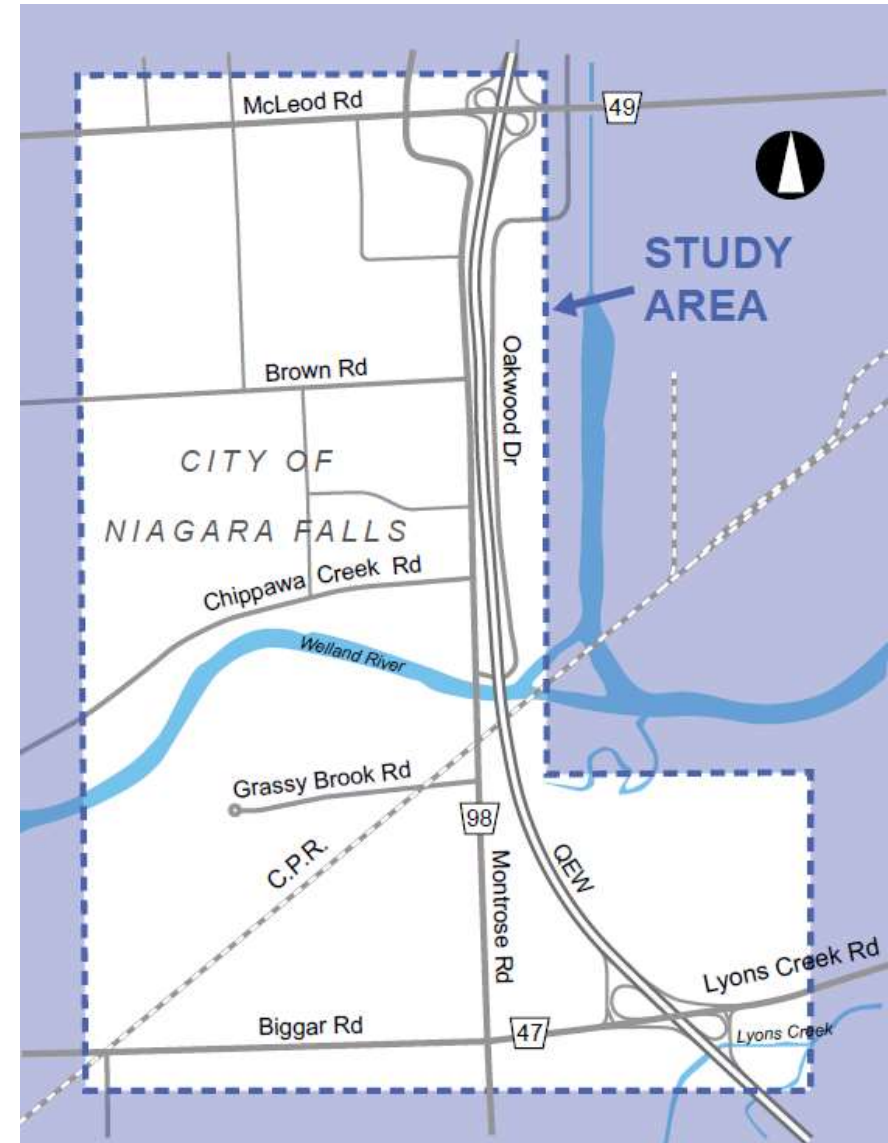
STUDY AREA: KEY ITEMS

- The corridor is in a transition phase with various ongoing and future development proposals, including:
 - Niagara Square Redevelopment
 - Niagara Falls Costco
 - Future South Niagara Hospital Site
 - Other adjacent developments
- The study will consider these developments, the access needs of surrounding properties, and intersection improvements in the Transportation Assessment.
- The QEW interchange at Lyons Creek Road will be assessed in coordination with MTO.
- There is currently a lack of active transportation facilities along the corridor. The study will look at incorporating appropriate facilities.



STUDY AREA: KEY ITEMS

- Various locations throughout the study area are considered to be environmentally sensitive features.
 - Aquatic and terrestrial studies will be completed to determine existing conditions and help assess impacts of the final design.
- The Welland River crossing is a major structural feature spanning a significant watercourse. Improvements at the structure will be reviewed and environmental impacts minimized, where possible.
- The at-grade Canadian Pacific Railway (CPR) crossing just south of the Welland River will be assessed to determine how improvements can be safely accommodated.



CLASS ENVIRONMENTAL ASSESSMENT

- **Schedule C Municipal Class Environmental Assessment (MCEA)**
- **Currently in Phase 2 of the MCEA (identifying and evaluating Alternative Solutions)**
- **2nd Public Information Centre anticipated for Fall 2020 to present Alternative Solutions**
- **Studies to be completed:**
 - Traffic / Transportation Assessment
 - Environmental Impact Study for terrestrial and aquatic impacts
 - Drainage and Stormwater Management
 - Stage 1 Archaeological Assessment
 - Cultural Heritage Resources Assessment

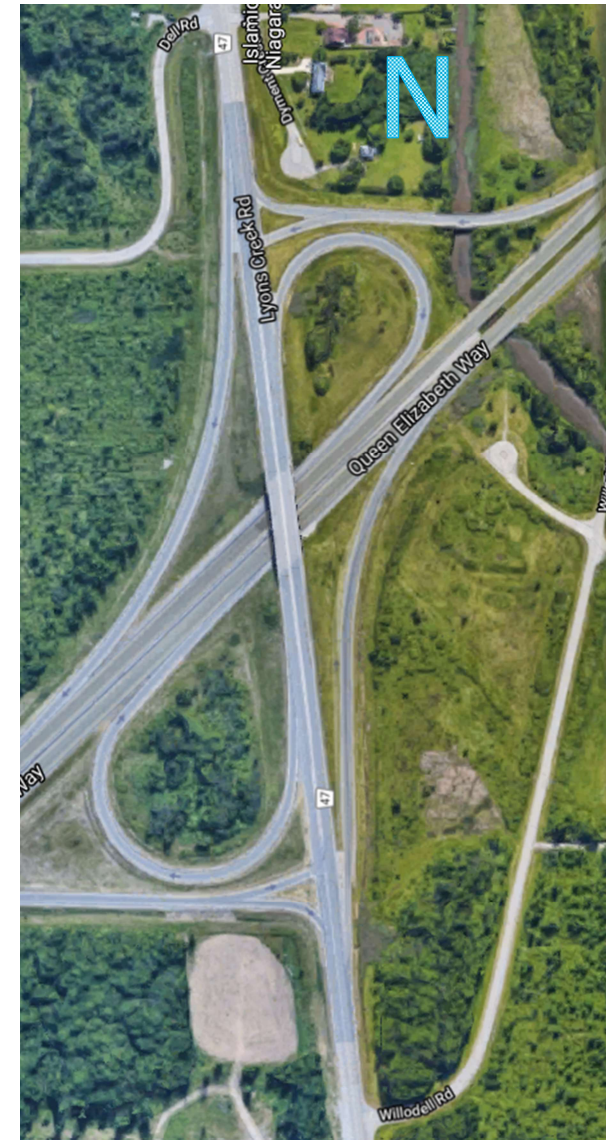


EXISTING LYONS CREEK ROAD INTERCHANGE



RAMP TERMINAL DESIGNS

- QEW/Lyons Creek Road interchange existing:
 - Parclo A4
 - 90 degree ramp terminals with right turn channelizations
- Currently reviewing projected traffic volumes and operations to identify lane requirements, active transportation and potential need for intersection signalization
- Parsons will undertake sensitivity analysis for the Hospital Patient/Visitor Trips to address MTO comments on the Hospital TIS report
- Options for ramp terminal design:
 - Update existing configuration to current MTO standards
 - Roundabout design



ACTIVE TRANSPORTATION

- Niagara Region Transportation Master Plan (TMP) identifies Lyons Creek Road as a link on the Strategic Cycling Network
- Implementation of Active Transportation is being reviewed for implementation as part of this EA study
- The TMP indicates that the bicycle lane section over the Lyons Creek QEW underpass is a long term implementation item
- Existing bridge cross section is currently mostly taken up by the vehicle lanes
- Implementation of exclusive bicycle lanes and a sidewalk will be a challenge within existing bridge deck



MTO PLANS FOR BRIDGE REHABILITATION

- MTO is intending to undertake the rehabilitation of the existing Lyons Creek Road underpass as part of the Niagara Region Montrose Road project. MTO work is also intended to include rehabilitation of the S-E/W ramp.
- On behalf of Niagara Region, Parsons will be responsible to develop traffic management plan for the bridge rehabilitation that coordinates with any other Lyons Creek Road improvements including ramp terminals
- Niagara Region/Parsons are interested to better understand more details of the scope of work anticipated by MTO



MTO CONSTRUCTOR ISSUE

- MTO is currently undertaking the replacement of the Welland River bridges on QEW
- What is MTO's expected completion date for this project?
- The intent for the Montrose Road / Lyons Creek Road project is that construction will begin in 2022
- There is concern that the Lyons Creek Road underpass rehabilitation work may cause a Constructor issue with the Welland River bridge replacement project
- This risk will need to be managed in terms of time and space separation



From: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Sent: Friday, September 25, 2020 12:23 PM

To: Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>

Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Bot, Noris <Noris.Bot@parsons.com>; Al Akkad, Dima <Dima.AlAkkad@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>

Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Thank you Hossein. I have passed along to our consulting team for filing and follow-up as needed. Below are a few answers to questions as well. I have copied our project team so they are apprised of my responses.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability
Transportation Services Division, Public Works Department, Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca
www.niagararegion.ca [niagararegion.ca]

From: Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>
Sent: Tuesday, September 22, 2020 1:08 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Hi Jordan,

Below is MTO's comments on the PIC material and Region's EA overall:

- In principle, no objection with the proposed EA project. Niagara is encouraged to continue to involve MTO early in the EA process to avoid future conflicts.
- Standard MTO permits apply, any work within MTO permit control limits requires our review/approval and permits. Note that our permit control extends up to 800m from all MTO property limits.
- Region and their service provider shall review the new MTO Access Management Guidelines to ensure that any redevelopment of the intersection complies to the new standards.
- Please keep Corridor informed on the progress of this EA. Corridor contact is: Ted Lagakos, Senior Project Manager (Niagara/Hamilton), Highway Corridor Management Section – Central Region

Other comments:

- What is the Active Transportation vision for the area based on the Region's TMP? **At this point in time, we foresee the need to included bike lanes, sidewalks, and/or multi-use path(s) or a combination of these along Montrose Road. Lyons Creek Road is has paved shoulders to the east of the QEW Interchange but options will be reviewed on the west side and across the**

structure. Of course these will be discussed with the MTO before presenting to the public.

- There's no mention of MTO's project or any other active or upcoming projects in the study area in the PIC boards. Has this been presented already in PIC#1? **PIC No. 1 identified that the MTO will be undertaking work at the QEW Interchange. We avoided going into significant detail so as to not detract from focus public input to our EA.**

Thanks

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Sent: September 18, 2020 2:59 PM

To: Bennett, Ellen (MTO) <Ellen.Bennett@ontario.ca>

Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Hosseini, Hossein (MTO) <Hossein.Hosseini@ontario.ca>

Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Hi Ellen,

Our team has provided draft display boards that I am sharing with you. Please do not distribute externally and note that they are in draft as we finalize them before our PIC on Wednesday.

You will find that we are proposing intersection improvements, capacity improvements (additional lanes), and active transportation facilities as our preferred. We introduce the idea that roundabouts will be considered but do not go into the specifics of the locations or analysis until the next Phase of the MCEA.

Moving into Phase III of the MCEA, we will start to look at alternative designs which will have greater discussion on intersection configuration and control and cross-sections. There will be more coordination with the MTO as we proceed through Phase III as this is where any impacts are understood with the various alternative designs.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability

Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca

From: Bennett, Ellen (MTO) <Ellen.Bennett@ontario.ca>
Sent: Wednesday, September 16, 2020 3:33 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Hi Jordan,

I'm following up on the below request, I think you may have been out of office when I originally sent it. As we are a week out from the PIC date, we would like a chance to review the presentation/materials prior to the PIC.

Please let us know if/when we can expect to receive the documents.

Regards,

Ellen Bennett, P.Eng.

Project Engineer
Highway Engineering | Hamilton/Niagara
Ministry of Transportation Ontario | Central Region Project Delivery
159 Sir William Hearst Ave | 4th Floor
Phone 416-235-3434 | **Email** ellen.bennett@ontario.ca

From: Bennett, Ellen (MTO)
Sent: Thursday, September 10, 2020 2:27 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Good afternoon Jordan,

Hope you are well.

At last month's meeting between MTO, the Region and Parsons, we had discussed distribution of the PIC materials to MTO prior to the PIC, so that MTO would have a chance to review before the information is provided to the public.

I wanted to confirm whether/when we will be receiving the materials for review, since the PIC is in two weeks.

Thanks!

Ellen Bennett, P.Eng.

Project Engineer
Highway Engineering | Hamilton/Niagara
Ministry of Transportation Ontario | Central Region Project Delivery
159 Sir William Hearst Ave | 4th Floor
Phone 416-235-3434 | **Email** ellen.bennett@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Wednesday, September 9, 2020 5:13 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; 'Frost, Jordan' <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Good afternoon,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015) for Schedule "C" projects.

The second Public Information Centre (PIC) for this study is being held online on Wednesday, September 23, 2020. More information can be found on the attached Notice of PIC #2. Please feel free to reach out to the contacts on the Notice if you have any questions, comments or concerns.

From: [Hosseini, Hossein \(MTO\)](#)
To: [Chan, Salina](#); [Hussain, Altaf](#)
Cc: [Bot, Noris](#); [Goertz, Richard](#); [Merriam, Sarah](#); [Ahluwalia, Sonia](#); [Ryall, Carolyn](#)
Subject: [EXTERNAL] RE: Montrose Rd EA- Traffic Forecasting Memo Draft
Date: Tuesday, October 20, 2020 9:01:09 AM
Attachments: [image001.png](#)

Hi Salina, and Altaf

Sorry for not getting back to you earlier. Your memo is under review and I'll get back to you shortly with our preferred date and time for the meeting.

As you may be aware, MTO has retained Consor Engineers to prepare a detail design contract for rehabilitation of Lyons Creek UP and the S-E/W ramp structure at this location. Coordination of design works, specifically staging plans for the combined improvement works would be necessary and should be a future discussion item.

Thanks,
Hossein

Hossein Hosseini, P.Eng., PMP
Senior Project Engineer

Ministry of Transportation, Ontario
Transportation Infrastructure Management Division
Project Delivery Office, Hamilton/Niagara

E-mail: hossein.hosseini@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: October 19, 2020 12:26 PM
To: Hussain, Altaf <Altaf.Hussain@parsons.com>; Hosseini, Hossein (MTO) <Hosseini.Hosseini@ontario.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: RE: Montrose Rd EA- Traffic Forecasting Memo Draft

Hi Hossein,

Just wanted to follow up on this email to see if you had any comments or initial thoughts on the draft traffic forecasting memo that Altaf had sent.

In addition, we're hoping to set up a meeting with MTO to discuss the traffic findings and some

preliminary design concepts. Here are some date and time options for a teleconference:

- Oct 29, 1PM-2PM
- Nov 2, 2PM-4PM
- Nov 4, 11AM-1PM or 2PM-4PM
- Nov 6, 11AM-1PM

Please let me know which date/time is preferred for you and your team and I will set up a meeting invite.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

From: Hussain, Altaf <Altaf.Hussain@parsons.com>
Sent: Thursday, October 08, 2020 10:27 AM
To: Hosseini, Hossein (MTO <Hossein.Hosseini@ontario.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: Montrose Rd EA- Traffic Forecasting Memo Draft

Good morning Hossein,

Please find attached a draft traffic forecasting memo for your review and comments we have developed for the Montrose Rd EA. This memo presents the traffic forecasting approach and a detailed review of the South Niagara Hospital Trip distribution including a sensitivity analysis on the hospital's employees and patients/visitors trips. Please note that we are in the process of completing traffic operation analysis and would like to have a conference call with the MTO traffic staff in next 2-3 weeks to discuss the questions if there are any on the attached draft memo. This meeting can be setup either in the week of Oct 26th or in Nov 2nd. Please let us know your team availability. Thanks

Altaf Hussain, M.A.Sc., P. Eng.
Principal Transportation Engineer
altaf.hussain@parsons.com - T: Cell: 647-649-5023

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[Parsons \[can01.safelinks.protection.outlook.com\]](mailto:can01.safelinks.protection.outlook.com) | [LinkedIn](#) | [Twitter](#) | [Facebook](#)

From: [Hussain, Kashif \(MTO\)](#)
To: [Bot, Noris](#)
Cc: [Ryall, Carolyn](#); [Guthrie, Graeme](#); [Elmadhoon, Maged](#); [Hussain, Altaf](#); [Goertz, Richard](#); [Chan, Salina](#); [Merriam, Sarah](#); [Stewart, Kevin](#)
Subject: [EXTERNAL] RE: Preliminary Design Options for Lyons Creek Road at the QEW Interchange - Niagara Region EA and Detailed Design Study for Montrose Road and Lyons Creek Road/Biggar Road
Date: Wednesday, February 17, 2021 3:21:10 PM
Attachments: [image002.png](#)

Hi Noris,

We will review the submission and will provide you with our comments.

Regards,

Kashif Hussain, P.Eng
Project Engineer

Ministry of Transportation, Ontario
Transportation Infrastructure Management Division
Project Delivery Office, Hamilton/Niagara
Phone: 437-238-6872
E-mail: kashif.hussain@ontario.ca

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: February 17, 2021 3:01 PM
To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>
Subject: Preliminary Design Options for Lyons Creek Road at the QEW Interchange - Niagara Region EA and Detailed Design Study for Montrose Road and Lyons Creek Road/Biggar Road

Hi Kashif

Further to our discussions last week, on behalf of Niagara Region we are submitting for MTO review the preliminary design options along Lyons Creek Road currently under consideration by Niagara Region for the subject EA Study Road. Please circulate these for comments to the MTO internal team that will be involved in the review.

The typical section drawing set depicts three cross section options to accommodate Active Transportation on the QEW bridge structure:

1. Unidirectional 1.5m bike lanes on both sides of the QEW bridge;
2. 3.0m MUP on north side of the QEW bridge (Preferred option)

3. Ultimate bridge replacement (once design life of existing bridge has been achieved) by MTO to a 30m bridge width to accommodate a 4.0m MUP and all vehicle lane requirements per MTO standards. This is indicated as the Long Term option. This option would be the “Do Nothing” option in the short term for the EA Study.

The attached plan and profile submissions include the below options which depict only Options 1 and 2 on the typical sections noted above:

1. **Unidirectional 2.0m separated bike lanes (AT Path)** on each side of Lyons Creek Road with 1.5m separated bike lanes on the existing bridge - with traffic signal intersection control at the two ramp terminals.
 - Roll Plan_**Opt 2A**_MTO **1**- BIGGAR_LYONS-PP2
2. **4.0m MUP** on north side of Lyons Creek Road with a 3.0m MUP on the north side of the existing bridge - with traffic signal intersection control at the two ramp terminals.
 - Roll Plan_**Opt 2A**_MTO **2**- BIGGAR_LYONS-PP2
3. **Unidirectional 2.0m separated bike lanes (AT Path)** on each side of Lyons Creek Road with 1.5m separated bike lanes on the existing bridge - with roundabout intersection control at the two ramp terminals.
 - Roll Plan_**Opt 2B**_MTO **1**- BIGGAR_LYONS-PP2
4. **4.0m MUP** on north side of Lyons Creek Road with a 3.0m MUP on the north side of on the existing bridge - with roundabout intersection control at the two ramp terminals.
 - Roll Plan_**Opt 2B**_MTO **2**- BIGGAR_LYONS-PP2

Parsons and Niagara Region are currently assessing the traffic signal versus roundabout options at the ramp terminals and have not developed a preferred alternative related to those two options at this time. We expect to be able to provide that to you on or before our meeting on Feb. 24th.

These plan and profile drawings extend only from Willodell Road to Dell Road. We have also provided a plan and profile for the two AT options that extend Lyons Creek Road westerly from Willodell Road through the Montrose Road intersection to the hospital entrances. Please note that Niagara Region has determined that the proposed channelization to accommodate the W-N turning movement from Lyons Creek Road to Montrose Road is to be revised to an exclusive right turn lane with no channelization. This edit is not reflected in the documents noted below.

- Roll Plan_**Opt 2A**_MTO **1**- BIGGAR_LYONS-PP1
- Roll Plan_**Opt 2B**_MTO **1**- BIGGAR_LYONS-PP1

We look forward to hearing your comments on these designs at our meeting next Wednesday February 24th.

Please let us know if you have any further questions or concerns prior to our meeting. Thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

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MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS EA

MTO EXECUTIVE REVIEW MEETING

March 23, 2021

AGENDA

- Project Overview
- Detailed Transportation Assessment
- Design Overview (Montrose Road / Biggar Road)
- Lyons Creek Road Right-of-Way (ROW)
- Lyons Creek Road / QEW Ramp Terminal Intersection Control
- Next Steps



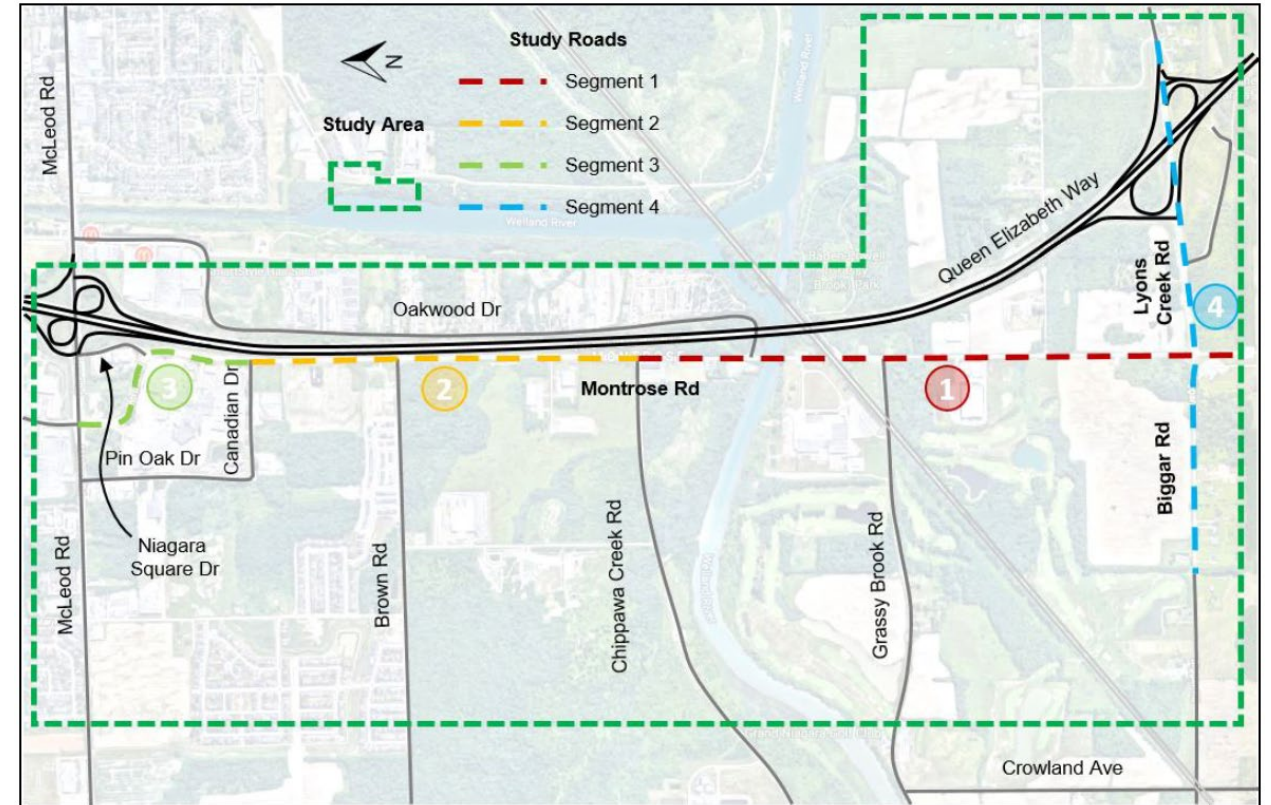
PROJECT OVERVIEW

- **About this project**

- Schedule C Municipal Class Environmental Assessment (MCEA) for entire study area
- Currently in Phase 3, developing alternative design concepts and the preferred preliminary design
- PIC #3 anticipated for early April 2021
- EA completion in Summer 2021
- Following the EA, will proceed to detailed design and contract preparation for the study area south of Grassy Brook Road

- **Purpose**

- Identify suitable transportation and municipal infrastructure to service the South Niagara Hospital Site and to address the needs of Montrose Road and Lyons Creek Road/Biggar Road as identified by the Region's Transportation Master Plan.



DETAILED TRANSPORTATION ASSESSMENT

- A Detailed Transportation Assessment (DTA) was conducted to determine existing and future traffic demand to the year 2041 based on planned growth and developments.
- **Key planned developments include:**
 - Niagara Square Traffic Impact Study (TIS). 2018
 - South Niagara Hospital (TIS), 2020
 - Grand Niagara Secondary Plan TIS, 2017
 - Riverfront Community, 2017
- **Significant traffic volumes to and from the Grand Niagara Secondary Plan / South Niagara Hospital area, particularly using Lyons Creek Road to / from the QEW.**
- **The traffic study determined:**
 - Widening to four lanes was required throughout the study area.
 - Traffic signals are warranted at the west ramp terminal at Lyons Creek Road.

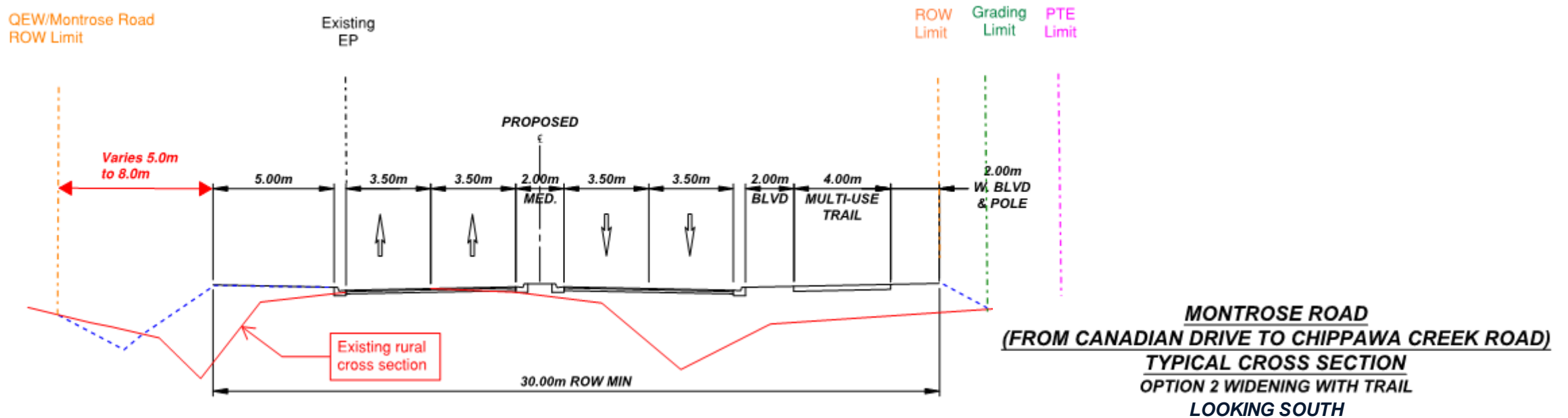
EA/DESIGN OVERVIEW

- In Phase 2 of the MCEA, the recommended alternative solutions were:
 - Additional Lanes (capacity increase through widening)
 - Intersection and Roadway Improvements (including urbanizing the corridor)
 - Accommodation of Active Transportation
- Currently in Phase 3 of the MCEA, developing the preliminary design, which generally includes:
 - Widening existing two to four lanes on Montrose Road, Lyons Creek Road, and Biggar Road
 - Montrose Rd is split into four sections (shown on map):
 - Section 1 - Already 4 lanes, no further widening but access being reviewed
 - Section 2 - Widening to the west to avoid encroaching onto QEW ROW
 - Section 3 - Widening to the east to avoid property impacts on the west
 - Section 4 - Widening along centreline
 - Widening on Lyons Creek Road / Biggar Road will be along the centreline



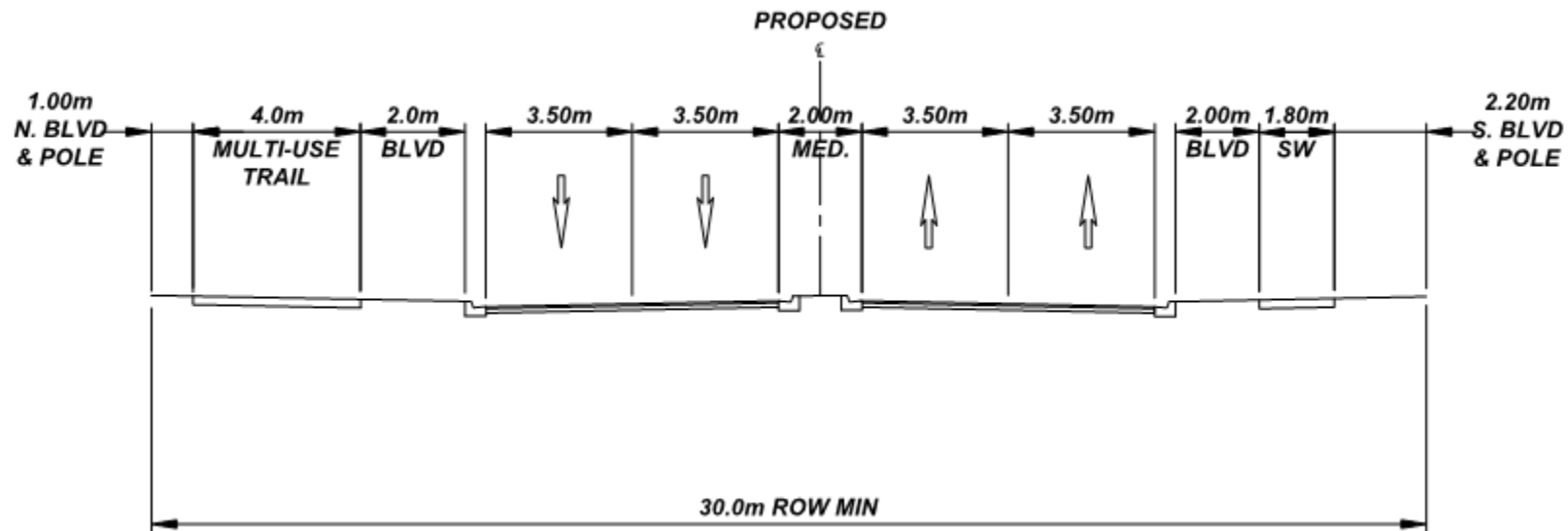
MONTROSE ROAD

- The Preferred Alternative on Montrose Road will include:
 - Four traffic lanes (2 per direction) with an urban cross section including storm sewers
 - Raised Median (or continuous turning lane south of Chippawa Creek Road)
 - Multi-Use Path on the west side to support future developments and the South Niagara Hospital
- Sections 1 and 2 immediately abut the QEW. Recommended alignment is designed to minimize impacts and avoid encroachment on the QEW ROW.



BIGGAR ROAD

- The Preferred Alternative on Biggar Road will include:
 - Four traffic lanes (2 per direction) with an urban cross section including storm sewers
 - Raised Median
 - Multi-Use Path on the north side to support future developments and the South Niagara Hospital
 - Future sidewalk on the south side
 - Auxiliary lanes as needed at intersections



BIGGAR ROAD
TYPICAL CROSS SECTION
OPTION 2 WIDENING WITH TRAIL
LOOKING EAST

EXISTING LYONS CREEK ROAD / QEW INTERCHANGE

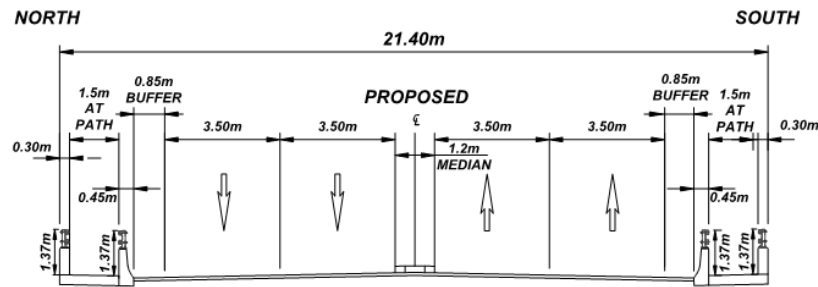


LYONS CREEK ROAD / CYCLING FACILITY TYPE SELECTION

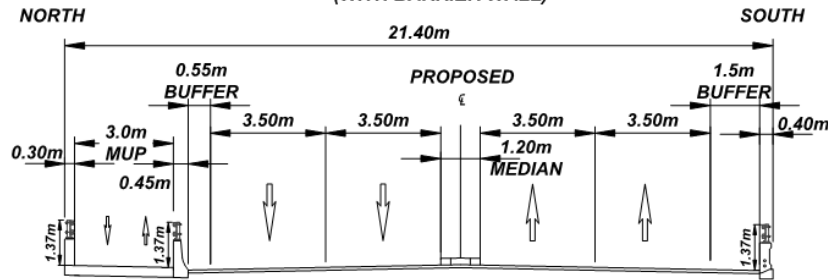
- An analysis was undertaken of the desirable facility type for the long term (2041) implementation within the Lyons Creek Road corridor.
- MTO Bikeways Design Manual (2014) 3-Step methodology was used.
- Step 1 and Step 2 identified that an Alternate Road or Separated Facility should be considered.
- Most significant detriment to pursuing this option at this time is the existing Lyons Creek Road bridge which is not currently a candidate for replacement.
 - Bridge structure is a post-tensioned design with a thin slab deck on the left and right sides.
 - Widening of the existing bridge deck to accommodate a separated bicycle facility is not technically feasible.
- Four alternate facilities were considered but are either technically or financially not feasible.
- Conclusion is to consider interim retrofit options on existing bridge deck and/or long term solutions with a new bridge deck.

LYONS CREEK ROAD / QEW BRIDGE CROSS SECTIONS (EXISTING BRIDGE DECK)

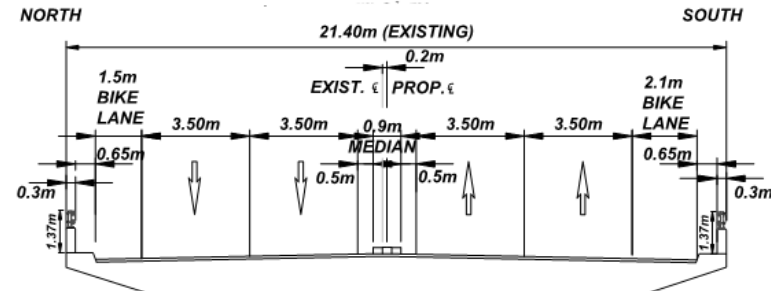
- Different cross section configurations were reviewed that utilized the existing bridge deck relative to near term AT implementation:



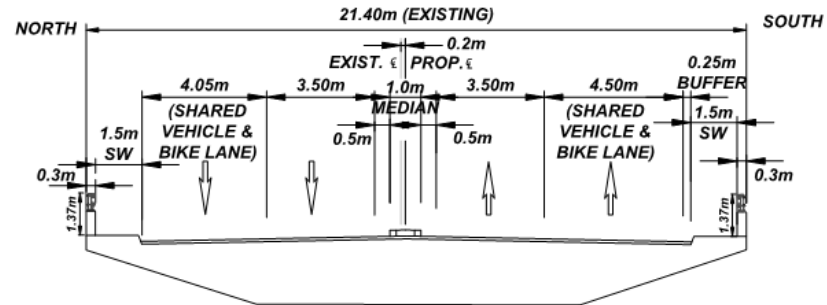
LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 1 UNIDIRECTIONAL FACILITIES
(WITH BARRIER WALL)



LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 2 MULTI USE PATHWAY ON NORTH SIDE



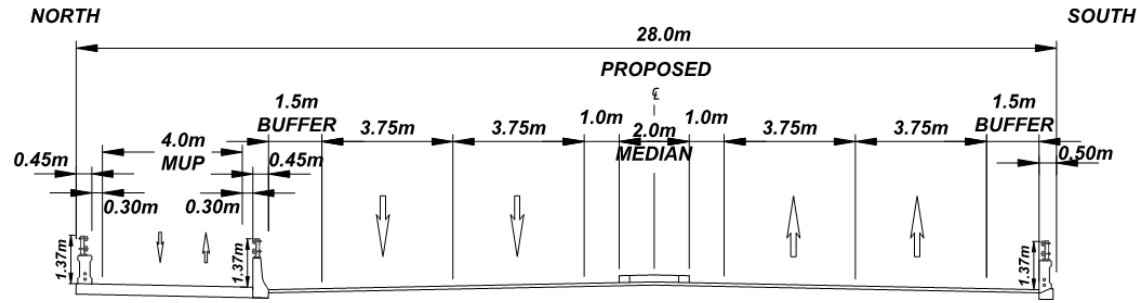
LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 5 EXISTING CROSS SECTION
(REPAINT BUFFER AREAS AS BIKE LANES
AS A SIGNED BIKE ROUTE WITH PAVED SHOULDER PER TABLE 4-1 MTO BDM)



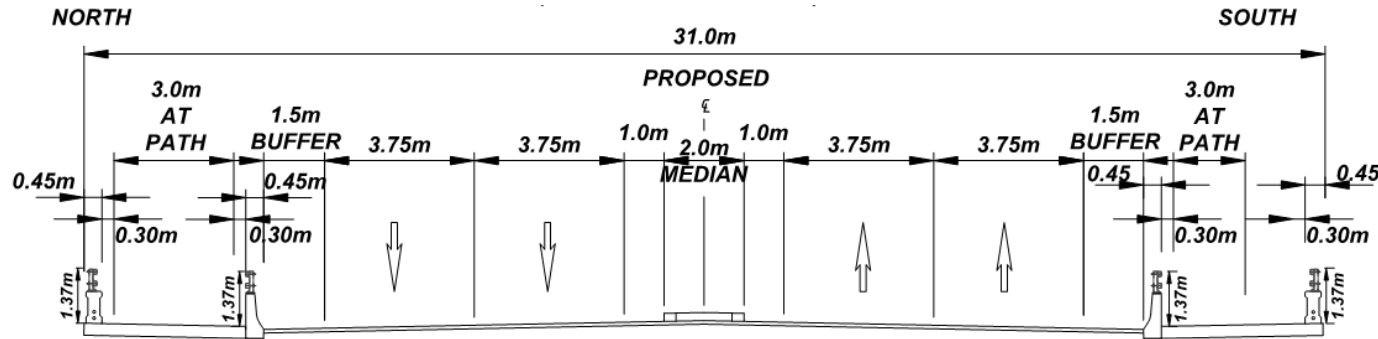
LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 6 EXISTING CROSS SECTION
(EXTEND CURB TO CREATE PEDESTRIAN SIDEWALK IN BUFFER
AREAS, BICYCLES WILL SHARE THE RIGHTMOST VEHICLE LANE
AS A SIGNED BIKE ROUTE PER TABLE 4-1 MTO BDM)

LYONS CREEK ROAD / BRIDGE CROSS SECTIONS (LONG TERM IMPLEMENTATION)

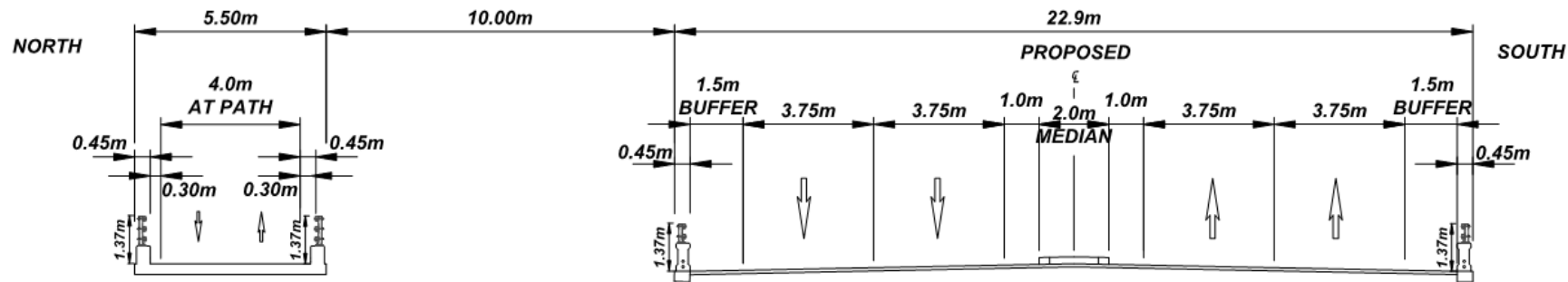
- Long term optional bridge deck configurations were reviewed to understand what could be accommodated at such time as MTO determines that the Lyons Creek Road underpass bridge has achieved its design life:



**LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 3A FUTURE BRIDGE REPLACEMENT BY MTO
(LONG TERM SCENARIO)**



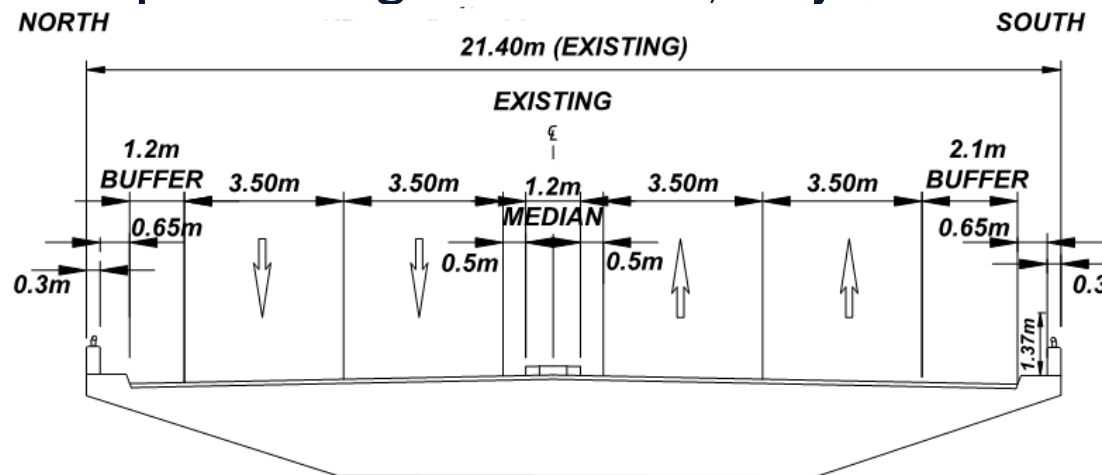
**LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 3B FUTURE BRIDGE REPLACEMENT BY MTO
UNIDIRECTIONAL AT PATH ON BOTH SIDES
(LONG TERM SCENARIO)**



**LYONS CREEK ROAD BRIDGE
TYPICAL CROSS SECTION
OPTION 4 NEW STRUCTURE FOR
MULTI USE PATHWAY ON NORTH SIDE
(LONG TERM SCENARIO)**

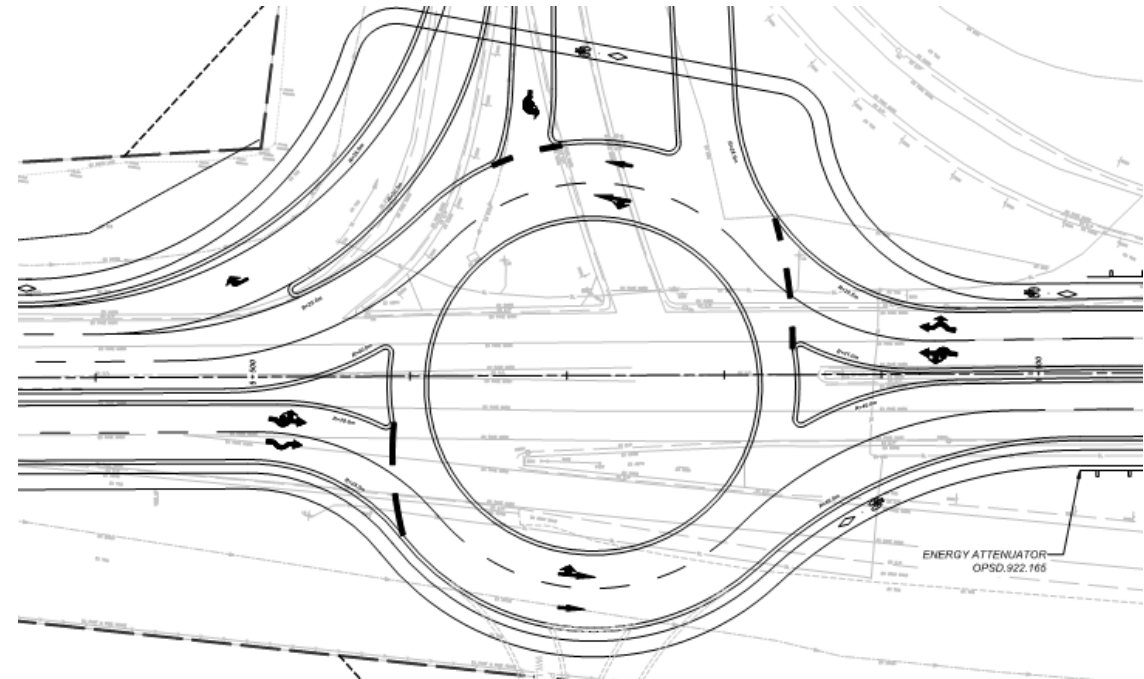
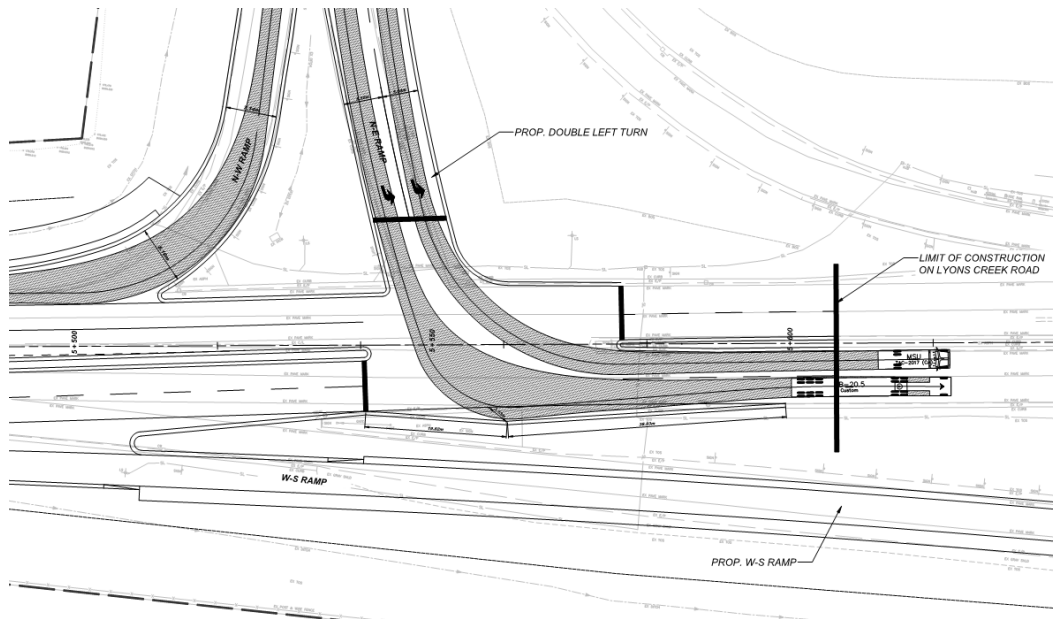
LYONS CREEK ROAD / BRIDGE CROSS SECTIONS

- Options considered for AT facilities on the existing bridge deck require substandard design elements (i.e. reduced clearances, lack of buffers) that would be unsafe for all road users.
- **PREFERRED ALTERNATIVE: Option 7 - Do Nothing.** Given the context of the area, there is little active transportation demand to the east of the interchange. An active transportation link on the bridge is not required at this time (Niagara Region TMP) and can be determined at a future date.
- To accommodate local development, a MUP on the north and a sidewalk on the south will be included on Lyons Creek Rd from Montrose Rd to west ramp terminal with a “MUP Ends” sign.
- While the long-term options are good solutions, they are not feasible at this time.



LYONS CREEK ROAD / QEW RAMP TERMINALS

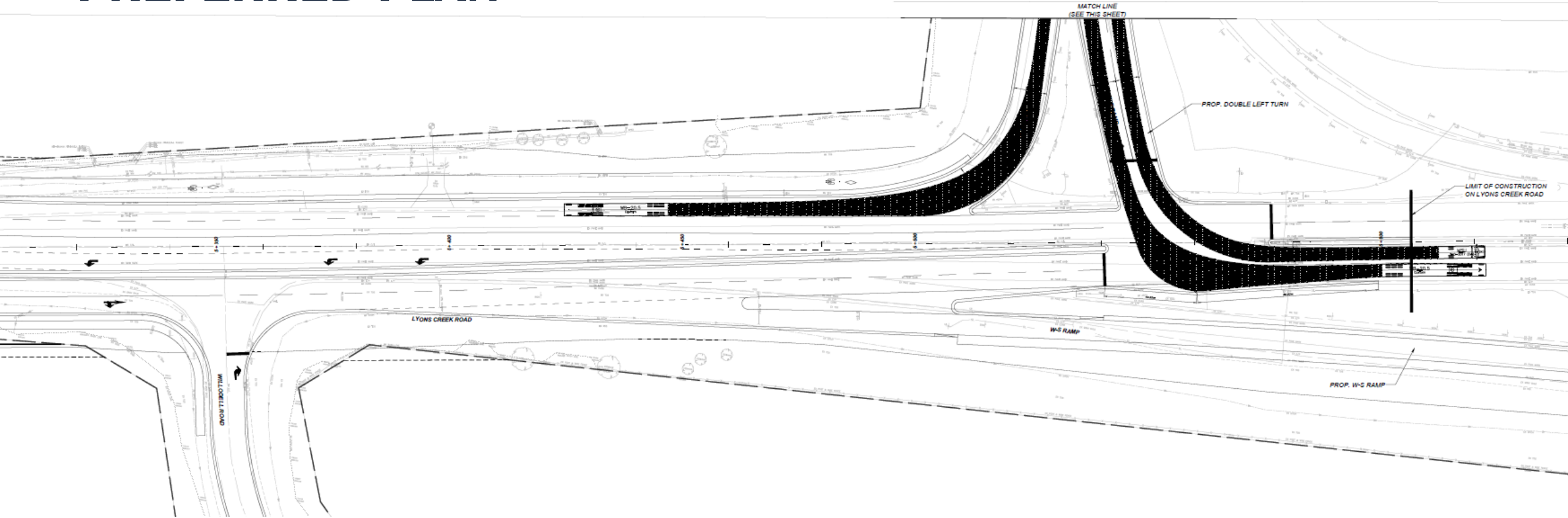
- The current ramp terminals are unsignalized. The Detailed Transportation Assessment determined that traffic signals will be warranted on the west ramp terminal in 2026.
- Both traffic signals and a roundabout were reviewed as possible intersection controls.



LYONS CREEK ROAD / QEW RAMP TERMINALS

- Traffic signals at the west ramp terminal were determined to be the preferred alternative primarily due to operational concerns related to the roundabout implementation.
- The east ramp terminal will remain stop controlled until traffic signals are warranted.
- Roundabouts at the two ramp terminals were not selected due to significant traffic demand in 2041:
 - Operations of the roundabout would be impacted leading to significant queuing at both roundabouts;
 - ARCADY analysis determined the eastbound direction would operate at LOS F;
 - Queueing is also a concern beyond traffic operational efficiency due to the need for EMS vehicles to have ready access to the proposed South Niagara Hospital.
- Options were reviewed to remove certain movements from the roundabouts however these were determined to be geometrically deficient and would have significant impacts on property and cause the closure of Willodell Road.
- Implementing traffic signals will also have fewer impacts on surrounding property and natural features.

PREFERRED PLAN



- Install double left turn lanes on N-E/W ramp terminal.
- Widen Lyons Creek Road throat east of the ramp terminal to accommodate double left turns.
- Maintain existing right turn channelization.
- Install traffic signals at N-E/W ramp.

NEXT STEPS

- Seeking MTO approval of the proposed design alternatives prior to PIC #3
- Present the preliminary design to the public at PIC #3 in early April 2021
- Complete Environmental Study Report (ESR) and initiate 30-day public review in Summer 2021 to complete the EA process
- Continue detailed design on the portion south of Grassy Brook Road, including the work in the Lyons Creek Road / QEW interchange area
- Continue to consult with MTO through the design process including coordination of the Lyons Creek Road bridge deck rehabilitation project which may be concurrent with the proposed road improvements
- Utility relocation and construction anticipated through 2022/2023 in order to be completed prior to major construction activity occurring at the new hospital site

From: [Hussain, Kashif \(MTO\)](#)
To: [Ryall, Carolyn](#); [Guthrie, Graeme](#); [Bot, Noris](#)
Cc: [Goertz, Richard](#); [Jawed, Bushra \(MTO\)](#); [Hakomaki, Eric \(MTO\)](#); [Dutchak, Lance \(MTO\)](#); [Weng, Xin \(MTO\)](#); [Salam, Imran](#); [Sneep, Martin \(MTO\)](#); [Hussain, Altaf](#); [Elmadhoon, Maged](#); [Chan, Salina](#)
Subject: [EXTERNAL] RE: Discussion of MTO Comments on Lyons Creek Road/Montrose
Date: Friday, April 16, 2021 3:45:54 PM
Attachments: [image002.png](#)

Hi Carolyn and Noris,

We presented the options to our Senior Management today. Some concerns may need to be addressed before the PIC. The following are the main concerns:

1. Since most of the development is on the west side, the traffic forecast numbers particularly for traffic going and coming from east of Lyons creek needs to be reconfirmed. Please check and confirm if the forecast numbers are accurate to support the recommendations:
 1. double left turn lanes on west intersection,
 - 2.the signal is not warrant on the east intersection on Lyons Creek Road.
2. For Fort Erie bound:
 - The channelized right turn design weaving analysis should be carried out and submit to confirm no operational and safety issues will occur on Lyons creek Road.
 - off-ramp (channelized & 90 degree design) and Toronto Bound off-ramp (90 degree design) design options, geometric design should be as per the MTO design standards. Please confirm and provide design criteria documents for our review.
 - off-ramp, please confirm the 1 lane off-ramp can accommodate >1500 vehicles.
3. For Toronto Bound off-ramp terminal, as per consultant's warrant calculation signals are not warranted, but it is showing major delays and queues to the off-ramp traffic. Please re-check the warrant calculations and confirm this recommendation.
4. Ministry would recommend to terminate the proposed MUP on Lyons creeks road at west side of the intersection of Lyons Creek/ Montrose Road

Since the PIC is coming up next week, we need to work with you to address the above concerns. If you'd like to discuss the above in detail, please let me know and we will arrange a meeting next Monday.

Thanks
Kashif

From: Bot, Noris <Noris.Bot@parsons.com>

Sent: April 15, 2021 12:14 AM

To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>

Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Kashif

Moments ago I sent everyone on this email a ShareFile link that will allow you to download six documents that are being provided to MTO as discussed at our progress meeting today. These are in response to MTO's comments on the earlier Niagara Region submissions for the Lyons Creek Road interchange traffic analyses and preliminary design options. Draft PIC boards are also included. The documents include the following:

- A draft technical memo that responds to each of the MTO comments from Kashif's March 5 and April 7 emails.
- Revised preliminary design plan and profile for Lyons Creek Road and Biggar Road (two roll plans PP1 and PP2)
- A roll plan showing the W-S and the E-N ramp realignments;
- A roll plan showing the N-EW (Fort Erie bound) and the S-E/W (Toronto bound) revised ramp configurations.
- A draft set of PIC boards for the PIC scheduled for April 21, 2021.

Please note that the potential revisions to the S-E/W ramp terminal that were discussed at our meeting today are not included in the above roll plan. We will await MTO's direction on the intersection layout requirements prior to finalizing this drawing. This decision may also impact the revisions indicated on the E-N ramp as those have been developed based on the suggestion to revise the S-E/W ramp terminal to accommodate provisions for traffic signals.

If you did not receive the notification email from ShareFile with a Download link, check your "Junk Mail" folder to see if it was redirected. If you still don't see it, please let me know and I will assist you.

Thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

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noris.bot@parsons.com Desk +1 289.294.6410 Mobile +1 289.213.7631
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From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Wednesday, April 7, 2021 6:12 PM
To: Hussain, Altaf <Altaf.Hussain@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>
Subject: [EXTERNAL] RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Noris and Altaf,

Please see following comments from our traffic office and provide your response. We are also waiting for response on the previous comments.

- Traffic volumes that were submitted in the report do not match the volumes that were recently submitted with the site traffic volumes on March 26th. The report needs to be updated with the correct sheets.
- The recent roll out plan submitted on 23rd March indicates dual WB left-turn lane that extends till QEW FEB off-ramp. Has a detail weaving analysis been done to determine if the SB right-turn volumes would be of concern?
- The ministry strongly suggests that any planned MUP be temporarily terminated at Montrose Rd. Niagara Region can introduce the MUP in phases when development expands along Lyons Creek Rd on the north side.
- Confirm that the road infrastructure east of the TB off-ramp is sufficient to support future traffic volumes (e.g. 1 lane per direction)?
- The 4 lane structure over the QEW is sufficient to support future traffic volumes?

- What is triggering the dual SB left at the FB off-ramp, if Lyons Creek Rd east of the TB ramp terminal is to remain at 1 lane per direction?
- Has sight distance been reviewed? Can Parsons confirm there will be no issues due to the SBGR.

Also, please see below as the following comments still need to be addressed. These were sent on March 5th (see attached).

- The report indicates the overall totals for QEW ramps rather than individual movements. The totals indicate higher v/c ratios and lower delays. For example; page 33, Lyons Creek Rd & QEW FEB Off-ramp (AM PEAK) has an overall delay of 11s, LOS B and has a v/c ratio of 0.97. Comparatively, during the PM Peak, the delay is 12s with an LOS B but has a lower v/c ratio of 0.90. How can you have a v/c near 1 but still have lower LOS and delay?
- MTO would need a SIM Traffic review of the following intersections to see how they impact each other.
 - Both Hospital entrance Signals; Montrose Rd/Lyons Cr Rd; Willodell Rd as a Right In/ Right Out & Both QEW Ramp Terminals. We need to see how the study area will perform as a whole, as each intersection impacts the other.
- Although Montrose Rd/Lyons Creek Rd intersection is not under MTO's jurisdiction we are enquiring if any further lane arrangements were looked at, as that could enhance the LOS considering the proximity of MTO ramp terminals and the potential impact on them. Under signalized intersection analysis, it appears that Montrose Rd/Lyons Creek Rd will perform at a LOS E and LOS F. The ministry is concerned given these anticipated LOS results, that may result in vehicle queues extending upstream to impact the QEW off-ramp terminal.
- The analysis indicates significant delay for the TB off-ramp particularly the NBL movement (115.1 seconds - AM PEAK, 267.4 seconds - PM PEAK), with a LOS F. Delays of almost 2 minutes are not acceptable as motorists will start to take chances and accept shorter gaps leading to safety concerns due to potential collisions. Has Parsons looked at the improvements / mitigation measures to reduce the delays?

Regards

Kashif

From: Hussain, Altaf <Altaf.Hussain@parsons.com>
Sent: March 24, 2021 1:56 PM
To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>
Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Kashif,

We are preparing our responses to the MTO review comments on the Draft traffic report Feb 2021 in addition to comments/clarifications requested in the meetings on Friday and yesterday in the Exec review meeting. We will submit the package by tomorrow. Thanks

Altaf Hussain, M.A.Sc., P. Eng.
Principal Transportation Engineer
altaf.hussain@parsons.com - T: Cell: 647-649-5023

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[Parsons \[can01.safelinks.protection.outlook.com\] \[can01.safelinks.protection.outlook.com\]](mailto:can01.safelinks.protection.outlook.com) | [LinkedIn \[can01.safelinks.protection.outlook.com\] \[can01.safelinks.protection.outlook.com\]](#) | [Twitter \[can01.safelinks.protection.outlook.com\] \[can01.safelinks.protection.outlook.com\]](#) | [Facebook \[can01.safelinks.protection.outlook.com\] \[can01.safelinks.protection.outlook.com\]](#)

From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Wednesday, March 24, 2021 1:45 PM
To: Hussain, Altaf <Altaf.Hussain@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>
Subject: [EXTERNAL] FW: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Altaf,

Our traffic office need some clarification regarding calculations of the traffic forecast numbers as adding the volumes don't match with the report numbers. Is there a table/map with just **total site traffic volumes** that were used in the report? When all the volumes from each of the sites is added, the totals do not line up with future

background + site traffic volumes used in the Montrose EA traffic report.

For example;

QEW NB off-ramp AM Peak Hour

Existing 2019 traffic volume for NBL is 79

Background 2026 for NBL is 85

Site traffic for NBL is 21

by 2026 Traffic Forecasted for NBL is 258

Not quite sure how the volume jumps that high? Also noticed the same issue with other movements as well. If you forward just total site traffic volumes and some clarification how the future forecast numbers are calculated it would be helpful with our review.

Regards

Kashif

From: Hussain, Altaf <Altaf.Hussain@parsons.com>

Sent: March 19, 2021 3:29 PM

To: Bot, Noris <Noris.Bot@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Maged Elmadhoon <Maged.Elmadhoon@niagararegion.ca>; Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Graeme Guthrie <graeme.guthrie@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>

Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Salam, Imran <Imran.Salam@parsons.com>

Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Good afternoon Bushra,

As we discussed this morning meeting, attached contains peak hourly volumes for both the QEW ramp terminals. We do not have 15-minute counts for this location. Thanks

Altaf Hussain, M.A.Sc., P. Eng.
Principal Transportation Engineer
altaf.hussain@parsons.com - T: Cell: 647-649-5023

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From: Bot, Noris
To: Hussain, Kashif (MTO); Ryall, Carolyn; Guthrie, Graeme
Cc: Goertz, Richard; Jawed, Bushra (MTO); Hakomaki, Eric (MTO); Dutchak, Lance (MTO); Weng, Xin (MTO); Salam, Imran; Sneep, Martin (MTO); Hussain, Altaf; Elmadhoon, Maged; Chan, Salina
Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose
Date: Tuesday, April 20, 2021 9:26:36 PM
Attachments: PIC Roll Plan 04 LYONS CREEK ROAD from Montrose Rd to Dell Rd_REV.pdf
MOTROSE PIC-3 Boards_FINAL1.pdf
image004.png
image005.png
image006.png

Hi Kashif

Thanks for your providing MTO's input. We have revised the slide deck and the plan accordingly. Due to space constraints on the slides (boards), we didn't use the full extent of your words but did maintain the intent.

I've attached both documents for your reference. We anticipate that we will still be in time to have these uploaded to the website tomorrow. Certainly the boards will be presented from our computer so we can use the updated version.

Noris
Noris Bot, P.Eng.
Senior Project Manager - Infrastructure - Mobility Solutions
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noris.bot@parsons.com Desk +1 289.294.6410 Mobile +1 289.213.7631
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From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Tuesday, April 20, 2021 6:24 PM
To: Bot, Noris <Noris.Bot@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>
Subject: [EXTERNAL] RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Carolyn and Noris,

For tomorrow's PIC, the Ministry would like the Region to add following in the PIC presentation (Slides and Layout Drawings):

- **East ramp Terminal** – On PIC slides and the layout drawings please bubble out this area and put a note that **"Further work is required at this intersection including the potential signalized improvement"**
- **West Ramp terminal** – Please confirm it is 90 degree or channel option your are presenting in PIC. We would prefer if you show 90 degree option at this intersection. On PIC slides and the layout drawings please also bubble out this area and put a note that **"Additional technical analysis will be conducted and the review with MTO before selecting the final improvements"**.
- **For MUP on Lyons Creek Road:** Please bubble out the end of the MUP and put a note that **"The Limits of the MUP will be verified with MTO"**.

Please let us know if you have any question in this regard.

Regards
Kashif

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: April 20, 2021 12:22 PM
To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>
Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hello Kashif,

A detailed response to most of the concerns identified in your email below has been provided previously in our memo responses (attached for your convenience). We would be happy to discuss and further explain our responses at your convenience.

- Detailed Traffic Forecasts Memo dated March 26, 2021
- Response to MTO Comments on Final Draft Detailed Transportation Assessment(DTA) dated April 14, 2021. The contents of this memo were also discussed during the meeting on April 15th.

Regarding the PIC plans, we intend to proceed to the PIC with the plans provided to you last week with one revision noted below. These are indicative of the ultimate improvements required at the interchange. If there are revisions necessary to those based on our further discussions, we can certainly make changes after the PIC. The east ramp terminal will be shown as a 90 degree intersection at the PIC indicating as the ultimate requirement. This is not intended to preclude that there may be an interim step in the interchange improvements relative to leaving the east ramp terminal in the current channelized configuration with some storage length improvements. These details can be worked out with MTO between now and the detailed design stage.

Specific references to the responses within the above memos related to the concerns in your email below are mentioned in our responses below identified in italics and red font:

1. Since most of the development is on the west side, the traffic forecast numbers particularly for traffic going and coming from east of Lyons creek needs to be reconfirmed. Please check and confirm if the forecast numbers are accurate to support the recommendations: 1. double left turn lanes on west intersection, 2.the signal is not warrant on the east intersection on Lyons Creek Road.

- Please refer to the Detailed Traffic Forecasts memo.
- For double left turn lane on west intersection, please refer to the response to the **Comment 12**, pp 8 of the memo dated April 15th.
- For signal warrants on the east intersection, please refer to the response to the **Comment 5**, pp 6 of the memo dated April 15th.

2. For Fort Erie bound:

- The channelized right turn design weaving analysis should be carried out and submit to confirm no operational and safety issues will occur on Lyons creek Road.

*Please refer to the response to the **Comment 8**, pp 7 of the memo dated April 15th.*

- off-ramp (channelized & 90 degree design) and Toronto Bound off-ramp (90 degree design) design options, geometric design should be as per the MTO design standards. Please confirm and provide design criteria documents for our review.

The geometric design for the ramp reconfiguration will meet MTO design standards. The Design Criteria is a work in progress and will be provided in the next few days but will not likely be available before the PIC. If there are any particular design standards that you have noticed that are not indicated correctly, please advise us specifically and we will endeavour to update these.

Please note that we are going to eliminate the bullnose revision to the E-N ramp as we have reassessed the concern and there will not be a need to move the bullnose further east as the existing location will sufficiently block any possible movements from the S-E/W ramp crossing onto the E-N ramp. The area clouded in red will be removed from our PIC plans and preferred improvement.

- off-ramp, please confirm the 1 lane off-ramp can accommodate >1500 vehicles.

As per MTO's Capacity Analysis Manual (2016) a single lane ramp can accommodate 1800 pc/h for a free flow speed as low as less than 30 km/h.

3. For Toronto Bound off-ramp terminal, as per consultant's warrant calculation signals are not warranted, but it is showing major delays and queues to the off-ramp traffic. Please re-check the warrant calculations and confirm this recommendation.

*Please refer to the response to the **Comment 5**, pp 6 of the memo dated April 15th*

4. Ministry would recommend to terminate the proposed MUP on Lyons creeks road at west side of the intersection of Lyons Creek/ Montrose Road

*Please refer to the response to the **Comment 9**, pp 7 of the memo dated April 15th. For the PIC, the Region would prefer to show the MUP in its ultimate location up to Willodell Road however that is not indicative of what will be included in the detailed design and construction. That will be further discussed with Niagara Region and MTO to finalize that detail.*

We trust that this responds to your concerns in the short term. Please let us know your thoughts. If a phone call is warranted, let me know. Thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

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From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>

Sent: Friday, April 16, 2021 3:45 PM

To: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Bot, Noris <Noris.Bot@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>

Subject: [EXTERNAL] RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Carolyn and Noris,

We presented the options to our Senior Management today. Some concerns may need to be addressed before the PIC. The following are the main concerns:

1. Since most of the development is on the west side, the traffic forecast numbers particularly for traffic going and coming from east of Lyons creek needs to be reconfirmed. Please check and confirm if the forecast numbers are accurate to support the recommendations: 1. double left turn lanes on west intersection, 2.the signal is not warrant on the east intersection on Lyons Creek Road.
2. For Fort Erie bound:
 - The channelized right turn design weaving analysis should be carried out and submit to confirm no operational and safety issues will occur on Lyons creek Road.
 - off-ramp (channelized & 90 degree design) and Toronto Bound off-ramp (90 degree design) design options, geometric design should be as per the MTO design standards. Please confirm and provide design criteria documents for our review.
 - off-ramp, please confirm the 1 lane off-ramp can accommodate >1500 vehicles.
3. For Toronto Bound off-ramp terminal, as per consultant's warrant calculation signals are not warranted, but it is showing major delays and queues to the off-ramp traffic. Please re-check the warrant calculations and confirm this recommendation.
4. Ministry would recommend to terminate the proposed MUP on Lyons creeks road at west side of the intersection of Lyons Creek/ Montrose Road

Since the PIC is coming up next week, we need to work with you to address the above concerns. If you'd like to discuss the above in detail, please let me know and we will arrange a meeting next Monday.

Thanks
Kashif

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: April 15, 2021 12:14 AM
To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>
Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Kashif

Moments ago I sent everyone on this email a ShareFile link that will allow you to download six documents that are being provided to MTO as discussed at our progress meeting today. These are in response to MTO's comments on the earlier Niagara Region submissions for the Lyons Creek Road interchange traffic analyses and preliminary design options. Draft PIC boards are also included. The documents include the following:

- A draft technical memo that responds to each of the MTO comments from Kashif's March 5 and April 7 emails.
- Revised preliminary design plan and profile for Lyons Creek Road and Biggar Road (two roll plans PP1 and PP2)
- A roll plan showing the W-S and the E-N ramp realignments;
- A roll plan showing the N-EW (Fort Erie bound) and the S-E/W (Toronto bound) revised ramp configurations.
- A draft set of PIC boards for the PIC scheduled for April 21, 2021.

Please note that the potential revisions to the S-E/W ramp terminal that were discussed at our meeting today are not included in the above roll plan. We will await MTO's direction on the intersection layout requirements prior to finalizing this drawing. This decision may also impact the revisions indicated on the E-N ramp as those have been developed based on the suggestion to revise the S-E/W ramp terminal to accommodate provisions for traffic signals.

If you did not receive the notification email from ShareFile with a Download link, check your "Junk Mail" folder to see if it was redirected. If you still don't see it, please let me know and I will assist you.

Thanks,

Noris
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Senior Project Manager - Infrastructure - Mobility Solutions
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From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Wednesday, April 7, 2021 6:12 PM
To: Hussain, Altaf <Altaf.Hussain@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>; Sneep, Martin (MTO) <Martin.Sneep@ontario.ca>
Subject: [EXTERNAL] RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Noris and Altaf,

Please see following comments from our traffic office and provide your response. We are also waiting for response on the previous comments.

- Traffic volumes that were submitted in the report do not match the volumes that were recently submitted with the site traffic volumes on March 26th. The report needs to be updated with the correct sheets.

- The recent roll out plan submitted on 23rd March indicates dual WB left-turn lane that extends till QEW FEB off-ramp. Has a detail weaving analysis been done to determine if the SB right-turn volumes would be of concern?
- The ministry strongly suggests that any planned MUP be temporarily terminated at Montrose Rd. Niagara Region can introduce the MUP in phases when development expands along Lyons Creek Rd on the north side.
- Confirm that the road infrastructure east of the TB off-ramp is sufficient to support future traffic volumes (e.g. 1 lane per direction)?
- The 4 lane structure over the QEW is sufficient to support future traffic volumes?
- What is triggering the dual SB left at the FB off-ramp, if Lyons Creek Rd east of the TB ramp terminal is to remain at 1 lane per direction?
- Has sight distance been reviewed? Can Parsons confirm there will be no issues due to the SBGR.

Also, please see below as the following comments still need to be addressed. These were sent on March 5th (see attached).

- The report indicates the overall totals for QEW ramps rather than individual movements. The totals indicate higher v/c ratios and lower delays. For example; page 33, Lyons Creek Rd & QEW FEB Off-ramp (AM PEAK) has an overall delay of 11s, LOS B and has a v/c ratio of 0.97. Comparatively, during the PM Peak, the delay is 12s with an LOS B but has a lower v/c ratio of 0.90. How can you have a v/c near 1 but still have lower LOS and delay?
- MTO would need a SIM Traffic review of the following intersections to see how they impact each other.
 - Both Hospital entrance Signals; Montrose Rd/Lyons Cr Rd; Willodell Rd as a Right In/ Right Out & Both QEW Ramp Terminals. We need to see how the study area will perform as a whole, as each intersection impacts the other.
- Although Montrose Rd/Lyons Creek Rd intersection is not under MTO's jurisdiction we are enquiring if any further lane arrangements were looked at, as that could enhance the LOS considering the proximity of MTO ramp terminals and the potential impact on them. Under signalized intersection analysis, it appears that Montrose Rd/Lyons Creek Rd will perform at a LOS E and LOS F. The ministry is concerned given these anticipated LOS results, that may result in vehicle queues extending upstream to impact the QEW off-ramp terminal.
- The analysis indicates significant delay for the TB off-ramp particularly the NBL movement (115.1 seconds - AM PEAK, 267.4 seconds - PM PEAK), with a LOS F. Delays of almost 2 minutes are not acceptable as motorists will start to take chances and accept shorter gaps leading to safety concerns due to potential collisions. Has Parsons looked at the improvements / mitigation measures to reduce the delays?

Regards

Kashif

From: Hussain, Altaf <Altaf.Hussain@parsons.com>
Sent: March 24, 2021 1:56 PM
To: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>
Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Kashif,

We are preparing our responses to the MTO review comments on the Draft traffic report Feb 2021 in addition to comments/clarifications requested in the meetings on Friday and yesterday in the Exec review meeting. We will submit the package by tomorrow. Thanks

Altaf Hussain, M.A.Sc., P. Eng.
 Principal Transportation Engineer
altaf.hussain@parsons.com - T: Cell: 647-649-5023

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From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Wednesday, March 24, 2021 1:45 PM
To: Hussain, Altaf <Altaf.Hussain@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Dutchak, Lance (MTO) <Lance.Dutchak@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Salam, Imran <Imran.Salam@parsons.com>
Subject: [EXTERNAL] FW: Discussion of MTO Comments on Lyons Creek Road/Montrose

Hi Altaf,

Our traffic office need some clarification regarding calculations of the traffic forecast numbers as adding the volumes don't match with the report numbers. Is there a table/ map with just **total site traffic volumes** that were used in the report? When all the volumes from each of the sites is added, the totals do not line up with future background + site traffic volumes used in the Montrose EA traffic report.

For example;
QEW NB off-ramp AM Peak Hour

Existing 2019 traffic volume for NBL is 79
Background 2026 for NBL is 85
Site traffic for NBL is 21
by 2026 Traffic Forecasted for NBL is 258

Not quite sure how the volume jumps that high? Also noticed the same issue with other movements as well. If you forward just total site traffic volumes and some clarification how the future forecast numbers are calculated it would be helpful with our review.

Regards

Kashif

From: Hussain, Altaf <Altaf.Hussain@parsons.com>

Sent: March 19, 2021 3:29 PM

To: Bot, Noris <Noris.Bot@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Maged Elmadhoon <Maged.Elmadhoon@niagararegion.ca>; Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>; Weng, Xin (MTO) <Xin.Weng@ontario.ca>; Hakomaki, Eric (MTO) <Eric.Hakomaki@ontario.ca>; Graeme Guthrie <graeme.guthrie@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; Jawed, Bushra (MTO) <Bushra.Jawed@ontario.ca>

Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Salam, Imran <Imran.Salam@parsons.com>

Subject: RE: Discussion of MTO Comments on Lyons Creek Road/Montrose

Good afternoon Bushra,

As we discussed this morning meeting, attached contains peak hourly volumes for both the QEW ramp terminals. We do not have 15-minute counts for this location. Thanks

Altaf Hussain, M.A.Sc., P. Eng.
Principal Transportation Engineer
altaf.hussain@parsons.com - T: Cell: 647-649-5023

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-----Original Appointment-----

From: Bot, Noris <Noris.Bot@parsons.com>

Sent: Thursday, March 18, 2021 7:30 PM

To: Bot, Noris; Maged Elmadhoon; Altaf Hussain; Kashif Hussain (MTO); Weng, Xin (MTO); Hakomaki, Eric (MTO); Graeme Guthrie; Chan, Salina; Stewart, Kevin

Cc: Ryall, Carolyn; Goertz, Richard; Salam, Imran

Subject: Discussion of MTO Comments on Lyons Creek Road/Montrose

When: Friday, March 19, 2021 11:30 AM-11:55 AM (UTC-05:00) Eastern Time (US & Canada).

Where: Microsoft Teams Meeting

Meeting initiated at the request of MTO to discuss some of their comments prior to the executive review meeting next Tuesday.

Kashif, note that Maged can only stay until 11:55 as he has another meeting at 12:00 p.m. sharp that he must attend. Therefore I have arranged the meeting for 25 minutes.

Thanks,

Noris

Microsoft Teams meeting

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From: [Ryall, Carolyn](#)
To: [Bot, Noris](#); [Elmadhoon, Maged](#); [Guthrie, Graeme](#); [Goertz, Richard](#); [Erik Nickel](#)
Cc: [Chan, Salina](#)
Subject: [EXTERNAL] FW: QEW/Lyons Creek Road - Letter with ministry comments
Date: Tuesday, July 20, 2021 10:06:00 PM
Attachments: [Letter Agreement-Ministry comments.pdf](#)
Importance: High

Good evening

Please see the following sent to NR for review.

I am looking for confirmation of the design as outlined and other comments / suggestions to the content. Thanks

Regards,

Carolyn Ryall

Director
Transportation Services Division
Public Works
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7
Direct: 905-984-3620
Cell: 905-401-9105
Toll Free: 1-800-263-7215
Carolyn.Ryall@niagararegion.ca

From: Hussain, Kashif (MTO) <Kashif.Hussain@ontario.ca>
Sent: Monday, July 19, 2021 4:32 PM
To: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Cc: Weng, Xin (MTO) <Xin.Weng@ontario.ca>
Subject: QEW/Lyons Creek Road - Letter with ministry comments

Hi Carolyn,

As discussed during last meeting, attached please see letter containing MTO formal comments regarding the design presented by the Region during July 6, 2021 MTO executive review meeting. If you are in agreement with it, please confirm in writing to respond to the letter signed by the Region's Project Manager for this Environmental Assessment and Preliminary Design Study. Please also include this letter and Region's PM confirmation in the EA document in appendix as part of the Ministry's

consultation documents.

Please contact me if you have any question in this regard.

Thanks

Kashif Hussain, P.Eng
Project Engineer

Ministry of Transportation, Ontario
Transportation Infrastructure Management Division
Project Delivery Section, Hamilton/Niagara
Phone: 437-238-6872
E-mail: kashif.hussain@ontario.ca

Ministry of Transportation

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July 19, 2021

Carolyn Ryall
Director
Transportation Services Division
Public Works
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7

Dear Carolyn,

Re: MTO Comments on QEW Lyons Creek Interchange Improvements and Lyons Creek Willodell Road intersection - Niagara Region's Environmental Assessment Study- Montrose Road. and Lyons Creek Road. / Biggar Road.

This letter is to formally provide the ministry's comments regarding the Niagara Region Montrose Road and Lyons Creek / Biggar Road Environmental Assessment Study - Preliminary Design for the QEW Lyons Creek Interchange and Lyons Creek Willodell Road intersection presented by Niagara Region and their design service provider Parsons, to MTO Senior Management on July 6, 2021.

The presented preliminary design modifications to the above noted interchange and the intersection include the following:

- QEW / Lyons Creek Road interchange Fort Erie bound off-ramp will be normalized to an approximate 90-degree intersection and signals will be installed. The ramp configuration will be a three-lane cross section with an exclusive left turn lane (storage length of 160m plus deceleration lane/taper), an exclusive right turn lane (storage length of 160m plus deceleration lane/taper) and a shared centre left/right turn lane;
- QEW / Lyons Creek Road interchange Toronto bound off-ramp will be normalized to an approximate 90-degree intersection and signals will be installed. The ramp configuration will be a two-lane cross section with an exclusive left turn lane, and an exclusive right turn lane (storage length of 40m plus deceleration lane/taper).
- Realignment of QEW / Lyons Creek Road interchange W-S and E-N onramps.
- Conversion of Willodell road intersection to eastbound and northbound Right In Right Out (RIRO) with a westbound left turn lane and storage with taper on Lyons Creek Road.

The ministry accepted these design modifications as presented at the meeting, based on the following consideration/facts:

- The traffic study/analysis report conducted by the Niagara Region during the EA Study, which applied 1% traffic volume increase rate up to the year 2041 and addition of site generated traffic from upcoming, planned new developments mentioned in the EA.
- Both Niagara Region and City of Niagara Falls confirmed that no change in land-use / new developments in the area south of Lyons Creek Road prior to the year 2041 are currently planned or anticipated.

However, as noted in the meeting, the ministry would like to raise the following issues:

- The location of the existing Lyons Creek Road and Willodell Road intersection does not meet MTO Access Management Guidelines due to its close proximity to the QEW Fort Erie bound ramp terminal.
- Since the beginning of this EA Study, the ministry has recommended to convert the Lyons Creek Road and Willodell Road intersection to Right In Right Out (RIRO) only.
- The ministry understands that due to concerns raised by the public during Niagara Region's PIC #3, the Region added Lyons Creek Road westbound left turn lane to Willodell Road. The ministry has concerns related to the potential future traffic growth and new developments / change in land use in the area south of the Lyons Creek Road that will increase the westbound left turn traffic from Lyons Creek Road to Willodell Road;
- Therefore, based on the traffic data and analysis submitted by Niagara Region, considering the timelines of the upcoming Hospital construction and public concerns, the ministry supports Niagara Region's EA and accept the region's proposed design at Lyons Creek and Willodell intersection with the conditions that if any of the following triggers/conditions are met, Niagara Region will modify the intersection to address ministry concerns. The trigger clauses are as follows:
 - Increase of traffic delay for Lyons Creek Road westbound left turn volume to Willodell Road;
 - Changes in land use / new development south of Lyons Creek Road in the area between Montrose Road, QEW and Schisler Road;
 - Any new development currently not documented in the EA document that will impact the operations of this intersection.
 - Significant traffic operational impacts at the Lyons Creek Road/Willodell Road intersection or QEW Fort Erie bound off-ramp terminal.

The ministry will review Traffic Impact Study (TIS) for any future developments south of the Lyons Creek Road as submitted by Niagara Region or the City of Niagara Falls. The Region and the City shall monitor traffic conditions for the Willodell Road intersection and when the future condition changes or any of the above mentioned trigger clauses are met, the Region at their own cost will close Lyons Creek Road westbound Left turn and convert the Willodell Road access to Right In and Right Out (RIRO) only with possible relocation of the intersection to the west of the existing location. It will be the Niagara Region or City's responsibility to construct a new alternative east-west access from Montrose Road to the developments south of the Lyons Creek Road.

If the Region is in agreement with the above, please confirm in writing to respond to this letter signed by the Region's Project Manager for this Environmental Assessment and Preliminary Design Study.

Please include this letter and Region's Project Manager confirmation in the EA document in appendix as part of the Ministry's consultation documents.

If you have any questions regarding the above, please do not hesitate to contact me.

Yours truly,

A handwritten signature in blue ink, appearing to read 'Kashif Hussain'.

Kashif Hussain, P.Eng.
Project Engineer
Ministry of Transportation, Ontario
Transportation Infrastructure Management Division
Project Delivery Section, Hamilton/Niagara
Phone: 437-238-6872
E-mail: kashif.hussain@ontario.ca

Agreed by:

Name:
Project Manager
Niagara Region's Environmental Assessment Study-
Montrose Road. and Lyons Creek Road. / Biggar Road
Contact Info:

From: [Cerniavskaja, Karina \(MNRF\)](#)
To: Jordan.Frost@niagararegion.ca
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Chan, Salina](#); [Thornton, Ian \(MNRF\)](#)
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Tuesday, June 16, 2020 3:19:10 PM
Attachments: [image002.wmz](#)
[image004.png](#)
[Montrose EA - NOSC PIC1 FINAL.pdf](#)
[MNRF_Tammy_Verhaeghe.pdf](#)
[MNRF_Susan_Cooper.pdf](#)
[NHGuide_MNRF_2019-04-01.pdf](#)

**Ministry of Natural
Resources and Forestry**

**Ministère des Richesses
naturelles et des Forêts**

June 16, 2020

Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Transportation Services Division Public Works Department, Niagara Region
jordan.frost@niagararegion.ca
c/o Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-321-2374

**Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA
– Notice of Study Commencement and Online PIC #1**

Dear Jordan Frost,

The Ministry of Natural Resources and Forestry (MNRF) received the attached notice for the proposed Montrose Road and Lyons Creek Road/Biggar Road project on June 5th, 2020. Thank you for circulating this information to our office, however, please note that we have not completed a screening of natural heritage or other resource values for the project at this time. Please also note that it is your responsibility to be aware of and comply with all relevant federal or provincial legislation, municipal by-laws or other agency approvals.

This response provides information to guide you in identifying and assessing natural features and resources as required by applicable policies and legislation, and engaging with the MNRF for advice as needed.

Natural Heritage & Endangered Species Act

-
In order to provide the most efficient service possible, the attached Natural Heritage Information Request Guide has been developed to assist you with accessing natural heritage data and values from convenient online sources.

It remains the proponent's responsibility to complete a preliminary screening for each project, to obtain available information from multiple sources, to conduct any necessary field studies, and to consider any potential environmental impacts that may result from an activity. We wish to emphasize the need for the proponents of development activities to complete screenings prior to contacting the Ministry or other agencies for more detailed technical information and advice.

The Ministry continues to work on updating data housed by Land Information Ontario and the Natural Heritage Information Centre, and ensuring this information is accessible through online resources. Species at risk data is regularly being updated. To ensure access to reliable and up to date information, please contact the Ministry of the Environment, Conservation and Parks at SAROntario@ontario.ca.

Petroleum Wells & Oil, Gas and Salt Resource Act

-
There may be petroleum wells within the proposed project area. Please consult the Ontario Oil, Gas and Salt Resources Library website (www.ogsrlibrary.com [ogsrlibrary.com]) for the best known data on any wells recorded by MNR. Please reference the 'Definitions and Terminology Guide' listed in the publications on the Library website in order to better understand the well information available. Any oil and gas wells in your project area are regulated by the *Oil, Gas and Salt Resource Act*, and the supporting regulations and operating standards. If any unanticipated wells are encountered during development of the project, or if the proponent has questions regarding petroleum operations, the proponent should contact the Petroleum Operations Section at POSRecords@ontario.ca or 519-873-4634.

Public Lands Act & Lakes and Rivers Improvement Act

Some projects may be subject to the provisions of the *Public Lands Act* or the *Lakes and Rivers Improvement Act*. Please review the information on MNR's web pages provided below regarding when an approval is required or not. Please note that many of the authorizations issued under the *Lakes and Rivers Improvement Act* are administered by the local Conservation Authority.

- For more information about the *Public Lands Act*: <https://www.ontario.ca/page/crown-land-work-permits> [[ontario.ca](https://www.ontario.ca)]
- For more information about the *Lakes and Rivers Improvement Act*: <https://www.ontario.ca/document/lakes-and-rivers-improvement-act-administrative-guide> [[ontario.ca](https://www.ontario.ca)]

The MNR would appreciate the opportunity to review any draft reporting completed in support of the EA when it becomes available.

If you have any questions or concerns, please feel free to contact me.

Sincerely,
Karina

Karina Černiavskaja, District Planner

Ministry of Natural Resources and Forestry

615 John St. N. Aylmer, ON N5H 2S8

Email: karina.cerniavskaja@ontario.ca

As part of providing [accessible customer service \[ontario.ca\]](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: [Cerniavskaja, Karina \(MNRF\)](#)
To: [MacVeigh, Brydon](#); [Chan, Salina](#)
Cc: [Esraelian, Martine](#); [Olson, Megan](#)
Subject: [EXTERNAL] RE: Montrose Road Class EA - Natural Heritage Information Request
Date: Wednesday, September 16, 2020 11:09:38 AM
Attachments: [image004.png](#)
[image007.png](#)
[image008.png](#)
[image009.png](#)

Hi Brydon,

Thank you for the clarification.

I misunderstood Salina's initial email, I will follow up with appropriate MNRF Guelph District staff.

Thanks again,
Karina

Karina Černiavskaja, District Planner

Ministry of Natural Resources and Forestry

Tel: 519-200-2276 | Email: karina.cerniavskaja@ontario.ca



As part of providing [accessible customer service \[ontario.ca\]](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>
Sent: September-16-20 11:00 AM
To: Cerniavskaja, Karina (MNRF) <Karina.Cerniavskaja@ontario.ca>; Chan, Salina <Salina.Chan@parsons.com>
Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Olson, Megan <Megan.Olson@parsons.com>
Subject: RE: Montrose Road Class EA - Natural Heritage Information Request

Hi Karina,

Just to clarify, we have already received our LCFSP permit and have completed fish community sampling, the only outstanding item would be the response to the NH information request.

Thanks,

Brydon

From: Cerniavskaja, Karina (MNRF) <Karina.Cerniavskaja@ontario.ca>
Sent: Wednesday, September 16, 2020 10:12 AM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Olson, Megan <Megan.Olson@parsons.com>; MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>
Subject: [EXTERNAL] RE: Montrose Road Class EA - Natural Heritage Information Request

Hi again Salina,

Thank you to Megan Olson for confirming receipt of the wetland evaluation records.

Please note, Parsons should receive a response from MNRF Guelph District in the near future regarding the Montrose Road natural heritage request and the licence to collect fish application.

My apologies to Parsons for the delayed response. Please let me know if you have any questions or if you require anything else.

Thanks again,
Karina

Karina Černiavskaja, District Planner

Ministry of Natural Resources and Forestry

Tel: 519-200-2276 | Email: karina.cerniavskaja@ontario.ca



As part of providing [accessible customer service \[ontario.ca\] \[can01.safelinks.protection.outlook.com\]](#), please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Cerniavskaja, Karina (MNRF)
Sent: September-16-20 8:48 AM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Olson, Megan <Megan.Olson@parsons.com>; MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>
Subject: RE: Montrose Road Class EA - Natural Heritage Information Request

Good morning Salina,

Thank you for your email.

MNRF records show that the PSW files were circulated to Megan Olson of Parsons on September 3/20 at 2:50 p.m. The four wetland evaluation records are quite large so I will resend the correspondence, in case it was not received.

I will inquire regarding your second request with MNRF Guelph District.

Please let me know if you have any questions.

Thanks again,
Karina

Karina Černiavskaja, District Planner

Ministry of Natural Resources and Forestry

Tel: 519-200-2276 | Email: karina.cerniavskaja@ontario.ca



As part of providing [accessible customer service \[ontario.ca\]](#) [[can01.safelinks.protection.outlook.com](#)], please let me know if you have any accommodation needs or require communication supports or alternate formats.

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: September-15-20 4:25 PM

To: Cerniavskaja, Karina (MNRF) <Karina.Cerniavskaja@ontario.ca>

Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Olson, Megan <Megan.Olson@parsons.com>; MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>

Subject: Montrose Road Class EA - Natural Heritage Information Request

Hi Karina,

I hope you are doing well. We have sent MNRF several data requests in relation to the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA (see emails attached). We would like to follow up with you as we require additional background information to complete our existing conditions investigations for this project. If you could provide this information at your earliest convenience, that would be greatly appreciated.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

**Ministry of the Environment,
Conservation and Parks**

**Ministère de l'Environnement,
de la Protection de la nature
et des Parcs**

Environmental Assessment Branch

Direction des évaluations
environnementales

1st Floor

135 St. Clair Avenue W
Toronto ON M4V 1P5

Tel.: 416 314-8001

Fax.: 416 314-8452

Rez-de-chaussée

135, avenue St. Clair Ouest
Toronto ON M4V 1P5

Tél. : 416 314-8001

Télééc. : 416 314-8452

905-521-7864

Via email only

July 8, 2020

Mr. Jordon Frost
RMON

Mr. Rick Goertz
Parsons Inc.

Dear Messrs. Frost and Goertz:

**RE: Response to Notice of Commencement
Montrose Road and Lyons Creek/Biggar Road
MEA Schedule "C" Class EA**

This letter is in response to the Notice of Commencement for the above noted project. The Ministry of the Environment, Conservation and Parks (MECP) acknowledges that the Region of Niagara has indicated that the study is following the Schedule "C" process as outlined in the MEA Class EA in order to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road.

It is our expectation that as part of the study process, the following will be considered in the identification of impacts and necessary mitigation as applicable:

- Climate change adaptation and mitigation
- Identification of, and mitigation relating to Species at Risk
- Identification of all required permits and approvals to enable the implementation of each alternative

We have mapped the site against our available data. The map is enclosed with this letter. You will note the presence of a number of wells that we expect will be

taken into account as part of the study. The study area also indicates that a water crossing will be part of the project such that it is expected that all alternatives will include identification of mitigation measures and best management practices to ensure protection of surface water

The Crown has a legal duty to consult Aboriginal communities when it has knowledge, real or constructive, of the existence or potential existence of an Aboriginal or treaty right and contemplates conduct that may adversely impact that right. Before authorizing this project, the Crown must ensure that its duty to consult has been fulfilled, where such a duty is triggered. Although the duty to consult with Aboriginal peoples is a duty of the Crown, the Crown may delegate procedural aspects of this duty to project proponents while retaining oversight of the consultation process.

Your proposed project may have the potential to affect Aboriginal or treaty rights protected under Section 35 of Canada's *Constitution Act* 1982. Where the Crown's duty to consult is triggered in relation to your proposed project, **the MECP is delegating the procedural aspects of rights-based consultation to you through this letter.** The Crown intends to rely on the delegated consultation process in discharging its duty to consult and maintains the right to participate in the consultation process as it sees fit.

Based on information you have provided to date and the Crown's preliminary assessment, consultation with the following communities who have been identified as potentially affected by your proposed project is recommended:

Six Nations of the Grand
River Territory
1695 Chiefswood Road
P.O. Box 5000
Ohsweken, ON NOA 1M0

Chief Mark Hill
Tel: (519)445-220
markhill@sixnations.ca

and/or Fran Henry
franhenry@sixnations.ca

Lonny Bomberry, Lands and Resources Director at
lonnybomberry@sixnations.ca

Haudenosaunee
Confederacy Chiefs
Council
2634 6th Line Road
R.R. #2
Ohsweken, ON NOA 1M0

Hohahes Leroy Hill, Secretary
jocko@sixnations.ca

Mississaugas of the Credit
First Nation
2789 Mississauga Road

Fawn Sault
Consultation Manager
Email: Fawn.Sault@newcreditfirstnation.com

RR #6
Hagersville, ON NOA 1H0

Steps that you may need to take in relation to Aboriginal consultation for your proposed project are outlined in the "Code of Practice for Consultation in Ontario's Environmental Assessment Process" which can be found at the following link: <https://www.ontario.ca/document/consultation-ontarios-environmental-assessment-process> Additional information related to Ontario's Environmental Assessment Act is available online at: www.ontario.ca/environmentalassessments

You must contact the Director of Environmental Approvals and Permissions Branch under the following circumstances subsequent to initial discussions with the communities identified by MECP:

- Aboriginal or treaty rights impacts are identified to you by the communities
- You have reason to believe that your proposed project may adversely affect an Aboriginal or treaty right
- Consultation has reached an impasse
- A Part II Order request or elevation request is expected

The Director of the Environmental Assessment and Permissions Branch can be notified by email with the subject line "Potential Duty to Consult" to the address provided below:

Email:	enviropermissions@ontario.ca Subject: Potential Duty to Consult
Fax:	416-314-8452
Address:	Environmental Approvals and Permissions Branch 135 St. Clair Avenue West, 1 st Floor Toronto, ON, M4V 1P5

The MECP will then assess the extent of any Crown duty to consult for the circumstances and will consider whether additional steps should be taken, including what role you will be asked to play in them.

As of July 1st 2018, a standardized form is to be used by anyone who believes that the environmental assessment process was incomplete, incorrect in that it failed to follow the required process. The required form can be found on the Forms Repository website (<http://www.forms.ssb.gov.on.ca/>) by searching "Part II Order" or "012-2206E (the form ID number). The link to this form should be included in the Notice of Completion. Once completed, the form is then to be sent to both the Minister and Director of the Environmental Assessment and Permissions Branch. Their addresses are:

Minister
Ministry of the Environment, Conservation and Parks
777 Bay Street, 5th floor
Toronto, ON M7A 2J3
Minister.mecp@ontario.ca

Director, Environmental Assessment and Permissions Branch
Ministry of the Environment, Conservation and Parks
135 St. Clair Ave. West, 1st Floor
Toronto, ON M4V 1P5
MOECCpermissions@ontario.ca

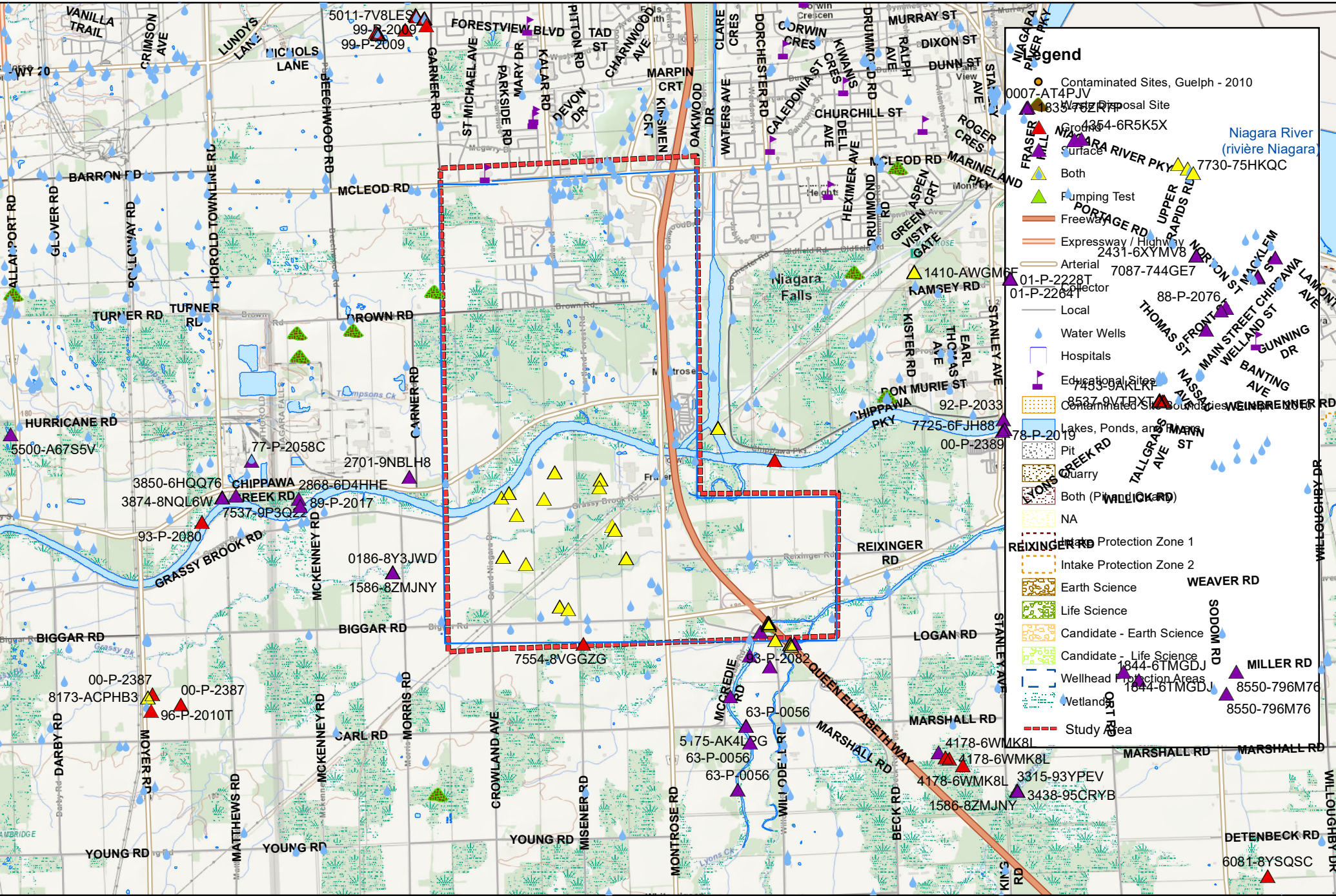
Please note that at this time, all Schedule "C" EA documents are being reviewed by MECP. Accordingly, please provide me with a draft ESR and allow for a minimum of 30 days for review. This concludes our comments. Please continue to provide all Notices using the new email address: eanotification.wcregion@ontario.ca Should you have any questions or require any clarification, please contact me at Barbara.slattery@ontario.ca

With best regards,

A handwritten signature in cursive script that reads "Barbara Slattery". The signature is written in dark ink on a light-colored background.

EA/Planning Coordinator

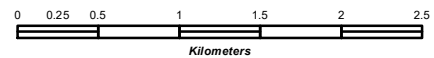
Encl.



Legend

- Contaminated Sites, Guelph - 2010
- 0007-AT4PJV
- 835-7821
- 4364-6R5K5X
- 7730-75HKQC
- Both
- Pumping Test
- Freeway
- Expressway / Highway
- 2431-6XYMV8
- 7087-744GE7
- 01-P-2228
- 01-P-2264
- Local
- Water Wells
- Hospitals
- Educational Sites
- Contaminated Sites
- Lakes, Ponds, and Marshes
- Pit
- Quarry
- Both (Pit/Quarry)
- NA
- Protection Zone 1
- Intake Protection Zone 2
- Earth Science
- Life Science
- Candidate - Earth Science
- Candidate - Life Science
- Wellhead Protection Areas
- Wetlands
- Study Area

Projection:
Universal Transverse Mercator
Zone 17
False Easting: 500000m
False Northing: 0m
Central Meridian: -81
Scale Factor: 0.9996
Latitude of Origin: 0
1983 North American Datum



The maps shown here are for illustration purposes only and are not suitable for site-specific use or applications. Ministry of the Environment provides this information with the understanding that it is not guaranteed to be accurate, correct or complete and conclusions drawn from such information are the responsibility of the user. While every effort has been made to use data believed to be accurate, a degree of error is inherent in all maps. Map products are intended for reference purposes only, and the Ministry of the Environment will accept no liability for consequential and indirect damages arising from the use of these maps. These maps are distributed 'as-is' without warranties of any kind, either expressed or implied, including but not limited to warranties of suitability to a particular purpose or use.

Information provided by the Ministry of the Environment and the Ministry of Natural Resources
Imagery acquisition - 2010

Published Month Year
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A PROPONENT'S INTRODUCTION TO THE DELEGATION OF PROCEDURAL ASPECTS OF CONSULTATION WITH ABORIGINAL COMMUNITIES

DEFINITIONS

The following definitions are specific to this document and may not apply in other contexts:

Aboriginal communities – the First Nation or Métis communities identified by the Crown for the purpose of consultation.

Consultation – the Crown's legal obligation to consult when the Crown has knowledge of an established or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. This is the type of consultation required pursuant to s. 35 of the *Constitution Act, 1982*. Note that this definition does not include consultation with Aboriginal communities for other reasons, such as regulatory requirements.

Crown – the Ontario Crown, acting through a particular ministry or ministries.

Procedural aspects of consultation – those portions of consultation related to the process of consultation, such as notifying an Aboriginal community about a project, providing information about the potential impacts of a project, responding to concerns raised by an Aboriginal community and proposing changes to the project to avoid negative impacts.

Proponent – the person or entity that wants to undertake a project and requires an Ontario Crown decision or approval for the project.

I. PURPOSE

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that may adversely impact that right. In outlining a framework for the duty to consult, the Supreme Court of Canada has stated that the Crown may delegate procedural aspects of consultation to third parties. This document provides general information about the Ontario Crown's approach to delegation of the procedural aspects of consultation to proponents.

This document is not intended to instruct a proponent about an individual project, and it does not constitute legal advice.

II. WHY IS IT NECESSARY TO CONSULT WITH ABORIGINAL COMMUNITIES?

The objective of the modern law of Aboriginal and treaty rights is the *reconciliation* of Aboriginal peoples and non-Aboriginal peoples and their respective rights, claims and interests. Consultation is an important component of the reconciliation process.

The Crown has a legal duty to consult Aboriginal communities when it has knowledge of an existing or asserted Aboriginal or treaty right and contemplates conduct that might adversely impact that right. For example, the Crown's duty to consult is triggered when it considers issuing a permit, authorization or approval for a project which has the potential to adversely impact an Aboriginal right, such as the right to hunt, fish, or trap in a particular area.

The scope of consultation required in particular circumstances ranges across a spectrum depending on both the nature of the asserted or established right and the seriousness of the potential adverse impacts on that right.

Depending on the particular circumstances, the Crown may also need to take steps to accommodate the potentially impacted Aboriginal or treaty right. For example, the Crown may be required to avoid or minimize the potential adverse impacts of the project.

III. THE CROWN'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

The Crown has the responsibility for ensuring that the duty to consult, and accommodate where appropriate, is met. However, the Crown may delegate the procedural aspects of consultation to a proponent.

There are different ways in which the Crown may delegate the procedural aspects of consultation to a proponent, including through a letter, a memorandum of understanding, legislation, regulation, policy and codes of practice.

If the Crown decides to delegate procedural aspects of consultation, the Crown will generally:

- Ensure that the delegation of procedural aspects of consultation and the responsibilities of the proponent are clearly communicated to the proponent;
- Identify which Aboriginal communities must be consulted;
- Provide contact information for the Aboriginal communities;
- Revise, as necessary, the list of Aboriginal communities to be consulted as new information becomes available and is assessed by the Crown;
- Assess the scope of consultation owed to the Aboriginal communities;

- Maintain appropriate oversight of the actions taken by the proponent in fulfilling the procedural aspects of consultation;
- Assess the adequacy of consultation that is undertaken and any accommodation that may be required;
- Provide a contact within any responsible ministry in case issues arise that require direction from the Crown; and
- Participate in the consultation process as necessary and as determined by the Crown.

IV. THE PROPONENT'S ROLE AND RESPONSIBILITIES IN THE DELEGATED CONSULTATION PROCESS

Where aspects of the consultation process have been delegated to a proponent, the Crown, in meeting its duty to consult, will rely on the proponent's consultation activities and documentation of those activities. The consultation process informs the Crown's decision of whether or not to approve a proposed project or activity.

A proponent's role and responsibilities will vary depending on a variety of factors including the extent of consultation required in the circumstance and the procedural aspects of consultation the Crown has delegated to it. Proponents are often in a better position than the Crown to discuss a project and its potential impacts with Aboriginal communities and to determine ways to avoid or minimize the adverse impacts of a project.

A proponent can raise issues or questions with the Crown at any time during the consultation process. If issues or concerns arise during the consultation that cannot be addressed by the proponent, the proponent should contact the Crown.

a) What might a proponent be required to do in carrying out the procedural aspects of consultation?

Where the Crown delegates procedural aspects of consultation, it is often the proponent's responsibility to provide notice of the proposed project to the identified Aboriginal communities. The notice should indicate that the Crown has delegated the procedural aspects of consultation to the proponent and should include the following information:

- a description of the proposed project or activity;
- mapping;
- proposed timelines;
- details regarding anticipated environmental and other impacts;
- details regarding opportunities to comment; and
- any changes to the proposed project that have been made for seasonal conditions or other factors, where relevant.

Proponents should provide enough information and time to allow Aboriginal communities to provide meaningful feedback regarding the potential impacts of the project. Depending on the nature of consultation required for a project, a proponent also may be required to:

- provide the Crown with copies of any consultation plans prepared and an opportunity to review and comment;
- ensure that any necessary follow-up discussions with Aboriginal communities take place in a timely manner, including to confirm receipt of information, share and update information and to address questions or concerns that may arise;
- as appropriate, discuss with Aboriginal communities potential mitigation measures and/or changes to the project in response to concerns raised by Aboriginal communities;
- use language that is accessible and not overly technical, and translate material into Aboriginal languages where requested or appropriate;
- bear the reasonable costs associated with the consultation process such as, but not limited to, meeting hall rental, meal costs, document translation(s), or to address technical & capacity issues;
- provide the Crown with all the details about potential impacts on established or asserted Aboriginal or treaty rights, how these concerns have been considered and addressed by the proponent and the Aboriginal communities and any steps taken to mitigate the potential impacts;
- provide the Crown with complete and accurate documentation from these meetings and communications; and
- notify the Crown immediately if an Aboriginal community not identified by the Crown approaches the proponent seeking consultation opportunities.

b) What documentation and reporting does the Crown need from the proponent?

Proponents should keep records of all communications with the Aboriginal communities involved in the consultation process and any information provided to these Aboriginal communities.

As the Crown is required to assess the adequacy of consultation, it needs documentation to satisfy itself that the proponent has fulfilled the procedural aspects of consultation delegated to it. The documentation required would typically include:

- the date of meetings, the agendas, any materials distributed, those in attendance and copies of any minutes prepared;
- the description of the proposed project that was shared at the meeting;
- any and all concerns or other feedback provided by the communities;
- any information that was shared by a community in relation to its asserted or established Aboriginal or treaty rights and any potential adverse impacts of the proposed activity, approval or disposition on such rights;

- any proposed project changes or mitigation measures that were discussed, and feedback from Aboriginal communities about the proposed changes and measures;
- any commitments made by the proponent in response to any concerns raised, and feedback from Aboriginal communities on those commitments;
- copies of correspondence to or from Aboriginal communities, and any materials distributed electronically or by mail;
- information regarding any financial assistance provided by the proponent to enable participation by Aboriginal communities in the consultation;
- periodic consultation progress reports or copies of meeting notes if requested by the Crown;
- a summary of how the delegated aspects of consultation were carried out and the results; and
- a summary of issues raised by the Aboriginal communities, how the issues were addressed and any outstanding issues.

In certain circumstances, the Crown may share and discuss the proponent's consultation record with an Aboriginal community to ensure that it is an accurate reflection of the consultation process.

c) Will the Crown require a proponent to provide information about its commercial arrangements with Aboriginal communities?

The Crown may require a proponent to share information about aspects of commercial arrangements between the proponent and Aboriginal communities where the arrangements:

- include elements that are directed at mitigating or otherwise addressing impacts of the project;
- include securing an Aboriginal community's support for the project; or
- may potentially affect the obligations of the Crown to the Aboriginal communities.

The proponent should make every reasonable effort to exempt the Crown from confidentiality provisions in commercial arrangements with Aboriginal communities to the extent necessary to allow this information to be shared with the Crown.

The Crown cannot guarantee that information shared with the Crown will remain confidential. Confidential commercial information should not be provided to the Crown as part of the consultation record if it is not relevant to the duty to consult or otherwise required to be submitted to the Crown as part of the regulatory process.

V. WHAT ARE THE ROLES AND RESPONSIBILITIES OF ABORIGINAL COMMUNITIES' IN THE CONSULTATION PROCESS?

Like the Crown, Aboriginal communities are expected to engage in consultation in good faith. This includes:

- responding to the consultation notice;
- engaging in the proposed consultation process;
- providing relevant information;
- clearly articulating the potential impacts of the proposed project on Aboriginal or treaty rights; and
- discussing ways to mitigate any adverse impacts.

Some Aboriginal communities have developed tools, such as consultation protocols, policies or processes that provide guidance on how they would prefer to be consulted. Although not legally binding, proponents are encouraged to respect these community processes where it is reasonable to do so. Please note that there is no obligation for a proponent to pay a fee to an Aboriginal community in order to enter into a consultation process.

To ensure that the Crown is aware of existing community consultation protocols, proponents should contact the relevant Crown ministry when presented with a consultation protocol by an Aboriginal community or anyone purporting to be a representative of an Aboriginal community.

VI. WHAT IF MORE THAN ONE PROVINCIAL CROWN MINISTRY IS INVOLVED IN APPROVING A PROPONENT'S PROJECT?

Depending on the project and the required permits or approvals, one or more ministries may delegate procedural aspects of the Crown's duty to consult to the proponent. The proponent may contact individual ministries for guidance related to the delegation of procedural aspects of consultation for ministry-specific permits/approvals required for the project in question. Proponents are encouraged to seek input from all involved Crown ministries sooner rather than later.

From: [Species at Risk \(MECP\)](#)
To: [Chan, Salina](#)
Subject: [EXTERNAL] RE: SAR Data Request - Montrose Rd & Lyons Creek Rd
Date: Monday, October 26, 2020 2:56:30 PM

Hi Salina,

My apologies for the delay. Your species at risk screening for the project area is acceptable. The only other species I would include are SAR bats, should there be any tree removals resulting from the project.

If you have any further questions, do not hesitate to reach out.

Thank you,

Brianne

Brianne Brothers

A/Management Biologist, Permissions and Compliance Section
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
(905)-321-5736 | Brianne.brothers@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: September 15, 2020 4:35 PM
To: Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>; Esraelian, Martine <martine.esraelian@parsons.com>
Subject: RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

Hi there,

See below an information request for the Montrose Road project. Unfortunately we misspelled the email, but we would appreciate a quick response if possible.

Thank you!
Salina

From: MacVeigh, Brydon
Sent: Friday, June 5, 2020 9:47 AM
To: sarontario@otario.ca
Cc: Esraelian, Martine <martine.esraelian@parsons.com>
Subject: SAR Data Request - Montrose Rd & Lyons Creek Rd

Good morning,

Parsons Inc. has been retained by the Regional Municipality of Niagara to undertake a Schedule C Municipal Class Environmental Assessment, Detailed Design and Contract Document Preparation for Regional Road 98 (Montrose Road) from McLeod Road south to Biggar Road and Regional Road 47 (Lyons Creek Road)/Biggar Road from the interchange with the QEW west to Crowland Avenue, in the City of Niagara Falls. Parsons is required to complete natural heritage assessments including identification of terrestrial sensitivities for the study area and fisheries investigations for watercourses within the study area to inform the decision making process to identify the preferred alternative, as well as identify and obtain required permits and approvals during detailed design.

Please review the information compiled from online data sources in the attached SAR Data Request Letter and study area mapping to confirm the attached information. Parsons would like to request any additional SAR data MECP may have available for the Montrose Rd and Lyons Creek Rd Study Area.

Thank you for your time and consideration of this request. Should you have questions or concerns, please do not hesitate to contact me.

Kind regards,

Brydon MacVeigh

Fisheries Biologist

Suite 101, 540 Bingemans Center Drive, Kitchener, ON N2B 3X9

Brydon.MacVeigh@parsons.com – M. 226-220-8918

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From: [Brothers, Brianne \(MECP\)](#)
To: [Chan, Salina](#)
Cc: [Esraelian, Martine](#); [Vaskeviciute, Austeja](#); [Merriam, Sarah](#)
Subject: [EXTERNAL] RE: SAR Data Request - Montrose Rd & Lyons Creek Rd
Date: Thursday, February 11, 2021 1:15:52 PM

Hi Salina,

Correct, no further field investigations for JESA are required. I did some more digging into that layer and what would trigger surveys etc., my apologies for any confusion I may have caused.

Thank you,

Brianne

Brianne Brothers

A/Management Biologist, Permissions and Compliance Section
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
(905)-321-5736 | Brianne.brothers@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: February 8, 2021 12:39 PM
To: Brothers, Brianne (MECP) <Brianne.Brothers@ontario.ca>
Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Vaskeviciute, Austeja <Austeja.Vaskeviciute@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>
Subject: RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

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Hi Brianne,

No worries, thank you for getting back to us. Just to make sure we are understanding your comments, can you confirm that no further field investigations (i.e. vernal pool survey) for Jefferson Salamander are required and that we should just document this in our reports?

Thank you,
Salina

From: Brothers, Brianne (MECP) <Brianne.Brothers@ontario.ca>
Sent: Friday, February 05, 2021 3:53 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Vaskeviciute, Austeja <Austeja.Vaskeviciute@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>

Subject: [EXTERNAL] RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

Hi Salina,

Thank you for the email, I apologize for the delay.

For JESA, there have been no observations within the project area, and no known occurrences within 1 kilometre of the site, therefore the habitat regulation would not apply for this location. That being said, it would be good to note in your records that JESA was considered.

The original screening you provided outlines all the species in the project area, so please consider these species moving forward. Other than bats, I do not have anything further to add.

I will await the IGF being prepared for SAR bats, please let me know if there are any questions.

Kind regards,

Brianne

Brianne Brothers

A/Management Biologist, Permissions and Compliance Section
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
(905)-321-5736 | Brianne.brothers@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: January 29, 2021 4:51 PM

To: Brothers, Brianne (MECP) <Brianne.Brothers@ontario.ca>

Cc: Esraelian, Martine <martine.esraelian@parsons.com>; Vaskeviciute, Austeja <Austeja.Vaskeviciute@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>

Subject: RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi Brianne,

Just wanted to follow up with you for some more information on the Jefferson Salamander. In particular, we would like to request:

- Available mapping showing the area that MNRF identified as potential habitat with respect to our EA study area and the area near Brown Road
- Confirm if there were any encounters or observations of Jefferson Salamander and if this was used in identifying the potential habitat.
- What would MECP be looking for us to do to confirm Jefferson Salamander habitat presence if vernal pools are confirmed?

- Does MECP have a Jefferson Salamander survey protocol that you could send us? Are there any other criteria related to vernal pools that we should be documenting?

Are there any other areas of concern, particularly south of Grassy Brook Road where we will be completing detailed design?

With regards to the bats, we are compiling the IGF and the mapping you had requested. We are continuing to refine the preliminary design so we wanted to use that to help present a more accurate impact area.

Have a great weekend!
Salina

From: Brothers, Brianne (MECP) <Brianne.Brothers@ontario.ca>
Sent: Tuesday, January 19, 2021 2:56 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Subject: [EXTERNAL] RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

Hi Salina,

Based on our discussion today and further review of the project area, I would like to include the addition of Jefferson Salamander within the species at risk screening list submitted on September 15, 2020, that may be potentially impacted as a result of the project.

Please let me know if you require anything further regarding the information above.

Once I have your Information Gathering Form (IGF) for SAR bats, we can go from there.

Thank you!

Brianne

Brianne Brothers
A/Management Biologist, Permissions and Compliance Section
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
(905)-321-5736 | Brianne.brothers@ontario.ca

From: Species at Risk (MECP)
Sent: October 26, 2020 2:54 PM
To: 'Chan, Salina' <Salina.Chan@parsons.com>
Subject: RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

Hi Salina,

My apologies for the delay. Your species at risk screening for the project area is

acceptable. The only other species I would include are SAR bats, should there be any tree removals resulting from the project.

If you have any further questions, do not hesitate to reach out.

Thank you,

Brianne

Brianne Brothers

A/Management Biologist, Permissions and Compliance Section
Species at Risk Branch
Ministry of the Environment, Conservation and Parks
(905)-321-5736 | Brianne.brothers@ontario.ca

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: September 15, 2020 4:35 PM
To: Species at Risk (MECP) <SAROntario@ontario.ca>
Cc: MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>; Esraelian, Martine <martine.esraelian@parsons.com>
Subject: RE: SAR Data Request - Montrose Rd & Lyons Creek Rd

CAUTION -- EXTERNAL E-MAIL - Do not click links or open attachments unless you recognize the sender.

Hi there,

See below an information request for the Montrose Road project. Unfortunately we misspelled the email, but we would appreciate a quick response if possible.

Thank you!
Salina

From: MacVeigh, Brydon
Sent: Friday, June 5, 2020 9:47 AM
To: sarontario@otario.ca
Cc: Esraelian, Martine <martine.esraelian@parsons.com>
Subject: SAR Data Request - Montrose Rd & Lyons Creek Rd

Good morning,

Parsons Inc. has been retained by the Regional Municipality of Niagara to undertake a Schedule C Municipal Class Environmental Assessment, Detailed Design and Contract Document Preparation for Regional Road 98 (Montrose Road) from McLeod Road south to Biggar Road and Regional Road 47 (Lyons Creek Road)/Biggar Road from the interchange with the QEW west to Crowland Avenue, in the City of Niagara Falls. Parsons is required to complete natural heritage assessments including

identification of terrestrial sensitivities for the study area and fisheries investigations for watercourses within the study area to inform the decision making process to identify the preferred alternative, as well as identify and obtain required permits and approvals during detailed design.

Please review the information compiled from online data sources in the attached SAR Data Request Letter and study area mapping to confirm the attached information. Parsons would like to request any additional SAR data MECP may have available for the Montrose Rd and Lyons Creek Rd Study Area.

Thank you for your time and consideration of this request. Should you have questions or concerns, please do not hesitate to contact me.

Kind regards,

Brydon MacVeigh

Fisheries Biologist

Suite 101, 540 Bingemans Center Drive, Kitchener, ON N2B 3X9

Brydon.MacVeigh@parsons.com – M. 226-220-8918

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Meeting Minutes

1 Introduction

Subject: Montrose Road EA - Project Overview and Traffic Forecast Presentation to City of Niagara Falls

Location: Teams meeting

Date: Aug 12, 2020

Time: 1:00 pm – 2:00 pm

Author: Dima Al Akkad

Distribution: Attendees

2 Attendees

Name	Organization	Position	Email
Jordan Frost	Niagara Region	Project Manager	Jordan.Frost@niagararegion.ca
Petar Vujic	Niagara Region	Program Manager	petar.vujic@niagararegion.ca
Vanessa Bilodeau	Niagara Region	Traffic operations Technologist	vanessa.bilodeau@niagararegion.ca
Carla Stout	City of Niagara Falls	General Manager - Transit	cstout@niagarafalls.ca
Wendy Canavan	City of Niagara Falls	Economic Development Officer	wcanavan@niagarafalls.ca
Mathew Bilodeau	City of Niagara Falls	Manager of Transportation Engineering	mbilodeau@niagarafalls.ca
Joe Colasurdo	City of Niagara Falls	Project Manager	jcolasurdo@niagarafalls.ca
Richard Goertz	Parsons	Project Manager	Richard.Goertz@parsons.com
Sonia Ahluwalia	Parsons	Contract Manager	Sonia.Ahluwalia@parsons.com
Altaf Hussain	Parsons	Traffic Engineering Lead	Altaf.Hussain@parsons.com
Imran Salam	Parsons	Traffic Engineer	Imran.Salam@parsons.com
Noris Bot	Parsons	Roadway/Civil Engineering Lead	Noris.Bot@parsons.com
Salina Chan	Parsons	Environmental Planner	Salina.Chan@parsons.com
Dima Al Akkad	Parsons	Project Coordinator	Dima.AlAkkad@parsons.com

3 Topics and Discussions

Item	Discussion	Owner	Expected Completion	Status
1.1	<p>This project is a Schedule C Municipal Class Environmental Assessment (MCEA) for entire study area. A presentation was provided through Teams for the attendees to follow.</p> <p>Detailed design and contract document preparation for Regional Road 98 (Montrose Road) south of Grassy Brook Road and Regional Road 47 (Lyons Creek Road)/Biggar Road in the City of Niagara Falls.</p> <p>The EA covers segments 1, 2, 3 and 4; the large study area covers an area from McLeod Rd to Lyons Creek/Biggar Rd. The second part of the project is the detailed design which covers segments 1 and 4.</p>			Info

Item	Discussion	Owner	Expected Completion	Status
1.2	The purpose of this study is to identify alternative solutions and designs to undertake detailed design and construction of suitable transportation and municipal infrastructure to service the South Niagara Hospital Site currently undergoing planning and design and to address the needs of Montrose Road and Lyons Creek Road/Biggar Road as identified by the Region's Transportation Master Plan.			Info
1.3	City of Niagara Falls questioned if comments were provided from the future commercial plaza that will be located on a property adjacent to Montrose Rd. NR stated that they did not have a consultation with the property owner and the development team. The primary impacts to the development will be through the access management. When the EA study develops further, a meeting will be set up.	NR		Open
2.1	The project is currently in Phase 2: Identify & Evaluate Alternative Solutions			Info
2.2	PIC#1 was conducted on June 24, 2020. PIC#2 is scheduled for September 23, 2020.			Info
2.3	Phase 3: Identify and Evaluate Alternative Design Concepts is scheduled to start in early November 2020. Phase 4: Prepare Environmental Study Report is scheduled to start in Fall/Winter 2020 Phase 5: Implementation is scheduled to start in Spring 2021.			Info
2.4	Chapel Heights stakeholder meeting is scheduled for Aug 24, 2020.			Info
3.	Study Area: Key Items			
3.1	The study will consider the access needs of the surrounding properties and developments that are in a transition phase.			Info
3.2	The improvements to the QEW interchanges and bridge at Lyons Creek Road will be coordinated with MTO and their consultant.	Parsons		Open
3.3	Corridor is moving from the urban area from the north to an area in the south that is more rural. The study will be looking at incorporating more active transportation facilities that are able to sustain the growth that is expected.			Info
3.4	Various locations in the study area have environmentally sensitive features. Environmental studies will be completed to determine the existing conditions and assess the impacts of the final design.			Info
3.5	Various studies will be completed which include traffic/transportation assessment, terrestrial and aquatic studies, drainage and stormwater management, Stage 1 archeological assessment, and cultural heritage resources assessment.			Info
3.6	Parsons met with a few landowners, the landowners mentioned where services were buried in the past.			Info
4.	Existing Traffic Data			
4.1	To conduct the traffic forecast, Parsons considered the developments along the study corridor that have already been approved. Existing studies for the traffic data were used as opposed to collecting the data due to Covid-19. Three different sources for the existing data were used. For the northern segment, the intersections to the north of Canadian Drive (included, TIS was used. The existing TMCs from 2018 were used for the Niagara Square Commercial Development. For segment south of Chippawa Creek Rd, TMCs were sourced from the Hospital TIS and the Grand Niagara Secondary Plan TIS having existing TMCs from 2019 and 2015, respectively. 1% annual growth was applied to the 2015 data. TMCs for Brown Road and Reixinger Rd were estimated based on the existing developments as these were not available in any of the previous study referenced.			Info
4.2	Traffic volumes on Montrose Rd are low to moderate in both AM and PM conditions. PM trips are found to be higher than AM Peak Hour.			Info
4.3	The Saturday volumes are generally comparable to PM volumes north of the Canadian Drive and lower than PM trips to the south			Info

Item	Discussion	Owner	Expected Completion	Status
5. Planned Developments				
5.1	Niagara Square, Grand Niagara Secondary Plan, South Niagara Hospital, and Riverfront Community Secondary Plan have been included for the future traffic.			Info
6. Forecasting Methodology				
6.1	The study analyzed 2026 and 2041 horizons and have applied 1% per annum growth consistent with the previous traffic studies that were completed in the area.			Info
6.2	The hospital trips were deleted from the Grand Niagara Secondary plan because of the dedicated impact study for the hospital.			Info
6.3	Parsons assumed 50% for the Secondary Plan development and 100% for the Riverfront Community development for 2026. City of NF to confirm the assumptions made. 2041 considered that all developments are operational.	City of NF		Open
6.4	City of NF stated that Niagara Square has been almost vacant in the last couple of years. The numbers considered may not be true because Costco is under construction and the other shops are closed. The 2018 and 2019 figures consider a lot of detours in the construction zone. Parsons to consider the traffic coming from Costco and Niagara Square. Niagara Region provided projected volumes for those developments. The numbers considered are close to the existing conditions are and a sound representative to forecast.			Info
6.5	City of NF stated that Montrose Business Park was not considered. It is currently in development which includes a couple of construction projects that will be finishing up this summer and there will be a couple more next week. MB to provide details of the development from which it will be determined if the development needs to be considered in the study.	MB		Open
6.6	The 2026 future conditions Lyons Creek Road is over capacity for the assumed lane capacity of 1,000 veh/hr/ln. The Saturday volumes are comparable to PM volumes north of the Canadian Drive and lower than PM trips to the south The 2041 patterns are similar to 2026. The critical volume is at the south end of the study area, an additional lane would need to be provided around Montrose Rd. Generally, PM trips are higher than AM Peak Hour, Sat trips are higher than PM Peak Hour on the north part of study area and PM trips are higher on the south study area.			Info
6.7	The intention is to plan for the significant growth and construct for the 2041 condition to reduce the need for additional construction in the next 5 - 10 years.			Info
7. Hospital Employee & Patient/Visitor Trips - Sensitivity Analysis				
7.1	The hospital is undertaking a sensitivity analysis. Coordinate a meeting to discuss the study with Parsons and NR.	MB		Open
7.2	Majority of trips generated during the peak hours result from employees, however, the distribution might overestimate the demand at QEW terminal at Lyons Creek. To review the sensitivity of the travel patterns, the patient/visitor trips the TTS 2011 distribution employed by the Secondary Plan have been used and compared with the travel patterns resulting from the Hospital TIS.			Info
7.2	One third of the hospital trips have been assumed to be visitor/patient trips consistent with the assumption made in the parking study for the hospital.			Info
7.3	The Secondary Plan has a similar distribution on Lyons Creek Rd. The southbound off-ramp has more trips in the morning, and the northbound off-ramp has lower trips during both AM and PM.			Info
7.4	Pending the future conditions analyses for the ramp terminals, Parsons does not envisage any significant LOS change due the change in the trip distribution for the Hospital patient/visitor trips. Overall, the redistribution constitutes these changes in total volumes at the ramp terminals, which are not significant except for NB terminal during AM peak hour where trips will decrease by 6-13%.			Info
8.0 Discussion Aspects				

Item	Discussion	Owner	Expected Completion	Status
8.1	There are no current plans to connect Reixinger Rd to or over QEW. The secondary plan did not include a future reutilization of this road. There is a new development in the north east corner of Montrose Rd and Lyons Creek Rd.			Info
8.2	The modal shares considered in the Secondary plan are 10% for non-auto including transit improvements. while NF TMP assumes 10 % for transit only and 18% for transit improvements plus TDM. The 2016 TTS auto mode share is 75%			Info
8.3	Parsons requested additional information regarding a condo development, Empire Imagine Condos Developments, and a commercial development at north-east corner of Montrose Rd and Lyons Creek Rd. <i>Post Meeting Note: NF provided traffic study info on August 13, 2020.</i>	City of NF		Open
8.4	The City of NF to provide the traffic study for the turning at Brown Rd intersection and any future development plan. <i>Post Meeting Note: NF provided traffic study info on August 13, 2020.</i>	City of NF		Open
8.5	NR stated that the Grand Niagara Secondary Plan is being used as a basis for the growth in the area. Some of the future developments that are in the secondary plan are advanced and are in the site planning process. Additional information is required to get an understanding as to whether some of the growth in the secondary plan needs to be reduced to make sure that double counting does not take place.	City of NF		Open
8.6	The lane capacity for Regional Roads is 850 Veh/hr/ln and for the City roads it is 600 – 750 Veh/hr/ln. City of NF and NR to confirm the lane capacity.	City of NF/NR		Open
9.0	Next Steps / Discussion			
9.1	Currently conducting the existing intersections operation synchro analysis			Info
9.2	NR stated that through the EA, the operations analysis at the intersections will be considered to see how far/close we are to the capacity from a modal perspective. If it is not feasible by intersection or roundabout, a corridor or protection can be added as needed. The secondary plan and developments need to be considered to ensure that the study does not include any overlapping and numbers are not considered twice.	Parsons		Open
9.3	City of NF stated that the area includes industrial components. The area is quite busy and there is a lot of traffic at Lyons Creek Rd. On some days, there is high congestion in the WB LT lane where it is backed up to the QEW ramp terminals. High traffic is found from North and South on Lyons Creek Rd taking the exit at QEW.	Parsons		Info

From: [Joe Colasurdo](#)
To: [Bot, Noris](#)
Cc: [Sales, Alex](#); [Ryall, Carolyn](#); [Goertz, Richard](#); [Stewart, Kevin](#); [Ahluwalia, Sonia](#); [Chan, Salina](#); [Weng, Yonghui](#); [Erik Nickel](#); [Kent Schachowskoj](#)
Subject: [EXTERNAL] RE: Montrose Road/Lyons Creek Road/Biggar Road EA
Date: Thursday, January 14, 2021 1:06:56 PM
Attachments: [image002.png](#)
[ProposedWatermainServicingforNHSSite_April92020_Closeup.pdf](#)
[ProposedWatermainServicingforNHSSite_Round5BatterBatterBatter.pdf](#)

Good morning Noris, Happy New Year to you and your team as well.

The following is a breakdown/summary of the City's infrastructure within the areas requested and the anticipated needs and upgrades related to watermains and sanitary sewers.

Watermain Existing/Needs

Monstrose Road from Mcleod to Lyons Creek Road

- Mcleod Road to Canadian Drive – existing 300mm PVC installed in 1986 – No upgrades required
- Canadian Drive to a point approx. 150m north of Brown Road (at QEW crossing) – existing 200 mm Cast Iron installed in 1966 – **Anticipate replacement of approx. 400m with 300mm PVC**
- Brown Road to Oakwood Drive – existing 300mm PVC installed in 1986 – No upgrades required
- Oakwood Drive to Reixinger Road – existing 300mm PVC installed in 2005/2006 – No upgrades required
- Reixinger Road to Lyons Creek - existing 300mm PVC installed in 2006 – No upgrades required to existing watermain however a **new 300mm PVC watermain (approx 550m in length) is required in order to secure a secondary feed to the new hospital (see attached plan).**

Lyons Creek Road from Montrose to East side of QEW

- Montrose to QEW – existing 300mm PVC installed in 2006 – No upgrades required

Biggar Road from Montrose to a point 1000m West of Montrose

- Montrose to a point 1000m West – Currently there is no watermains along that portion of Biggar Road
- In order to secure a secondary service to the new hospital a new watermain within this section is required - **Anticipate the addition of approx. 400m of PVC watermain (size to be confirmed).**

Sanitary Sewer Existing/Needs

Monstrose Road from Mcleod to Lyons Creek Road

- Mcleod Road to Canadian Drive – Regionally owned trunk main – NO upgrades required
- Canadian Drive to Brown Road – Existing 750mm reinforced concrete installed in 2007 – No upgrades required
- Blackburn Pkwy to Brown Road – No existing gravity sewer mains in this area – No new additions or upgrades required (to be confirmed with development and senior management)
- Blackburn Pkwy to a point 225 meters south of Blackburn Pkwy – Existing 250mm PVC installed in 2001 – No upgrades required
- Reixinger to Grassy Brook – Existing 450mm PVC installed in 2008 – No upgrades required
- Lyons Creek Road to Reixinger Road – Existing 300 to 375mm installed in 2008 – No upgrades required

Lyons Creek Road from Montrose to East side of QEW

- Montrose to QEW – existing 250mm PVC installed in 2008 – No upgrades required

Biggar Road from Montrose to a point 1000m West of Montrose

- No existing sanitary sewer in this area. No upgrades required as it is anticipated that the sanitary sewer lateral for the new hospital will likely outlet to the existing sanitary main on Montrose Road.

Please confirm that the above information meets your request and advise if there are any questions related to the above or attached.

Thank you,

Joe Colasurdo, C.E.T. | Project Manager | Municipal Works | City of Niagara Falls
4310 Queen Street | Niagara Falls, ON L2E 6X5 | (905) 356-7521 ext 4359 | Fax (289) 296-0048 |
jcolasurdo@niagarafalls.ca

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: Wednesday, January 13, 2021 4:21 PM
To: Joe Colasurdo <jcolasurdo@niagarafalls.ca>
Cc: Sales, Alex <Alex.Sales@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>
Subject: Montrose Road/Lyons Creek Road/Biggar Road EA

Hi Joe

Happy New Year! Hope that all is well.

With regards to the Montrose / Lyons Creek / Biggar EA, we had some discussions with the City in 2020 regarding identifying the City of Niagara Falls' needs for watermain upgrades or additional facilities within the EA corridor. Specifically we are most interested in the area within the vicinity of the proposed new South Niagara Hospital but would also like to understand requirements within the entire corridor along:

- Montrose Road between McLeod Road and a point 300m south of Lyons Creek Road
- Lyons Creek Road between Montrose Road the east side of the QEW
- Biggar Road from Montrose Road to a point 1000m west of Montrose Road.

We are currently actively developing our preliminary design options and hope to have a meeting with all of the utilities in the next couple of weeks to introduce the project and initiate preliminary relocation options. It is our intent to ask the City to attend that meeting as well. Prior to that meeting, Parsons would like to have a good understanding of the proposed municipal infrastructure including watermains and sanitary sewers. Would you be able to provide us with an indication of the City's intentions in this regard such that we can begin to plan for those facilities within the terms of the environmental assessment that we are conducting?

With thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager - Infrastructure - Mobility Solutions

4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

noris.bot@parsons.com Desk +1 289.294.6410 Mobile +1 289.213.7631

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4310 Queen St.
Niagara Falls, ON L2E 6X5
(905) 356-7521 ext. 4219
enickel@niagarafalls.ca
www.niagarafalls.ca

March 12, 2021

Carolyn Ryall
Director of Transportation
Niagara Region Public Works

Sent via email

Re: Montrose Road EA – Comments on Preliminary Designs from City of Niagara Falls

Dear Carolyn,

The City of Niagara Falls, Municipal Works Department has the following comments on the preliminary designs provided for the Montrose Road Environmental Assessment and presented at our meeting on Wednesday, February 24, 2021:

1. The design team noted that the preliminary designs are adhering to Complete Streets Guidelines. As part of the Environmental Study Report, we recommend including a section to discuss the applicable typologies and how they have been applied to the various road segments and cross-sections.
2. Centre medians islands are prevalent throughout the majority of the study area. City of Niagara Falls staff appreciate the desire for median island as a form of access management, yet they may result in future development restrictions. We urge you to please carefully consider the need for medians in light of both current and future developments, and to use them sparingly.
3. The roundabouts (as shown) will require extensive property acquisitions, and will require alterations to plaza access, driveways, and parking. Furthermore, based on discussions with business stakeholders, the roundabout options are less preferable than conventional traffic signals. The City has not yet been convinced that either of the roundabouts, or both of the roundabouts, will provide superior operational, technical, and safety performance benefits in this application when compared to other alternatives. Therefore, until we can be convinced of their superior functionality, the roundabout options are not supported by the City.
4. With the roundabouts at the north end of the study area, continued consultation with the neighbouring properties is required to determine where the access (es) would be to the vacant parcels on each side of Montrose Road at McLeod Road that are both in the early processes of developing.
5. Active Transportation facilities. Please ensure that the Environmental Study Report includes an evaluation and justification for the selection of a multi-use path vs. on-road facilities/sidewalks. As noted in the meeting, this selection was based on an OTM nomograph that considers several factors. Niagara Falls staff would appreciate this information to address future concerns and budget implications associated with the ongoing maintenance of these off-road facilities.
6. The City's prefers the multi-use path (MUP) versus traditional on-road cycling lanes and sidewalk. It is expected that upon completion that the MUP will become a City asset and that the City will be responsible for ongoing maintenance and upkeep of the path.

7. Please further consider various design elements of the MUP including width (4.0m as shown vs. 3.0m typical standard), gradients, and roadway crossings.
8. Boulevard widths between the curb and MUP (and sidewalk) needs to be sufficient to allow for snow storage. Unless other applicable design standards can be produced, given the wide cross section of Montrose Road, the City recommends a 2.0m standard, with an absolute minimum no less than 1.5m.
9. Boulevards that must be less than 1.0m (e.g. at intersections, etc.) should be hard-surfaced with a material that contrasts to the colour of the sidewalk or MUP. Grassed boulevards less than 1.0m wide cannot be safely maintained, and do not allow for adequate vegetation growth.
10. A sidewalk is unnecessary on the highway side, south of Niagara Square Drive. Pedestrians facilities should include a crossing of Montrose Rd at Niagara Square Drive, regardless of what traffic control is ultimately decided (signal, roundabout) and use the trail to get to Canadian Drive.
11. In most areas, the existing or proposed property line is slightly beyond the back of the 4.0m MUP. Is this sufficient for street trees, snow storage, rest areas, pedestrian and transit user amenities, per the Complete Streets guidelines? As noted, confirmation of MUP design width (3.0m vs. 4.0m) may assist in providing additional clearance to property lines.
12. There is an existing sidewalk on the north side of Blackburn Parkway, which is not noted.
13. Blackburn Parkway appears to too narrow. It does not appear to reflect is 9.1m width.
14. Please check the northbound left turn and taper at Blackburn Parkway as it appears they are insufficient in length.
15. A sidewalk is unnecessary on the highway side, between Chippawa Creek Road and Grassybrook Road. There are no homes, businesses or other uses that would attract persons on that side of the road, other than Baden Powell Park south of the rail crossing. If that is the only reason, pedestrian facilities should be included for a crossing at Grassybrook Road and a sidewalk/trail provided from that point to the park.
16. Notwithstanding the previous sidewalk comment, there is a 300m gap in the sidewalk between Grassybrook Road & a driveway to the industrial parcel.
17. Is a two way left turn lane (TWLTL) provided between Chippawa Creek Road and Grassybrook Road?
18. Can the driveway at 9515 Montrose Road (Concentrix) and the driveway across the street (9514 Montrose Road) be aligned with one another?
19. The southern driveway at 9515 Montrose Road (Concentrix) is next to the proposed collector road into the secondary plan area. A secondary driveway should be provided on the side road (when built) instead of directly onto Montrose Road.
20. Sidewalks on the East Side of Montrose are only required between Baden Powel Park and Lyons Creek Road. The City prefers that this sidewalk corridor be established in the cross-sections and alignments now; however, we request that these sidewalks should be shown as "future".
21. Staff recommends designing the channelized right turn westbound on Lyons Creek Road onto Montrose Road as a 'smart channel' so that drivers stopped in the channel are close to

- perpendicular to Montrose Road and thus have better sight lines to the south. This also helps reduce the speed of drivers through the channel.
22. The speed limit on Biggar Road will be reduced from 80 km/h to 60 km/h within the urbanized area next to the hospital.
 23. The traffic impact study done for the hospital recommended a right turn lane westbound on Biggar Road at the signalized hospital access that is not noted on the plans.
 24. MTO had concerns with keeping Willodell Road open and recommended a continuous median through the intersection. The plans show a westbound left turn for Willodell Road that continues beyond the intersection as a westbound left turn for Montrose Road. A driver intending to turn left at Montrose Road could enter the left turn lane intended for Willodell Road and continue through. The City is strongly against any configuration that restricts movement to and from Willodell Road.
 25. The design team is requested to evaluate geometric revisions to the ramp terminal to increase the distance between the Fort Erie bound highway exit ramp and Willodell Road.
 26. Streetlighting – would like both roadway and pedestrian scale streetlighting considered where there are MUP's.
 27. QEW/Lyons Creek Interchange– Staff strongly support the need to active transportation / pedestrian facilities across the interchange to connect Montrose Road to future developments on the east side of the QEW. If the design includes a sidewalk and/or MUP across the bridge, confirm if there are any barriers/handrails required between traffic and on the parapet wall.
 28. Street Furniture – Some benches/rest areas will be desired along the MUP.
 29. Landscaping – Incorporation of street trees and trees at MUP rest areas desired. Please include allowance in the ROW and cross-section for the placement of street trees and landscaping.
 30. Please incorporate the comments provided by the City of Niagara Falls Transit and Niagara Regional Transits teams. This includes identification of locations for future transit stops and amenity area (shelters, landing pads, benches, etc).

We thank you again for the opportunity to review the preliminary design submissions, and we wholeheartedly support the concerted efforts of the entire design team to move this project forward.

Yours truly,



Erik Nickel, P.Eng.,
Director of Municipal Works / City Engineer

cc. Parsons Design Team
City of NF - Mathew Bilodeau, Kent Schachowskoj, Joe Colasurdo, Nick Golia
file

From: [Ryall, Carolyn](#)
To: "Zach Staples"
Cc: [Guthrie, Graeme](#); [Elmadhoon, Maged](#); [Chan, Salina](#); [Goertz, Richard](#)
Subject: [EXTERNAL] RE: City of Niagara Falls - Willodell Road Bridges Rehabilitation Projects
Date: Tuesday, May 11, 2021 5:45:18 PM
Attachments: [image002.jpg](#)

Hi Zach

Thanks for reaching out as I was not aware of this program. I have copied the larger project team in case of questions / coordination.

Regards,

Carolyn Ryall

Director
Transportation Services Division
Public Works
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7
Direct: 905-984-3620
Cell: 905-401-9105
Toll Free: 1-800-263-7215
Carolyn.Ryall@niagararegion.ca

From: Zach Staples <zstaples@niagarafalls.ca>
Sent: Tuesday, May 11, 2021 10:39 AM
To: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: City of Niagara Falls - Willodell Road Bridges Rehabilitation Projects

Hello Carolyn,

I understand that you're managing the Environmental Assessment for Montrose Road and Lyons Creek Road / Biggar Road. The City has recently engaged a consulting engineering firm to complete the rehabilitation design for the Willodell Road Bridge and Major Donald Dell Bridge, the bridge locations are shown in the image below. Construction is anticipated to take place in 2022 at the earliest, and will be completed under full closure or through staged construction – single lane alternating (to be determined in the design phase).

Anyway I wanted to bring this project to your attention as I understand there is a substantial amount of work taking place at Lions Creek Road / Willodell Road in the near future – this combined with the

City's projects on Willodell Road and Beck Road will make this a very busy area for the next couple of years! Anyway as the project advances I'll let you know what our timelines look like and if I could be added to the contact list for the EA that would be great. Thanks Carolyn,

Zach Staples, P.Eng. | Project Manager | Municipal Works - Engineering | City of Niagara Falls
4310 Queen Street | Niagara Falls, ON L2E 6X5 | (905) 356-7521 ext 4337 | Fax (289) 296-0048 |
zstaples@niagarafalls.ca

Only select services are available to the public at City facilities, as a precautionary measure to stem the spread of COVID-19. We will continue to serve you online at niagarafalls.ca [niagarafalls.ca].

We thank you in advance for your understanding, should we take longer than usual to respond to your inquiry.

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From: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Sent: Tuesday, October 5, 2021 10:29 PM

To: 'Erik Nickel' <enickel@niagarafalls.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Bill Matson <billmatson@niagarafalls.ca>

Subject: [EXTERNAL] RE: Council Motion Re Willowdell Road

Thanks Erik

It will be added to the ESR file.

Regards,

Carolyn Ryall
Director

Transportation Services Division
Public Works
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7
Direct: 905-984-3620
Cell: 905-401-9105
Toll Free: 1-800-263-7215
Carolyn.Ryall@niagararegion.ca

From: Erik Nickel <enickel@niagarafalls.ca>
Sent: Tuesday, October 05, 2021 7:54 PM
To: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
Cc: 'Bot, Noris' <Noris.Bot@parsons.com>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Goertz, Richard <Richard.Goertz@parsons.com>; Bill Matson <billmatson@niagarafalls.ca>
Subject: Council Motion Re Willowdell Road

Hi Carolyn and team,

As the last order of business, City Council tonight passed a motion that they wish to see a Traffic Signal with full-movement at the Lyons Creek and Willowdell Road Intersection.

Our Clerk Bill Matson is copied here, and I would ask that he send to all copied here an “official” copy of the motion on City Letterhead so that it can be incorporated into the EA document.

Thank you.

Erik Nickel, P.Eng. | Director of Municipal Works / City Engineer | Municipal Works | City of
Niagara Falls
4310 Queen Street | Niagara Falls, ON L2E 6X5 | (905) 356-7521 ext. 4219 | Fax 289-296-0048 |
enickel@niagarafalls.ca

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October 28, 2021

Ann-Marie Norio
Regional City Clerk
Niagara Region
1815 Sir Isaac Brock Way
P.O. Box 1042
Thorold, ON L2V 4T7

Ann-Marie:

Sent via email: Ann-Marie.Norio@niagararegion.ca

Re: Traffic Light Request – Willodell Road and Lyons Creek Road

Please be advised that City Council at its meeting of October 5, 2021 passed the following motion:

ORDERED on the motion of Councillor Mike Strange, Seconded by Councillor Chris Dabrowski that Council make a recommendation to the Region that the "right-turn only" being recommended by the Region at the intersection of Willodell Road and Lyons Creek Road, be replaced with a traffic light as a better option, rather than a boulevard.

If you have any questions, please contact me directly.

Sincerely,

A handwritten signature in black ink, appearing to read "Bill Matson", written over a white background.

Bill Matson
City Clerk

From: Goertz, Richard <Richard.Goertz@parsons.com>

Sent: Tuesday, June 9, 2020 4:54 PM

To: Hall,Donald <Donald.Hall@niagarahealth.on.ca>; Embir,Ben <Ben.Embir@niagarahealth.on.ca>

Cc: 'Frost, Jordan' <Jordan.Frost@niagararegion.ca>; Alden, Marianne <Marianne.Alden@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>

Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Sensitive

Hi Ben/Don;

Thanks for your email response. We will include your email in the EA documentation and provide you with future updates as our project progresses.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374

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From: Hall,Donald <Donald.Hall@niagarahealth.on.ca>

Sent: Tuesday, June 09, 2020 2:53 PM

To: Embir,Ben <Ben.Embir@niagarahealth.on.ca>; Goertz, Richard <Richard.Goertz@parsons.com>

Cc: 'Frost, Jordan' <Jordan.Frost@niagararegion.ca>

Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hello Richard,

My coordinates are noted below

Thnx Don

Donald R. Hall, B. Arch Sci., MBA, MAATO
Senior Transaction & Construction Manager,
Redevelopment Project Office
donald.hall@niagarahealth.on.ca

W: 905.378.4647 xt 57989 | C: 289.929.4124

5546 Portage Road, Niagara Falls, ON L2E 6X2

Allied Health Building, Suite 205

niagarahealth

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If possible and practical, please avoid printing this e-mail

From: Embir,Ben <Ben.Embir@niagarahealth.on.ca>

Sent: 9-Jun-2020 14:16

To: 'Richard.Goertz@parsons.com' <Richard.Goertz@parsons.com>

Cc: Hall,Donald <Donald.Hall@niagarahealth.on.ca>; 'Frost, Jordan'

<Jordan.Frost@niagararegion.ca>

Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Richard,

Please find attached Agency Comment Form on behalf of Niagara Health expressing interest in your project and requesting to be informed on developments.

Could I also request that Don Hall (cc'd hereto) also be included on those communications.

Regards,

Ben Embir, Senior Design Manager, OAA

ben.embir@niagarahealth.on.ca


W: 905-378-4647 x57993 | C: 289-241-1584

5546 Portage Road, Niagara Falls, ON L2E 6X2

Allied Health Building, Suite 205

niagarahealth

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 If possible and practical, please avoid printing this e-mail

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: 5-Jun-2020 16:14

To: Embir, Ben <Ben.Embir@niagarahealth.on.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>;
Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>

Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

EXTERNAL EMAIL - USE CAUTION

Hi Ben Embir,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2105) for Schedule "C" projects. More information can be found on the attached letter and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,

Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan

Environmental Assessment Planner

625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9

salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7
Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:

A large empty rectangular box intended for user input.

From: [Adam Aldworth](#)
To: [MacVeigh, Brydon](#)
Cc: [Chan, Salina](#)
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA fish habitat classifications
Date: Tuesday, September 29, 2020 8:49:01 AM
Attachments: [image007.png](#)

Hi Brydon,

Fish Habitat classifications in Niagara were assessed by the MNRF. Below are descriptions of the fish habitat classifications:

Type 1: These areas limit the overall productive capacity. This means that if the areas are harmfully altered the productive capacity of the area would be reduced. Sensitive fish species and / or habitats are present. **This does not mean that a sensitive species must be present to achieve this designation.** This designation also pertains to springs, seeps and upwelling areas, seasonally inundated spawning habitats, refugia, nursery areas, over wintering areas, ephemeral pools as well as areas where sensitive species live during all or part of their life cycle. These areas require a **high degree of protection.** Contact MNR Biologist for updated information on these watercourses.

Type 2: Fish community is below potential due to habitat related issues. This habitat is important to the fish community but it is below its productive capacity. These areas are **ideal for enhancement or restoration projects.** Sensitive fish species may or may not be present during certain times of the year. These areas may be linked to other known areas containing sensitive species and if limiting factors are reversed these areas can be used by these species for specialized parts of their life cycle. Habitat compensation potential is good. Specific plans need to be developed. Examples of these areas are dredged/channelized creek channels (may be referred to as drains), altered waterways and abandoned canals (Feeder Canal, Old Welland Canals).

Thanks for providing photos of the watercourses.

I hope this information is helpful. Let me know if you have any other questions.

Kind regards,
Adam

Adam Aldworth, BSc, EP
Ecological Technician | Planning & Regulations

Niagara Peninsula Conservation Authority (NPCA)
250 Thorold Road West, 3rd Floor, Welland, ON, L3C 3W2
905-788-3135, ext. 248
aaldworth@npca.ca
www.npca.ca [npca.ca]

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From: MacVeigh, Brydon <Brydon.MacVeigh@parsons.com>
Sent: September 28, 2020 3:23 PM
To: Adam Aldworth <aaldworth@npca.ca>
Cc: Chan, Salina <Salina.Chan@parsons.com>
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA fish habitat classifications

Hi Adam,

Are you able to provide descriptions for NPCA's Type 1 and Type 2 Fish Habitat classifications? In the email chain below you noted that Culvert 1 is classified as Type 2 Important Fish Habitat.

During our field investigations this summer we identified this location as intermittent, indirect fish habitat as it was completely dry during the investigations and likely hadn't conveyed water in quite awhile based on conditions observed (see attached photos). We did note the potential to provide habitat seasonally during high flows due to its connection to Lyon's Creek. As such, there would be potential to contribute sediment, nutrients etc. to SAR habitat (Lake Chubsucker, Grass Pickerel) and potential to support these species during flow events.

Note - The tributary crossing under Rexinger Road downstream of the Montrose Road crossing was also dry.

Thanks,
Brydon

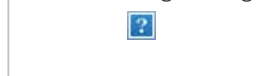
Brydon MacVeigh
Fisheries Biologist

Suite 101, 540 Bingemans Center Drive, Kitchener, ON N2B 3X9
Brydon.MacVeigh@parsons.com – M. 226-220-8918

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2016-email-tagline-4.gif



From: Adam Aldworth <aaldworth@npca.ca>
Sent: Friday, September 18, 2020 8:23 AM
To: Chan, Salina <Salina.Chan@parsons.com>; Steve Miller <smiller@npca.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>; David Deluce <ddeluce@npca.ca>
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA

Good morning Salina,

ELC and wetland boundaries can be accessed at the following link: <https://gis-npca-camaps.opendata.arcgis.com/> [gis-npca-camaps.opendata.arcgis.com]

The following subwatershed studies and reports will provide additional background information on the study area:

- South Niagara Falls Watershed Study: <https://npca.ca/images/uploads/common/NPCA-Watershed-Plan->

[South-Niagara-Falls.pdf \[npca.ca\]](#)

- Lower Welland River Characterization Report: https://npca.ca/images/uploads/common/NPCA-Watershed-Plan-Lower_Welland_River_Characterization.pdf [npca.ca]
- Wetland evaluation files can be requested from the MNRF.

The following information is offered on the watercourses/crossings identified on the provided figure:

- The watercourse crossing at Culvert 1 as identified on your attached figure is classified as Type 2 Important Fish Habitat.
- Grassy Brook Creek is classified as Type 1 Critical Fish Habitat. This watercourse is also associated with the provincially significant Lower Grassy Brook Wetland Complex.
- The Welland River is classified as Type 1 Critical Fish Habitat. The provincially significant Welland River East Wetland Complex is present along the shores of the Welland River adjacent to Montrose Road.
- Culvert 2 has not been classified for potential fish habitat.
- Warren Creek is classified as Type 2 Important Fish Habitat. This watercourse is also associated with the provincially significant Warren Creek Wetland Complex.

I hope this information is useful.

Regards,
Adam

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: September 17, 2020 6:25 PM
To: Steve Miller <smiller@npca.ca>; Adam Aldworth <aaldworth@npca.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>; David Deluce <ddeLUce@npca.ca>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA

Hi Steve,

I just sent you a Sharefile link where hopefully you will be able to upload the requested data. Let me know if you have any issues with that.

Will you be the key NPCA contact going forward for this project? We would appreciate if the key NPCA contact could fill out the attached so we can direct all related correspondence through that person.

Thank you,
Salina

From: Steve Miller <smiller@npca.ca>
Sent: Friday, September 11, 2020 9:37 AM
To: Chan, Salina <Salina.Chan@parsons.com>; Adam Aldworth <aaldworth@npca.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>; David Deluce <ddeLUce@npca.ca>
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA

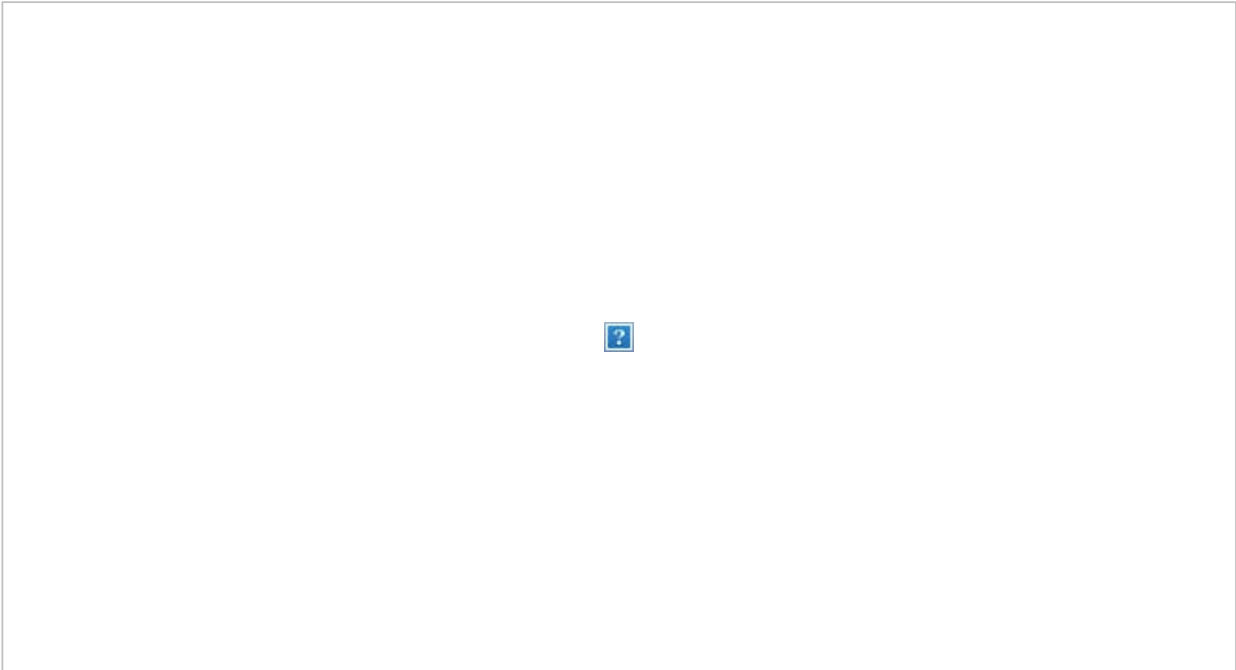
Hello Salina;

Thank you for your email.

With respect to your data request, many of these files are very large. Do you have something like a Drop Box that we could post to?

For the location of NPCA Regulation limits, floodplains, wetlands, etc. I would refer you to our on-line mapping tool 'Watershed Explorer' found on the NPCA's website at the following link:

<http://camaps.maps.arcgis.com/apps/webappviewer/index.html?id=c7555050c8f24a7cbc829395557a7988>
[\[camaps.maps.arcgis.com\]](http://camaps.maps.arcgis.com)



I would note that the Warren Creek Watershed Master Plan is in hardcopy form only. NPCA staff are presently working remotely. I am scheduled to be back in the office the week of Sept. 21 during which time I will arrange for the document to be scanned.

I would suggest that you approach the City to obtain any stormwater management plans that are of interest.

Adam – I would kindly request that you forward over to Salina any environmental information that we have for the study area indicated below.

Kind regards;

Steve Miller, P.Eng.
Senior Manager, Water Resources
Niagara Peninsula Conservation Authority
250 Thorold Road West, 3rd Floor
Welland, Ontario. L3C 3W2
Tel: 905-788-3135 x 231
smiller@npca.ca
www.npca.ca [[npca.ca](http://www.npca.ca)]

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: September 9, 2020 4:11 PM
To: David Deluce <ddeluce@npca.ca>; Steve Miller <smiller@npca.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA

Hi Steve, David,

Following up to my email last week, wanted to also add the following to the data request, if available:

- Warren Creek Watershed Masterplan
- Stormwater Management study of subdivisions on Brown Rd

We haven't heard a response from NPCA yet so if you could confirm that the emails were received and that we will hear back shortly, that'd be great.

Thank you,
Salina

From: Chan, Salina
Sent: Friday, September 04, 2020 2:55 PM
To: ddeluce@npca.ca; smiller@npca.ca
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA

Hi Steve, David,

Hope you are well. We just wanted to follow up as we haven't heard back from NPCA on the Montrose Road Municipal Class EA. I have reattached the Notice of Commencement and the Agency Comment Form to this email and we will be circulating a Notice for the second PIC on September 23, 2020 next week.

We are also looking for some data from NPCA. If you could please help us coordinate getting this information that would be great. Please see information request below:

1. Hydrologic Model (SWMHYMO, OTTHYMO, ...) Welland River;
2. Hydraulic Model (HEC-RAS, HEC-2) Welland River;
3. Welland River floodplain map
4. NPCA regulation limits;
5. Welland River Watershed Masterplan report;
6. Hydrologic models (SWMHYMO, OTTHYMO, ...) for watercourses crossing Montrose Rd between Lyons Creek Rd and McLeod Rd as shown in the map below;
 - a. Warren Creek culvert
 - b. Unnamed watercourse at Culvert – 2
 - c. Grassy Brook Culvert
 - d. Unnamed watercourse at Culvert - 1
7. Hydraulic Model (HEC-RAS, HEC-2) for watercourses crossing Montrose Rd between Lyons Creek Rd and McLeod Rd as shown in the map below;
 - a. Warren Creek culvert

- b. Unnamed watercourse at Culvert – 2
 - c. Grassy Brook Culvert
 - d. Unnamed watercourse at Culvert - 1
- 8. Watershed masterplan for watercourses crossing Montrose Rd between Lyons Creek Rd and McLeod Rd as shown in the map below;
 - a. Warren Creek culvert
 - b. Unnamed watercourse at Culvert – 2
 - c. Grassy Brook Culvert
 - d. Unnamed watercourse at Culvert – 1
- 9. Environmental Data including
 - a. ELC
 - b. Wetlands
 - c. Screening Layers
 - d. Anything else that relates to terrestrial and aquatic resources



Please let me know if you have any questions about the study and the requested information.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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From: [Jessica Abrahamse](#)
To: [Chan, Salina](#)
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - SWM Strategy
Date: Thursday, May 13, 2021 11:52:15 AM
Attachments: [image001.jpg](#)

Hi Salina,

I will do my best to assist you with this – what is your timeline for having comments back from the NPCA?

With Best Regards,

Jessica Abrahamse M.E.S.
Watershed Planner

250 Thorold Road West, 3rd Floor
Welland, On
L3C 3W2
(905) 788-3135 Ext. 235
jabrahamse@npca.ca
www.npca.ca [[npca.ca](#)]
[NPCA Mapping Tool \[camaps.maps.arcgis.com\]](http://camaps.maps.arcgis.com)

Thank you for your email. Due to the COVID-19 pandemic, the NPCA has taken measures to protect staff and public while providing continuity of services. NPCA enforcement, permitting and planning functions are continuing to operate, however there may be delays in receiving responses to inquiries or complaints due to staff restrictions and remote work locations. Updates with regards to NPCA operations and activities can be found on our website at www.npca.ca/our-voice [[npca.ca](#)], the NPCA Facebook page at <https://www.facebook.com/NPCAOntario> [[facebook.com](#)] and on Twitter at https://twitter.com/NPCA_Ontario [[twitter.com](#)].

For more information on Permits, Planning and Forestry please go to the Permits & Planning webpage at <https://npca.ca/administration/permits> [[npca.ca](#)].

For mapping on features regulated by the NPCA please go to our GIS webpage at <https://gis-npca-camaps.opendata.arcgis.com/> [[gis-npca-camaps.opendata.arcgis.com](#)] and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 155/06 please go to the NPCA Enforcement and Compliance webpage at <https://npca.ca/administration/enforcement-compliance> [[npca.ca](#)].

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: May-13-21 11:49 AM
To: Jessica Abrahamse <jabrahamse@npca.ca>
Subject: FW: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - SWM Strategy

Good morning Jessica,

I noted that you are the NPCA planner for the City of Niagara Falls and we have been trying to get in

touch with NPCA on this key project for the Region. I haven't heard back from David or Steve, but I'm wondering if you were passed this project?

We're trying to get to EA Completion and need NPCA input on the civil and drainage design. Could you take a look and let us know any next steps? Or pass this along to the correct NPCA staff?

Thanks,
Salina

From: Chan, Salina
Sent: Wednesday, May 05, 2021 2:16 PM
To: David Deluce <ddeLUce@npca.ca>; Steve Miller <smiller@npca.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Zareie, Alireza <Alireza.Zareie@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - SWM Strategy

Hi David, Steve,

Wanted to follow up with you on NPCA correspondence for this project. We recently held PIC #3 where we presented our preliminary preferred design and am now moving to complete the EA document for public review so that this project can proceed to detail design and construction. We are reaching out again as we want to incorporate any NPCA comments at this stage to help us move this project along smoothly and to identify any concerns now. Can you please provide a key NPCA contact with whom we can provide the design for review and comment and help us initiate this project review?

Thank you,
Salina

From: Chan, Salina
Sent: Tuesday, November 10, 2020 10:23 AM
To: Zareie, Alireza <Alireza.Zareie@parsons.com>; David Deluce <ddeLUce@npca.ca>; Steve Miller <smiller@npca.ca>
Cc: Karimi, Shahram <Shahram.Karimi@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - SWM Strategy

Hi David, Steve,

Just wanted to follow up with this email to see if you had any feedback or comments.

Thank you,
Salina

From: Zareie, Alireza <Alireza.Zareie@parsons.com>

Sent: Monday, October 26, 2020 5:51 PM

To: David Deluce <ddeluce@npca.ca>; Steve Miller <smiller@npca.ca>

Cc: Karimi, Shahram <Shahram.Karimi@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>

Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - SWM Strategy

Hello David,

As part of EA process for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek/Biggar Road), Parsons has reviewed NPCA SWM manual, available background watershed master plans and secondary plans within the project limit. We would like to share our understanding of available stormwater management (SWM) strategy proposed in previous studies and NPCA SWM Manual as well as our proposed SWM strategy within the project limit. Your feedback is greatly appreciated.

Our understanding

- Water Quantity Control:

The project limit in term of Welland River watershed, Warren Creek, Grassy Brook and Lyons Creek tributary is identified as the tailwater close to the watershed outlet. Based on Warren Creek Watershed Master Plan and Grand Niagara Falls secondary plan, quantity control is not required; however, overland flow routes are to be designed to have sufficient capacity for Regulatory Storm (100 Year storm event).

- Erosion Control:

Detention of 25 mm 4-hour Chicago Design Storm over a 24-hour period shall be provided for all receiving systems.

- Water Quality Control:

Level of fish sensitivity defines the required quality control level. Based on NPCA Manual, Welland River and Grassy Brook are defined as Critical watercourses (Type 1 fish habitat) and Enhanced level quality control shall be provided. Also, a tributary of Lyons Creek crossing Montrose Road and Warren Creek are defined as Important watercourses (Type 2 fish habitat) and Normal level quality control shall be provided.

Proposed SWM Strategy

- Water Quantity Control:

Project impact (Road widening) on peak flow at all watercourse crossings will be modelled based on NPCA SWM guidelines to ensure that no significant peak flow increase will be resulted from the project.

- Erosion control:

As the project is a linear project with the main goal of improving access for future South Niagara Hospital and residential developments west of Montrose Road, best practices to

accommodate LID measures within the project limit will be provided; however, considering the ROW limitations and soil condition which imply high water table and low infiltration, it is expected that the erosion control requirement of detaining design rainfall event (25mm 4-hour Chicago storm) for 24 hours may not be completely achievable. This will be confirmed during detail hydrology/hydraulic modeling for the corridor.

- Water Quality Control:

Combination of LID measures and Oil/Grit separators will be proposed to ensure that 80% TSS removal for Welland River/ Grassy Brook and 70% TSS removal for Warren Creek /Tributary of Lyons Creek is provided.

Regards,

Alireza Zareie, MSc, P.Eng.

Drainage Engineer

625 Cochrane Drive, Suite 500

Markham, Ontario L3R 9R9

Alireza.Zareie@parsons.com www.parsons.com - P: +1 905-917-3291

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June 23, 2021

Our File No.: PLEA202100742

BY E-MAIL ONLY

Ms. Salina Chan
Parsons Inc.
625 Cochrane Rd. Suite 300
Markham, On.
L3R 9R9

Attention: Salina Chan – Environmental Planner

Subject: Environmental Assessment Comments
Regional Road 98 (Montrose Road)
Regional Road 47 (Lyon's Creek Road/Biggar Road)
City of Niagara Falls

The NPCA has received a request to review a Schedule C Municipal Class Environmental Assessment, currently in the preliminary design phase for a detailed transportation assessment, and detailed design and contract document in preparation for Regional Road 98 (Montrose Rd.), and Regional Road 47 (Lyons Creek Road)/Biggar Road in the City of Niagara Falls.

NPCA Policies

The NPCA regulates watercourses, flood plains (up to the 100 year flood level), Great Lakes shorelines, hazardous land, valleylands, and wetlands under *Ontario Regulation 155/06 of the Conservation Authorities Act*. The NPCA's *Policies, Procedures and Guidelines for the Administration of Ontario Regulation 155/06 and Land Use Planning Policy Document* (NPCA policies) provides direction for managing NPCA regulated features. The subject lands contain multiple NPCA regulated Provincially Significant Wetlands, Warren Creek Wetland Complex, Welland River East Wetland Complex, Lower Grassy Brook Wetland Complex, Lyon's Creek North Wetland Complex and their respective 30m buffer area's. In addition there are several NPCA regulated watercourses and headwater drainage features including Warren Creek, Lyons Creek, Welland River and Grassy Brook. Additionally, there are mapped floodplains and valley lands associated with several of the above-mentioned watercourses.

NPCA staff note that an EIS and Geotechnical report are identified as in the process of being completed. As impacts to multiple NPCA regulated features are anticipated as a result of the proposed designs, the sooner the reports can be shared, NPCA staff can provide more detailed comments.

NPCA Regulated Wetlands and Watercourses

To facilitate construction of the preferred alternative for Montrose Road Section 2, Warren Creek is identified as needing to be realigned which will also impact the Warren Creek Wetland Complex. Conceptual alternatives that are less impactful to Warren Creek and its associated wetlands are preferred by NPCA staff. Mitigation methods to protect the adjacent NPCA regulated features are requested to be submitted for review.

NPCA staff note that significant environmental impacts have been identified for the proposed expansion of the Welland River Bridge. A rationale is requested as to why the widening of the bridge along the centreline is not feasible. This alternative is identified as being more impactful to property owners, however less impactful to significant NPCA regulated features within the work area than the current preferred alternative.

NPCA staff note that two regulated watercourses are identified on the south side of Lyons Creek Road east of Montrose Road which will be disturbed by the proposed road expansion, these two watercourses were not identified and should be added.

NPCA staff note that wetland reconfiguration/compensation and watercourse realignment are identified as being required to facilitate the current preferred alternative. The NPCA has policies to address wetland compensation, 8.2.2.6 Wetland Reconfiguration and Compensation for Non-Provincially Significant Wetlands and 9.2.3.2. Criteria for Assessing Watercourse Alterations, the intent of these policies should be followed if this type of work is to be undertaken and will require permitting from the NPCA.

Once the features within the study area are understood, the proposed development should take these regulated features into account when determining the preferred alternative. It should be demonstrated that all other alternatives have been exhausted and that the final road footprint is minimized to the extent possible to reduce the impacts to the various NPCA regulated features within the study area. If the removal of wetlands are required as a result of the preferred alternative, reconfiguration options of wetlands should follow the intent of NPCA Policy 8.2.2.6. If watercourse realignments are required based on the preferred alternative, realignment options should follow the intent of NPCA Policy 9.2.3.2. Channel realignments are encouraged to use natural channel design principles. These natural channel design principles can serve as mitigation measures to reduce the overall impacts to the wetlands and watercourses within the study area.

Wherever possible, opportunities for the enhancement of regulated features within the study area should be incorporated into the design. Enhancement opportunities may include but not be limited to invasive species management, native species planting and edge management opportunities.

NPCA Regulated Floodplains

With respect to the regulated floodplain identified on the mapping, in principle the NPCA staff do have any objections to the proposed works, however at the design stage, it is requested that the floodplain elevations be added to all drawings and NPCA staff will require confirmation that the floodplain will not be negatively impacted.

There are several valley slopes indicated on the mapping near Grassy Brook Road, Montrose Road and Oakwood Dr. It appears that the valley slopes are present on the Montrose Road and Lyon's Creek Road/Biggar Road. In addition, further geotechnical work may be requested depending on the scope, nature and location of where the proposed works will be located. An addendum to this letter will be provided once technical staff have had an opportunity to review the information provided.

Conclusion

Until a final design has been completed, the comments provided should be used as a guide in contemplating decisions. A further addendum will be following this letter addressing the valley slopes identified on NPCA's regulated mapping. All finalized designs will be reviewed in more detail by NPCA staff and supporting grading plans showing the total limit of development, topographic surveys, and any supporting studies such as a geotechnical report or Environmental Impact Study should accompany the submission. Work permits for all works undertaken within NPCA regulated features will be required.

I hope this information is helpful. If you have any questions, please let me know.
Sincerely,

A handwritten signature in blue ink, appearing to read "Jessica Abrahamse".

Jessica Abrahamse, M.E.S.
Watershed Planner, NPCA

From: [Jessica Abrahamse](#)
To: [Chan, Salina](#)
Subject: [EXTERNAL] Montrose Road & Lyons Creek Road - NPCA Comments
Date: Thursday, July 8, 2021 3:33:53 PM

Hi Salina,

NPCA staff have had an opportunity to review the area's where there appear to be valley slopes near Grassy Brook Road, Montrose Road and Oakwood Dr. and do not have any further requirements for geotechnical studies.

With Best Regards,

Jessica Abrahamse M.E.S.
Watershed Planner

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jabrahamse@npca.ca
www.npca.ca [[npca.ca](#)]
[NPCA Mapping Tool \[camaps.maps.arcgis.com\]](http://npca.maps.arcgis.com)

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For more information on Permits, Planning and Forestry please go to the Permits & Planning webpage at <https://npca.ca/administration/permits> [[npca.ca](#)].

For mapping on features regulated by the NPCA please go to our GIS webpage at <https://gis-npca-camaps.opendata.arcgis.com/> [[gis-npca-camaps.opendata.arcgis.com](#)] and utilize our Watershed Explorer App or GIS viewer.

To send NPCA staff information regarding a potential violation of Ontario Regulation 155/06 please go to the NPCA Enforcement and Compliance webpage at <https://npca.ca/administration/enforcement-compliance> [[npca.ca](#)].

Due to the COVID-19 pandemic, the NPCA has taken measures to protect staff and public while providing continuity of services. The NPCA main office is open by appointment only with limited staff, please refer to the [Staff Directory \[npca.ca\]](#) and reach out to the staff member you wish to speak or meet with directly. Our Conservation Areas are currently open, but may have modified amenities and/or regulations.

Updates regarding NPCA operations and activities can be found at [Get Involved NPCA Portal \[getinvolved.npca.ca\]](#), or on social media at [NPCA's Facebook Page \[facebook.com\]](#) &

October 13, 2021

Jessica Abrahamse, MES
Watershed Planner
Niagara Peninsula Conservation Authority
Sent via email: jabrahamse@npca.ca

Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment
NPCA Comments

Dear Jessica,

Thank you for your consolidated comments from NPCA received on June 23, 2021 for the Montrose Road Municipal Class EA study. In our background review we have identified many of the sensitive natural environment features that were noted in the June 23, 2021 letter and have incorporated those features into the Natural Environment Assessment Report. We are providing this letter as a response to the preliminary comments received for the EA study.

NPCA comment: Conceptual alternatives that are less impactful to Warren Creek and its associated wetlands are preferred by NPCA staff. Mitigation methods to protect the adjacent NPCA regulated features are requested to be submitted for review.

The preferred design alternative in Section 2 of Montrose Road (Canadian Drive to Chippawa Creek Road) includes widening of Montrose Road to the west, which results in the need to realign Warren Creek, which is directly adjacent to Montrose Road, running along the ditchline. Widening to the east or centreline of Montrose Road in Section 2 is constrained by the QEW to the east, as widening of the road will result in encroachment into MTO lands, impacting the ditch and potentially the travel lanes. Key mitigation measures that will be incorporated include:

- Maintain existing drainage pathways and flow regimes during and post-construction
- Maintain vegetated buffers within and surrounding natural features to be retained. Minimum vegetated buffers includes 30 m from PSWs, 15 m from non-PSWs and 10 m from woodlands, where possible
- Revegetate disturbed areas with native vegetation appropriate to site conditions following construction
- Implement timing restrictions with removals to occur outside of sensitive periods (e.g., winter months)
- Demarcate the work zones to ensure work remains within the construction limits
- All in-water works will be completed within the appropriate in-water timing windows for construction activities provided by MNDMNR and scheduled to avoid wet and rainy periods to minimize erosion and sedimentation and avoid the input of contaminants to the watercourses
- All in-water works will be isolated from the watercourse and contained with the use of cofferdams. Isolated areas will be dewatered prior to work and pump intakes will be screened in accordance with DFO's Interim Code of Practice: to avoid impingement and entrainment of fish
- An effective erosion and sediment control (ESC) plan will be designed and implemented prior to construction including topsoil and seed, silt fence barriers, and erosion control blankets to prevent sediment from entering the watercourse. ESC measures will be monitored and maintained throughout construction
- Vegetation removals will be minimized where possible and disturbed areas will be seeded and revegetated upon completion of construction activities
- Machinery will arrive onsite in clean working order and maintained free of fluid leaks and have spill kits and drip pans.
- A Spill Prevention and Response Contingency Plan will be prepared prior to commencement of construction operations

A detailed description of specific mitigation measures and measures to protect fish and fish habitat are provided in Section 6.5 – Table 10 of the Natural Heritage Assessment Report.

NPCA comment: Significant environmental impacts have been identified for the proposed expansion of the Welland River Bridge. A rationale is requested as to why the widening of the bridge along the centreline is not feasible.

The preferred design alternative for the alignment of the Montrose Road bridge over the Welland River is constrained on the west due to properties as well as buildings. Not only is frontage required from the properties, at some properties, physical buildings may be impacted by the widening. Additionally, in coordination with the South Niagara Falls Wastewater Treatment Plant project, they will be tunneling their new sanitary sewer on the west side of the existing bridge.

NPCA comment: NPCA staff note that two regulated watercourses are identified on the south side of Lyons Creek Road east of Montrose Road which will be disturbed by the proposed road expansion, these two watercourses were not identified and should be added.

There is one CSP that crosses under Montrose Road, south of Lyons Creek Road, that was reviewed and assessed to be a drainage culvert. The second watercourse is Lyons Creek that crosses south of the QEW/Lyons Creek Road interchange. This watercourse has been included in the Natural Environment Assessment Report.

The draft Natural Environment Assessment Report is attached for NPCA review and comment and may address some of the comments and concerns identified by NPCA. Also attached is the latest design, which is largely the same as the design shown at PIC #3. Through the evaluation of alternative design concepts, the project team has reviewed impacts to key environmental features in the study area including woodlands, wetlands, and watercourses and have attempted to minimize environmental impacts, where possible, while also meeting design standards and requirements. It is acknowledged that an NPCA permit will be required and this commitment for detailed design has been incorporated into the Environmental Study Report.

Sincerely,

Salina Chan,
Environmental Assessment Planner
Parsons Inc.



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7
Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager

Email: Richard.Goertz@parsons.com

Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:

[Empty rectangular box for comments or areas of interest]

Planning and Development Services

1815 Sir Isaac Brock Way, Thorold, ON L2V 4T7
905-980-6000 Toll-free:1-800-263-7215

Via Email Only

July 2, 2020

File No.: E.03.04.EN-20-0019

Rick Goertz, P.Eng.
Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7

Dear Mr. Goertz:

**Re: Planning and Development Services Comments
Regional Municipality of Niagara - Montrose Road and Lyons Creek Road /
Biggar Road Municipal Class Environmental Assessment**

Regional Planning and Development Services staff have reviewed the information circulated with regard to the initiation of a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road in the City of Niagara Falls.

Montrose Road is an important transportation corridor in an area with significant planned and potential development, including a new South Niagara Falls Hospital. Regional Planning and Development Services staff are fully supportive of this Environmental Assessment, and wish to emphasize the potential for this corridor and future road/infrastructure upgrades to support development in the area and the residents of Niagara. Regional staff offers the following comments regarding Provincial and Regional planning policy and urban design for your consideration as the project advances.

Provincial and Regional Policies

The study area is located within a Settlement Area under the 2020 Provincial Policy Statement (PPS) and within the Greenfield Area under the 2019 A Place to Grow: Growth Plan for the Greater Golden Horseshoe (Growth Plan). Both the PPS and the Growth Plan direct growth to settlement areas and encourage a mix of land uses and densities that are compatible; efficiently use land, resources, infrastructure, and public service facilities, which are planned or available; and, support vibrant neighbourhoods.

July 3, 2020

The study area is located within the Urban Area of the City of Niagara Falls, as designated in the Regional Official Plan (ROP). The study area is also designated as part of the Niagara Economic Gateway Centre in the ROP, being employment lands within the Settlement Area of the City of Niagara Falls, and is identified as a Strategic Location for Investment under Section 3 of the ROP. A full range of residential, commercial and industrial uses are permitted generally within the Urban Area designation of the ROP, subject to the availability of adequate municipal services and infrastructure, and in accordance with local Official Plan policies. The ROP also directs the efficient use of land within the Urban Area, including development of higher densities than in the past and using lands suitable for infilling, intensification and redevelopment to promote more compact urban forms.

As noted above, Montrose Road is an important transportation corridor that will provide access to the South Niagara Hospital site, as well as support population and employment growth in Niagara Falls as envisioned by the Garner South (Appendix I) and Grand Niagara (Appendix II) Secondary Plans. Planning and Development Services is fully supportive of the Montrose Road EA, as it will facilitate further development in the area and the movement of people and goods along this employment corridor. Regional staff recognizes that this project is a major investment from an infrastructure perspective, but that it also has the capacity to fulfill a broader complete communities and active transportation role. To this end, Planning and Development Services staff is committed to assisting the project team as needed from a planning and urban design perspective. Regional staff is supportive of the work being undertaken, and looks forward to continuing to work with the project team moving forward, including feedback on the alternative solutions and designs, to address the comments below.

Urban Design

The Urban Design and Landscape Architecture team are interested in the design of public realm components of this EA project. We are also interested in the relationship of active transportation facilities to the public realm, and the interface between the public and private realm. Specific areas of interest include:

ACTIVE TRANSPORTATION

Cycling facilities

Urban Design staff encourage the separation of cycling facilities from vehicular traffic in order to accommodate the widest range of cyclists.

Multi-use trails/paths

Where multi-use paths are proposed, please ensure that they are wide enough to accommodate users travelling at different speeds (pedestrians, cyclists, mobility devices, etc.).

Sidewalks

Consider providing wider sidewalks in the vicinity of high pedestrian traffic, including transit stops.

STREETSCAPE ELEMENTS

Street trees

Urban Design staff encourage the use of best practices in the planting of street trees in order to attain appropriate soil volumes. With this in mind, it is recommended that utilities are located outside of the tree planting area, and placed within a joint utility trench or co-located where possible.

Sustainable elements

It is recommended that LID features are incorporated into the boulevard design where appropriate. This could include bio-swales, rain gardens and vegetated swales.

Street lighting

For areas of high pedestrian traffic, it is recommended that pedestrian-scaled lights are included on the street lights

Street furnishings

Consider providing street furnishings along the road in strategic locations. This includes: benches, bike racks and trash/recycling receptacles.

Wayfinding

Consider a wayfinding program that responds to a variety of users (pedestrians, cyclists and motorists). This is specifically important in the vicinity of the new hospital campus. Also consider the use of banners, where appropriate, to support wayfinding elements.

STREETSCAPE ENHANCEMENTS

There are certain places within the EA study area that would benefit from an enhanced streetscape treatment. This includes:

- Placemaking (NW corner Montrose Rd and Biggar Rd)
 - The future hospital campus will be located at this site. There is an opportunity to create a plaza space at the intersection with areas for gathering and sitting. This space could also include an enhanced landscape treatment and public art.
 - There is an opportunity to provide additional seating, street trees and plant material along the hospital campus frontages (Montrose Road and Biggar Road) in order to make this area comfortable for those people accessing the site on foot, bicycle or with transit.
 - decorative cross-walks could also define this area
- Views and vistas
 - Consider providing an enhanced seating and viewing area for places along the street that include views and vistas. For example, the bridge along Montrose Road provides views to the Welland River.

Core Natural Heritage

Regional Mapping (Appendix III) indicates that the study area, as illustrated by the notice, is impacted by the following Core Natural Heritage System (CNHS) features:

- ECA – Significant Woodland
- ECA – Significant Wildlife Habitat
- ECA – Valley/Shoreline Buffer
- Fish Habitat – Types 1 and 2
- EPA – Provincially Significant Wetland

ROP Policy 7.B.1.14 allows “essential public uses of a linear nature, including transportation routes...within the Core NHS or adjacent lands where an EA for the proposed use has been approved...”. Staff is satisfied that the proposed works can be undertaken while protecting natural heritage features through the EA process, by evaluating all potential natural environmental impacts, identifying appropriate mitigation measures and complying within all other environmental protection requirements, including but not limited to potential Permits required by the Niagara Peninsula Conservation Authority (NPCA).

Archaeological Potential

The PPS and ROP provide direction for the conservation of significant cultural heritage and archaeological resources. Specifically, Section 2.6.2 of the PPS and Policy 10.C.2.1.13 of the ROP state that development and site alteration are not permitted on lands containing archaeological resources or areas of archaeological potential, unless significant archaeological resources have been conserved.

The study area has high potential for discovery of archaeological resources as a result of proximity to several registered archaeological sites to the west, and present and historic watercourses within the study area. As the existing road allowance has been heavily disturbed, an archaeological assessment may not be required; however, any excavation beyond presently disturbed lands should ensure the protection/preservation of any potential archaeological resources through the completion of an assessment. In either instance, Regional staff also recommends that the following warning clause be included in all tender and construction documents to warn of the potential for discovery of archaeological resources.

“Should deeply buried archaeological remains/resources be found during construction activities, all activities impacting archaeological resources must cease immediately, and the proponent must notify the Archaeology Programs Unit of the Ministry of Heritage, Sport, Tourism and Culture Industries (416-212-8886) and contact a licensed archaeologist to carry out an archaeological assessment in accordance with the Ontario Heritage Act and the Standards and Guidelines for Consultant Archaeologists.”

July 3, 2020

In the event that human remains are encountered during construction, all activities must cease immediately and the local police as well as the Cemeteries Regulation Unit of the Ministry of Government and Consumer Services (416-326-8800) must be contacted. In situations where human remains are associated with archaeological resources, MHSTCI should also be notified to ensure that the site is not subject to unlicensed alterations which would be a contravention of the Ontario Heritage Act.”

Conclusion

In conclusion, Planning and Development staff is supportive of the Montrose Road EA. Montrose Road is an important transportation corridor with significant development opportunity that will provide connection to the South Niagara Falls Hospital site. Staff offer the aforementioned urban design, environment and archaeological comments for consideration through the EA process. To assist the team, mapping from the Garner South and Grand Niagara Secondary Plans, as well as the location of the natural heritage features is attached in the appendices. Planning and Development staff looks forward to continuing to work with the project team moving forward, including feedback on the alternative solutions and designs, to address the comments above.

Should you have any questions related to the above comments, please feel free to contact me at 905-980-600 ext. 3432 or by email at Britney.Fricke@niagararegion.ca.

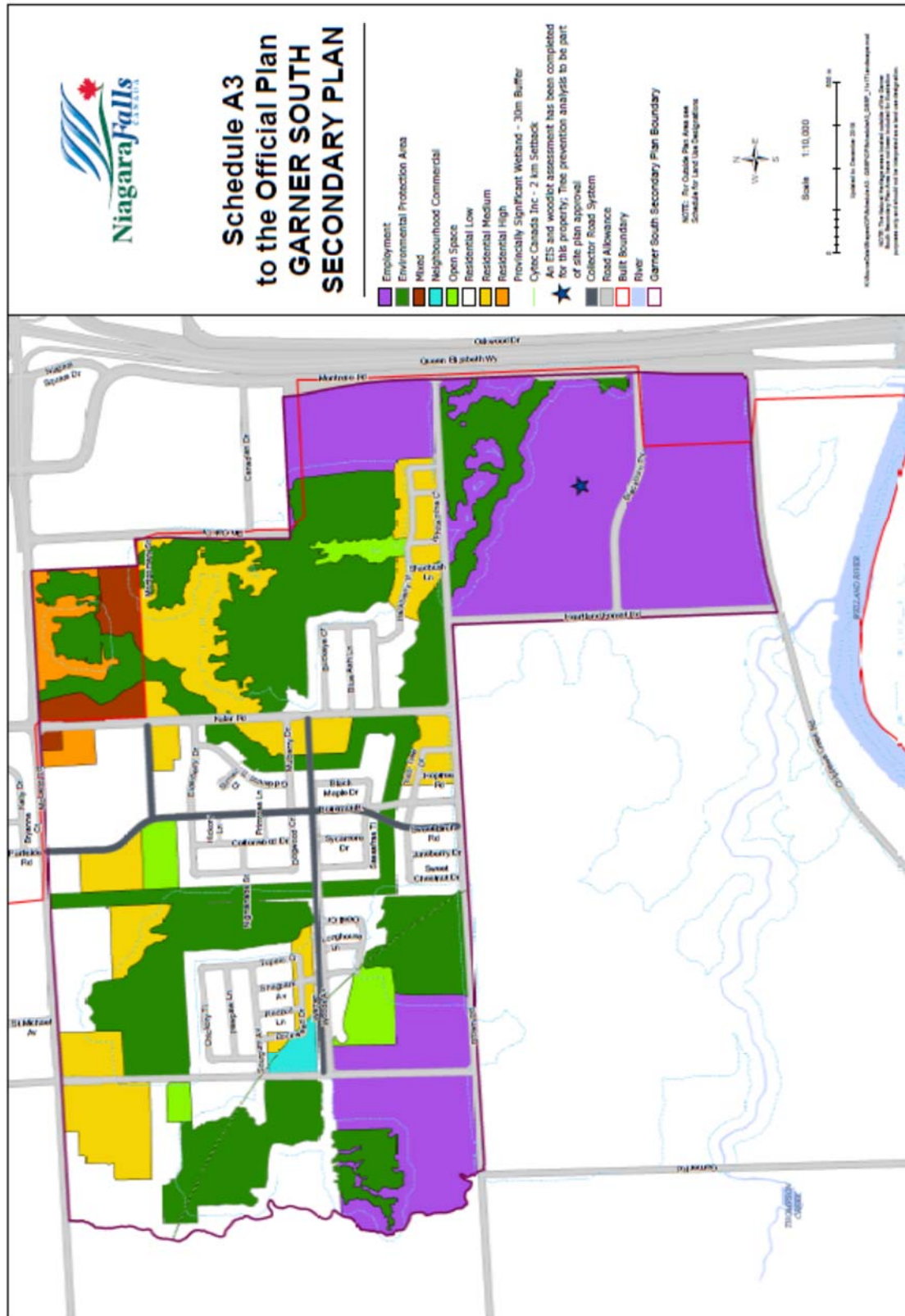
Kind regards,



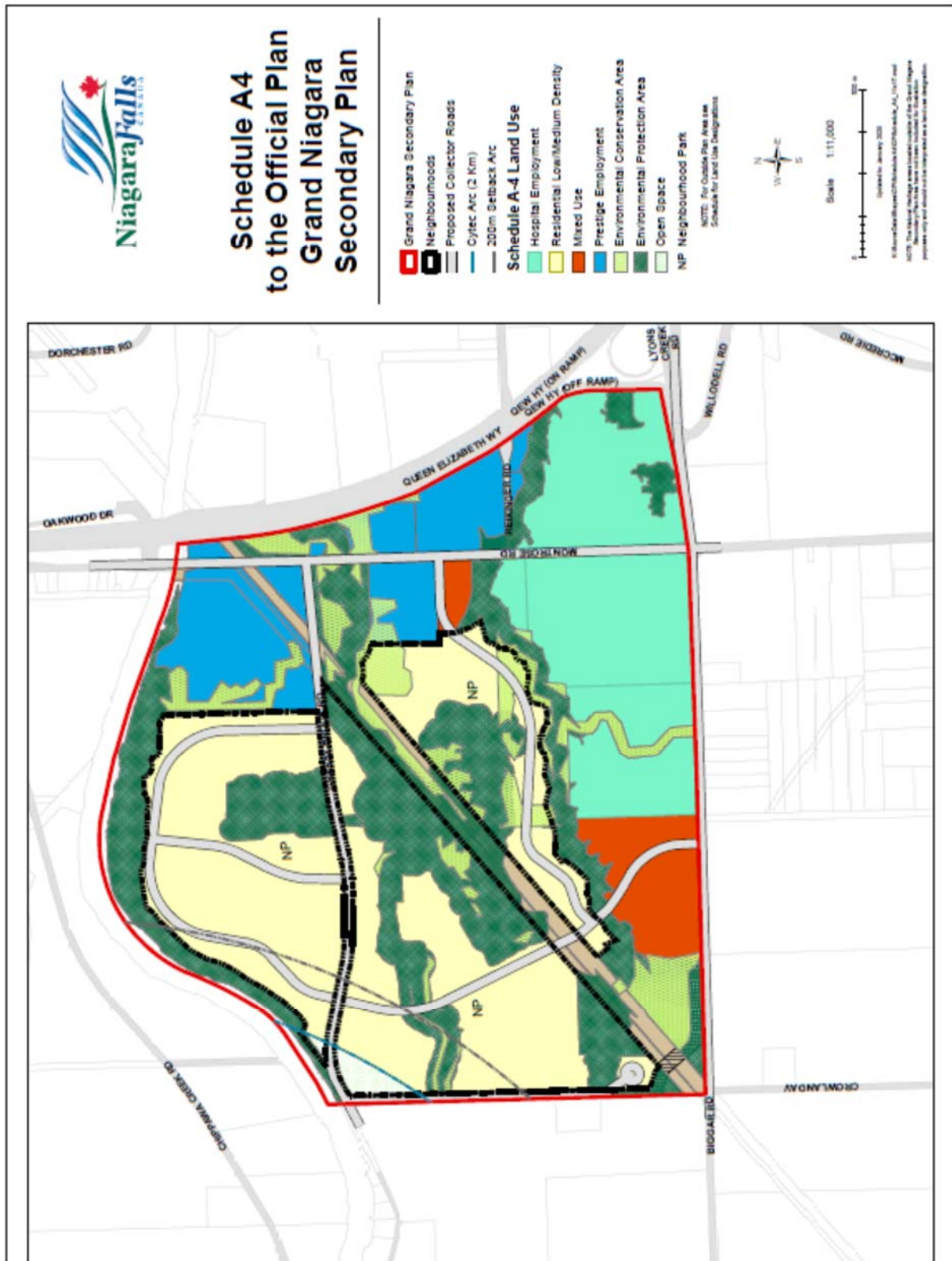
Britney Fricke, MCIP, RPP
Senior Development Planner

cc: Jordan Frost, Manager Transportation Planning, Niagara Region
Rino Mostacci, Commissioner Planning and Development Services, Niagara Region
Diana Morreale, Director Development Planning and Urban Design, Niagara Region
Pat Busnello, Manager Development Planning, Niagara Region
Khaldoon Ahmad, Manager Urban Design, Niagara Region
Julia van der Laan de Vries, Urban Designer, Niagara Region
Cara Lampman, Manager Environmental Planning, Niagara Region

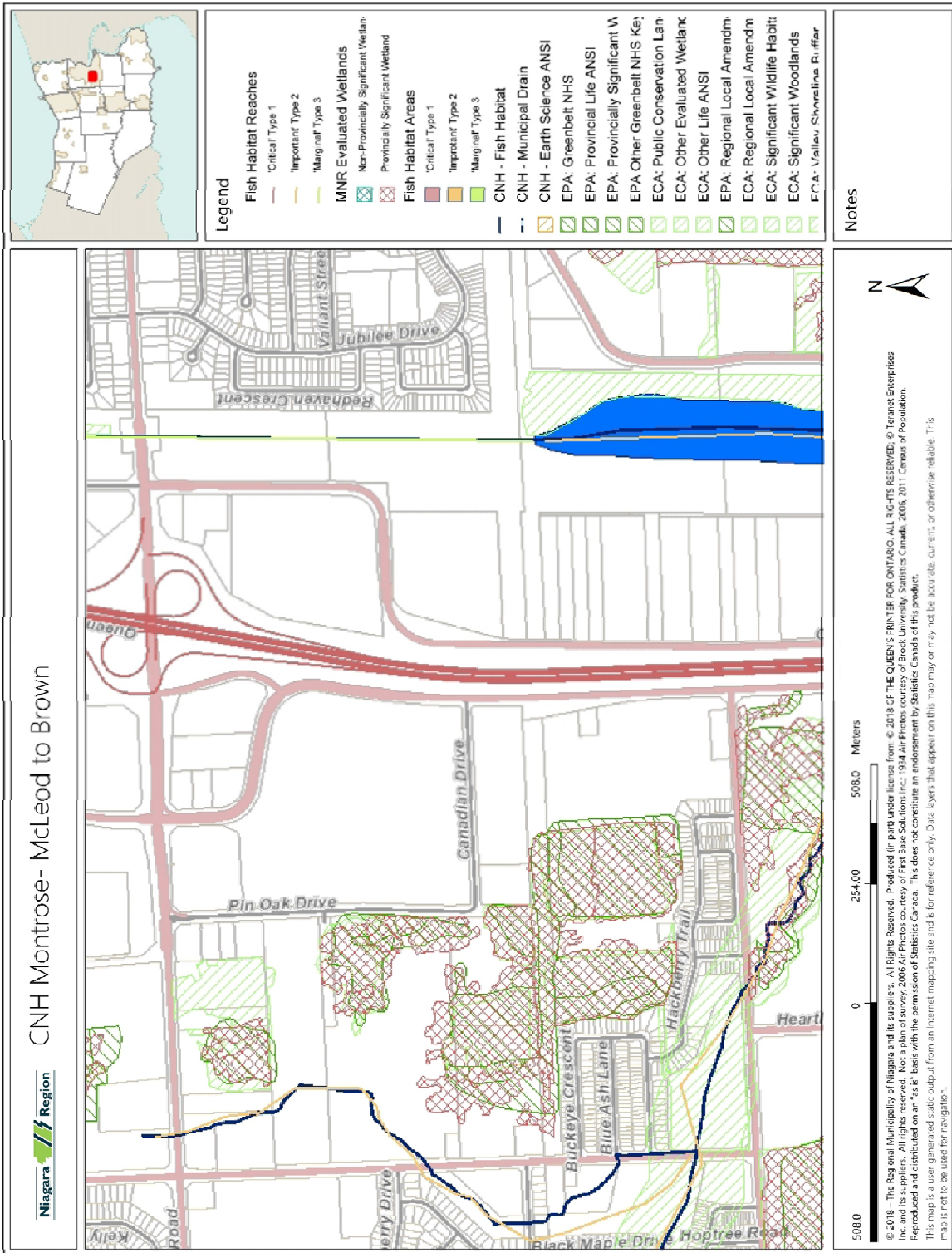
Appendix I- Garner South Secondary Plan (Land Use Plan)

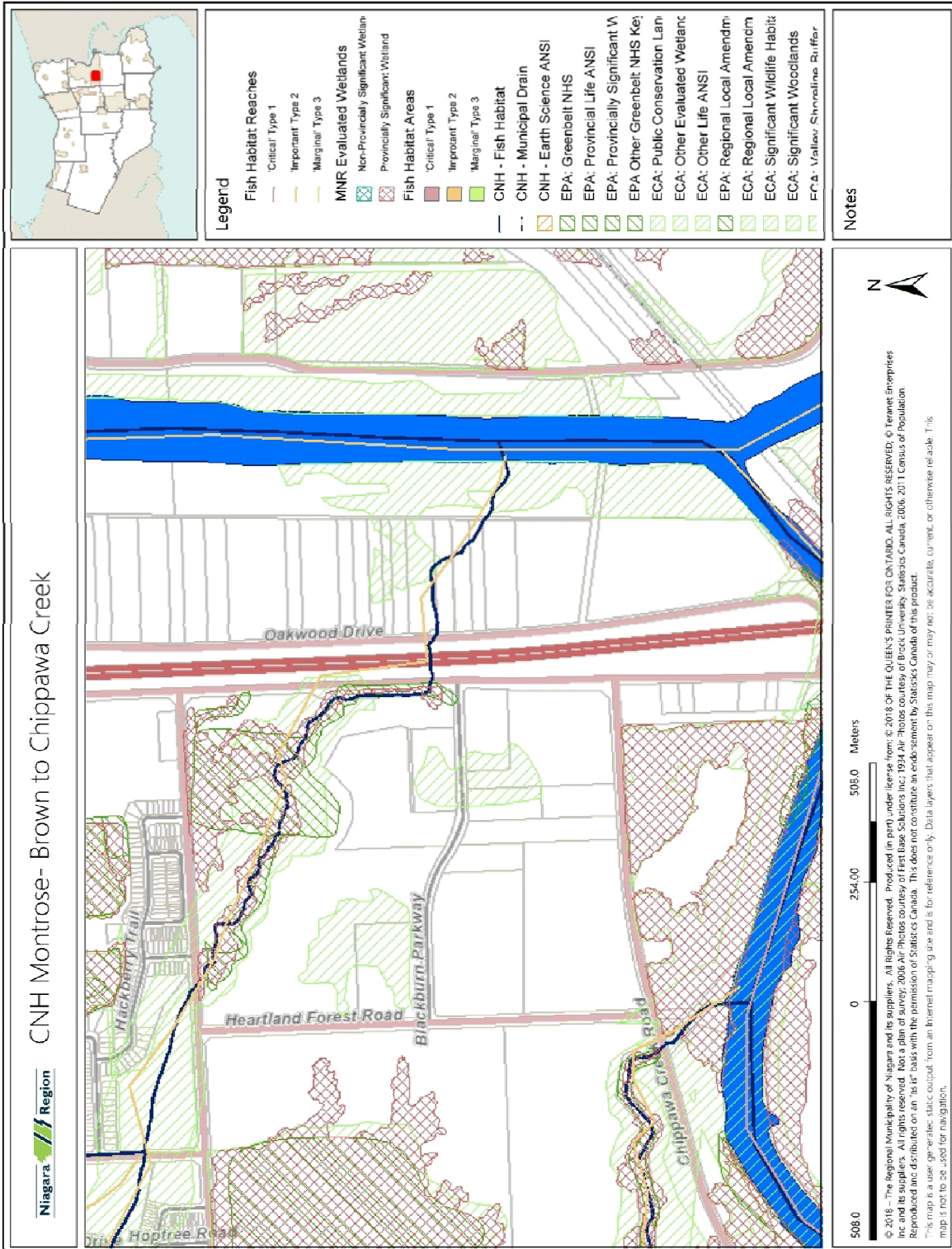


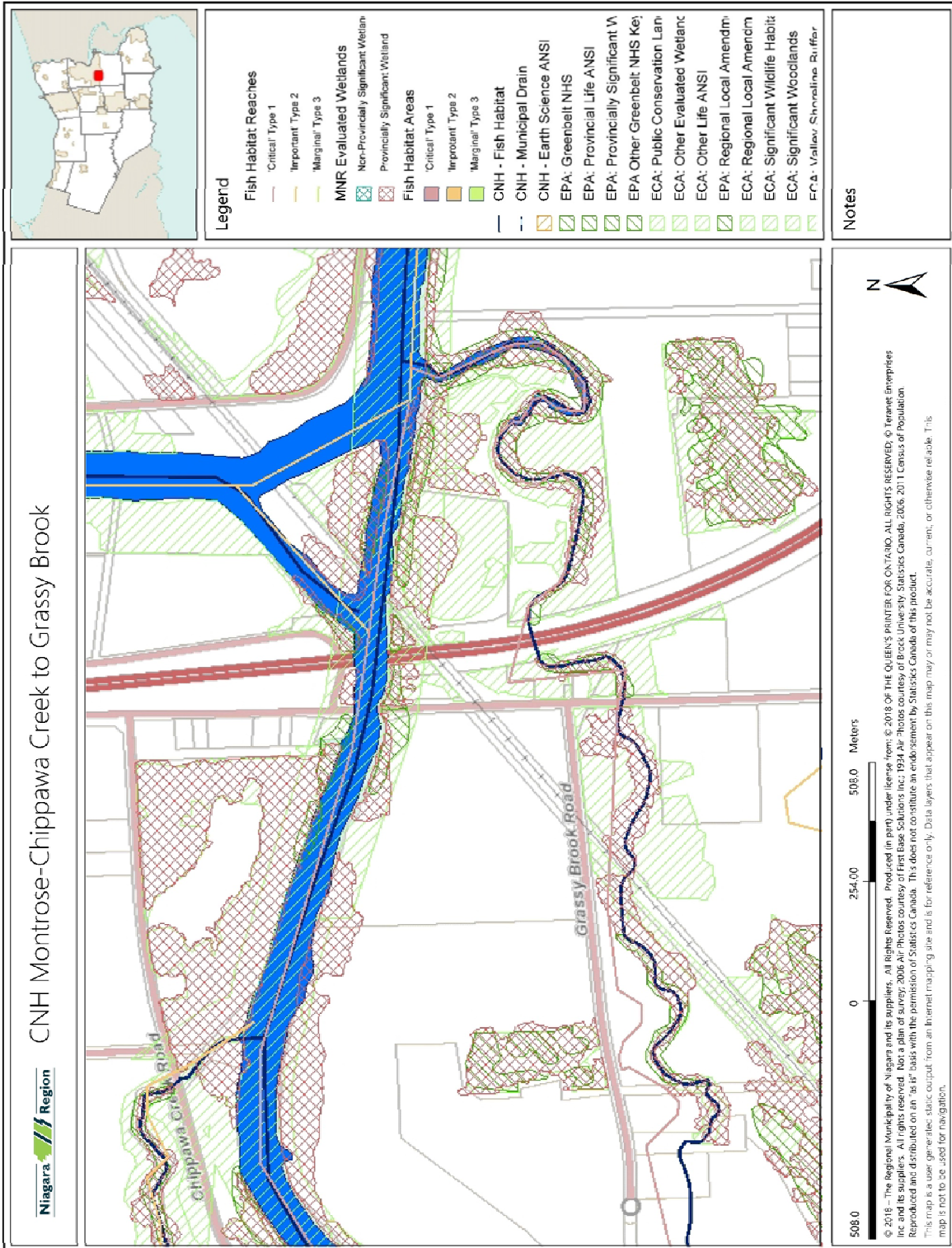
Appendix II- Grand Niagara Secondary Plan (Land Use Plan)

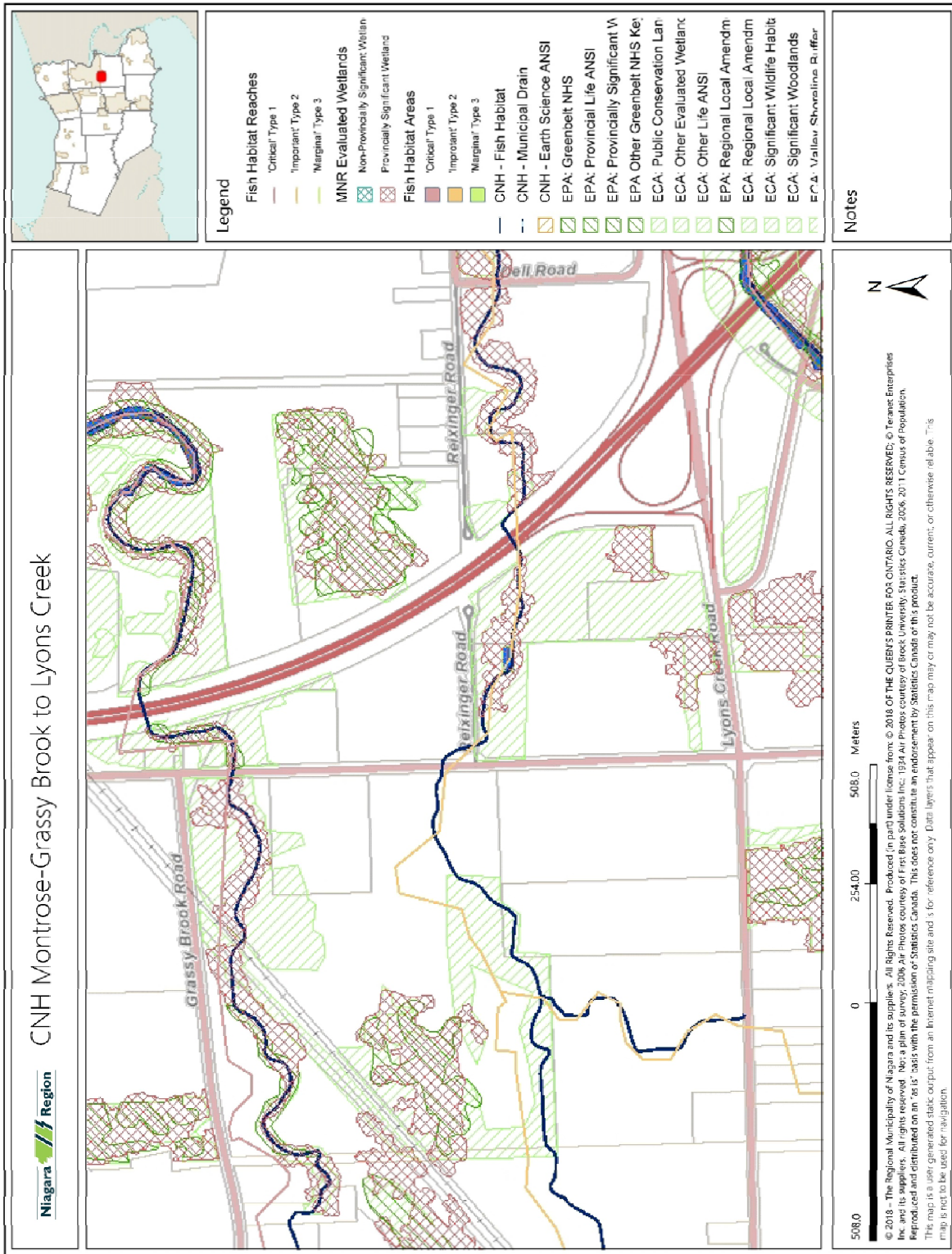


Appendix III- Core Natural Heritage Mapping











AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7
Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:

From: [Fraser, Scott](#)
To: [Chan, Salina](#); [Ryall, Carolyn](#)
Cc: [Bot, Noris](#); [Goertz, Richard](#); [Hussain, Altaf](#); [Weng, Yonghui](#); [Merriam, Sarah](#); [Sales, Alex](#)
Subject: [EXTERNAL] RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)
Date: Wednesday, October 14, 2020 11:18:51 AM
Attachments: [image001.png](#)

Salina,

Thank you for the summary. Just to followup on a few of the action items for me:

1. There will be a meaningful iteration of the bus design guidelines completed in the next couple of weeks. If it is alright with you from a timing perspective I think it makes sense to wait for that update and pass it on to you then. Likely available at or near the end of October.
2. While we should continue to work under the assumption that transit facilities will be provided on-site at the hospital, its not a guarantee at this stage. Accordingly we do in fact need to protect for stops/lay-bys in the ROW at Biggar/Montrose for now.

I have not tied off the issue of circulation at Niagara Square yet, and will get back to you on that still.

Scott

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Wednesday, October 14, 2020 11:10 AM
To: Fraser, Scott <Scott.Fraser@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>
Subject: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Scott,

For a record of our call yesterday to discuss transit for the Montrose Road EA, please see below a quick summary of our discussion:

- Bus Stop Locations
 - Maximum of 400m walking distance apart from any direction
 - Parsons noted that this guideline will allow transit stops to generally fit at the intersections with some possible mid-block stops throughout, where they may make

- sense
- Niagara Region noted that stops should be placed where it practically makes sense and will be used, rather than putting a stop for the sake of having a stop (example location is where the QEW is a barrier and a stop may not be needed)
 - NR noted the preference is to have a bus stop in the ROW instead of going onto private property as additional agreements will be needed (e.g. maintenance)
 - The existing stop at the Concentrix property goes onto their private property. If we are moving the stop to the ROW, the stop should still remain close by
 - South Niagara Hospital
 - For the purpose of the EA, assume the transit stop will be on site at the hospital – three NH options exist for this at this time
 - Where the bus will access the hospital/if a stop is needed at Montrose and Biggar will depend on the circulation pattern on the site
 - Team to discuss with Niagara Health about protecting for an on-street bus stop however should consider this in preliminary design to ensure property and designs can be accommodated
 - Niagara Square
 - Scott Fraser to take back and review if there is a circulation plan for transit in the redeveloped Niagara Square area. Parsons noted that they also plan to meet with the City to discuss this development and can inquire about facilitating transit
 - City of NF Transit has provided input along with Scott's original comments
 - Pull out bus stops on the near side of intersection are preferred. There may be occasions where far side locations would make sense based on transit user destination and need to cross busy roadways.
 - Scott Fraser to look into the draft AODA and bus stop design guidelines to see if they are available to be shared with Parsons
 - Timeline – PIC#3 anticipated for end of November, with detail design to commence in Spring 2021
 - Parsons to continue progressing the design and will provide a bus stop markup/plan for NR to review based on NR Transit criteria

Please feel free to add to or revise any of the notes above.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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-----Original Message-----

From: Goertz, Richard <Richard.Goertz@parsons.com>

Sent: Wednesday, June 24, 2020 9:17 AM

To: Alden, Marianne <Marianne.Alden@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>

Cc: Hussain, Altaf <Altaf.Hussain@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>

Subject: FW: Montrose Rd EA

Sensitive

Hi Marianne/Salina;

Please document this response from Niagara Region Public Health.

Noris/Altaf - Jackie has mentioned many design elements we need to consider for the active transportation design.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374 PARSONS - Envision More

-----Original Message-----

From: Gervais, Jackie <jackie.gervais@niagararegion.ca>

Sent: Wednesday, June 24, 2020 8:48 AM

To: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Cc: Alkarawi, Sulaf <Sulaf.Alkarawi@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Montrose Rd EA

Hello Jordan,

Please see my comments below regarding the Montrose EA and the first round of public consultation. I would be most interested in discussing my comments further with you.

This is an interesting segment of roadway on the urban/rural fringe. Given the current and future growth in this area, for example the new home development and future hospital, the focus of the comments will consider the anticipated expansion of land uses and increased activity in the area from an active transportation perspective.

McLeod and Montrose Intersection

Although not explicitly named in the EA, this is a very busy intersection with five lanes of traffic for pedestrians and/or cyclists to cross. There are also many amenities at that intersection that are of interest to people. Consider a pedestrian refuge part way across this intersection as well as different textured pavement to either side of the pedestrian crossing to make drivers more aware of pedestrian needs. This is particularly important, as some automobile drivers will have just exited the highway and may still be traveling at higher speeds. Also, consider that some youth/families will be crossing this intersection to access the skateboard/BMX bike park at the YMCA as well as the programs offered through the Y.

Opportunity to expand resident cycling, walking and cycling tourism Current community assets:

*Niagara Square

*Trail Network in the Kalar and Brown Rd neighbourhood *Heartland Forest and trails *Yogi Bear Campground

*Baden-Powell (Grassy Brook) Park *Grand River Golf Course *Employment; e.g. Call center and E.S. Fox *Part of transit route *We Go station

Future assets:

*Further residential expansion of Kalar and Brown Rd housing development (townhomes planned) *Golf course lands used for residential development (in secondary plan) *New hospital at Biggar Rd and Montrose

Network opportunities:

*Link to the Greater Niagara Cycle Route from Port Robinson to Chippawa via Grassy Brook Road (future potential) *Links between assets named above

Greater Niagara Cycle Route Side Trail

There has been discussion at the ATSC and the GNCR committee about creating a shorter (half) circle route from Port Robinson to Chippawa. There had been discussion about what the best alternatives could be. The following were some of the ideas considered that could have implications in the types of cycling facilities provided:

*Bridge-It the Ferry, to Biggar Rd/Lyon's Creek Rd all the way to the Niagara Parkway *Bridge-It the Ferry, to Biggar Rd, to Darby Rd, to Grassy Brook, to Montrose, to McLeod, to Dorchester Rd, to Chippawa Creek Rd, or *Bridge-It the Ferry, to Biggar Rd, to Darby Rd, to Grassy Brook, to Montrose, to Biggar Rd/Lyon's Creek Rd all the way to the Niagara Parkway Grassy Brook Rd had been considered because it is less busy, more attractive and people can stop at the golf course for lunch or a break. There had been debate over the comfort level of cycling over the McLeod QEW crossing or the Lyon's Creek QEW crossing in determining the next leg of the route, but there is a strong appetite to create a side route, or a shorter cycle route. Recognizing that many tourists and families use this trail network, off-road bike path options would be preferred. Therefore, Montrose would benefit from an off-road multiuse path.

Montrose Road in the TMP

Montrose road is identified as an infill section on the TMP cycling network. In the TMP portions of Montrose are identified as multi-use path, or paved shoulder, or signed route; however, given the intended growth of the area a continuous multiuse path would be preferred.

Providing the right facilities to meet future demand Currently Montrose is on an urban/rural fringe. There has been residential development to the west of Montrose around the Kalar and Brown Rd intersection. There is going to be a continued expansion of the neighbourhood between Kalar and Montrose. This increase in residential housing also increases the demand for active transportation infrastructure for families, youth and retirees alike. Currently there is a multiuse path on the west side of Kalar. That trail expansion could be brought to Montrose to connect to the TMP recommended multiuse path along that section of roadway providing a near loop route for the community. In

addition, the Yogi Bear campground visitors could also benefit from the multi-use path that would bring them from Oakwood Dr north onto Montrose to access many of the amenities at Montrose and McLeod.

Both residents and visitors at the campground would benefit from a multiuse path that extends southward to Baden-Powell (Grassy Brook) Park. If the path is on the west side of Montrose, consideration should be given to future higher volumes of traffic and having pedestrian/cyclist crossings with electrical already to go available should signalization be needed.

Similar to the St. Catharines site of NH, the new hospital will be located in what is now a rural area. In St. Catharines, the hospital and the development of plazas has greatly increased the volume of traffic along 4th Avenue. Cyclists and pedestrians alike have noted the challenge of walking and riding on 4th Ave. It could be surmised that similar experiences for traffic will follow on Montrose. In anticipation of the increased traffic, and the already existing transit route, pedestrian and cyclist facilities need to be built. Ideally, these facilities would be separate from the on-road traffic. Again, a multiuse path could be an ideal option. As OTM Book 18 notes, having driveway crossings of multiuse paths can be a collision point. By having the path developed well before the additional build up can help ensure that future building egress areas are supportive and protective of the multiuse paths. Furthermore, acquisition of the land, should that be required, may be easier prior to development.

Overall a full length multiuse path on the west side of Montrose from McLeod to Biggar would be the best option, along with wider on-road shoulders for the higher speed recreational cyclists who prefer to ride on the road.

Concern/Consideration

The Montrose bridge crossing the Welland River only has a sidewalk on one side. There appears to be a stripe on both sides of the road which could be used for cycling but does not appear to be the minimum 1.5 m in width as identified in OTM Book 18. If a multiuse path were created on the west side of Montrose, the sidewalk could be widened to accommodate a multi-use path. Bridge wall height should also be measured to ensure ample safety to prevent accidental falling into the water.

Thank you for the opportunity to provide input.

With kind regards,

Jackie

Jackie Gervais, B.A. (Honours), M.A.
Health Promoter
Chronic Disease and Injury Prevention, Public Health Niagara Region
1815 Sir Isaac Brock Way, Thorold L2V 4T7
Phone: 905-688-8248 ext. 7332 Toll-free: 1-888-505-6074

Fax: 905-688-7024

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.niagararegion.ca&d=DwIFAg&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=3TgtDVWFkYnnFJc-uk2RIXwwU_pvQjG95uL87_XVn-o&m=4N7OA_Jj_GevWUuPTuaMNFH0filMzvpu-1zU_K7cOY&s=dAinzVhwMDWXUuJ2Fj5XoSOMig1rgr3z7lxAyTE7ynw&e=

Mailing address: 1815 Sir Isaac Brock Way, Thorold L2V 0A2 P.O. Box 1052, Station Main

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From: [Chan, Salina](#)
To: [Carla Stout](#); "[Fraser, Scott](#)"; [Bot, Noris](#)
Cc: [Goertz, Richard](#); [Hussain, Altaf](#); [Weng, Yonghui](#); [Merriam, Sarah](#); [Guthrie, Graeme](#); [Ryall, Carolyn](#); [Mathew Bilodeau](#); [Salewytch, Robert](#); [Rob Addy](#); [Wayne Hildebrandt](#)
Subject: RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design
Date: Tuesday, July 20, 2021 2:39:00 PM
Attachments: [image003.png](#)
[image004.png](#)
[image005.png](#)

Hi Scott, Carla,

Thank you for your input on the transit stop locations.

Based on the feedback on the stop at Niagara Square Boulevard, we will remove this from the design.

Regarding the Reixinger Road extension, Scott, your interpretation is correct. Street B will be moved further south as a continuation of Reixinger Road, west of Montrose Road. We are planning to include the Reixinger Road extension under the Montrose Road EA and construct this extension as part of the Montrose Road construction for the hospital. The purpose of this extension is not tied to a new development, but rather to provide an additional signalized intersection for the hospital – there would be a connection into the hospital off the Reixinger Road extension.

In terms of taking a conservative approach and protecting for roadside stops in the vicinity of the hospital in the case that an on-site transit hub is not incorporated into their design, I think we can keep the bus stops in the EA as the stops we have included are associated with a proposed right turn lane for which property would be needed anyway. The exception is the northbound stop on Montrose Road where the anticipated signalized entrance for the hospital would be located. We can include this in the EA, though whether this gets built in the short term can be discussed as part of detailed design.

We'd like to propose a short online meeting with you both, Scott and Carla, to review the bus stop locations and to have a conversation about the roadside stops in the vicinity of the hospital to settle on a preferred approach. Could you provide your availability for next week?

Thanks,
Salina

From: Carla Stout <cstout@niagarafalls.ca>
Sent: Thursday, July 15, 2021 10:13 AM
To: 'Fraser, Scott' <Scott.Fraser@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Salewytch,

Robert <Robert.Salewysch@niagararegion.ca>; Rob Addy <raddy@niagarafalls.ca>; Wayne Hildebrandt <whildebrandt@niagarafalls.ca>

Subject: [EXTERNAL] RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

Salina,

Regarding the stop at the new Seniors' complex at the bend of Montrose Road @ Niagara Square Blvd, please remove this from the listing of regional stops for consideration through the EA process. If the landlord or residents request a stop we can review this for potential boardings and apply for a regional ROW installation but my preference for this type of rider would be Chair-A-Van service (which is curb to curb paratransit service at the building). Due to the proximity of the hub at Canadian Dr. for able-bodied riders – I think we can rule this out as a 'need' now.

Further to Scott's point of 'protecting' the option of having roadside stops in the EA to serve the hospital site, every site drawing detail or meeting I have had with consultants to date regarding the design/build RFP on track for let in September 2021 has included our comments and input for constructing a Transit layby for conventional 60' and 40' buses on the new hospital site. Separate entrance access has also been discussed and designated for paratransit vehicles. But what I understand from these meetings is that the site is constrained and that any successful proponent may be only 'guided' by the proposed design? It may be best to be conservative as Scott implies below and keep the property for stops on Montrose at Biggar in play (not on the design drawings) until the award of the hospital is complete & a final design is approved by NHS.

Thank very much,
Carla

Carla Stout, DPA | General Manager | Transit Services | City of Niagara Falls | 8208 Heartland Forest Road | Niagara Falls, ON L2H 0L7 | (905) 356-7521 ext 4531 | Fax 905-356-5576 | cstout@niagarafalls.ca

From: Fraser, Scott <Scott.Fraser@niagararegion.ca>

Sent: Thursday, July 15, 2021 9:50 AM

To: Chan, Salina <Salina.Chan@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Salewysch, Robert <Robert.Salewysch@niagararegion.ca>

Subject: RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

Salina,

Thanks for the follow-up and apologies for not getting back sooner. My notes are

below, keeping to your section headings.

I have not coordinated with the City of Niagara Falls on these – hoping Carla and Mathew can just add their thoughts to mine, especially as it pertains to the proposed Niagara Square stop.

Niagara Square Boulevard

- Your interpretation is correct – the last time we discussed with the City of Niagara Falls they were less firm on the need for a stop at this location, indicating that it would only be provided in the future should there be a request or identified need.
- Given the proximity to the transit hub within the Square itself, this stop wouldn't serve a purpose for Regional or Intermunicipal transit routes – any benefit would be associated with providing a closer proximity local transit stop for residents in the Seniors home.
 - As far as I am aware there is currently no service provided here – the existing closest stop would be the Niagara Sq loop (noting this is now moving further away within the property).
- All to say - I will look to Carla and Mathew to provide any additional commentary on the need for this stop. Unless they support this stop from a local transit perspective, I would suggest it be removed.

Grassy Brook

- Understood on the move to the 'ultimate' case directly here. That was my interpretation, just wanted to confirm as it was a change from the previous time we had discussed.

Concentrix & Montrose Rd/Lyons Creek Rd

- Based on your note – my understanding is that the proposed location of “Street B” is now changing such that is more likely to be further south opposite to and as a continuation of Reixinger Road?
- If so, then yes I think it may be a better location for the stops in this area – as it would then serve all of Concentrix, the future development, as well as act as a secondary or supporting stop for the hospital.
 - Before I stand behind that position though, what would be the timeframe for the extension of Street B (and if you know, remind me of the size of development taking place)? If we were moving away from the Concentrix

site, it would need to be in favour of a stop that would be utilized in the short-to-medium term – vs. constructing here away from Concentrix and not seeing the road extended for another 10 years or something.

- With regards to the stops on Montrose closer to Biggar/Lyons Creek – every indication I have is that the transit facilities will be located on the Hospital site directly in the future and that these stops would ultimately be redundant.
 - I believe that we should remove them from the design drawings now – they are not currently anticipated as required based on the Transit hub being on the hospital grounds.
 - That said, what is the ‘point-of-no-return’ in terms of their inclusion or protection in the EA?
 - I will want to take as conservative an approach as possible within the EA, keeping options open as it were, just in case things ever changed with the Hospital.

Scott

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: Wednesday, July 14, 2021 2:19 PM

To: Fraser, Scott <Scott.Fraser@niagararegion.ca>; Bot, Noris <Noris.Bot@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>;

Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>;

Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn

<Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau

<mbilodeau@niagarafalls.ca>; Salewytch, Robert <Robert.Salewytch@niagararegion.ca>

Subject: RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Scott,

Just wanted to follow up on this email as we'd like your input on several of the bus stop locations discussed below. We are moving to finalize the design in anticipated of completing the EA.

Thanks,
Salina

From: Chan, Salina

Sent: Monday, June 28, 2021 6:32 PM

To: 'Fraser, Scott' <Scott.Fraser@niagararegion.ca>; Bot, Noris <Noris.Bot@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Salewytch, Robert <Robert.Salewytch@niagararegion.ca>

Subject: RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

Hi Scott,

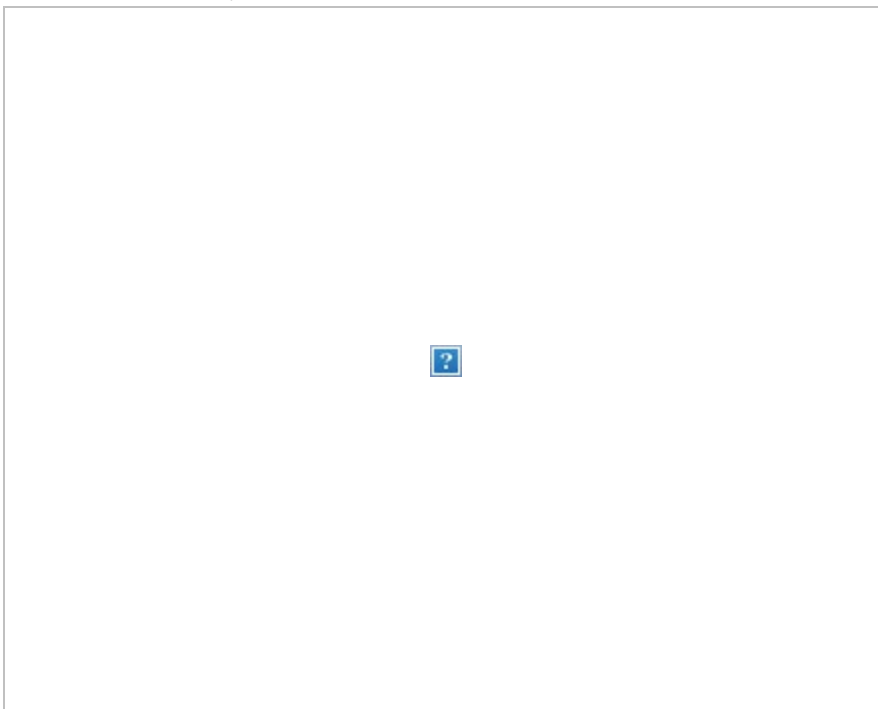
Thank you for your comments on the transit stop locations. Please see our responses:

The list of proposed stops:

- Infront of LTC (i.e. Chapel Heights)/Niagara Square Blvd (NB and SB)
- Blackburn Parkway (NB and SB)
- Grassy Brook Road (NB and SB)
- Concentrix Building (NB and SB)
- New signalized intersection of hospital (NB)
- Montrose Road / Lyons Creek Road (SB in the right turn lane)
- No stops on Biggar/Lyons Creek Road

To respond to your comments:

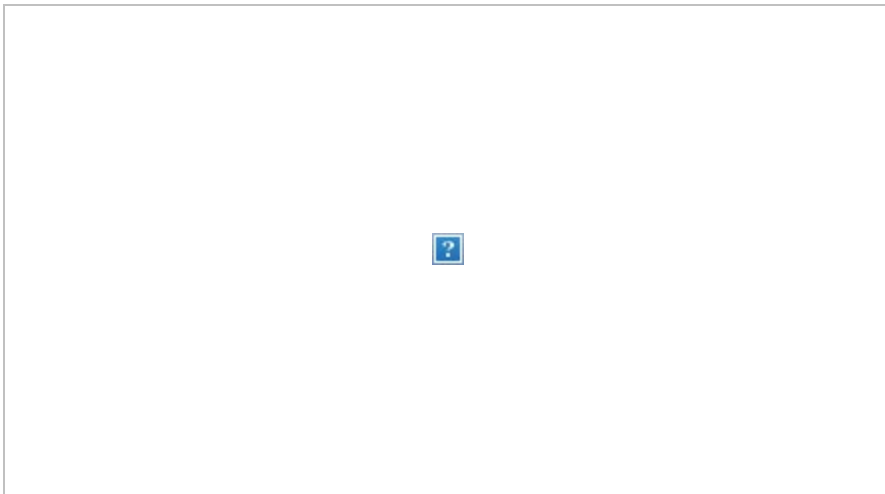
- **Niagara Square Drive** – bus bays have been included here, however it is a bit further west of Niagara Square Dr. Our understanding was that this stop was supported by the City, however your comments seem to suggest we still need the City to confirm. Will you be coordinating this with City of NF Transit?



- **ES Fox/Grassy Brook Road** – Our design drawings are showing the ultimate configuration,

however to your question about an interim condition, only the section of Montrose Road south of Grassy Brook Road will be constructed in the short term for the hospital (“Phase 1”). Even then, the project team (Region and Parsons) have not determined whether the bus bays at Grassy Brook Road will be constructed as part of the Phase 1 construction as the current intention is to taper the road from 4 to 2 lanes south of Grassy Brook Road and no signals are going to be installed at Grassy Brook Road at this time. Given the construction phasing, an interim bus stop in front of ES Fox is not envisioned at this time.

- **Concentrix & Montrose Rd/Lyons Creek Rd** – these two items are tied together. Currently on the plans, there is a SB stop just north of the south entrance to Concentrix. There is also a stop at Montrose Road/Lyons Creek Rd SB in the right turn lane. Due to recent changes in the project, the project team is reviewing the extension of Reixinger Road west of its current intersection at Montrose Road, which includes signaling the intersection and allowing a vehicular connection into the hospital. This extension will also be a new “Street B” for the future Grand Niagara Secondary Plan area. This new signalized intersection may be an appropriate location for a bus stop to replace the Concentrix stop or the NB stop at the future signalized hospital entrance due to proximity. Are you able to provide an update on the status of transit stops on the hospital site (vs on the road), as this would impact what stops we want to have on Montrose Road? Feel free to let us know if you have any preliminary thoughts or comments on this new Reixinger Road extension and how that impacts the stops we proposed previously.



Please let me know if you have any questions concerning the above.

Thanks,
Salina

From: Fraser, Scott <Scott.Fraser@niagararegion.ca>

Sent: Wednesday, May 26, 2021 10:56 AM

To: Bot, Noris <Noris.Bot@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau

<mbilodeau@niagarafalls.ca>; Salewytch, Robert <Robert.Salewytch@niagararegion.ca>

Subject: [EXTERNAL] RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

Morning Noris,

Thanks for providing us the chance to review the rollup plans. Below is the coordinated comments/questions from the Region and City of Niagara Falls.

I will caveat these with the note that the plans didn't explicitly label where the transit stops were proposed to be located, and this made the review a bit more difficult. While we're pretty sure we were able to figure it out based on layby space/placement of pads off the MUT, etc, what would be helpful is if you could just send back a full list of where stops are proposed just so I can do a confirmation cross-check

Comments:

- **Niagara Square Boulevard** – there had been some previous discussion of a stop at this location, which has fallen away here. Just for clarity – any decision on a stop here would end up with the City of NF as only they would service, and future need would be gauged by request.
- **Fox Ltd./Grassy Brook** - In our last discussion, the intent had been to provide a stop in front of Fox LTD before an eventual move to Grassy Brook. This plan appears to show only a stop at Grassy Brook. Can you confirm that the intent is to move towards what would be the ultimate condition straight away?
- **Concentrix Site** - there appears there is a NB stop being provided to align with the future Road B, but no corresponding SB stop? Is the intent that this stop would still be provided on-site, or is it on-road and we're just not seeing the placement clearly?
- **Montrose/Biggar/Lyons Creek** - There do not appear to be any stops being indicated in or around this intersection. We should explicitly state the assumption that stops in this area are being provided as part of the on-site transit hub at the Hospital.

Thanks again – and please don't hesitate to reach out with any questions

Scott

From: Bot, Noris <Noris.Bot@parsons.com>

Sent: Monday, May 10, 2021 8:19 PM

To: Fraser, Scott <Scott.Fraser@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>

Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Salewytch, Robert <Robert.Salewytch@niagararegion.ca>
Subject: RE: Montrose Road EA - Transit Bus Stop Locations - Preliminary Design

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Hi Scott

On April 21, 2021, Niagara Region hosted a Public information Centre regarding the Montrose/Lyons Creek/Biggar Roads EA. At that meeting, we presented the attached preliminary design plans for the roads within the Municipal Class Environmental Assessment study area. These plans include bus stop locations and corresponding bus bays (at the permanent bus stop locations). The plans take into account the comments provided by you as noted in the email string below.

We would appreciate your review along with input from Niagara Falls Transit relative to the proposed bus bay locations and designs. It would be appreciated if we could receive your comments within a two week period, by May 25th, if at all possible.

With thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

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From: Fraser, Scott <Scott.Fraser@niagararegion.ca>

Sent: Friday, February 5, 2021 10:49 AM

To: Chan, Salina <Salina.Chan@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>

Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>;

Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>;

Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn

<Carolyn.Ryall@niagararegion.ca>; Carla Stout <cstout@niagarafalls.ca>; Mathew Bilodeau

<mbilodeau@niagarafalls.ca>; Salewytch, Robert <Robert.Salewytch@niagararegion.ca>

Subject: [EXTERNAL] RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

Salina,

Thank you again for the opportunity to provide input to the transit stop locations for the Montrose EA. As we discussed in the other email thread, I have coordinated input from my other Regional Transit colleagues as well as the City of Niagara Falls Transit, and note that the Region's Transportation department will need to consider this input and any additional thoughts they have in the fuller context of the EA.

I will offer comments mostly on a stop-by-stop basis, moving north-to-south, but first some general thoughts:

- I can't remember if its been verbalized along the way, but I wanted to point out that it is anticipated that Regional Transit would only utilize the Niagara Square Hub, the Concentrix stop, and the Hospital Hub stops. The remainder of the stops would serve Niagara Falls transit only.
- Also to re-emphasize that given that a number of these stops will exist, at least to start, somewhat far from development or other amenities, the facilities provided right at the stop will be a consideration. In particular the stops on the east side of Montrose will need to be served by appropriate pedestrian links.

Niagara Square Boulevard:

- We had some discussion regarding the need for this stop, given the proximity to the Niagara Square transit hub and the SB stop at McLeod Road. However we feel this is a desired stop given the proximity to the LTC facility on the NW quadrant. Absent this location, there would be an approximately 450m walk required for seniors to access transit at the hub on the south end of the Square.
- We did however note that particular care will be required regarding the design and placement of the stops here, given the rather sharp horizontal curve. I would be particularly watchful of the SB stop, where transit vehicles re-entering traffic flow will have the risk of a blind spot as cars come up behind them from around the bend.

Niagara Square Transit Hub:

- You had asked about the planned circulation patterns here, and how vehicles will continue southbound given the westbound alignment of the transit bays. I have confirmed with Carla that After these buses board/alight passengers – they turn right into the plaza and take the driveways out to Montrose Rd using the old main entrance as their exit. If at any time the driveways are unusable – we have them do the loop on Canadian to Pin Oak to McLeod to Montrose again. Each bus has time to do this and can make up if needed.

Brown Road

- Niagara Falls noted that this stop might be redundant as anyone connecting to

the local transit routes SB will likely have done so at the Transit Hub.

- It might be better to consider providing a stop at Blackburn Parkway instead – it is anticipated that there will be a city route that eventually serves the industrial park here. This is building out quickly and transit supportive infrastructure was planned as part of the site plan approved. Also, the City is planning to use the parkway as a route to/from our WEGO garage site to reduce our wear and nuisance along Brown Road which is highly residential.

Chippawa Creek

- Per above, this might be better served at Blackburn Parkway as well.

Fox Ltd./Grassy Brook

- I note the plan here that in the short-term the transit stop in this area be located in front of Fox Ltd as it's the only nearby destination, with an eventual move to Grassy Brook as future development happens.
- I'm supportive of this approach overall, subject to two followups:
 - Understanding the infrastructure or facilities to be provided at the 'temporary' stop at Fox Ltd
 - Understanding the future of the residential building (so it appears) that the long-term NB bus stop would otherwise be located in front of
- We also note that the long-term location would be about 350m north of the Concentrix site. Subject to its ongoing use, there may be an additional opportunity to consolidate that stop with this one when the move to Grassy Brook happens

Concentrix Site

- Continue to support moving this stop off the site and to the right-of-way.
- As noted above, subject to the future use of this site, there might be a longer-term opportunity to consolidate with the future stop at Grassy Brook

Niagara South Hospital

- I note the commentary regarding moving the NB stop here away from Biggar Road/Lyon's Creek, in anticipation that a WB-NB right turn channel is planned for this intersection. With that context, I agree that a far-side stop at this location wouldn't make sense, and moving further north across from the first site access point would make more sense.
- I do still prefer to see this stop north of the cross-street, rather than reverting to a near-side stop location, as the Fort-Erie Link NRT route continues to/from Lyon's Creek and otherwise wouldn't service a stop that is south of the intersection.
- I would also like to discuss further how we are positioning these stops in the context of the NSHS site plan. As the preliminary site plan work progresses for the Hospital, we are continuing to show the transit-hub on site there. Should that ultimately remain as part of the design, then I think it is unlikely we would want

to actually construct these stops within the right-of-way. I do think there is merit to continue to protect for them and consider them as part of the EA until such time as the transit hub is fully confirmed, but it does continue to trend that way.

Thank you again, and happy to provide any additional clarification.

Scott

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Friday, January 29, 2021 12:19 PM
To: Bot, Noris <Noris.Bot@parsons.com>; Fraser, Scott <Scott.Fraser@niagararegion.ca>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi Scott,

Just wanted to follow up on the questions Noris had below regarding the transit stop locations and the bus stop plan we had prepared. We are working towards finalizing a preliminary design and need to understand where to accommodate bus stops, laybys, sidewalks, etc. so input on the plan and questions below would be greatly appreciated.

Feel free to also let us know if you have any additional questions.

Thank you,
Salina

From: Bot, Noris <Noris.Bot@parsons.com>
Sent: Monday, January 11, 2021 9:50 AM
To: Fraser, Scott <Scott.Fraser@niagararegion.ca>
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Chan, Salina <Salina.Chan@parsons.com>
Subject: RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

Hello Scott

Thank you for providing the draft Niagara Transit bus stop accessibility guidelines and the draft bus stop layout. This will be useful as we develop the preliminary and detailed designs for Montrose Road/Lyons Creek Road/Biggar Road.

Attached is a .kmz file that opens in Google Earth. The file depicts the general locations for the proposed Niagara Falls Transit and Niagara Transit bus stop locations along Montrose Road. All permanent bus stop locations shown are intended to be on the near side of the intersections with the possible exception of one stop. That particular stop is northbound on Montrose Road at Lyons Creek Road. In our discussions, you had mentioned that it might be best to have that stop located on the far side of the Lyons Creek Road intersection to avoid having pedestrians have to cross both Lyons Creek Road and Montrose Road in order to access the new hospital. That concept is premised on the basis that there would not be a transit hub on the hospital property which, as I understand it, is not the preferred concept in providing transit bus services to the hospital.

As we expect to have a right turn channelization from Lyons Creek westbound to Montrose Road northbound, locating the bus stop immediately north of the Lyons Creek intersection is not likely the best place for it. As a result, we are currently showing it to be located on the near side of the first entrance to the hospital, which we anticipate will be controlled by traffic signals.

The other bus stop location issue that I would appreciate your consideration of is the location that we are suggesting for the area between the Welland River and Grassy Brook Drive. Today, the only pedestrian destination in this area is the E.S. Fox Ltd. site. In the future, the Niagara Falls Official Plan expects significant residential development in the Grand Niagara Secondary Plan area, along Grassy Brook Drive west of Montrose Road. The attached bus stop location plan proposes an interim bus stop located at the entrance to the E.S. Fox site in the short term. This accommodates shorter walking distance for workers/visitors and does not require pedestrians to cross the rail crossing. In the future, as development occurs creating transit service demand and traffic signals are installed at Grassy Brook Road, we are suggesting that a permanent change to the bus stop be made moving it to a location immediately south of the Grassy Brook Road intersection. Note that a decision on the timing of implementation of traffic signals at Grassy Brook Road has not yet been made within the scope of the EA study that we are undertaking.

Let us know if this overall scheme will work for both of the transit agencies.

I also have an operational question for you. Given the location of the new transit hub at Niagara Square which is oriented in a westbound direction on Canadian Drive, if buses are intending to continue southbound along Montrose Road from the Niagara Square hub, what route do you see them following in order to return to Montrose Road southbound? Understanding this operational issue will assist us in developing the appropriate access point treatments along Montrose Road.

Thanks,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions
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From: Fraser, Scott <Scott.Fraser@niagararegion.ca>
Sent: Thursday, November 5, 2020 9:48 AM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: [EXTERNAL] RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

Salina,

Please find attached the current draft of the Transit Bus Stop Accessibility Criteria & Guidelines. I will emphasize that this is very much only a working draft of the document, which is still being finalized and as such is subject to further changes. That said, hopefully it will give you a starting point.

Any questions, please let me know,

Scott

From: Fraser, Scott
Sent: Tuesday, November 3, 2020 10:24 AM
To: 'Chan, Salina' <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

Salina,

Apologies, just recalled that I didn't get back to you here. I do not have an update on the bus design guidelines just yet, but will at a minimum have a better idea of timelines after tomorrow. I will circle back with that update once I have it.

Scott

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: Thursday, October 29, 2020 4:23 PM

To: Fraser, Scott <Scott.Fraser@niagararegion.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Subject: RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

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Hi Scott,

Following up to see if the bus design guideline was available yet? If not, then just a kind reminder that when you do receive it, to please pass that to us.

As a quick update, we met with the City of Niagara Falls who clarified there is no internal transit circulation into Niagara Square. Rather, there are bus bays located on the north side of Canadian Drive that are now operational.

Thank you,
Salina

From: Fraser, Scott <Scott.Fraser@niagararegion.ca>

Sent: Wednesday, October 14, 2020 11:18 AM

To: Chan, Salina <Salina.Chan@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>

Subject: [EXTERNAL] RE: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

Salina,

Thank you for the summary. Just to followup on a few of the action items for me:

1. There will be a meaningful iteration of the bus design guidelines completed in the next couple of weeks. If it is alright with you from a timing perspective I think it makes sense to wait for that update and pass it on to you then. Likely available at or near the end of October.

2. While we should continue to work under the assumption that transit facilities will be provided on-site at the hospital, its not a guarantee at this stage. Accordingly we do in fact need to protect for stops/lay-bys in the ROW at Biggar/Montrose for now.

I have not tied off the issue of circulation at Niagara Square yet, and will get back to you on that still.

Scott

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: Wednesday, October 14, 2020 11:10 AM

To: Fraser, Scott <Scott.Fraser@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Weng, Yonghui <Yonghui.Weng@parsons.com>; Merriam, Sarah <Sarah.Merriam@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>

Subject: Montrose Road EA - Transit Discussion Summary (Oct 13 2020)

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Hi Scott,

For a record of our call yesterday to discuss transit for the Montrose Road EA, please see below a quick summary of our discussion:

- Bus Stop Locations
 - Maximum of 400m walking distance apart from any direction
 - Parsons noted that this guideline will allow transit stops to generally fit at the intersections with some possible mid-block stops throughout, where they may make sense
 - Niagara Region noted that stops should be placed where it practically makes sense and will be used, rather than putting a stop for the sake of having a stop (example location is where the QEW is a barrier and a stop may not be needed)
 - NR noted the preference is to have a bus stop in the ROW instead of going onto private property as additional agreements will be needed (e.g. maintenance)
 - The existing stop at the Concentrix property goes onto their private property. If we are moving the stop to the ROW, the stop should still remain close by
- South Niagara Hospital
 - For the purpose of the EA, assume the transit stop will be on site at the hospital – three NH options exist for this at this time
 - Where the bus will access the hospital/if a stop is needed at Montrose and Biggar will depend on the circulation pattern on the site
 - Team to discuss with Niagara Health about protecting for an on-street bus stop

however should consider this in preliminary design to ensure property and designs can be accommodated

- Niagara Square
 - Scott Fraser to take back and review if there is a circulation plan for transit in the redeveloped Niagara Square area. Parsons noted that they also plan to meet with the City to discuss this development and can inquire about facilitating transit
- City of NF Transit has provided input along with Scott's original comments
- Pull out bus stops on the near side of intersection are preferred. There may be occasions where far side locations would make sense based on transit user destination and need to cross busy roadways.
- Scott Fraser to look into the draft AODA and bus stop design guidelines to see if they are available to be shared with Parsons
- Timeline – PIC#3 anticipated for end of November, with detail design to commence in Spring 2021
- Parsons to continue progressing the design and will provide a bus stop markup/plan for NR to review based on NR Transit criteria

Please feel free to add to or revise any of the notes above.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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From: [Goertz, Richard](#)
To: [Craig Krueger](#)
Cc: [Chan, Salina](#); [Alden, Marianne](#)
Subject: RE: [EXTERNAL] Re: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, June 08, 2020 12:34:45 PM
Attachments: [image001.png](#)

Sensitive

Thanks Craig;

We will include your response in our EA documentation and inform you with future notifications.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374

[PARSONS](#) - Envision More

From: Craig Krueger <craig.krueger@cogeco.com>

Sent: Monday, June 08, 2020 10:44 AM

To: Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Re: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Rick, Cogeco has no issues or concerns with this project, and we would like to continue to be included in the notification process.

Thanks

Craig Krueger

Cogeco Connexion

On Fri, Jun 5, 2020 at 3:50 PM Chan, Salina <Salina.Chan@parsons.com> wrote:

Hi Craig Krueger,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2105) for Schedule "C" projects. More information can be found on the attached letter and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,

Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner

625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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--

CRAIG KRUEGER

System Planner- Niagara Falls- NOTL
Fort Erie- Port Colborne

T 289 296-6239 | C 905 650-5886

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Niagara Falls, Ontario L2G 3H2 Canada
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[\[facebook.com\]](https://www.facebook.com)



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[\[linkedin.com\]](https://www.linkedin.com)



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: ERIC SMITH

TITLE: MANAGER OF PROCESS IMPROVEMENT

GROUP/AGENCY: NIAGARA PENINSULA ENERGY INC.

ADDRESS: 7447 PIN OAK DRIVE, NIAGARA FALLS,
ONTARIO, L2G6S9

TELEPHONE: 905-356-2686 Ext 6104

E-MAIL: eric.smith@npci.ca

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager

Email: Richard.Goertz@parsons.com

Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.



Hydro One Networks Inc
483 Bay St
Toronto, ON

July 27, 2020

Re: Montrose Road and Lyons Creek Road/Biggar Road

Attention:
Rick Goertz, P.Eng., Project Manager
Parsons Inc.

Thank you for sending us notification regarding (Montrose Road and Lyons Creek Road/Biggar Road). In our preliminary assessment, we have confirmed that Hydro One has existing high voltage Transmission facilities within your study area (see map attached). At this time we do not have sufficient information to comment on the potential resulting impacts that your project may have on our infrastructure. As such, we must stay informed as more information becomes available so that we can advise if any of the alternative solutions present actual conflicts with our assets, and if so; what resulting measures and costs could be incurred by the proponent. Note that this response does not constitute approval for your plans and is being sent to you as a courtesy to inform you that we must continue to be consulted on your project.

In addition to the existing infrastructure mentioned above, the applicable transmission corridor may have provisions for future lines or already contain secondary land uses (e.g., pipelines, watermains, parking). Please take this into consideration in your planning.

Also, we would like to bring to your attention that should (Montrose Road and Lyons Creek Road/Biggar Road) result in a Hydro One station expansion or transmission line replacement and/or relocation, an Environmental Assessment (EA) will be required as described under the Class Environmental Assessment for Minor Transmission Facilities (Hydro One, 2016). This EA process would require a minimum of 6 months for a Class EA Screening Process (or up to 18 months if a Full Class EA were to be required) to be completed. Associated costs will be allocated and recovered from proponents in accordance with the Transmission System Code. If triggered, Hydro One will rely on studies completed as part of the EA you are current undertaking.

Consulting with Hydro One on such matters during your project's EA process is critical to avoiding conflicts where possible or, where not possible, to streamlining processes (e.g., ensuring study coverage of expansion/relocation areas within the current EA). Once in receipt of more specific project information regarding the potential for conflicts (e.g., siting, routing), Hydro One will be in a better position to communicate objections or not objections to alternatives proposed.

If possible at this stage, please formally confirm that Hydro One infrastructure and associated rights-of-way will be completely avoided, or if not possible, allocate appropriate lead-time in your project schedule to collaboratively work through potential conflicts with Hydro One, which ultimately could result in timelines identified above.

In planning, note that developments should not reduce line clearances or limit access to our infrastructure at any time. Any construction activities must maintain the electrical clearance from the transmission line conductors as specified in the Ontario Health and Safety Act for the respective line voltage.

Be advised that any changes to lot grading or drainage within, or in proximity to Hydro One transmission corridor lands must be controlled and directed away from the transmission corridor.

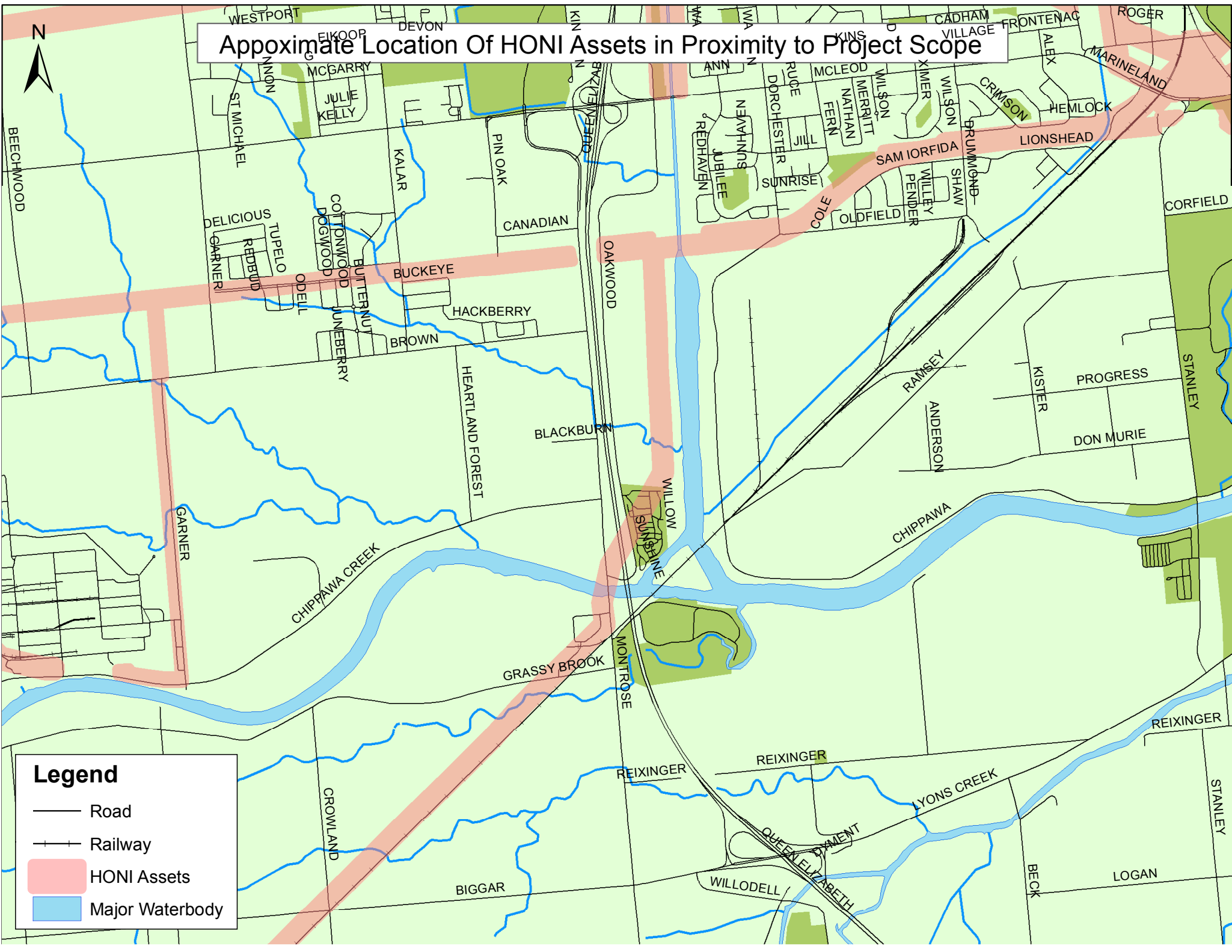
Please note that the proponent will be held responsible for all costs associated with modifications or relocations of Hydro One infrastructure that result from your project, as well as any added costs that may be incurred due to increased efforts to maintain said infrastructure.

We reiterate that this message does not constitute any form of approval for your project. Hydro One must be consulted during all stages of your project. Please ensure that all future communications about this and future project(s) are sent to us electronically to secondarylanduse@hydroone.com

Sent on behalf of,

***Secondary Land Use
Asset Optimization
Strategy & Integrated Planning
Hydro One Networks Inc.***

Approximate Location Of HONI Assets in Proximity to Project Scope



Legend

- Road
- +— Railway
- HONI Assets
- Major Waterbody



Montrose, Lyons Creek & Biggar Road Environmental Assessment & Detailed Design Study

Active Transportation Workshop

January 25, 2021

WORKSHOP PURPOSE

1. Introduce the project to active transportation stakeholders;
2. Gather feedback on priorities, issues and concerns;
3. Discuss a range of active transportation design alternatives; and
4. Obtain feedback on the preliminary corridor recommendations.

PROJECT BACKGROUND

PROJECT BACKGROUND

1. Schedule C Municipal Class Environmental Assessment (EA).
2. Niagara Region's TMP identifies improvements are required to accommodate increased traffic demand due to existing and future development in the study area.
3. New Niagara South Hospital planned at south limit of the study area.
4. Preferred solution includes intersection improvements, additional lanes and accommodation of other travel modes.
5. Currently in Phase 3 of the EA process, identifying and evaluating Alternative Design Concepts.
6. Two Phases of Design:
 - Preliminary Design (Entire Study Area)
 - Detailed Design (South of Grassy Brook Road)

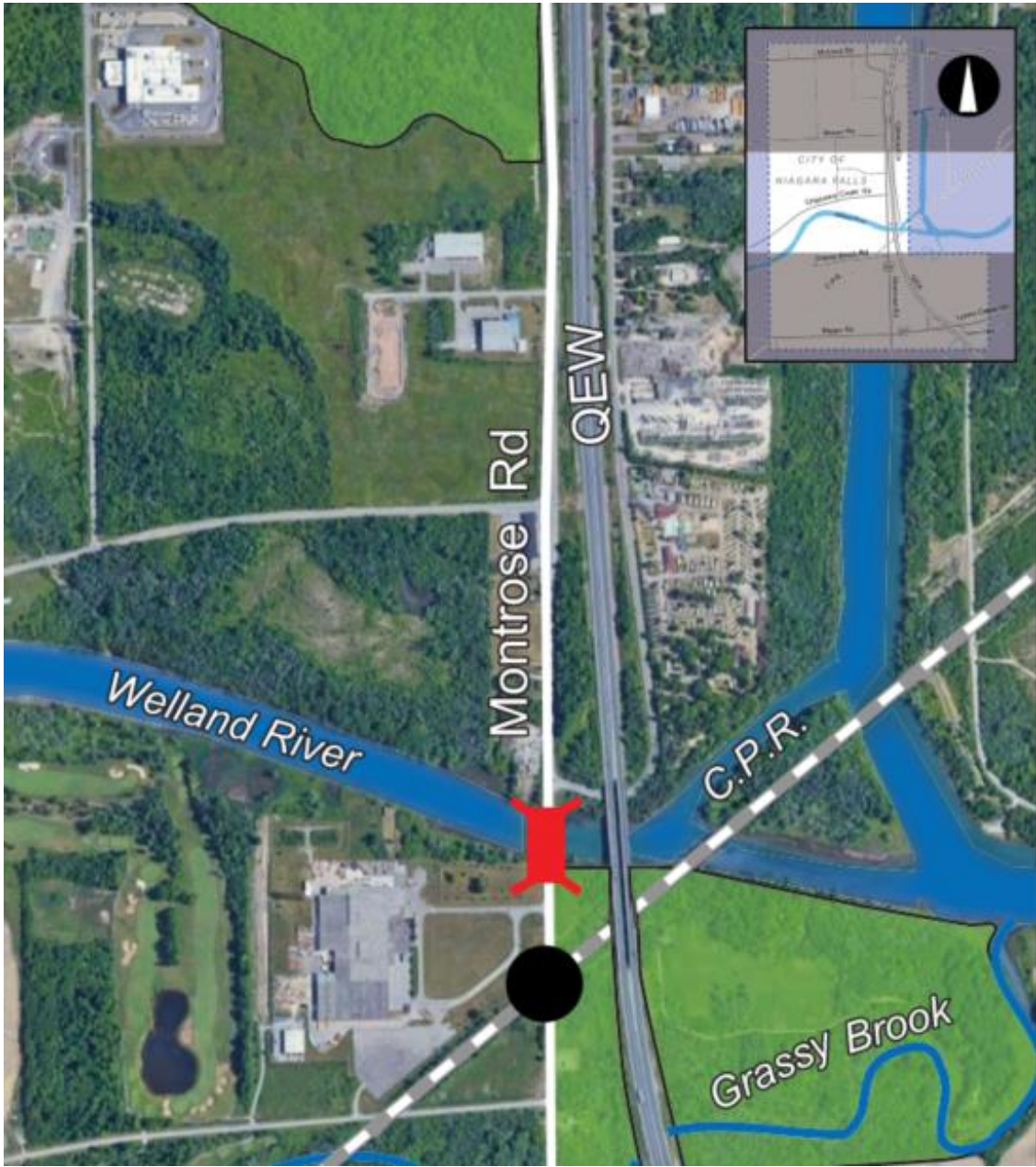


PROJECT SCHEDULE

Milestones	Dates
Public Information Centre No. 1	June 2020
Public Information Centre No. 2	September 2020
Development of Alternative Design Concepts	Fall 2020 – Spring 2021
Public Information Centre No. 3	March 2021
Finalize Preferred Design Concept	April 2021
Environmental Study Report for Public Review	May 2021
Construction (South Limits)	Spring 2022 – Fall 2023

EXISTING AND FUTURE CONDITIONS



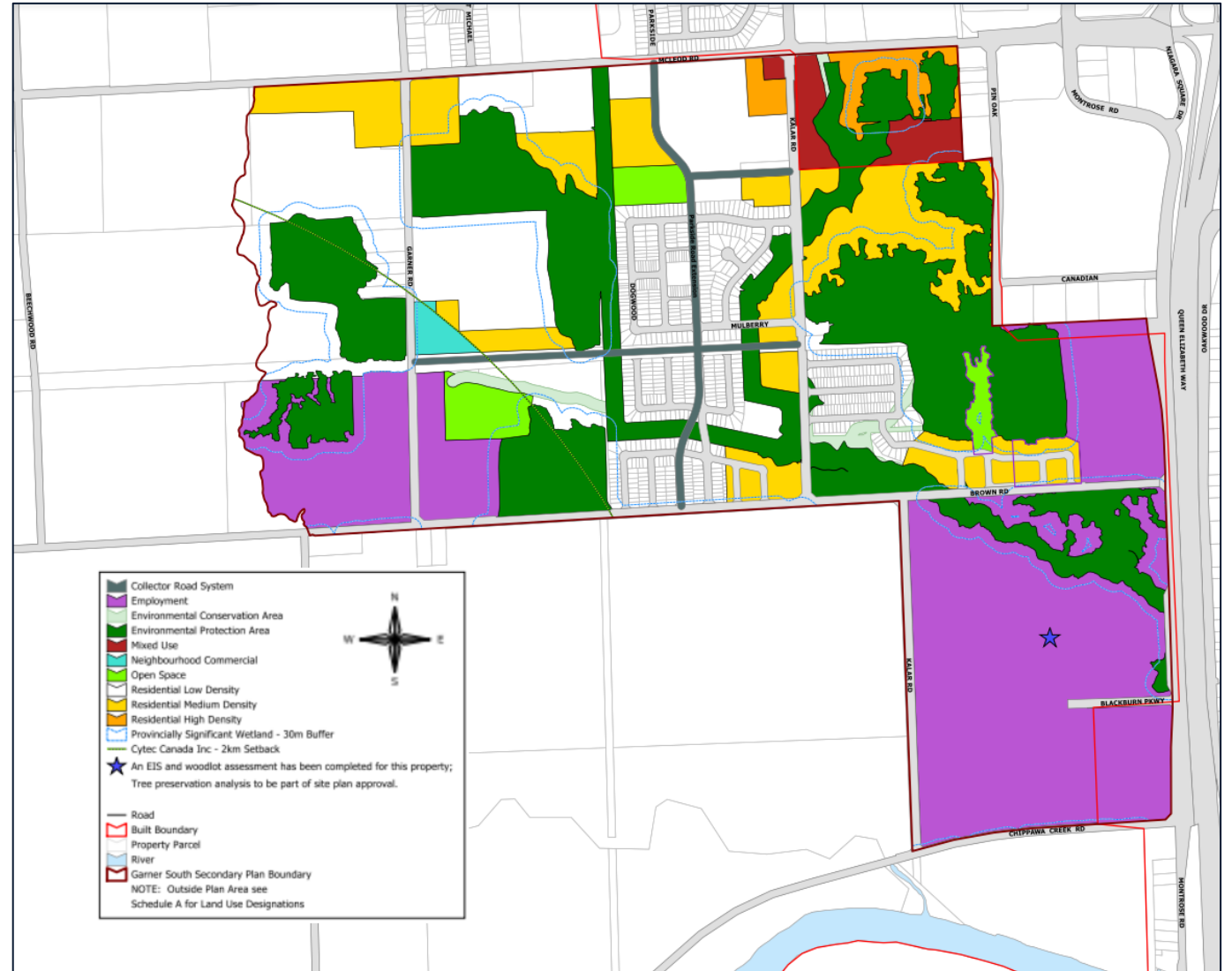




GARNER SOUTH SECONDARY PLAN

Future employment and residential growth on west side of Montrose Corridor.

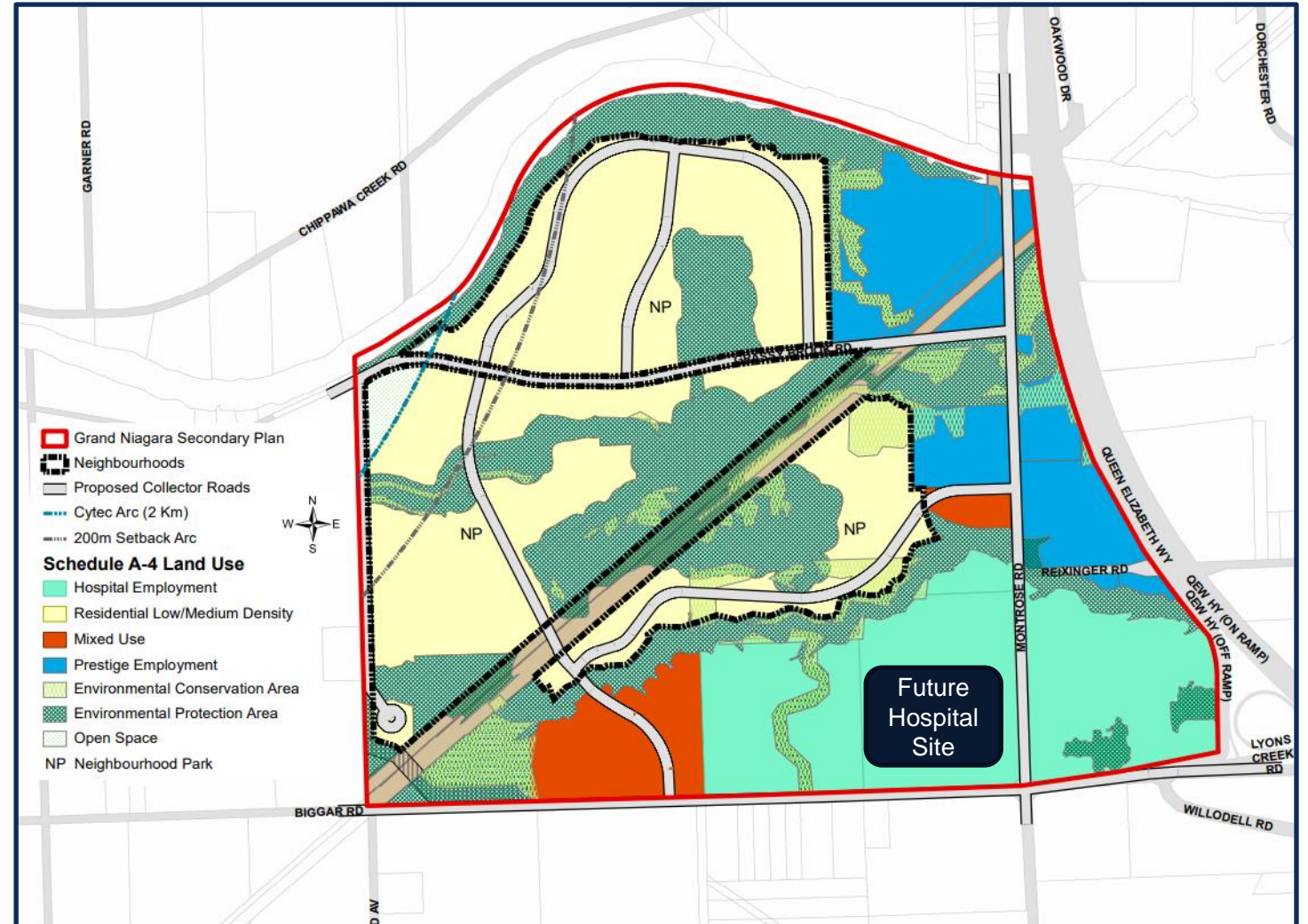
- “Creat[ion of] a community with a system of paths and walkways that allows for convenient walking and cycling”.
- “Provide connectivity between employment and residential areas supporting alternative modes of transportation”.



GRAND NIAGARA SECONDARY PLAN

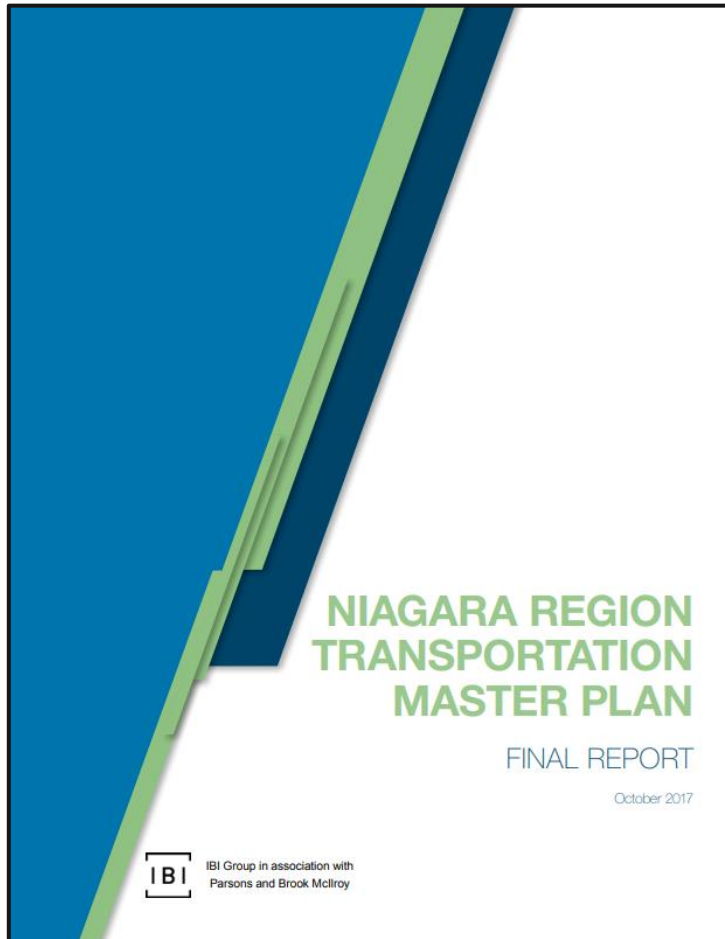
Future hospital site with supportive land uses including employment and residential.

- “Creat[ion of] a highly interconnected network of streets with comfortable pedestrian environments and streetscapes that provide for ease of access, orientation, and safety for pedestrian, cyclists, and motor vehicles”.
- “Provid[ing] a variety of trails and pathways such as on-road bike lanes, boulevard multi use pathways, and off-road multi use pathways.

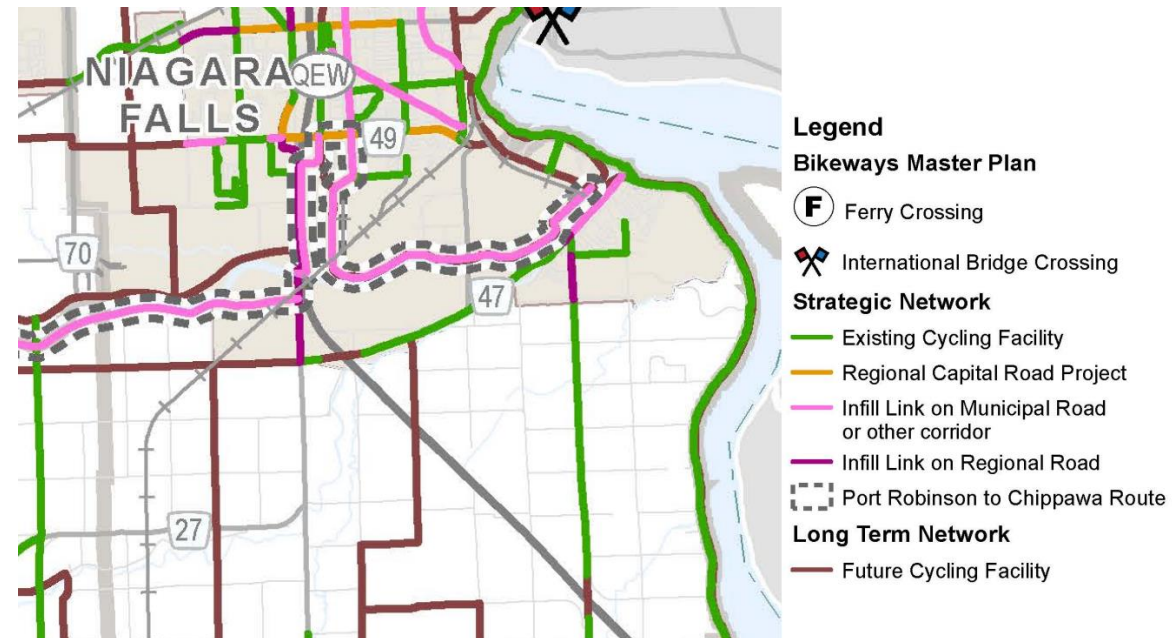


POLICY AND DESIGN GUIDELINES

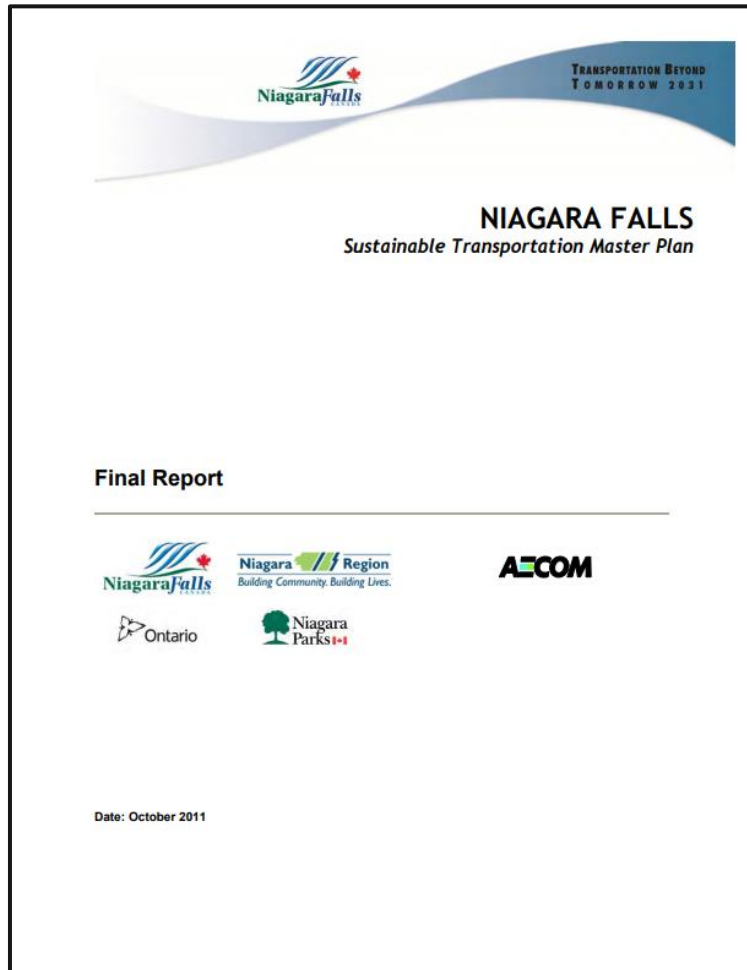
NIAGARA REGION TRANSPORTATION MASTER PLAN



- The study area is identified in the TMP's Strategic Cycling Network as an Infill Cycling Link (Municipal + Regional Roads) with a combination of MUP (to the north) and Paved Shoulder (to the south).
- The facility type identified in the TMP does not necessarily reflect the preferred ultimate facility type, allowing flexibility to accommodate changing site conditions.
- Montrose Road is part of the Port Robinson to Chippawa cycling Route.



CITY OF NIAGARA FALLS TRANSPORTATION MASTER PLAN (TMP)



- The Active Transportation system should be “interconnected and provide a range of route alternatives and access to significant local destination points, while accommodating specific needs of the residents of the City”.
- Montrose Road between McLeod Road and the Welland River is identified as part of the proposed On-Road Active Transportation Network:
 - Includes Active Transportation facilities in road rights-of-way, ranging from bicycle lanes, shared lanes, marked routes and multi-use paths.

NIAGARA REGION COMPLETE STREETS DESIGN GUIDELINES (2017)

Main Street

Traditional pedestrian oriented shopping streets with mixed-uses and smaller scale buildings found throughout the region.



Urban General (Narrow)

Narrow urban streets located in the most urbanized, dense and mixed-use urban centres.



Urban General (Wide)

Major urban arterials that support high density development, commercial and retail uses and accommodate all transportation modes.



Transitioning

Roads located in areas that are transitioning to a more urbanized and mixed-use context.



Hamlet

Small rural communities with street-oriented retail.



Rural

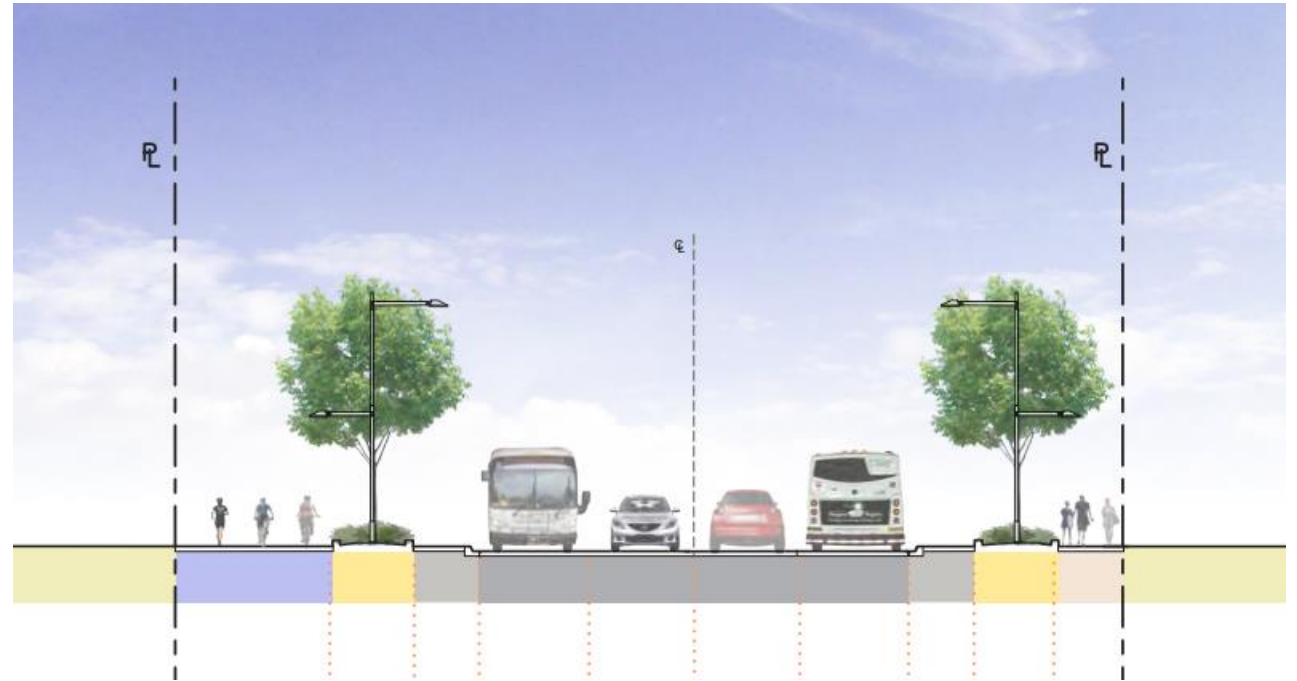
Efficient movement, primarily for private and goods movement vehicles, along with recreational cycling facilities.



NIAGARA REGION COMPLETE STREETS DESIGN GUIDELINES (2017)

Transitioning Corridor

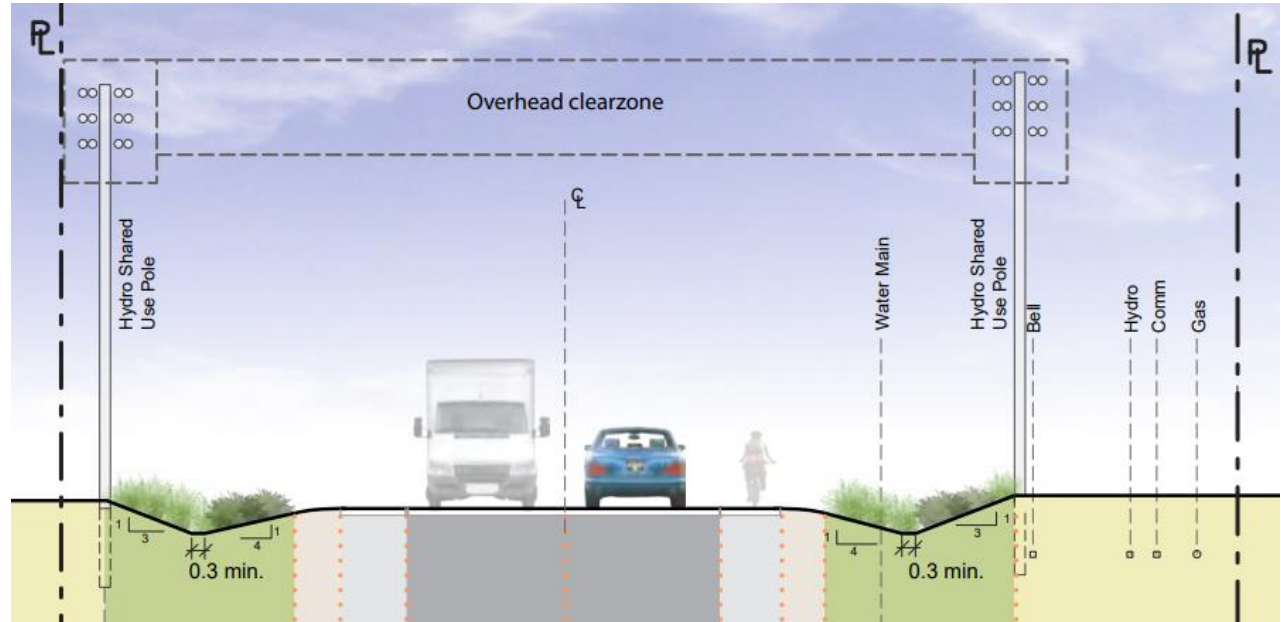
- Four (4) or more vehicle lanes, serving semi-urban and rural areas.
- The corridors play important roles in connecting communities, cross-region travel and goods movement.
- They support regional cycling through a range of in-corridor cycling facilities, which are ideally separated.
- Pedestrians are accommodated on sidewalks or multi-use pathways, depending on the context.



NIAGARA REGION COMPLETE STREETS DESIGN GUIDELINES (2017)

Rural Corridor

- Primary function is to move private and goods movement vehicles.
- Should include recreational cycling facilities (for example, a paved shoulder or multi-use path) and may also accommodate transit.
- Opportunities to accommodate both pedestrians and cyclists on multi-use pathways or trails along the corridor edge can be pursued where part of the regional cycling and pedestrian network.



NIAGARA REGION COMPLETE STREETS DESIGN GUIDELINES (2017)

Multi Use Pathways

- Applicable for Transitioning and Rural typologies and are “particularly recommended on Niagara’s Regional Roads in suburban, rural or industrial areas with large ROWs and with high permitted vehicle speeds and heavy traffic”.
- Preferred width for combined pathways should ideally be 3.0 metres.
- Where separated pathways are provided (separate spaces for pedestrians and cyclists), the preferred width should ideally be 4.5 metres.



KEY DESIGN CONSIDERATIONS

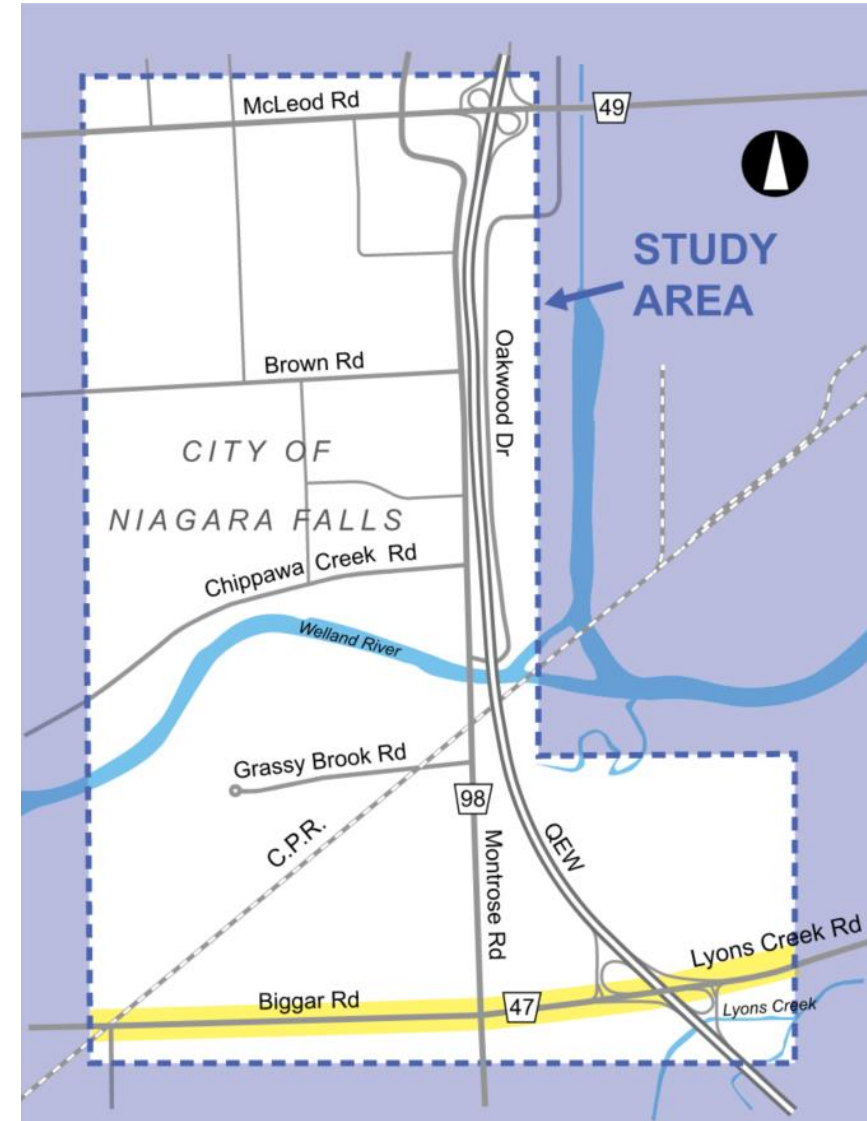
1. Connection with Existing and Planned Facilities;
2. Compatibility with Future Development Plans;
3. Transition between Urban and Rural Cross-Section Typologies;
4. Welland River Bridge;
5. Rail Crossing; and
6. QEW Interchange at Lyon's Creek Road.

OPTIONS CONSIDERED

North-South Corridor



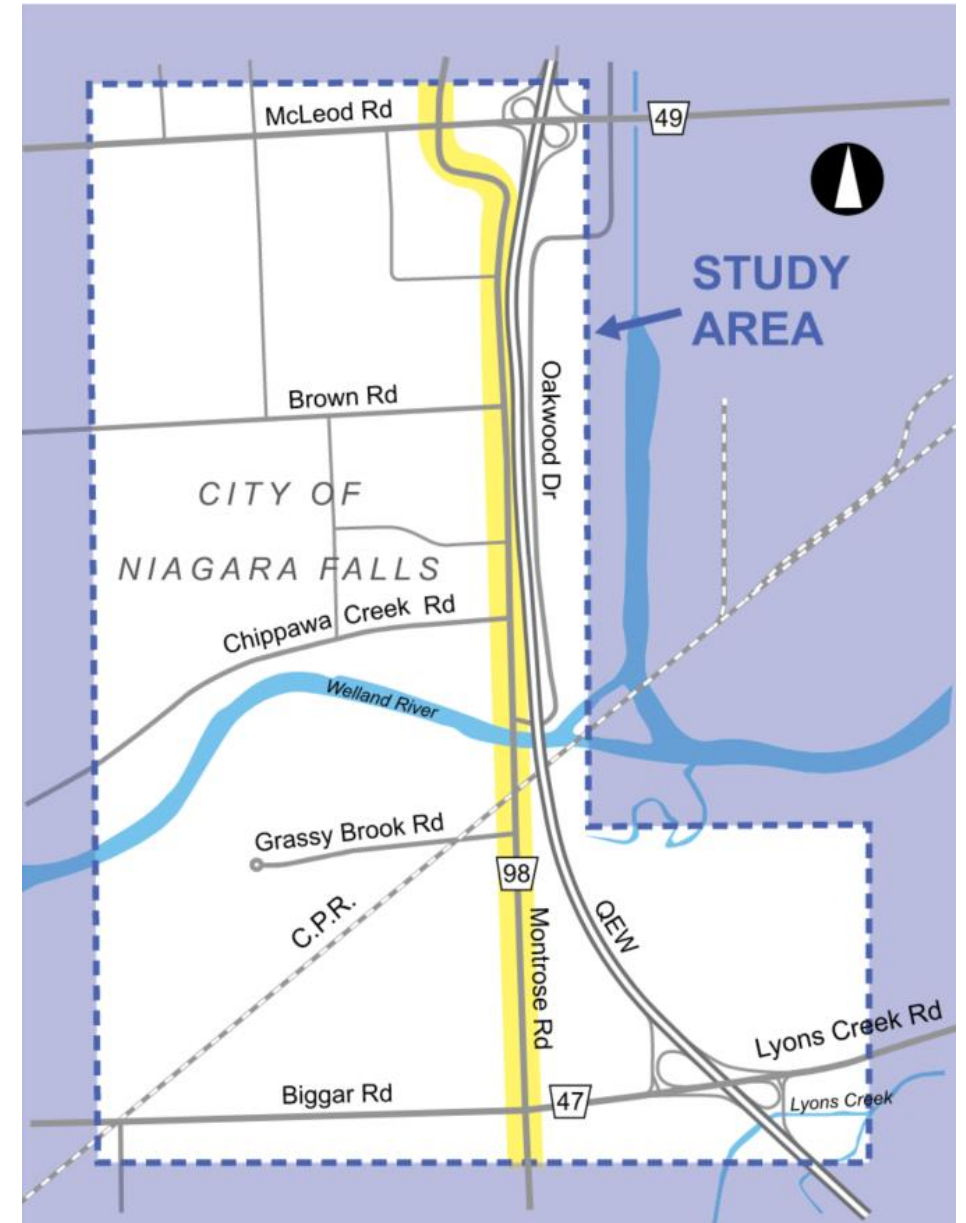
East-West Corridor



NORTH-SOUTH CORRIDOR

Active Transportation Facilities Considered

- **Paved Shoulders / On-Road Bicycle Lanes**
 - Not fully consistent with Niagara Region's TMP or Complete Streets Design Guidelines considering local context of the Montrose Road corridor.
 - Transition required to off-road facilities north of the study area.
- **Separated Bicycle Lanes**
 - Would increase user comfort, but would require cyclists to shift between the east and west sides of the Montrose Road corridor when accessing land uses on the west side.
- **Multi Use Pathway**
 - Connects to existing and future land uses on west side of the Montrose corridor.
 - Connects to existing MUPs on Pin Oak Drive/Canadian Drive.
 - Provides high functionality where there is a low density of driveways, as expected under existing and future conditions.

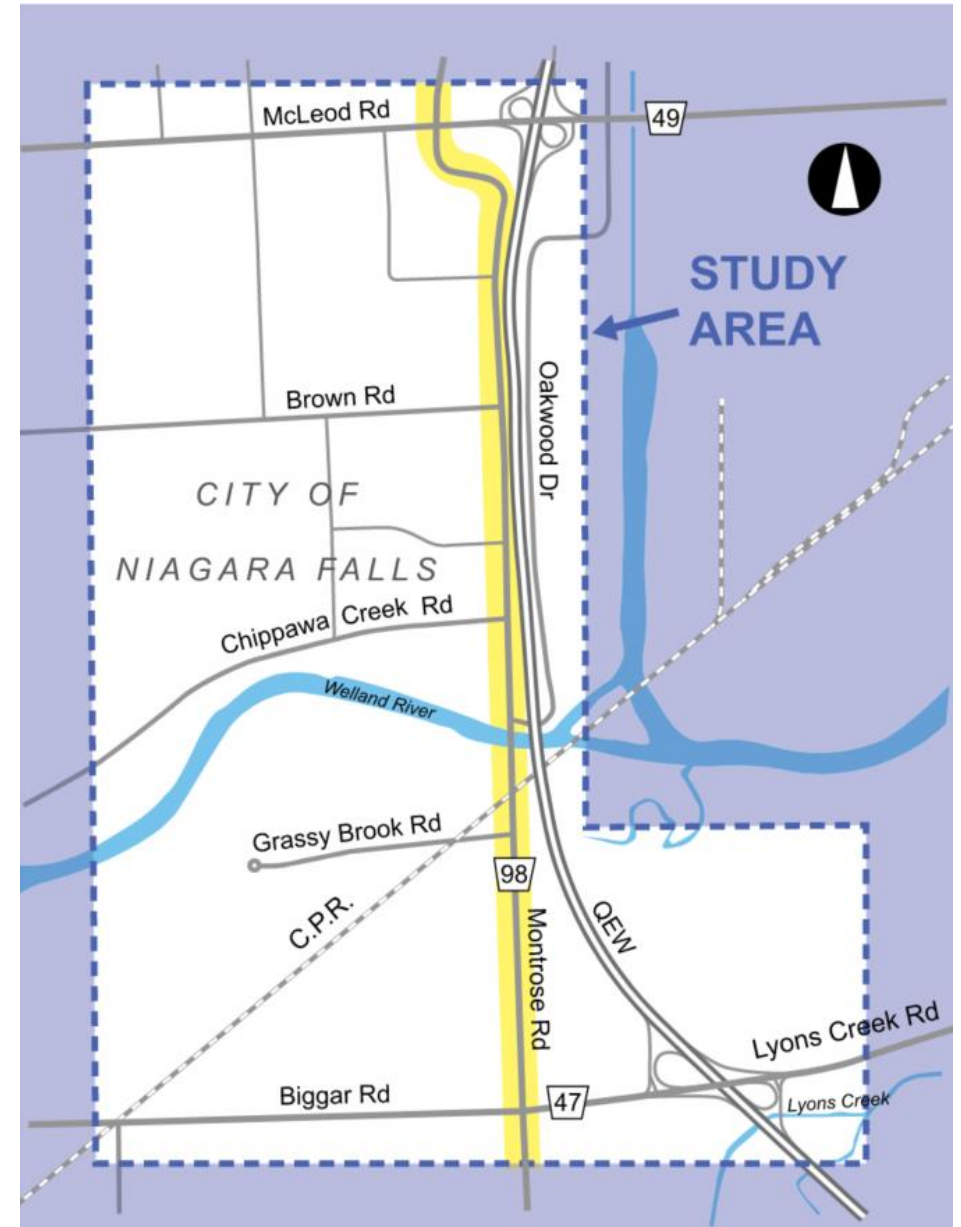


NORTH-SOUTH CORRIDOR

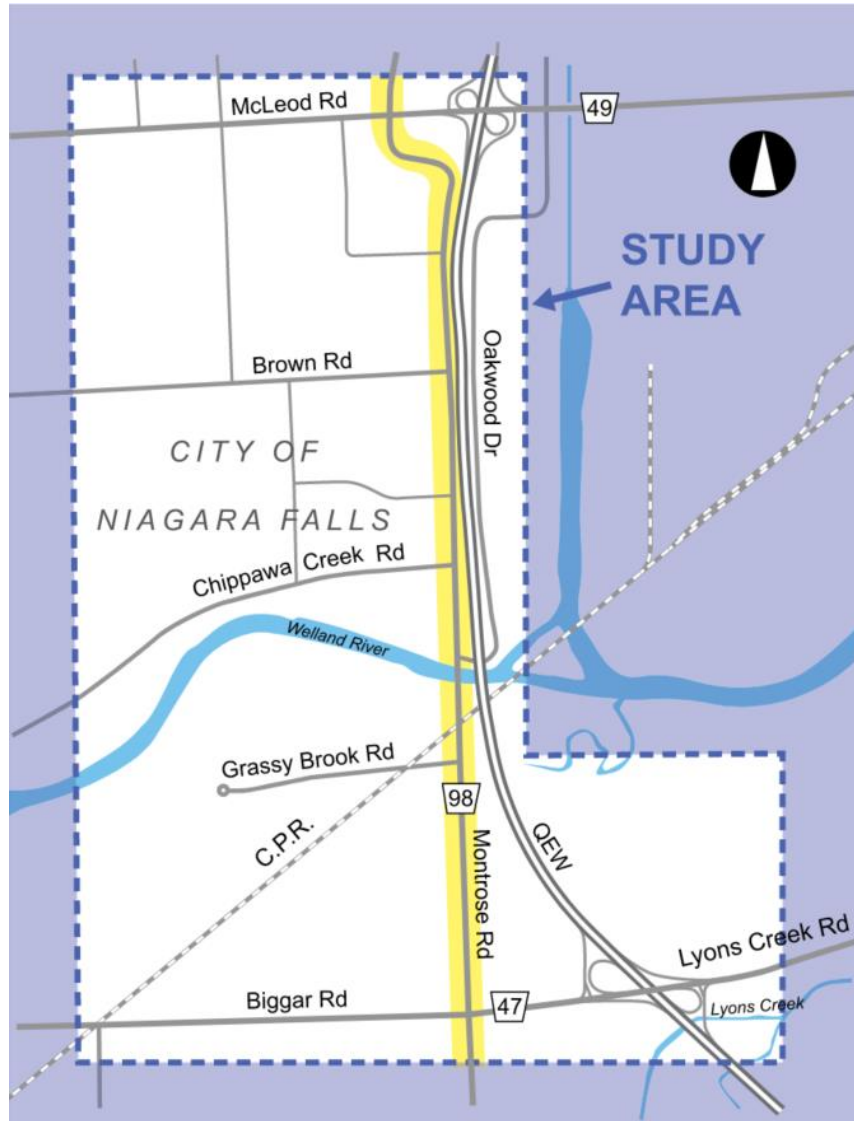
Preliminary Recommended AT Facility

Multi Use Pathway (MUP) on West Side

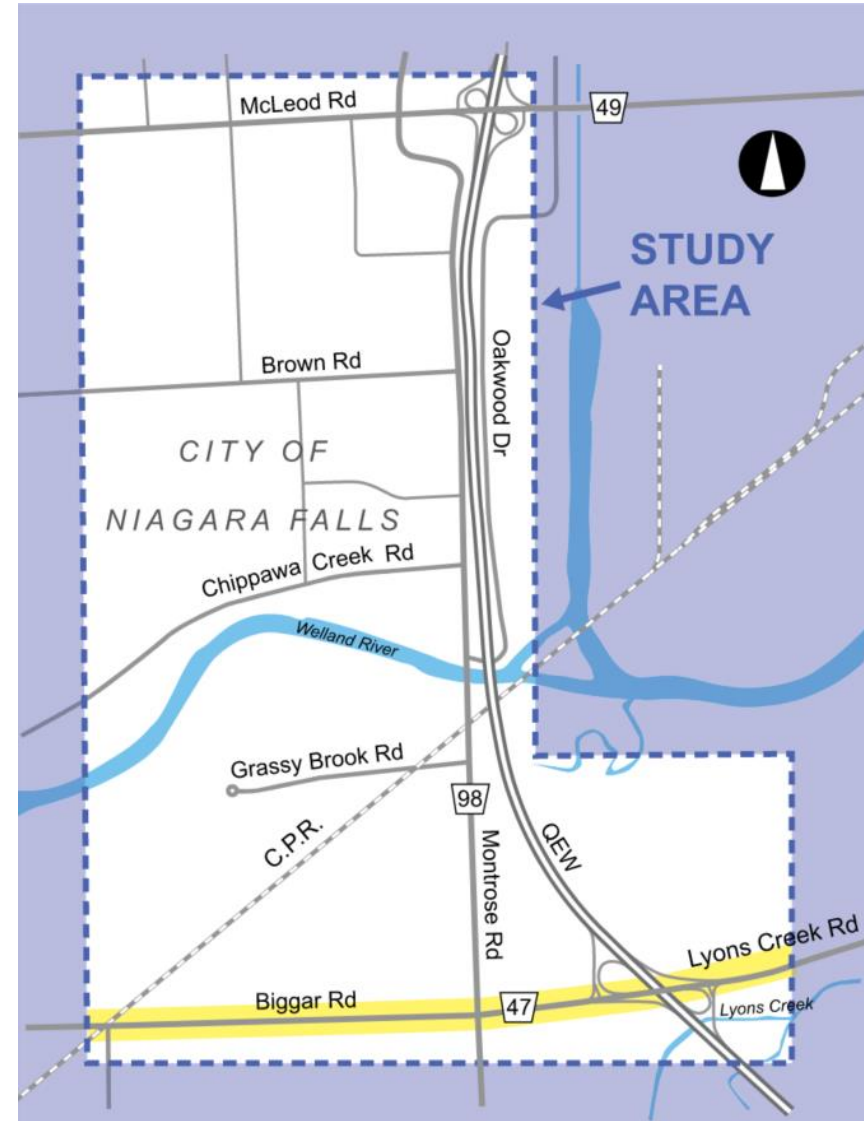
- ✓ Recommended on the west side of Montrose Road from McLeod Road to Biggar Road/Lyons Creek Road.
- ✓ Provides a high level of user comfort to AT users accessing future land uses along the corridor.
- ✓ An additional MUP can be considered on the east side of Montrose Road south of the Welland River to service future development including Hospital Employment and Prestige Employment.
- ✓ A future signalized intersection at Montrose Road and Grassy Brook Road could feature a cross-ride to facilitate an east-west connection between MUPs.
- ✓ A jug-handle for the MUP at the rail crossing would provide a safer 90-degree crossing.



North-South Corridor



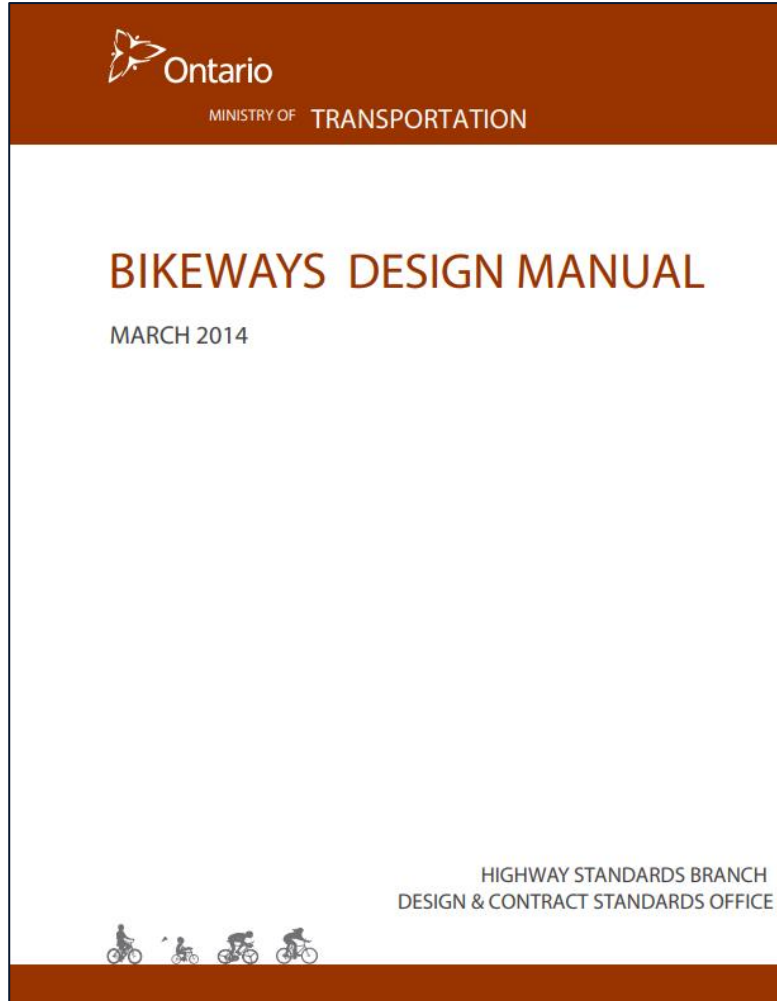
East-West Corridor



EXISTING QEW INTERCHANGE



MTO BIKEWAYS DESIGN MANUAL



Within the QEW Controlled Access Highway Limits (CAH), including all ramp terminal intersections, the MTO's 2014 Bikeway Design Manual is considered.

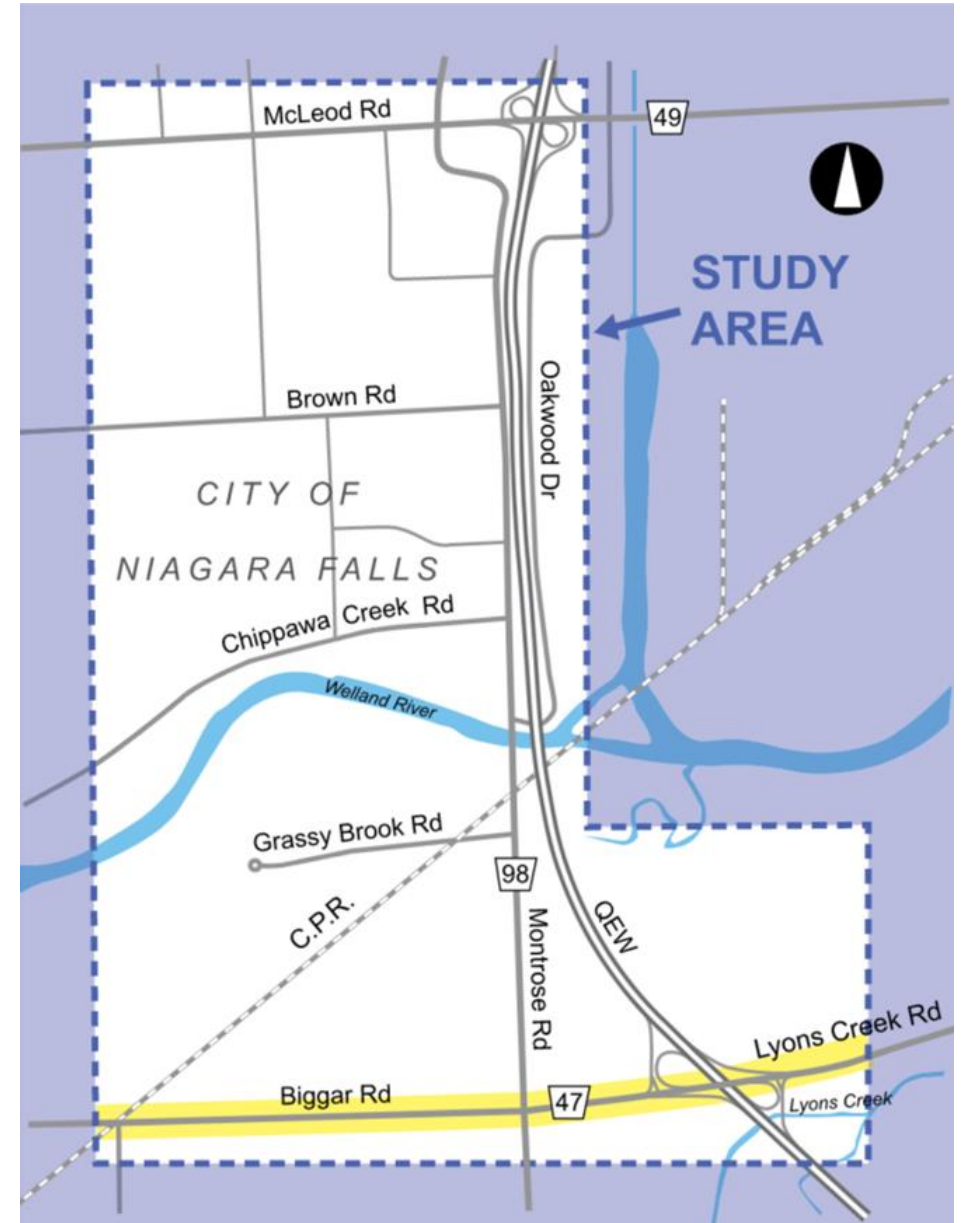
Key Considerations:

1. Separate crossings should be investigated to avoid potential conflicts;
2. The active transportation facility could be brought across the interchange in place of the sidewalk with a barrier in constrained locations;
3. Potential to bring pedestrians across the structure on a sidewalk and cyclists onto the roadway; and
4. Use of a jug-handle crossing of ramps to improve visibility of crossings and minimum facility widths when barriers are used.

EAST-WEST CORRIDOR

Active Transportation Corridor Considerations

- **QEW Interchange**
 - Existing bridge structure and ramp terminals pose a design and operational constraint to bicycle and pedestrian traffic.
- **Road Typology Transition**
 - Future transition between urban and rural conditions to the west and east extents of the study area.



EAST-WEST CORRIDOR

Options Considered

Option 1 – Unidirectional Facilities

- Combination of **on-road/off-road separated** bicycle lanes with a sidewalk on the north side between Montrose Road and the western limits of the South Niagara Hospital.
- Unidirectional facilities would allow for an easier transition between urban and rural conditions where the bicycle lanes could be tapered off to the west and east limits of the project.
- On the QEW bridge, an interim configuration with buffered bicycle lanes would require removal of the centre median.
- Existing exterior parapet walls on the QEW bridge would require replacement with railings that are 1.37m high in order to permit the cycling facilities.
- Would require consideration of options to improve safety at the QEW on-ramps such as green pavement marking, jug-handles or ramp re-design.



EAST-WEST CORRIDOR

Options Considered

Option 2A – Multi Use Path on North Side (Interim Condition)

- MUP on north side along the hospital frontage and across the QEW interchange.
- Temporary two-way, barrier protected MUP on the QEW bridge deck.
- Interim configuration on the bridge deck in order to fit within the existing bridge deck, with median removal.
- Would require raising the exterior parapet walls to 1.37m and review of options to improve safety at the ramp crossings.



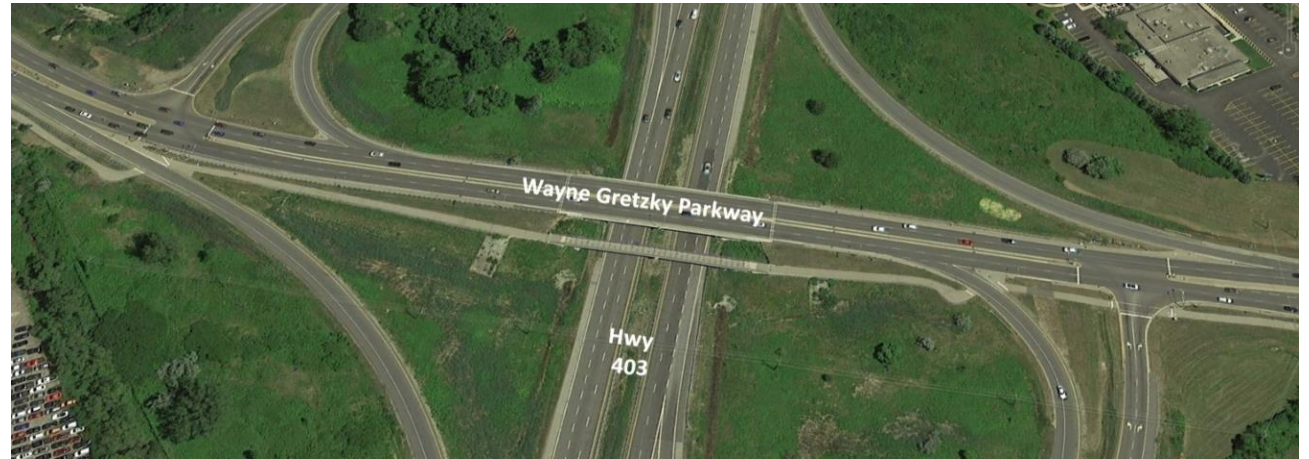
EAST-WEST CORRIDOR

Options Considered

Option 2B – Multi Use Path on North Side (Separate Structure Crossing, Long Term)

- MUP along the north side of Biggar Road and Lyons Creek Road with a separate MUP crossing of the QEW slightly north of the existing bridge.
- Consistent with the objectives of Section 5.3.2 of the MTO Bikeway Design Manual.
- Jughandles provided at the ramp crossings to improve safety of the crossings.
- Generally considered to integrate well with the existing and future site conditions while balancing design requirements at the interchange.

Example of Separate MUP Crossing Wayne Gretzky Parkway at Highway 403, Brantford



QUESTIONS AND DISCUSSION

DISCUSSION QUESTIONS

- 1. Do you have any priorities, issues or concerns that should be addressed throughout the Environmental Assessment Study?**
- 2. Do you have any site-specific background information that could be provided as it relates to the study area?**
- 3. Do you have any general comments on the options being considered?**
- 4. Are there any additional options that should be considered?**
- 5. Are there any additional design requirements or that should be considered in the evaluation of design options?**

NEXT STEPS



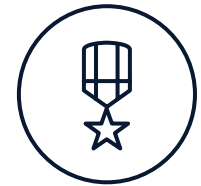
**Review Alternative Designs
with Stakeholders**



**Incorporate Preferred
Design Into Preliminary
Design Concept**



Detailed Design



Implementation

Meeting Minutes

1 Introduction

Subject: Montrose Road & Lyons Creek EA – Active Transportation Workshop

Location: Teams Meeting

Date: January 25, 2021

Time: 2:30 pm – 4:30 pm

Author: Kevin Stewart

Distribution: Listed below. **Attendees’ names bolded.**

2 Attendees

Name	Organization	Email
Altaf Hussain	Parsons	Altaf.Hussain@parsons.com
Andrew Evraire	Parsons	Andrew.Evraire@parsons.com
Kevin Stewart	Parsons	kevin.stewart@parsons.com
Noris Bot	Parsons	Noris.Bot@parsons.com
Richard Goertz	Parsons	Richard.Goertz@parsons.com
Ron Clarke	Parsons	Ronald.Clarke@parsons.com
Salina Chan	Parsons	Salina.Chan@parsons.com
Sarah Merriam	Parsons	Sarah.Merriam@parsons.com
Carolyn Ryall	Niagara Region	Carolyn.Ryall@niagararegion.ca
Graeme Guthrie	Niagara Region	graeme.guthrie@niagararegion.ca
Jackie Gervais	Niagara Region	jackie.gervais@niagararegion.ca
Khaldoon Ahmed	Niagara Region	khaldoon.ahmad@niagararegion.ca
Maged Elmadhoon	Niagara Region	Maged.Elmadhoon@niagararegion.ca
Pat Busnello	Niagara Region	pat.busnello@niagararegion.ca
Petar Vujic	Niagara Region	petar.vujic@niagararegion.ca
Vanessa Aykroyd	Niagara Region	vanessa.aykroyd@niagararegion.ca
Britney Fricke	Niagara Region	britney.fricke@niagararegion.ca
Julia van der Laan de Vries	Niagara Region	Julia.vanderLaandeVries@niagararegion.ca
Scott Fraser	Niagara Region	scott.fraser@niagararegion.ca
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Emad Labib	MTO	Emad.Labib@ontario.ca
Kashif Hussain	MTO	kashif.hussain@ontario.ca
Mario Panza	MTO	Mario.Panza@ontario.ca
Martin Sneep	MTO	martin.sneep@ontario.ca
Joe Colasurdo	City of Niagara Falls	jcolasurdo@niagarafalls.ca
Mathew Bilodeau	City of Niagara Falls	mbilodeau@niagarafalls.ca
Wendy Canavan	City of Niagara Falls	wcanavan@niagarafalls.ca
Carla Stout	City of Niagara Falls	cstout@niagarafalls.ca

Eric Nickel	City of Niagara Falls	enickel@niagarafalls.ca
Jeff Guarasci	City of Niagara Falls	jguarasci@niagarafalls.ca
Emily Ecker	BA Group	ecker@bagroup.com

3 Topics and Discussions

Item	Discussion	Owner	Expected	Item
1.0	Introduction			
1.1	Niagara Region is completing a “Schedule C” Environmental Assessment for Montrose Road, Biggar Road and Lyons Creek Road from McLeod Road to the QEW Interchange.	N/A	N/A	Info
1.2	Parsons provided an overview of the existing site conditions, future land uses and preliminary options under consideration for the corridor.	N/A	N/A	Info
1.3	Options under consideration for Montrose Road (North-South Corridor) include a Multi Use Pathway primarily on the west side. Paved shoulders or unidirectional facilities such as separated bicycle lanes are generally not preferred for this segment due to existing and future land uses and need to transition between the west and east sides.	N/A	N/A	Info
1.4	Options under consideration for Biggar Road and Lyons Creek Road over the QEW (East-West Corridor) include a Multi Use Pathway on the north side, on-road bicycle lanes or a separate Multi Use Pathway structure crossing the QEW.	N/A	N/A	Info
2.0	Discussion and Feedback: Biggar Road and Lyons Creek Road (East-West Corridor)			
2.1	A MUP on the north side of Biggar Road and west side of Montrose, adjacent to the South Niagara Hospital, is preferred by BA Group. A MUP is shown in those locations on BA Group’s hospital site plan.	N/A	N/A	Info
2.2	For options which include a barrier protected MUP on the QEW bridge structure, an energy-attenuator is required. Parsons noted barrier protection is generally desired in constrained locations.			
2.3	Mathew Bilodeau from the City of Niagara Falls to share literature documenting recent approaches with MUP barriers from the Dorchester Road project. MTO will also provide available information on the Dorchester Road project as available.	Niagara Falls / MTO	2021-01-26	Closed
2.4	The width of the Lyons Creek Road bridge over the QEW presents a space constraint for accommodating active transportation facilities. The bridge’s design does not easily allow for widening. If the median can be removed, active transportation facilities can be incorporated inside the existing bridge cross section, or alternative options can be explored, including a separate AT structure over the QEW. Modifications to on-ramps and parapet walls would also need to be considered.	N/A	N/A	Info
2.5	Lyons Creek Road is currently posted at 80 km/h, with a future recommended posted speed of 70 km/h following the implementation of active transportation facilities. Parsons to verify if a median is required on MTO bridges with a 70 km/h posted speed.	Parsons	2021-02-19	Open
2.6	The possibility of normalizing the existing Lyons Creek Road westbound direct-taper inner-loop ramp onto the Fort Erie-bound QEW is being considered. If a roundabout is selected at the Fort Erie-bound exit terminal intersection, the QEW on-ramp will pass through the terminal intersection roundabout. Both options will reduce vehicle speed where the MUP crosses the QEW on-ramp.	N/A	N/A	Info
2.7	The revised draft Detailed Traffic Assessment (DTA) has been submitted to Niagara Region for review. This report will be submitted to MTO following NR comments. The	MTO	2021-02-04	Closed

	<p>submission of the DTA and Preliminary Design to MTO is expected to occur within 2-weeks.</p> <p>Martin and Kashif from MTO to provide feedback on active transportation options being considered prior to the upcoming MTO committee meetings.</p>			
2.8	<p>MTO has been requested to book a time to present the QEW terminal intersection roundabouts at the next roundabout committee meeting on February 18.</p> <p>*Post Meeting Note: Intersection will be reviewed by the roundabout committee on March 18 to allow for Preliminary Design Review by NR and MTO executive committee. MTO has been requested to book a time to present the Lyons Creek Road / QEW terminal intersection to the RIT on March 18.</p>	Kashif, MTO	2021-02-04	Open
2.9	<p>MTO to provide Parsons with a list of required submission items prior to roundabout committee review. Parsons will submit the Preliminary Design for the Lyons Creek Road roundabout, roundabout analysis and DTA results.</p> <p>*Post Meeting Note: Submission requirements were noted on the MTO website.</p>	MTO / Parsons	2021-01-28	Closed
2.10	<p>At Sir Isaac Brock Way and Highway 406, a MUP was recently added to the existing bridge with a posted speed of 50 km/h.</p> <p>Parsons to review if lowering the posted speed limit over the Lyons Creek Road bridge will affect raised median/barrier requirements.</p> <p>MTO noted that it would be difficult for drivers to drop their speed going from 80 to 50 km/h. The recommended speed limit for Lyons Creek Road in 2041 is 60 km/h.</p>	Parsons	2021-02-04	Open
2.11	<p>Niagara Region to review if bicycle traffic signals are desired for the MUP crossings at the QEW ramp terminal intersection(s).</p>	Niagara Region	2021-02-04	Open
2.12	<p>The maximum slope of the approach to the existing QEW bridge is approximately 3%. AODA allows for slopes of no greater than 5%.</p>	N/A	N/A	Info
2.13	<p>When bikes accelerate down the bridge approaches, there is potential to pass pedestrians at higher speeds. MUP jug-handles at direct-taper QEW on-ramps would allow users of the MUP to slow down reducing the risk of conflict between pedestrians and cyclists. MUP geometry on ramp approaches will be reviewed by Parsons.</p>	Parsons	2021-02-04	Open
2.14	<p>Two-lanes in each direction over the QEW bridge will provide sufficient vehicle traffic capacity through 2041. MTO noted that bridge rehabilitation would lead to the temporary closure of half of the driving lanes, causing potential congestion issues. There will be a cost associated with removing the centre raised median and installing the MUP barrier. The EA process will assess alternative design solutions including the installation of a separate AT bridge across the QEW.</p>	N/A	N/A	Info
2.15	<p>If a barrier is provided for a MUP on the QEW bridge deck, drainage slats at the base of the barrier wall could be provided to accommodate run-off. This approach has been used on recent similar projects.</p>	N/A	N/A	Info
2.16	<p>City of Niagara Falls noted the potential for vehicles exceeding the posted speed limit on Lyons Creek Road, coming off the QEW. Traffic on Lyons Creek Road will include large numbers of commercial trucks.</p> <p>The proposed road cross section will be urbanized with a curb and gutter and may include a raised centre median island. These design elements tend to constrain traffic and prevent excess speed. It was noted that Lyons Creek Road will be a predominantly rural road following construction with little development to provide side-friction.</p> <p>Lyons Creek Road and Montrose Road will have a posted speed of 70 km/h in 2026, with the potential of lowering the speed limit to 60 km/h by 2041 as more development occurs, increasing side-friction.</p>	N/A	N/A	Info

2.17	There will continue to be significant volumes of commercial truck traffic turning east on to Lyons Creek Road at the QEW offramp terminal intersections. Intersections will be designed to MTO standards, allowing for truck turning radii.	N/A	N/A	Info
2.18	Emergency Vehicle Pre-emption at Lyons Creek Road/QEW ramp terminal intersections will be a consideration when selecting the intersection-type. Emergency vehicles driving toward Fort Erie will have a bypass lane at the ramp terminal intersection.	N/A	N/A	Info
2.19	The Separate MUP Crossing example from the Wayne Gretzky Parkway/Highway 403 interchange in Brantford includes jug-handles and MUP stop signs at on-ramp crossings. It was noted a full fence-enclosure on the MUP bridge would be desired as a suicide prevention measure and to prevent objects from leaving the bridge structure. It was noted the maintenance requirements and responsibility for a separate MUP bridge would need to be considered.	N/A	N/A	Info
3.0	Discussion and Feedback: Montrose Road (North-South Corridor)			
3.1	Niagara Region noted that at the time of the Niagara Region TMP, the new South Niagara Hospital was not considered. The study corridor was highlighted in the TMP as a route that will facilitate active transportation. The TMP and Complete Streets Guidelines provide flexibility to reconsider the facility-type as the corridors undergo transformation. Parsons is looking at how active transportation infrastructure can be implemented to serve the hospital. A MUP along the full length of Montrose Road is supported by Niagara Region due to the long-term growth plans of the area.	N/A	N/A	Info
3.2	Niagara Health supports the provision of a MUP on the north side of Biggar Road and on the west side of Montrose Road. A MUP was recommended by Niagara Health in June 2020. It was noted construction of a continuous MUP would be compatible with and complement future development within the project area.	N/A	N/A	Info
3.3	The proposed width of the MUP is 4 m, with alternative designs being considered near the hospital where the MUP may have increased pedestrian traffic volumes. Design alternatives will emphasize managing conflicts between pedestrians and cyclists.	N/A	N/A	Info
3.4	A 2 m boulevard is proposed between the edge of the MUP and the outside driving lane. A minimum clear-zone of 6 m must be maintained between the driving lanes and utility poles in accordance with TAC clear-zone requirements (boulevard + MUP).	N/A	N/A	Info
3.5	City of Niagara Falls standard sidewalk width is 1.5 m. AODA recommends sidewalk widths of 1.8 m. City of Niagara Falls to verify preference for sidewalk widths on Montrose Road, Biggar Road and Lyons Creek Road including width of snow-plowing equipment.	Niagara Falls	2021-01-28	Open
3.6	City of Niagara Falls noted that mixed traffic between pedestrians and cyclists on the MUP is a concern near the Niagara Square Shopping Centre at McLeod Road. City requested that Parsons review the potential to widen sidewalk/MUP in this area including near the retirement home at Niagara Square Drive.	N/A	N/A	Info
3.7	Niagara Regional Transit provides service on Montrose Road, with stops at Concentrix. Transit stops have been planned along Montrose Road. Niagara Health plans to introduce new bus stops on the new South Niagara Hospital site, in the form of a 2-bay transit hub that will accommodate 4-new routes.	N/A	N/A	Info
3.8	City of Niagara Falls Transit has completed a 5-year operational review that recommends the extension of existing transit routes south and toward new	Niagara Falls	2021-01-28	Open

	developments along Chippawa Creek Road. Mathew Bilodeau to forward documentation once it goes to council. Transit stop landing pad and shelter-orientation have been received from NF Transit for information.			
4.0	Next Steps			
4.1	Comments from the AT Workshop will be incorporated in the evaluation of alternative design concepts.	Parsons	2021-02-04	Open
4.2	Preliminary design plans will be provided to MTO and the City of Niagara Falls to review. Comments will be incorporated into the final Preliminary Design plans.	Parsons	2021-02-10	Open
4.3	PIC #3 is scheduled for March 18, 2021, where the final Preliminary Design will be presented. Following PIC #3, an Environmental Study Report will be prepared and filed for public review. Following that, the project will move into Detailed Design for the segment south of Grassy Brook Road and the QEW interchange.	Parsons	2021-03-18	Open

From: [Chan, Salina](#)
To: [Megan DeVries](#); [Fawn Sault](#)
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Frost, Jordan](#)
Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, July 13, 2020 12:29:00 PM
Attachments: [image001.png](#)

Hi Megan, Fawn,

Thank you for your response and MCFN's interest in the Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA study. Niagara Region and their consultant Parsons (i.e. the Project Team) would be pleased to work with MCFN on this EA study, including MCFN's involvement in natural sciences and archaeology field investigations and providing opportunities to review reporting for these factor-specific studies.

At this time, the breeding bird and amphibian call surveys have been completed. We are planning an Ecological Land Classification (ELC) inventory the week of July 27. We will also be completing fisheries fieldwork to assess habitat and fish community during the month of July, though that is still pending an MNRF permit. We are currently starting the Stage 1 Archaeological Assessment desktop study, and we will confirm if our sub-consultant, ASI, will be doing a site visit to confirm conditions. Please send us your standard agreement for the FLRs so that an agreement can be executed with Niagara Region for the FLR's participation in these investigations.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Monday, July 06, 2020 9:36 AM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Salina,

I am writing to confirm receipt of our previous email. Please note that an executed Field Liaison

Representative must be in place to allow their participation in the fieldwork associated with this project. If you can provide a timeline for the scheduled fieldwork, that would be appreciated.

Thank you,
Megan.

From: Megan DeVries
Sent: Tuesday, June 9, 2020 10:31 AM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>; Fawn Sault <Fawn.Sault@newcreditfirstnation.com>
Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Good morning Salina,

Thank you for contacting DOCA regarding this project. MCFN is interested in participating in the upcoming environmental and archaeological studies for this fieldwork, as well as reviewing the draft reports associated with each. Do you have a tentative timeline for the fieldwork? I will be happy to provide our standard agreement if the work is imminent.

Regards,
Megan.

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Friday, June 5, 2020 4:40 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Ms. Megan Devries,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2105) for Schedule "C" projects. More information can be found on the attached letter and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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From: [Chan, Salina](#)
To: [Fawn Sault](#)
Cc: [Mark LaForme](#); [Megan DeVries](#); "[Frost, Jordan](#)"; [Goertz, Richard](#); [Bot, Noris](#); [Merriam, Sarah](#)
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2
Date: Monday, September 14, 2020 2:12:58 PM
Attachments: [image001.png](#)

Hi Fawn,

Hope you are staying safe and healthy as well. In terms of archaeology field studies, ASI completed a Stage 1 AA field visit that MCFN was invited to attend but Megan DeVries advised that no FLR needed to be on site.

In terms of natural heritage studies, Parsons completed fisheries fieldwork, for which a MCFN FLR was on site with our staff. Parsons also completed several terrestrial studies. The breeding bird and amphibian surveys were completed prior to completion of the MCFN FLR agreement. An ELC study was also completed, for which MCFN was invited to attend but did not send an FLR. There will be additional terrestrial field visits, which we will continue to advise yourself, Megan DeVries and Marlene Morton of, in order to coordinate FLR attendance.

Please feel free to let me know if you have any other comments or questions.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: Fawn Sault <Fawn.Sault@mncfn.ca>
Sent: Thursday, September 10, 2020 5:03 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Mark LaForme <Mark.LaForme@mncfn.ca>; Megan DeVries <Megan.DeVries@mncfn.ca>
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Good Afternoon Salina,

I hope this email finds you safe and healthy. Thank you for the notification. Can you please tell me what field studies need to be completed, archaeology or natural heritage, or if any have been completed?

Miigwech,

Fawn Sault
Consultation Coordinator
Mississaugas of the Credit First Nation
4065 Hwy. 6, Hagersville, N0A 1H0
Website: <http://mncfn.ca/> [mncfn.ca]
Ph: 905-768-4260
Cell:289-527-6580

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Wednesday, September 9, 2020 5:13 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>;
Merriam, Sarah <Sarah.Merriam@parsons.com>; 'Frost, Jordan' <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2

Good afternoon,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015) for Schedule "C" projects.

The second Public Information Centre (PIC) for this study is being held online on Wednesday, September 23, 2020. More information can be found on the attached Notice of PIC #2. Please feel free to reach out to the contacts on the Notice if you have any questions, comments or concerns.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 - Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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From: [Chan, Salina](#)
To: [Megan DeVries](#); [Fawn Sault](#)
Cc: [Ryall, Carolyn](#); graeme.guthrie@niagararegion.ca; [Merriam, Sarah](#); [Goertz, Richard](#); [Blake Williams](#)
Bcc: [Sepulveda, Jenny](#)
Subject: RE: Montrose Road EA - Stage 1 Archaeological Assessment
Date: Monday, February 01, 2021 5:47:00 PM
Attachments: [image002.png](#)

Hi Megan,

Thank you for your prompt review of the Stage 1 AA, we will proceed with filing the Stage 1 AA report with MHSTCI and will be in touch in advance of Stage 2 AA work.

Kind regards,
Salina

From: Megan DeVries <Megan.DeVries@mncfn.ca>
Sent: Monday, February 01, 2021 2:18 PM
To: Chan, Salina <Salina.Chan@parsons.com>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; graeme.guthrie@niagararegion.ca; Merriam, Sarah <Sarah.Merriam@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Blake Williams <bwilliams@asiheritage.ca>
Subject: [EXTERNAL] RE: Montrose Road EA - Stage 1 Archaeological Assessment

Good afternoon Salina,

I have completed the review of the Montrose Road EA Stage 1 AA and at this time have no further concerns. I note that Stage 2 AA is recommended and it is our expectation that MCFN's Field Liaison Representatives will be invited to participate alongside the consultant archaeologist when they undertake that fieldwork. Please reach out in advanced of scheduling the assessment.

Sincerely,
Megan.

Megan DeVries, M.A. (she/her)
Archaeological Operations Supervisor



Department of Consultation and Accommodation (DOCA)
Mississaugas of the Credit First Nation (MCFN)

4065 Highway 6 North, Hagersville, ON NOA 1H0

P: 905-768-4260 | M: 289-527-2763

<http://www.mncfn.ca> [[mncfn.ca](http://www.mncfn.ca)]

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From: Megan DeVries
Sent: Monday, February 1, 2021 9:31 AM
To: 'Chan, Salina' <Salina.Chan@parsons.com>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; graeme.guthrie@niagararegion.ca; Merriam, Sarah <Sarah.Merriam@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Blake Williams <bwilliams@asiheritage.ca>
Subject: RE: Montrose Road EA - Stage 1 Archaeological Assessment

Hi Salina,

Thank you for following up. The original email must have gotten overlooked in my inbox. I will try to complete the review in the next day or so.

Kind regards,
Megan.

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Friday, January 29, 2021 2:43 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; graeme.guthrie@niagararegion.ca; Merriam, Sarah <Sarah.Merriam@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Blake Williams <bwilliams@asiheritage.ca>
Subject: RE: Montrose Road EA - Stage 1 Archaeological Assessment

Hi Megan and Fawn,

I am following up on the email below where the Stage 1 AA for the Montrose Road EA study was provided for your review. Can you kindly advise if you have completed your review, and if so, if you have any comments? We would like to submit the Stage 1 AA next week to MHSTCI for review and acceptance onto their register.

Thank you,
Salina

From: Chan, Salina
Sent: Friday, December 04, 2020 4:57 PM
To: Megan DeVries <Megan.DeVries@mncfn.ca>; Fawn Sault <Fawn.Sault@mncfn.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Sales, Alex <Alex.Sales@niagararegion.ca>;

Merriam, Sarah <Sarah.Merriam@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>;
Blake Williams <bwilliams@asiheritage.ca>

Subject: Montrose Road EA - Stage 1 Archaeological Assessment

Hi Megan, Fawn,

As per previous discussion, you indicated an interest in reviewing archaeological and environmental reports for the Montrose Road EA. Please see attached the Stage 1 Archaeological Assessment (AA) completed for this EA study for your review. We would appreciate any comments you have by January 22, 2021, as we would like to file the Stage 1 AA with MHSTCI.

Feel free to ask if you have any additional questions or if you prefer a meeting, that can be arranged as well.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



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From: Chan, Salina
To: hdi2@bellnet.ca; jocko@sixnations.ca
Cc: Bot, Noris; Alden, Marianne; Goertz, Richard; Frost, Jordan
Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, July 20, 2020 2:18:00 PM
Attachments: [Montrose EA - NOSC PIC1 FINAL.pdf](#)
[IC Comment Form.pdf](#)
[Haudenosaunee Development Institute IC Letter.pdf](#)
[image001.png](#)

Hi Hohahes Leroy Hill,

This email is to follow up on the Notice of Study Commencement email sent June 5, 2020 (and shown below) to see if the Haudenosaunee Confederacy Chiefs Council / Haudenosaunee Development Institute has an interest or any comments on this Montrose Road and Lyons Creek Road / Biggar Road Class EA study. I have reattached the Notice of Study Commencement, the letter and the comment form. Note that PIC #1 was held on June 24, 2020, and materials from the PIC are available at this link for review: <https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>.

Please advise if you would like any of these materials in hard copy.

Thank you and look forward to hearing from you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: Chan, Salina
Sent: Friday, June 05, 2020 4:42 PM
To: hdi2@bellnet.ca
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

To whom it may concern,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011

& 2105) for Schedule “C” projects. More information can be found on the attached letter and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

June 5, 2020

To Whom It May Concern
Haudenosaunee Development Institute
PO Box 714
Ohsweken, ON N0A 1M0

Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

To Whom It May Concern,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite Haudenosaunee Development Institute to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if Haudenosaunee Development Institute is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,



Jordan Frost, P.Eng., PTOE
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

From: [Chan, Salina](#)
To: consultations@metisnation.org; lindan@metisnation.org; BonnieB@metisnation.org
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Frost, Jordan](#)
Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, July 20, 2020 2:47:00 PM
Attachments: [IC Comment Form.pdf](#)
[Montrose EA - NOSC PIC1 FINAL.pdf](#)
[Metis Nation of Ontario IC Letter.pdf](#)
[image001.png](#)

Hi Linda, Bonnie,

This email is to follow up on the Notice of Study Commencement email sent June 5, 2020 (and shown below) to see if the Métis Nation of Ontario has an interest or any comments on this Montrose Road and Lyons Creek Road / Biggar Road Class EA study. I have reattached the Notice of Study Commencement, the letter and the comment form. Note that PIC #1 was held on June 24, 2020, and materials from the PIC are available at this link for review:

<https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>.

Please advise if you would like any of these materials in hard copy.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

From: Chan, Salina
Sent: Friday, June 05, 2020 4:43 PM
To: consultations@metisnation.org
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

To whom it may concern,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2105) for Schedule "C" projects. More information can be found on the attached letter

and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

June 5, 2020

To Whom It May Concern
Land, Resources, and Consultations
Metis Nation of Ontario
500 Old St. Patrick St Unit 3
Ottawa, ON K1N 9G4

Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

To Whom It May Concern,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite Metis Nation of Ontario to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if Metis Nation of Ontario is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,



Jordan Frost, P.Eng., PTOE
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

From: Chan, Salina
To: info@scugogfirstnation.com
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Frost, Jordan](#)
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice Follow Up
Date: Monday, July 20, 2020 2:48:00 PM
Attachments: [Mississaugas of Scugog Island First Nation_IC Letter.pdf](#)
[IC Comment Form.pdf](#)
[Montrose EA - NOSC PIC1_FINAL.pdf](#)
[image001.png](#)

To whom it may concern,

This email is to follow up on the Notice of Study Commencement for Montrose Road and Lyons Creek Road / Biggar Road Class EA study which was sent via regular mail to Chief Kelly LaRocca on June 5, 2020. We would like to follow up to confirm you have received the Notice and to see if you have any interest or comments or concerns with this project. I have reattached the Notice of Study Commencement, the letter and the comment form. Note that PIC #1 was held on June 24, 2020, and materials from the PIC are available at this link for review:

<https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>.

Please advise if you would like any of these materials in hard copy.

Thank you and look forward to hearing from you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

June 5, 2020

Chief Kelly LaRocca
Mississaugas of Scugog Island First Nation
22521 Island Road
Port Perry, ON L9L 1B6

**Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment**

Notice of Study Commencement and Online Public Information Centre #1

Dear Chief LaRocca,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite Mississaugas of Scugog Island First Nation to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

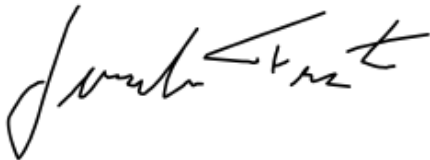
As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if Mississaugas of Scugog Island First Nation is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,



Jordan Frost, P.Eng., P.I.O.E.
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

From: [Chan, Salina](#)
To: markhill@sixnations.ca; franhenry@sixnations.ca; lonnybomberry@sixnations.ca
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Frost, Jordan](#)
Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, July 20, 2020 2:04:00 PM
Attachments: [Montrose EA - NOSC PIC1 FINAL.pdf](#)
[Six Nations of the Grand River IC Letters.pdf](#)
[IC Comment Form.pdf](#)
[image001.png](#)

Hi Chief Mark Hill, Fran Henry and Lonny Bomberry,

This email is to follow up on the Notice of Study Commencement email sent June 5, 2020 (and shown below) to see if the Six Nations of the Grand River has an interest or any comments on this Montrose Road and Lyons Creek Road / Biggar Road Class EA study. I have reattached the Notice of Study Commencement, the letter and the comment form. Note that PIC #1 was held on June 24, 2020, and materials from the PIC are available at this link for review:

<https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>.

Please advise if you would like any of these materials in hard copy.

Thank you and look forward to hearing from you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

From: Chan, Salina
Sent: Friday, June 05, 2020 4:40 PM
To: markhill@sixnations.ca
Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Chief Mark Hill,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011

& 2105) for Schedule “C” projects. More information can be found on the attached letter and Notice of Study Commencement and Online PIC #1 (which will be held on June 24, 2020). If you have any comments or concerns, please fill out the attached comment form and return to Rick Goertz at Richard.Goertz@parsons.com.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

June 5, 2020

Chief Mark Hill
Six Nations of the Grand River
PO Box 5000
Ohsweken, ON N0A 1H0

**Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment**

Notice of Study Commencement and Online Public Information Centre #1

Dear Chief Hill,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite Six Nations of the Grand River to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if Six Nations of the Grand River is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,



Jordan Frost, P.Eng., PTOE
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

From: [Ryall, Carolyn](#)
To: "[Fallon Burch](#)"
Cc: [Kelly Riley](#); [Jacqueline French](#); [Goertz, Richard](#); [Chan, Salina](#); [Elmadhoon, Maged](#); [Merriam, Sarah](#)
Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Notice of Online PIC #3
Date: Wednesday, April 21, 2021 3:49:12 PM
Attachments: [image001.png](#)
[image002.png](#)

Good Afternoon,

The Region is in receipt of your email. Thank-you for your review and participation.

Regards,

Carolyn Ryall

Director
Transportation Services Division
Public Works
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold ON L2V 4T7
Direct: 905-984-3620
Cell: 905-401-9105
Toll Free: 1-800-263-7215
Carolyn.Ryall@niagararegion.ca

From: Fallon Burch <fburch@cottfn.com>
Sent: Wednesday, April 21, 2021 3:09 PM
To: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Cc: Kelly Riley <kriley@cottfn.com>; Jacqueline French <jfrench@cottfn.com>; richard.goertz@parsons.com;
salina.chan@parsons.com; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>;
Sarah.Merriam@parsons.com
Subject: RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Notice of Online PIC #3

Good afternoon,

Please find attached a response on behalf of Chippewas of the Thames First Nation in regards to the aforementioned project. If you have any questions, please feel free to contact me.

Thank you,

Fallon Burch

Fallon Burch
Consultation Coordinator, Chippewas of the Thames First Nation
320 Chippewa Rd Muncey, ON N0L 1Y0 | 519-289-5555 |
www.cottfn.com/consultation [cottfn.com]

From: Jacqueline French <jfrench@cottfn.com>
Sent: April 12, 2021 2:41 PM
To: Fallon Burch <fburch@cottfn.com>
Cc: Kelly Riley <kriley@cottfn.com>
Subject: Fwd: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Notice of Online PIC #3

FYI....

Sent from my iPad

Begin forwarded message:

From: "Chan, Salina" <Salina.Chan@parsons.com>
Date: April 9, 2021 at 5:59:09 PM EDT
To: "jfrench@cottfn.com" <jfrench@cottfn.com>
Cc: "Goertz, Richard" <Richard.Goertz@parsons.com>, "Ryall, Carolyn" <Carolyn.Ryall@niagararegion.ca>, "Guthrie, Graeme" <graeme.guthrie@niagararegion.ca>, "Elmadhoon, Maged" <Maged.Elmadhoon@niagararegion.ca>, "Merriam, Sarah" <Sarah.Merriam@parsons.com>
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Notice of Online PIC #3

Hi Chief French,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine

rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015) for Schedule "C" projects.

We would like to invite you to the third Public Information Centre (PIC) for this study, which is being held online on Wednesday, April 21, 2021. More information can be found on the attached Notice of PIC #3 and letter. A hard copy of the Notice and letter are also being sent to the address in the letter. Please feel free to reach out if you have any questions, comments or concerns.

Thank you,
Salina Chan

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 - Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



CHIPPEWAS OF THE THAMES FIRST NATION

April 21, 2021

VIA EMAIL

Carolyn Ryall
Project Manager
Regional Municipality of Niagara
1815 Sir Issac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

RE: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

Dear: Carolyn,

After reviewing the project information, we have identified no concerns with the information that you have presented to us at this time. However, I ask that if there are changes to the project that are of a substantive nature that you keep us informed by sending an electronic notification to consultation@cottfn.com. I also recommend that you engage with First Nations in closer proximity to the project.

We look forward to continuing this open line of communication. To implement meaningful consultation, Chippewas of the Thames First Nation has developed its own protocol - a document and a process that will guide positive working relationships. We would be happy to meet with you to review COTTFN's Consultation Protocol.

As per 'Appendix D' of the Wiindmaagewin attached is invoice 0108. Please do not hesitate to contact me if you need further clarification of this letter.

Sincerely,

Fallon Burch
Consultation Coordinator
Chippewa of the Thames First Nation
consultation@cottfn.com

c: Rick Goertz, Project Manager, Parsons Inc.

Enclosed: INV-0108

320 Chippewa Road, Muncey, ON, N0L 1Y0
Ph. 519-289-5555 Fax. 519-289-2230
info@cottfn.com www.cottfn.com

From: Chan, Salina

Sent: Wednesday, July 29, 2020 4:49 PM

To: Dave Mowat <dmowat@alderville.ca>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>;
Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>

Subject: RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hi Chief Dave Mowat,

Thank you for your response. We have reached out to the Mississaugas of the Credit First Nation and are coordinating with them on their interest in this project. We will keep your name on the contact list so you will continue to receive information on the project. If you would prefer your name be removed from our list, please contact us at your earliest convenience.

Thank you,
Salina

From: Dave Mowat <dmowat@alderville.ca>

Sent: Tuesday, July 21, 2020 1:47 PM

To: Chan, Salina <Salina.Chan@parsons.com>

Cc: Bot, Noris <Noris.Bot@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>;
Goertz, Richard <Richard.Goertz@parsons.com>; Frost, Jordan <Jordan.Frost@niagararegion.ca>

Subject: [EXTERNAL] RE: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1

Hello Salina:

This area is well outside Alderville's treaty areas and therefore we have no comment. Mississaugas of the Credit First Nation would be the correct contact.

Thanks

Chief Dave Mowat

PUBLIC NOTICE OF STUDY COMMENCEMENT AND ONLINE PUBLIC INFORMATION CENTRE #1 MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. This project is being carried out under the planning and design process for a Schedule C project as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

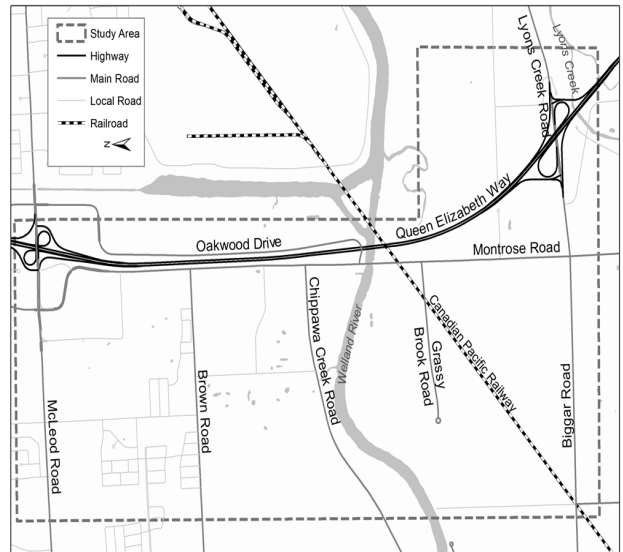
The study is being undertaken to identify alternative solutions and designs in accordance with the Niagara Region Transportation Master Plan and to provide suitable transportation and municipal infrastructure to service the planned South Niagara Hospital Site. Recommendations for the corridor will consider geometric and intersection improvements, additional lanes, access management, and active transportation.

Consultation with the public, relevant technical agencies, stakeholder groups, and Indigenous Communities is a key element of the Class EA study. To facilitate this, Public Information Centres (PICs) will be held to present project information and progress.

PURPOSE OF THE PUBLIC INFORMATION CENTRE:

The purpose of PIC #1 is to present Phase 1 of the Class EA, which includes background information on the project and the Problem / Opportunity Statement. The PIC will provide an opportunity for you to ask questions and discuss with the Project Team. Following this PIC, there will be a 30-day comment period, where the feedback received will be considered in the development of alternative solutions.

Future PIC Notices will be advertised during the study and mailed to those on the study mailing list. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for a 45-day public review period. The ESR will document the Municipal Class EA planning and decision-making process undertaken.



PIC #1 DATE:

Wednesday, June 24th, 2020

6:00 PM to 7:00PM

Location: PIC #1 is being held online. Refer to niagararegion.ca/projects for more information

CONTACT:

Jordan Frost, P. Eng., PTOE Project Manager

Regional Municipality of Niagara

1815 Sir Issac Brock Way, PO Box 1042

Thorold, ON L2V 4T7

Tel: 905-980-6000, ext. 3336

Jordan.Frost@niagararegion.ca

Rick Goertz, P.Eng., Project Manager

Parsons Inc.

4342 Queen Street, Suite 407

Niagara Falls, ON L2E 7J7

Tel: 905-321-2374

Richard.Goertz@Parsons.com

Personal information collected or submitted in writing 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.

June 5, 2020

Sample Technical Agency Letter

Name
Agency
Email

Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

Dear NAME,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The purpose of this letter is to provide your organization with information about the study and details on how you can get involved in the process. We also invite you to participate in Public Information Centre (PIC) #1, which will be held on **Wednesday, June 24, 2020**. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects.

The Environmental Assessment Study for Montrose Road and Lyons Creek Road/Biggar Road will:

- Assess / confirm the need and justification for roadway rehabilitation and improvements;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic needs while also giving consideration to impacts on the natural, cultural and socio-economic environments;
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases; and,

- Consult with agencies, stakeholders, Indigenous Communities and the public, providing opportunities for input and feedback as the study progresses through means such as Public Information Centres.

Please advise the Project Team of your interest in this study by responding to this letter with the following information or by returning the attached form by July 5, 2020.

- The representative from your technical agency who will participate as part of the study;
- Initial comments and feedback related to the study that should be considered as the project advances; or
- If you would like to be removed from the Project Contact List because your organization has no concerns.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the study's Project Manager using the contact information provided below.

Sincerely,



Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Transportation Services Division Public Works Department, Niagara Region
jordan.frost@niagararegion.ca
c/o Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-321-2374

CC: Richard Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1



AGENCY COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng., Project Manager
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7
Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

GROUP/AGENCY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My group/agency is interested in this project and our concerns are noted in the space provided (see next page).
- My group/agency has no concerns but would like to be kept informed. Please maintain our group/agency on the contact list for this project.
- My group/agency has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:

June 5, 2020

Sample Indigenous Community Letter

NAME

Indigenous Community Group

Address1

Address2

Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

Dear NAME,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite Chippewas of the Thames First Nation to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if Chippewas of the Thames First Nation is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,

Jordan Frost, P.Eng., PTOE
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1



COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng.

Email: Richard.Goertz@parsons.com

Mail 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

CONTACT NAME: _____

TITLE: _____

COMMUNITY: _____

ADDRESS: _____

TELEPHONE: _____

E-MAIL: _____

- My community is interested in this project and our concerns are noted in the space provided (see next page).
- My community has no concerns but would like to be kept informed. Please maintain our community on the contact list for this project.
- My community has no concerns about this project and can be removed from your contact list.

Comments / Areas of Interest:

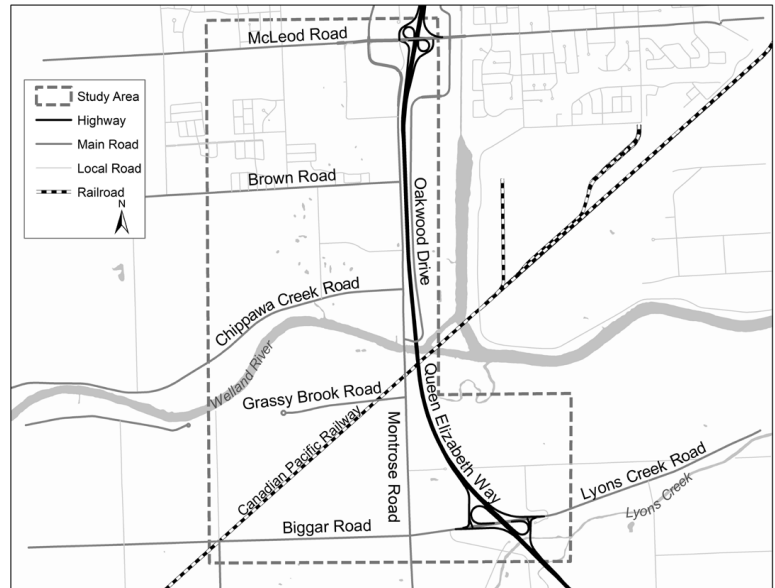
NOTICE OF STUDY COMPLETION

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

THE PROJECT

Niagara Region, through their consultant Parsons Inc., has completed a Municipal Class Environmental Assessment Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. This project was carried out following the planning and design process for a Schedule C project as outlined in the *Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015)*.

This Environmental Assessment study, which commenced in June 2020, was conducted based on recommendations of Niagara Region's Transportation Master Plan and to provide suitable transportation and municipal infrastructure to service future growth in the area.



The Class Environmental Assessment process included public, Indigenous communities, and agency consultation. As part of the consultation program, three Public Information Centres were held (June 24, 2020, Sept. 23, 2020, & April 21, 2021) to provide information on the project and to receive comments.

The key recommendations developed through the Class Environmental Assessment process includes urbanizing and widening the study area roads to four lanes with a multi-use path as well as intersection and auxiliary lane improvements. In general widening is occurring from the centreline of the road, except for Montrose Road, from Canadian Drive to Chippawa Creek Road, which is being widened to the west, and for Montrose Road, from Chippawa Creek Road to Grassy Brook Road, which is being widened to the east.

An Environmental Study Report has been prepared to document the Class Environmental Assessment planning process used in developing the recommended solution, including the alternatives considered, the preferred design, impacts and mitigation measures, and consultation activities. The Environmental Study Report will be made available for 30-day public review from **Nov. 8 - Dec. 7, 2021** on the project website: [niagararegion.ca/projects/montrose-lyons-creek-ea](https://www.niagararegion.ca/projects/montrose-lyons-creek-ea)

COMMENTS AND CONTACTS

Any interested persons should provide written comments to the key project contacts by the end of the review period on **Dec. 7, 2021**. In addition, a request may be made to the Ministry of the Environment, Conservation and Parks for an order requiring a higher level of study (i.e. requiring an individual/comprehensive Environmental Assessment approval before being able to proceed), or that conditions be imposed (e.g. require further studies), only on the grounds that the requested order may prevent, mitigate or remedy adverse impacts on constitutionally protected Aboriginal and treaty rights. Requests on other grounds will not be considered. Requests should include the requester contact information and full name for the Ministry.

Requests should specify what kind of order is being requested (request for additional conditions or a request for an individual/comprehensive environmental assessment), how an order may prevent, mitigate or remedy those potential adverse impacts, and any information in support of the statements in the request. This will ensure that the Ministry is able to efficiently begin reviewing the request. If no order request is received the project will proceed to design and construction as outlined in the planning documentation.

The request should be sent by **Dec. 7, 2021** in writing or by email to both the following contacts as well as the key project team contacts:

NOTICE OF STUDY COMPLETION

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

**Minister of the Environment,
Conservation and Parks**
777 Bay St., 5th floor
Toronto ON, M7A 2J3
minister.mecp@ontario.ca

Director, Environmental Assessment Branch
Ministry of Environment, Conservation and Parks
135 St. Clair Ave. W, 1st floor
Toronto ON M4V 1P5
EABDirector@ontario.ca

Anyone who wishes to comment on the study should contact the following key project contacts:

Carolyn Ryall, Project Manager
Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
905-984-3620
carolyn.ryall@niagararegion.ca

Rick Goertz, P.Eng., Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
905-321-2374
richard.goertz@parsons.com

Personal information collected or submitted in writing will be collected, used and disclosed by members of Regional Council and Regional staff in accordance with the **Municipal Freedom of Information and Protection of Privacy Act**. The written submissions including names, contact information and reports of the public meeting will be made available. Questions should be referred to the Privacy Office at 905-980-6000, ext. 3779 or FOI@niagararegion.ca.

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

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS EA

Final Public Information Centre #1 Summary Report

August 2020

TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	NOTIFICATION.....	1
3.0	DISPLAYS AND DISTRIBUTED MATERIALS.....	2
4.0	ATTENDANCE AND SUMMARY OF COMMENTS.....	2
5.0	CONCLUSION.....	2

APPENDICES

- Appendix A – PIC Notification Materials
- Appendix B – Display Materials
- Appendix C – PIC #1 Question & Answer Summary

1.0 Introduction

Niagara Region has retained Parsons Inc. to conduct a Class Environmental Assessment (Class EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road (See Figure 1). This study is being conducted in accordance with the planning and design process for ‘Schedule C’ projects as outlined in the Municipal Engineers Association “Municipal Class Environmental Assessment,” (October 2000, as amended in 2007, 2011 and 2015).

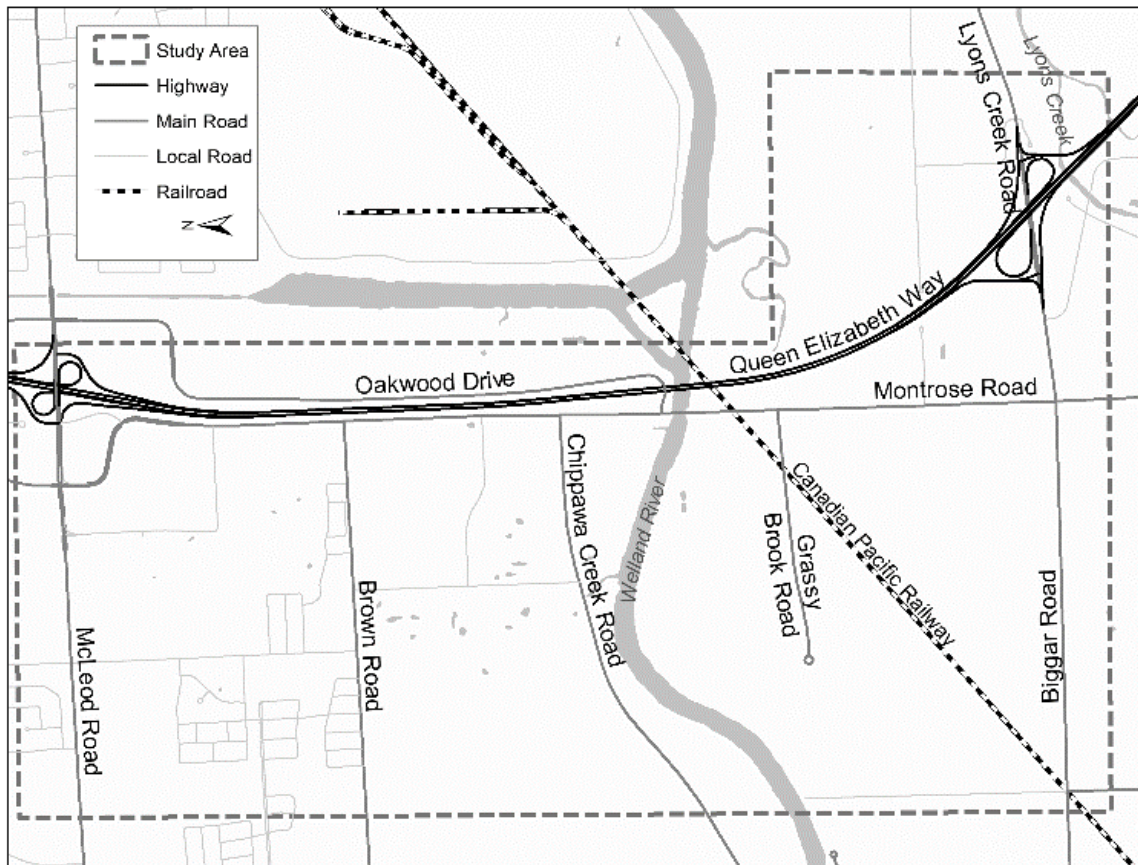


Figure 1. Study Area

The Niagara Region held its first Online Public Information Centre (PIC) for this study on June 24th, 2020. The PIC was held online through Zoom and was open to the public from 6:00 pm to 7:00 pm. The PIC included a live presentation of the PIC display boards followed by a live question and answer session.

This first PIC was held to introduce the study to the public, provide an overview of the background and key issues of the study area, and to present and receive input on the Problem/Opportunity Statement. The PIC provided an opportunity for interested and/or potentially affected stakeholders to participate in the planning and decision-making process. The comments received will assist the Project Team in refining the project going forward and in developing appropriate Alternative Solutions for the corridor.

2.0 Notification

As per the Municipal Class EA, notification is given to the public of upcoming PICs. The following steps were taken to notify the public and interested stakeholders:

- Publications
 - *Niagara This Week* on June 11 and 18, 2020
 - *Niagara Falls Review* on June 10 and 17, 2020
- Via Mail and Email
 - Technical Agencies
 - Indigenous Communities
 - Stakeholders, including residents and businesses on the project contact list
 - Residents adjacent to the corridor (approximately 1,500 notices)

The notification materials for PIC #1 can be found in **Appendix A**.

3.0 Displays and Distributed Materials

Display boards were used at PIC #1 to present the following information:

- Welcome
- Format/Purpose of the PIC
- Key Project Team
- Municipal Class Environmental Assessment Process
- Consultation during Covid-19
- Public and Stakeholder Input
- Phase 1 of the Municipal Class EA: Problem/Opportunity Statement
- Existing Road Network - Montrose Road
- Existing Road Network - Lyons Creek Road/Biggar Road
- Key Issues in the Study Area
- Transportation Related Policies - Regional Plans
- Transportation Related Policies - Provincial Plans
- Transportation Related Policies - Local Plans
- Montrose Road and Lyons Creek Road / Biggar Road: Studies to be Completed
- Next Steps
- How You Can Get Involved
- Questions

The display materials are provided in **Appendix B**. During the PIC, a Project Team member presented the display boards verbally through Zoom. The display boards are also available electronically on the Niagara Region Project website for viewing or download.

4.0 Attendance and Summary of Comments

Those interested in attending the PIC could pre-register for the event and a link to the Zoom Webinar was sent. No sign-in was required for the actual event. In total, 26 people registered for the event, with 23 people attending the live PIC #1 Zoom webinar.

Following the presentation of the PIC display materials, the Project Team held a live question and answer (Q&A) period where attendees could submit questions using the Q&A chat function. Questions submitted were read out loud and responded to by the Project Team. Topics discussed during the Q&A period included: general inquiries, the Environmental Assessment process and consultation, design components, and timing and construction. The Project Team provided responses to clarify details on the study and to indicate next steps. For a full summary of the Q&A session, see the PIC #1 Q&A Summary in **Appendix C**.

Attendees were also encouraged to provide feedback on the study and the display boards using the PIC comment form that was available on the Project website. The comment form contained space for comments and also for the respondent to provide their contact information. No PIC comment forms, or comments related to the PIC were received during the 30-day PIC comment period from June 24th to July 24th, 2020.

5.0 Conclusion

After the first PIC, the Project Team reviewed the questions and comments received during the PIC. The PIC helped the Project Team become more aware of concerns, questions, and issues about the Project and have incorporated these into the Project, as appropriate.

Appendix A

PIC Notification Materials

PUBLIC NOTICE OF STUDY COMMENCEMENT AND ONLINE PUBLIC INFORMATION CENTRE #1 MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. This project is being carried out under the planning and design process for a Schedule C project as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

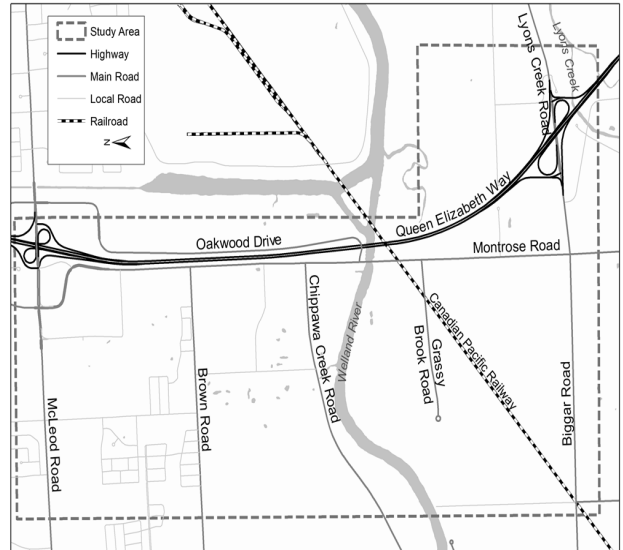
The study is being undertaken to identify alternative solutions and designs in accordance with the Niagara Region Transportation Master Plan and to provide suitable transportation and municipal infrastructure to service the planned South Niagara Hospital Site. Recommendations for the corridor will consider geometric and intersection improvements, additional lanes, access management, and active transportation.

Consultation with the public, relevant technical agencies, stakeholder groups, and Indigenous Communities is a key element of the Class EA study. To facilitate this, Public Information Centres (PICs) will be held to present project information and progress.

PURPOSE OF THE PUBLIC INFORMATION CENTRE:

The purpose of PIC #1 is to present Phase 1 of the Class EA, which includes background information on the project and the Problem / Opportunity Statement. The PIC will provide an opportunity for you to ask questions and discuss with the Project Team. Following this PIC, there will be a 30-day comment period, where the feedback received will be considered in the development of alternative solutions.

Future PIC Notices will be advertised during the study and mailed to those on the study mailing list. Upon completion of the study, an Environmental Study Report (ESR) will be prepared and made available for a 45-day public review period. The ESR will document the Municipal Class EA planning and decision-making process undertaken.



PIC #1 DATE:

Wednesday, June 24th, 2020

6:00 PM to 7:00PM

Location: PIC #1 is being held online. Refer to niagararegion.ca/projects for more information

CONTACT:

Jordan Frost, P. Eng., PTOE Project Manager

Regional Municipality of Niagara

1815 Sir Issac Brock Way, PO Box 1042

Thorold, ON L2V 4T7

Tel: 905-980-6000, ext. 3336

Jordan.Frost@niagararegion.ca

Rick Goertz, P.Eng., Project Manager

Parsons Inc.

4342 Queen Street, Suite 407

Niagara Falls, ON L2E 7J7

Tel: 905-321-2374

Richard.Goertz@Parsons.com

Personal information collected or submitted in writing 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.

SAMPLE AGENCY NOTIFICATION LETTER



Public Works Transportation Services
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
Tel: 905-980-6000 Toll-Free: 1-800-263-7215 Fax: 905-685-0013
niagararegion.ca

June 5, 2020



Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

Dear [REDACTED],

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The purpose of this letter is to provide your organization with information about the study and details on how you can get involved in the process. We also invite you to participate in Public Information Centre (PIC) #1, which will be held on **Wednesday, June 24, 2020**. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule “C” projects.

The Environmental Assessment Study for Montrose Road and Lyons Creek Road/Biggar Road will:

- Assess / confirm the need and justification for roadway rehabilitation and improvements;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic needs while also giving consideration to impacts on the natural, cultural and socio-economic environments;
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases; and,

- Consult with agencies, stakeholders, Indigenous Communities and the public, providing opportunities for input and feedback as the study progresses through means such as Public Information Centres.

Please advise the Project Team of your interest in this study by responding to this letter with the following information or by returning the attached form by July 5, 2020.

- The representative from your technical agency who will participate as part of the study;
- Initial comments and feedback related to the study that should be considered as the project advances; or
- If you would like to be removed from the Project Contact List because your organization has no concerns.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the study's Project Manager using the contact information provided below.

Sincerely,



Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Transportation Services Division Public Works Department, Niagara Region
jordan.frost@niagararegion.ca
c/o Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-321-2374

CC: Richard Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

SAMPLE INDIGENOUS COMMUNITY NOTIFICATION LETTER



Public Works Transportation Services

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

Tel: 905-980-6000 Toll-Free: 1-800-263-7215 Fax: 905-685-0013

niagararegion.ca

June 5, 2020



Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

Dear [REDACTED],

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule "C" projects, with opportunity for public input throughout. Three (3) Public Information Centres (PIC) are anticipated.

The Class EA Study will:

- Assess / confirm the need and justification for rehabilitation and improvements on each respective road;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic demand and growth, while also giving consideration to impacts on the natural, cultural and socio-economic environments; and,
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases.

The purpose of this letter is to invite [REDACTED] to participate in the Class EA study as well as Online PIC #1 which will be held on Wednesday, June 24, 2020. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

As part of this study, Natural Heritage investigations and an Environmental Impact Study will be undertaken to confirm potential impacts, including the presence of any Species at

Risk (SAR) and to recommend appropriate environmental mitigation measures for further stages of design. A Stage 1 Archaeological Assessment and a Built Heritage and Cultural Landscape Assessment will also be conducted. Please let us know if [REDACTED] is interested in being engaged regarding these studies.

The project team is also looking to obtain any available background information related to the study area including a description of existing conditions or sensitivities within the study area. Please advise the Project Team of your interest in this study by responding to this letter or by returning the attached comment form by July 5, 2020.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the Region's Project Manager using the contact information provided below. We also welcome the opportunity to meet with you to discuss this project.

Sincerely,



Jordan Frost, P.Eng., PTOE
Project Manager, Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
Email: Jordan.Frost@niagararegion.ca

CC: Rick Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1

Appendix B

Display Materials



**MOVING
ROADS
FORWARD**

WELCOME!

ONLINE PUBLIC INFORMATION CENTRE #1

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD

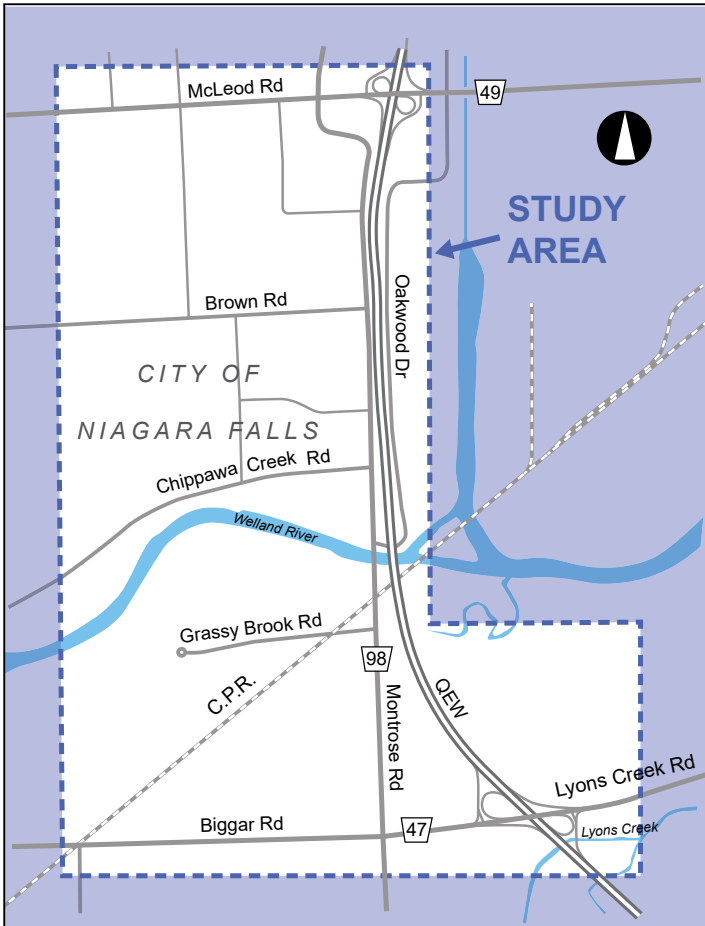
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

WEDNESDAY JUNE 24, 2020

6:00 PM — 7:00 PM



MOVING ROADS FORWARD



PUBLIC INFORMATION CENTRE (PIC) #1 FORMAT

- Project Team Introductions
- Presentation of PIC Materials
- Question and Answer Session

PURPOSE OF PIC #1

- To introduce the study to the public.
- To provide interested and/or potentially affected stakeholders with an opportunity to participate in the planning and decision-making process.
- To present and receive public input on:
 - Problem/Opportunity Statement.
 - Concerns and issues pertaining to the study area.

KEY PROJECT TEAM



Niagara Region



Jordan Frost
Project Manager



Jack Thompson
Transportation
Strategic Advisor



Alex Sales
Senior Project
Manager

Host (Parsons)

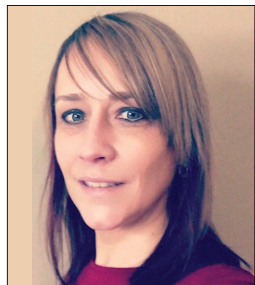


Dean Meyers
PIC Moderator

Parsons



Rick Goertz
Project Manager



Marianne Alden
Environmental Lead



Noris Bot
Design Lead



Altaf Hussain
Traffic Lead



Brent Archibald
Structural Lead



Sonia Ahluwalia
Contract Manager

KEY PROJECT TEAM

**MOVING
ROADS
FORWARD**

JORDAN FROST



Jordan Frost
Project Manager

Who Am I?

- Jordan Frost, P. Eng., PTOE
- Manager, Transportation Planning & Sustainability
- Transportation Services Division, Public Works Department, Niagara Region
- Project Manager for the Montrose Road and Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment

Why Are We Here?

- Niagara Region's Transportation Master Plan, 2017 identified capacity improvements and need for active transportation facilities

- This Capital Project aims to support the planning, design, and operation of the South Niagara Hospital and other area developments
- In coordination with the Ministry of Transportation Ontario and City of Niagara Falls

How We Are Moving Forward?

- Niagara Region has retained the consulting engineering services of Parsons to undertake the Assignment
- Parsons has a comprehensive team of subject matter experts to lead the Environmental Assessment process and Detailed Design

KEY PROJECT TEAM

**MOVING
ROADS
FORWARD**

RICK GOERTZ



Rick Goertz
Project Manager

Who Am I?

- Rick Goertz, P. Eng.
- Civil Engineer living in Niagara and working on Niagara Region projects since 1998
- Consultant Project Manager for Montrose Road and Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment

What Can You Expect From Tonight's Presentation?

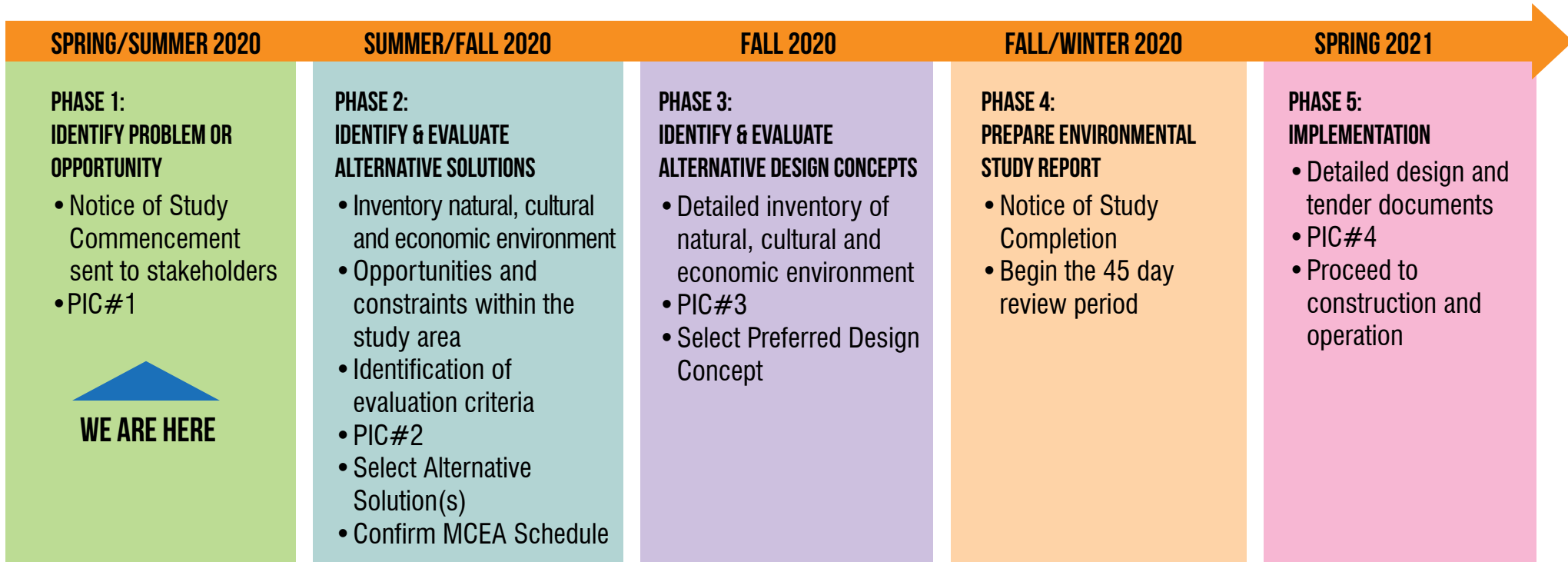
- Understanding the Municipal Class Environmental Assessment Process
- Consultation During the COVID-19 Pandemic
- Drawing on Public and Stakeholder Input
- Identifying the Problem/Opportunity Statement
- Describing the Existing Road Network and Study Area
- Highlighting Key Issues
- Coordinating with Transportation Policies
- Preparing for Studies to be Completed
- Next Steps
- How you can get involved
- Questions?



MOVING ROADS FORWARD



MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



CONSULTATION DURING COVID-19



Notices were placed in two newspapers for two consecutive weeks (Niagara Falls Review on June 10 and 17, and in Niagara This Week on June 11 and 18). Notices were also mailed to interested persons including property owners, tenants, agencies, special interest groups and Indigenous Communities. This Virtual Open House being hosted today meets the requirements of the Municipal Class EA process.

Niagara Region is meeting, and exceeding, the requirements for consultation under the Municipal Class EA process:

Notice of Study Commencement	Required
1st Public Contact ▶ Phase 1 PIC #1	Optional
2nd Public Contact ▶ Phase 2 PIC #2	Required
3rd Public Contact ▶ Phase 3 PIC #3	Required
Notice of Study Completion	Required
4th Public Contact ▶ Phase 5 PIC #4	Optional



PUBLIC AND STAKEHOLDER INPUT

Your comments are important to us. Your input will be used to inform the Class EA process by allowing the Project Team to make informed decisions throughout the planning process. This will be completed by an assessment of many factors including: natural environment (terrestrial and aquatic), traffic/transportation, cultural environment (archaeology, cultural heritage), and socio-economic environment.

The Project Team will also actively engage involved partnerships including the City of Niagara Falls and the Ministry of Transportation Ontario.



PHASE 1 OF THE MUNICIPAL CLASS EA: PROBLEM/OPPORTUNITY STATEMENT

Problem Identification

Within the study area, Montrose Road and Lyons Creek Road/Biggar Road is located in an area of existing, new and proposed development. As identified in the Region's Transportation Master Plan (2017), this existing and continued development requires road improvements to manage the demands of increased traffic volumes (both vehicular and active transportation). The TMP also identifies this section of Montrose Road and Lyons Creek Road/Biggar Road as an active transportation route, but facilities do not exist to adequately accommodate cyclists or pedestrians.

Opportunity Statement

Opportunities exist to improve the form and function of Montrose Road and Lyons Creek Road/Biggar Road. These include:

- Create an improved roadway for all modes of transportation (vehicular, active transportation, and transit) based on the Complete Streets approach;
- Improve road safety for all road-users (i.e., Vision Zero)
- Enhance the transportation corridor to facilitate regional and local movement of people and goods;
- Address future travel demand associated with population and employment growth; and
- A long-term vision of street design that supports mixed use development.



EXISTING ROAD NETWORK

MONTROSE ROAD

Montrose Road is a regional north-south road with a posted speed limit that ranges between 50–70 km/h

- Generally a two-lane rural cross section with partial paved shoulders and gravel shoulders
- The section from McLeod Road to Canadian Drive is mostly four lanes with an urbanized cross-section with curb and gutter and storm sewers
- The road right-of-way (ROW) width varies between 20–45m but is generally around 30m wide
- No existing cycling or pedestrian facilities, except an existing sidewalk along the west side of Montrose Road at Niagara Square



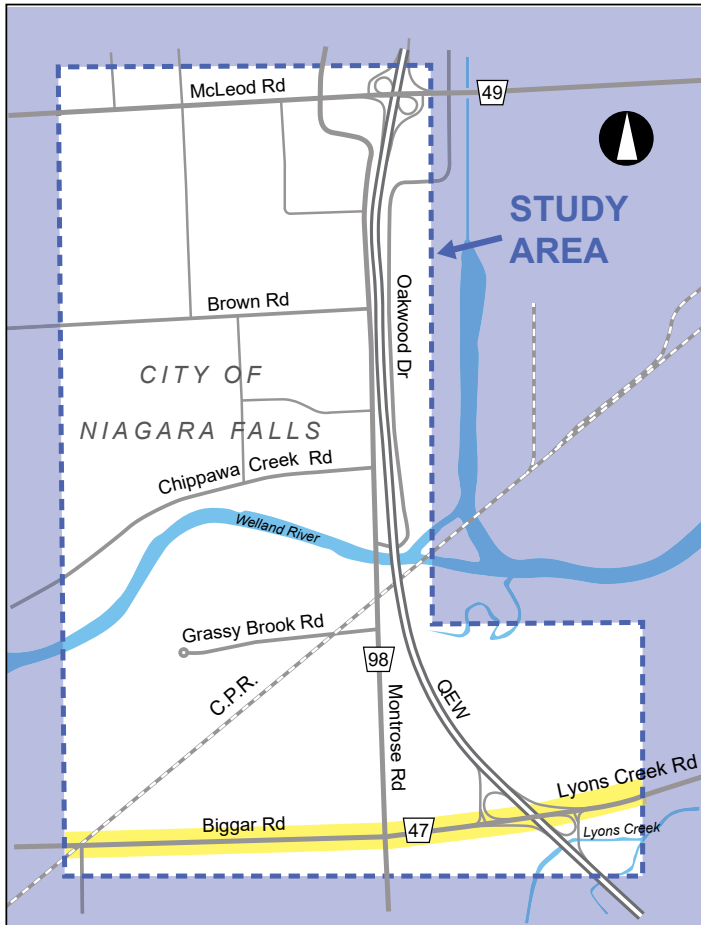


EXISTING ROAD NETWORK

LYONS CREEK ROAD/BIGGAR ROAD

Lyons Creek Road/Biggar Road is a regional/municipal east-west road with a posted speed limit of 80 km/h.

- Two-lane rural cross section with gravel shoulders
- The QEW interchange area is urbanized with curb and gutter
- The road right-of-way (ROW) width for Lyons Creek Road is 30m wide, and Biggar Road is 23m wide
- No existing cycling or pedestrian facilities

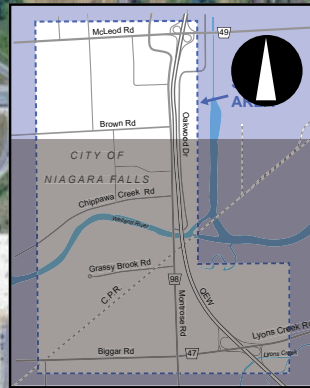


McLeod Rd

Niagara Square Retail Centre

Montrose Rd


QEW




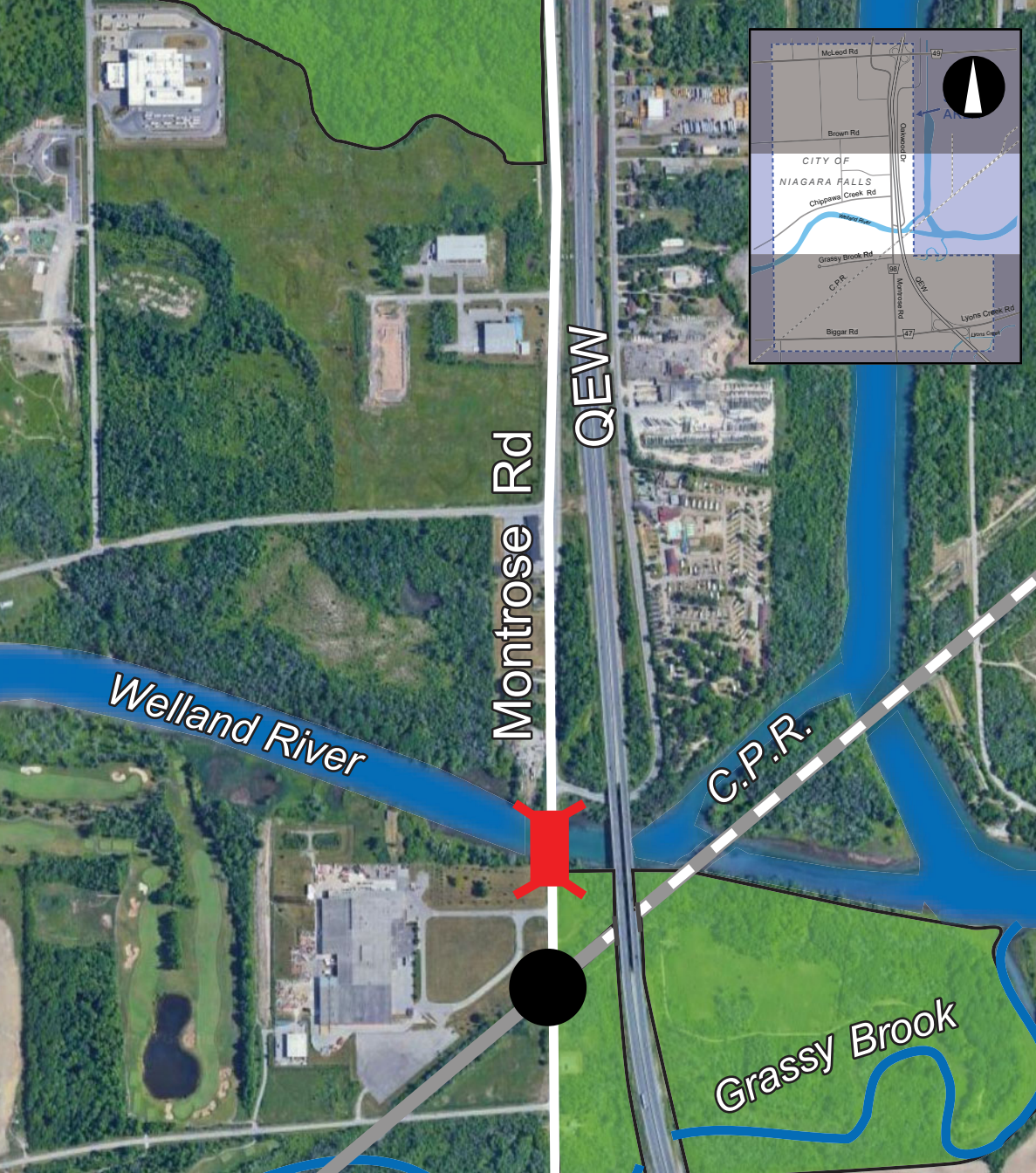
KEY ISSUES

The corridor is in a transition phase with various ongoing and future development proposals. The study will consider these developments and access needs using sound access management principles and considering the Vision Zero goals.

There is currently a lack of active transportation facilities along the corridor. The study will look at incorporating appropriate facilities, such as multi-use trails, sidewalks, pedestrian areas, as well as improving the overall streetscape in accordance with a Complete Streets typology.

 Given the Niagara Square Redevelopment, Niagara Falls CostCo, and other adjacent development applications, this study provides an opportunity to review entrance locations along Montrose Road and alternative designs to improve operations and safety and meet the anticipated transportation needs.

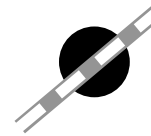
 Various locations throughout the study area are considered to be environmentally sensitive features. Aquatic and terrestrial studies will be completed to determine existing conditions and to help assess impacts of the final design.



KEY ISSUES



The Welland River crossing is a major structural feature spanning a significant water course. This study will review, from a technical perspective, how improvements at this crossing can be implemented to minimize the potential impacts to the natural environment.



The at-grade Canadian Pacific Railway (CPR) crossing just south of the Welland River will be assessed to determine how improvements can be safely accommodated.



The Welland River and associated floodplain area is environmentally sensitive and will be assessed through the technical studies.

Several culverts cross under Montrose Road, conveying drainage or watercourses underneath the roadway. These will be assessed to determine if drainage improvements are needed.



KEY ISSUES

- Future South Niagara Hospital Site is a major development project anticipated for 2026. Niagara Region is working closely with Niagara Health to understand their development, timelines, and interests.

- 1
 Montrose Road/Biggar Road intersection will be a gateway to the community. Intersection designs will be assessed.

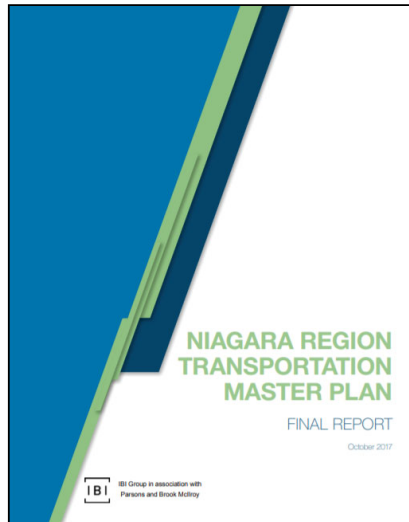
- 2
 The QEW interchange at Lyons Creek Road requires ramp revisions. MTO is a partner on this Project and Niagara Region will work closely with MTO to review design options and to make sure MTO standards are being met.

- Grassy Brook and Lyons Creek are environmentally sensitive features that will be assessed through technical environmental studies.

TRANSPORTATION RELATED POLICIES

MOVING ROADS FORWARD

REGIONAL PLANS



Niagara Region Transportation Master Plan (TMP)
The Region's TMP, also known as How We Go, is a strategic planning document that lays out the programs plans, and improvements required to address transportation needs in the Region from today through to 2041. The TMP looks at a variety of transportation needs including roads and highways for the movement of people and goods, pedestrians and cycling facilities, and transit.

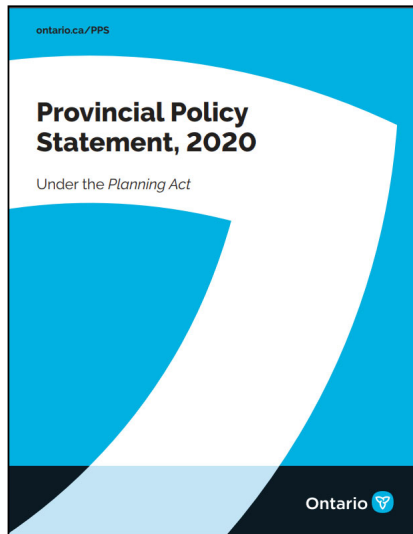


Niagara Region Official Plan (2014)
The Region's Official Plan (OP) is a long-range policy and planning document to help shape and manage growth in the Region. From a transportation perspective, the OP supports multimodal transportation systems and promotes modes of transport besides single-occupant vehicle trips, including active transportation, transit and complete streets.

TRANSPORTATION RELATED POLICIES



PROVINCIAL PLANS



Provincial Policy Statement (PPS)

A consolidated statement on the Province's policies and direction on key land use planning issues that affect communities, including management of land, housing, protection of the environment, economic development and jobs, and public infrastructure.



A Place to Grow: Growth Plan for the Greater Golden Horseshoe

This document is the Province's plan to guide and manage growth and development anticipated for the Greater Golden Horseshoe including supporting economic prosperity, protecting the environment, and supporting communities.

TRANSPORTATION RELATED POLICIES

MOVING ROADS FORWARD

LOCAL PLANS



City of Niagara Falls Official Plan

The City's Official Plan (OP) is a planning document with a 20-year vision outlining long-term objectives relating to growth and development of urban lands, protection of agricultural lands, conservation of natural areas, and provision of infrastructure/servicing.



Grand Niagara Secondary Plan

The City of Niagara Falls has developed a more detailed growth and development plan for the area south of the Welland River, west of the QEW highway, east of Crowland Avenue and north of Lyons Creek/Biggar Road. The Grand Niagara Secondary Plan is a land use, transportation and servicing policy plan and contains a more detailed policy framework for the future development specific to the Grand Niagara area.

MOVING ROADS FORWARD



MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD: STUDIES TO BE COMPLETED



STAKEHOLDERS/AGENCIES

Ongoing consultation through public Notices, PICs, email and in-person correspondence, meetings, etc.



TRAFFIC/TRANSPORTATION

Undertake Detailed Transportation Assessment



ACTIVE TRANSPORTATION

Assess ways to incorporate AT facilities



NATURAL ENVIRONMENT

Complete Environmental Impact Study, which will look at the terrestrial and aquatic environments



CULTURAL ENVIRONMENT

Complete Stage 1 Archaeological Assessment, Built Heritage and Cultural Landscape Assessment



UTILITIES

Coordinate with developments and municipality on servicing needs



ACCOMMODATING FUTURE DEVELOPMENT

Review of land use plans, development proposals, while also coordinating with Niagara Health to ensure the design matches the future road function and needs



NEXT STEPS

- Review PIC#1 Comments
- Complete study inventories – natural, cultural and socio-economic environments
- Develop and evaluate Alternative Solutions
- Continue meeting with interested stakeholders/agencies
- Present preferred Alternative Solution(s) at PIC #2 in Fall 2020





MOVING ROADS FORWARD

HOW YOU CAN GET INVOLVED



Ask questions or discuss issues with the Project Team today at the PIC.



Fill out a PIC comment form and return by July 24, 2020.



Request to be added to the Project contact list to receive updates and future public notices about the Project.



Visit the Project website for more information.
(<https://niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>)



Attend future Public Information Centres.



MOVING ROADS FORWARD

QUESTIONS

Your comments are important. They will be reviewed as part of the study process.

Please feel free to contact a Study Team Member, submit a comment sheet, or email/call us at:

Jordan Frost, P. Eng., PTOE

Project Manager

Regional Municipality of Niagara

1815 Sir Isaac Brock Way, PO Box 1042

Thorold, ON L2V 4T7

Tel: 905-980-6000 x3336

Email: Jordan.Frost@niagararegion.ca

Rick Goertz, P. Eng.

Project Manager

Parsons Inc.

4342 Queen Street, Suite 407

Niagara Falls, ON L2E 7J7

Tel: 905-917-3240

Email: Richard.Goertz@parsons.com

**Please also copy Marianne.Alden@parsons.com*

Appendix C

PIC #1 Question & Answer Summary

Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA Study
Online Public Information Centre #1 – Question and Answer Summary

Introduction

On June 24, 2020, the first Public Information Centre (PIC) was hosted for the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment (EA) Study. The PIC was hosted online through Zoom as a webinar format and consisted of a live presentation of the PIC displays (available on the Project website) followed by a live question and answer (Q&A) session. During the Q&A session, attendees could submit questions through a chat box and the panelists would provide a verbal response. A summary of the Q&A session, including the questions asked and answers provided, are detailed in this document.

1. General Questions

Q: What is the western boundary of the study area?

A: The western boundary for the EA process is approximately where Crowland Avenue crosses Biggar Road extended north to McLeod Road. This allows for a larger study area that looks at the bigger picture and the context of the area. When looking at actual design improvements on Biggar Road, the study is only looking to go as far west as needed to accommodate for the South Niagara Hospital and the extent will be determined through the EA and preliminary design process.

Q: Is there a risk of industrial traffic carrying hazardous materials being restricted in travelling through this area in the future? Where does this come in in the planning process?

A: Niagara Region does not restrict the trucking of hazardous materials on regional roads. Rather it is up to the carriers of hazardous materials to comply with other regional / federal protocols and requirements and have the proper insurance and compliance in place. The regional road network will maintain its status as a trucking network and no regional roads in this study area are planned to be excluded from that policy.

Q: Is land acquisition anticipated, specifically in the Biggar Road section?

A: Niagara Region's Official Plan and the City of Niagara Fall's Official Plan sets the width of the roadway (i.e. the right-of-way) depending on the road classification and future transportation needs of the road. Through the EA, the design of the roadway platform width will need to adequately service the area from a transportation perspective for all road users. In other words, the design team will determine what needs to be accommodated on the road platform (e.g. vehicle lanes, shoulders, bike path, sidewalks, utilities). Should additional road width be required than there currently exists, additional property may be required and the Region will initiate discussions with the property owner(s). In summary, land acquisition is not necessarily required at this time, but will be assessed through each step of the EA process.

2. Environmental Assessment Process / Consultation

Q: What is being done to protect the natural heritage features?

A: An extensive environmental team is involved in the study. In Phase 2 of the Class EA, field investigations will be undertaken to determine the existing conditions of the study area. For the

natural environment, this includes seasonal field investigations (i.e. terrestrial and aquatic surveys). For the cultural environment, a Stage 1 Archaeological Assessment and Cultural Heritage Resource Assessment will be completed (desktop and field visit). Land use surveys and a review of background planning documents (e.g. Official Plans) will be conducted. In phase 3 of the Class EA, a more detailed impact assessment will be carried out to determine how the design impacts the existing features of the environment.

These technical and factor-specific reports will be included and summarized in the Environmental Study Report (ESR) at the end of the project for public review. Now that we are early on in the study, this is a good opportunity for stakeholders to become involved and provide input and concerns for inclusion into these environmental reports.

Q: How are comments incorporated into the EA study?

A: All comments received during the EA study are documented and reviewed for incorporating into the study as appropriate. Stakeholder input is important to identify on the ground issues that someone who is familiar with the area (e.g. residents, property owners, businesses) may provide additional insight into. Feedback from stakeholders is important to the study so the project team can understand what is of interest to those who want are impacted by this project.

These comments become part of the Environmental Study Report for documentation and transparency in the EA process, though personal information will be removed. Future PICs will be held where interested parties can continue to provide input and comment on the information presented. PICs will occur regardless of whether they will be virtual or in-person.

3. Design Components

Q: Where does wayfinding fit into the study? Specifically directing people from the highway and entering the study area to access the future hospital site.

A: Different strategies will be used to guide people to the future hospital site. Niagara Health has their own site planning, and they have a vision to create gateway features and a visual landscape that will help welcome and orient people to access the hospital.

In terms of wayfinding, signage will be provided as per Regional standards to direct people towards the hospital site. This includes the typical destination-oriented signage seen throughout Niagara Region but the study will also explore opportunities for improved wayfinding, where feasible. The Region will also be coordinating with the Ministry of Transportation (MTO) to integrate signage and wayfinding in the MTO-owned highway portions of the study area, especially coming off the QEW and Lyons Creek Road interchange.

Q: Will roundabouts be implemented in this project?

A: Through this assignment, existing intersections will be assessed to determine if improvements are needed. When intersection alternatives are considered, the Project Team will look at the current conditions and proposed alternatives to determine which option is most optimal based on the evaluation criteria (including the natural environment, technical operations, and socio-economic factors). In other words, the evaluation will help to determine when a roundabout would make the most sense compared to other more traditional intersection controls.

Q: Will there be any changes to entrances? The addition of the new Costco will generate significant amount of new traffic, how will that be addressed?

A: There may be impacts to entrances in the study area. The study will assess existing and future entrances, with the goal primarily being to improve function, safety and traffic operations. Most of the changes to entrances will be on the north end of the study area at Niagara Square where there are multiple entrances. The study will assess if access consolidation and other operational and safety improvements of the roadway and/or entrances is warranted.

As part of the site plan application for the Costco site, the developer provided a Transportation Impact Study of how traffic generated by the new facility will impact traffic on the roads adjacent to the site. The Region will be using Costco's Transportation Impact Study to inform the traffic analysis that will be completed for this EA study.

Q: Elaborating more on access consolidation, will the study predetermine preferred access points for the various vacant lands that will be developed in the future?

A: Having too many access points can create vehicle safety issues. Access consolidation will occur on a case by case basis as determined through the technical studies in the EA. In addition to Niagara Square, the study will also be considering accesses around the hospital and the QEW interchange where there will likely be an increase in the number of lanes resulting in more lane changing and merging.

4. Timing and Construction

Q: When will construction begin and how long will it take? What is the anticipated schedule for this project?

A: Based on the anticipated project schedule, the Environmental Assessment (EA) study is to be complete in late 2020 – early 2021. Detail design will follow for the section of the project south of Grassy Creek Road and is expected to be completed in mid-2021. After that utility relocation will occur in late 2021. Construction is then tentatively scheduled for Spring 2022, pending Council approval, and completion in Fall/Winter 2023.

Q: Will the Region be reconstructing the entirety of Montrose Road from McLeod Road to Lyons Creek Road?

A: The Region is seeking approval under the EA process for the entire stretch of the study area, which includes Montrose Road from McLeod Road to Lyons Creek Road, and Lyons Creek Road / Biggar Road from the QEW to the South Niagara Hospital site.

In order to facilitate the construction scheduling of the South Niagara Hospital, the Region, along with their consultant Parsons, will only complete the detail design and construction for the section of the study area south of Grassy Creek Road. The Region plans to proceed with the detail design and construction of the section north of Grassy Creek Road at a later time.

PIC #1 Summary Report

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS EA

Public Information Centre #2 Summary Report

October 2020

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- Appendix B – Display Materials
- Appendix C – PIC #2 Question & Answer Summary
- Appendix D – Mural Room Layout
- Appendix E – Submitted Comments

1.0 Introduction

Niagara Region has retained Parsons Inc. to conduct a Class Environmental Assessment (Class EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road (See **Figure 1**). This study is being conducted in accordance with the planning and design process for 'Schedule C' projects as outlined in the Municipal Engineers Association "Municipal Class Environmental Assessment," (October 2000, as amended in 2007, 2011 and 2015).

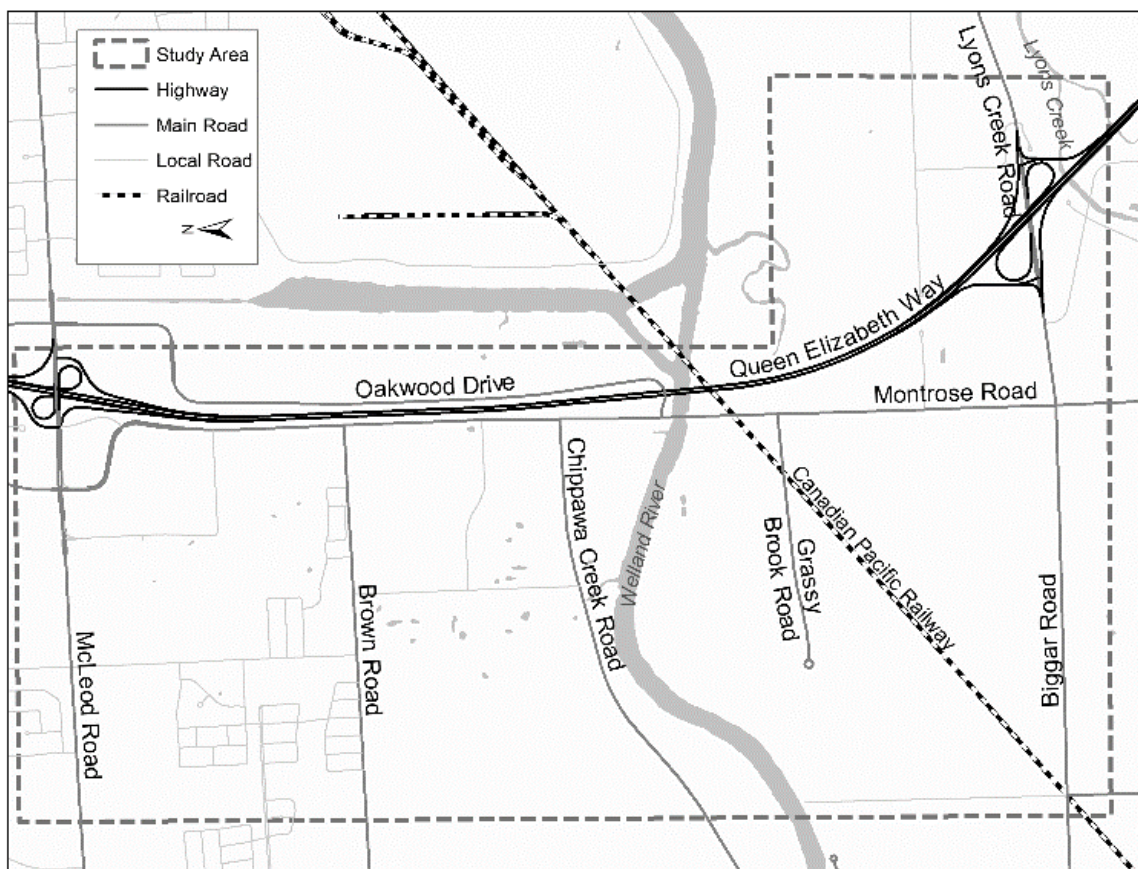


Figure 1. Study Area

The Niagara Region held its second Online Public Information Centre (PIC) for this study on September 23rd, 2020. The PIC was held online through Zoom and was open to the public from 6:00 pm to 8:00 pm. The PIC included a presentation of the PIC display boards followed by a live question and answer session, and further interaction using the Mural platform.

This second PIC was held to present and receive feedback on Phase 2 of the Class EA, which includes information regarding the existing conditions in the study area and the identification, evaluation, and selection of Alternative Solutions. The PIC provided an opportunity for interested and/or potentially affected stakeholders to participate in the planning and decision-making process. The comments received will assist the Project Team in refining the project and developing appropriate Alternative Solutions for the corridor.

2.0 Notification

As per the Municipal Class EA, notification is given to the public of upcoming PICs. The following steps were taken to notify the public and interested stakeholders:

- Publications
 - *Niagara This Week* on September 10 and 17, 2020
 - *Niagara Falls Review* on September 9 and 16, 2020
- Via Mail and Email
 - Technical Agencies
 - Indigenous Communities
 - Stakeholders, including residents and businesses on the project contact list
 - Residents adjacent to the corridor (approximately 171 notices)

The notification materials for PIC #2 can be found in **Appendix A**.

3.0 Displays and Distributed Materials

Display boards were used at PIC #2 to present the following information:

- | | |
|---|---|
| <ul style="list-style-type: none"> • Welcome • Format/Purpose of the PIC #2 • Key Project Team • Background of the Study • Municipal Class Environmental Assessment Process • Summary of Public Information Centre #1 • Existing (2019) Road and Traffic Conditions • Future Planned Area Development • Future Traffic Conditions – No Improvements • Existing Natural Environment • Existing Cultural Environment • Montrose Bridge over the Welland River | <ul style="list-style-type: none"> • Alternative Solutions • Evaluation Criteria • Evaluation Table: Transportation & Engineering • Environment Table: Natural Environment • Environment Table: Cultural Environment • Environment Table: Socio-economic Environment • Environment Table: Cost • Preliminary Preferred Alternative Solutions • What is a Roundabout? • Advantages and Disadvantages of Roundabouts • Next Steps • How You Can Get Involved • Questions |
|---|---|

The display materials are provided in **Appendix B**. During the PIC, a Project Team member presented the display boards verbally through Zoom. The display boards are also available electronically on the Niagara Region Project website for viewing or download.

4.0 Attendance and Summary of Comments

Those interested in attending the PIC could pre-register for the event, and a link to the Zoom Webinar was sent. No sign-in was required for the actual event. In total, 24 people pre-registered for the event and 24 people attended the live PIC #2 Zoom webinar.

Following the presentation of the PIC display materials, the Project Team held a live question and answer (Q&A) period where attendees could submit questions using the Q&A chat function. Questions submitted were read out loud and responded to by the Project Team. Topics discussed during the Q&A period included: road design, traffic, the Environmental Assessment, road and pedestrian safety, timing and construction impacts, and some other general inquiries. The Project Team provided responses to clarify details on the study and to indicate the next steps. For a full summary of the Q&A session, see the PIC #2 Q&A Summary in **Appendix C**.

During the Q&A session, the Mural platform was also utilized to mimic the experience of an in-person PIC. A room was created which allowed attendees to “walk around” to view the display boards, and leave comments and questions using the note tool. This platform also allowed attendees to watch the narrated presentation at their own pace and included roll plans in the center of the “room” for review. For the Mural room layout, see **Appendix D**.

Attendees were also encouraged to provide feedback on the study and the display boards using the PIC comment form available on the Project website. The comment form contained space for comments and also for the respondent to provide their contact information. Three (3) comments related to the PIC were received during the 30-day PIC comment period from September 23rd to October 23rd, 2020. The comments are included in **Appendix E** and summarized in **Table 1** below:

Table 1. Public Information Center #2 – Comment Summary

Topic	Comment Summary	Response
Servicing	Water and sanitary services should be extended along Biggar Road and should be considered as part of the Montrose Road and Lyons Creek Road/Biggar Road EA/detail design assignment to service the hospital and the lands to the west of Montrose Road.	The lands to the west of Montrose Road and north of Biggar Road, including the hospital, are serviced according to the servicing strategy identified in the Grand Niagara Secondary Plan. There are no current plans by the City to extend servicing along Biggar Road for these properties as that has been developed through the secondary planning process.
	Niagara Region and their consultant Parsons should meet with the City of Niagara Falls and the stakeholder to discuss servicing on Biggar Road.	The Project Team acknowledges that servicing and buried infrastructure along Biggar Road should be coordinated with the City of Niagara Falls as part of this study for efficiency and reduction of construction impacts in the future. The Project Team has ongoing discussions with the City about this study and at this point, does not need to discuss further with the stakeholder.
Roadway Design	It appears that the study area is drawn so that it expands south of Biggar Road. However, as the road network is being impacted by developments to the north of Biggar Road (such as those in the Grand Niagara Secondary Plan), the road expansion should primarily expand to the northern part of Biggar Road and not impact the area to the south.	<p>The wider study area encompasses an area larger than the actual road improvement locations for the purpose of considering traffic demand from nearby properties and developments. The portion of the road being widened extends south of Biggar Road on Montrose Road for the purposes of tying into the intersection.</p> <p>In terms of widening Biggar Road itself, in Phase 3 of the EA study, the Project Team will evaluate the impacts of widening to the north, to the south, or along the centreline. Based on this evaluation, a preferred design will be recommended that seeks to balance the impacts to the environment, property, cost, etc.</p>
Traffic and Road Safety	There are safety concerns for residences and users along Biggar Road as the speed limit is too high (80 kph) and the road markings are inadequate.	As part of this study, the Project Team is reviewing the speed limits and determining appropriate speed limits for the roads in the study area. The new design of the widened Biggar Road will include road markings that are up to Regional standards thereby providing a safer experience for all road users.
	What is the planned speed limit on these roads?	The project team is currently reviewing speed limits for the study area roads internally within the Region, with the City on city-owned roads and with MTO.
	Biggar Road has been negatively affected by the number of large 3-axle construction vehicles travelling in both directions at significant speeds.	Through this project, the widening and reconstruction of Biggar Road to Regional safety standards will improve safety along this

		road for all road users. The posted road speed is also being re-assessed.
	How will feeder / other local roads be impacted, including those outside the study area?	Local roads may see some increase in traffic from an increase in traffic to the area overall due to growth and development.
	Roundabouts are a safe and effective way at ensuring traffic flow and improving road safety. They would be effective at allowing QEW exiting traffic to safely negotiate the Lyons Creek crossings.	Roundabouts are being considered as a form of intersection control, including at the QEW on/off ramps on Lyons Creek Road, and will be assessed in Phase 3 of the MCEA.
Noise Pollution	Noise pollution will increase and have impacts on the environment, wildlife and people. What noise studies have been completed to evaluate impacts? What are the acceptable noise levels and abatement process?	The majority of the study area is industrial and agricultural and given this context, some levels of noise are anticipated.
Natural Environment	What studies have/will be undertaken for the underground watercourses running close to and across Biggar Road, wetlands, and small rivers, as it relates to road and traffic pollution?	A Natural Environment Assessment Report is being completed that looks at existing conditions, assesses impacts, and recommends mitigation measures to minimize impacts, such as road and traffic pollution.
	What studies have/will be undertaken for private wells?	No studies are being completed as part of the EA, however at detailed design, if considerable groundwater taking is required, appropriate permits and technical considerations of impacts will be considered as part of the permit requirements.
Utilities	Utilities (including natural gas, fibre optic, etc.) and electrical infrastructure should be incorporated into the design now and buried during construction.	Utilities are being contacted and coordinated with for relocation or addition of new infrastructure.
Contact List	Request to kept informed and be added to the stakeholder's contact list.	Interested stakeholders can provide their contact information to the Project Team to be added to the stakeholder list.

5.0 Conclusion

After the second PIC, the Project team reviewed the questions and comments received from the attendees. The key topics discussed include:

1. Servicing should be considered and incorporated under this EA study and short term construction related to the hospital to reduce redundant roadwork and construction.
2. Road speed and safety should be considered when designing the roadway.
3. Additional studies being undertaken for the project.

The PIC helped the Project Team become more aware of concerns, questions, and issues about the Project and they have been incorporated into the Project, as appropriate.

Appendix A

PIC Notification Materials



PUBLIC NOTICE OF ONLINE PUBLIC INFORMATION CENTRE #2 MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. This project is being carried out under the planning and design process for a Schedule C project as outlined in the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015).

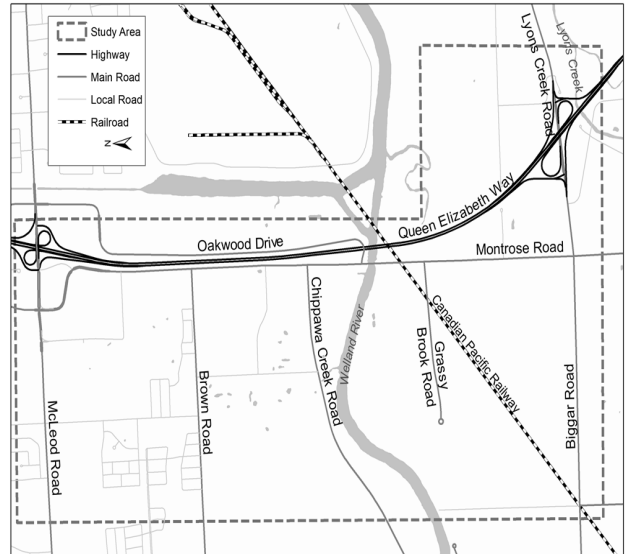
The study, which commenced in June 2020, will identify alternative solutions and designs in accordance with the Niagara Region Transportation Master Plan and to provide suitable transportation and municipal infrastructure to service the planned South Niagara Hospital Site. Recommendations for the corridor will consider geometric and intersection improvements, additional lanes, access management, and active transportation.

Consultation with stakeholders is a key element of this Class EA study. To facilitate this, Public Information Centres (PICs) will be held to present project information and progress. PIC #1 was held on June 24, 2020 to introduce the study, present background information, and solicit feedback from the public.

PURPOSE OF THE PUBLIC INFORMATION CENTRE:

The purpose of PIC #2 is to present Phase 2 of the Class EA, which includes information regarding the existing conditions in the study area and the identification, evaluation, and selection of Alternative Solutions. The PIC will provide an opportunity for you to ask questions and discuss the project with the Project Team.

Following this PIC, there will be a 30-day comment period, where the feedback received will be used to help confirm the recommended Alternative Solution(s). After PIC #2, the Project Team will begin to develop and assess Alternative Design Concepts, which will be presented in PIC #3.



PIC #2 DATE:

Wednesday, September 23, 2020

6:00 PM to 8:00 PM

Location: PIC #2 is being held online. Refer to Project Website or contact the individuals listed below for more information.

CONTACT:

Jordan Frost, P. Eng., PTOE, Project Manager
Regional Municipality of Niagara
1815 Sir Issac Brock Way, PO Box 1042
Thorold, ON L2V 4T7
Tel: 905-980-6000, ext. 3336
Jordan.Frost@niagararegion.ca

Rick Goertz, P.Eng., Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-917-3240
Richard.Goertz@Parsons.com

Personal information collected or submitted in writing 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.

From: [Chan, Salina](#)
To: [Chan, Salina](#)
Cc: [Bot, Noris](#); [Goertz, Richard](#); [Merriam, Sarah](#); "[Frost, Jordan](#)"
Subject: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA - Public Information Centre (PIC) #2
Date: Wednesday, September 09, 2020 5:13:01 PM
Attachments: [image001.png](#)
[Montrose EA - Final Notice of PIC 2.pdf](#)

Good afternoon,

The Regional Municipality of Niagara, through their consultant Parsons Inc., is undertaking a Municipal Class Environmental Assessment (EA) Study to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The EA will satisfy all requirements of the Municipal Engineers Association, Municipal Class Environmental Assessment (2000, as amended in 2007, 2011 & 2015) for Schedule "C" projects.

The second Public Information Centre (PIC) for this study is being held online on Wednesday, September 23, 2020. More information can be found on the attached Notice of PIC #2. Please feel free to reach out to the contacts on the Notice if you have any questions, comments or concerns.

Thank you,
Salina Chan (on behalf on Rick Goertz, P.Eng., Parsons Project Manager)

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

Appendix B

Display Materials



**MOVING
ROADS
FORWARD**

WELCOME!

ONLINE PUBLIC INFORMATION CENTRE #2

MONTROSE ROAD AND LYONS CREEK ROAD/BIGGAR ROAD

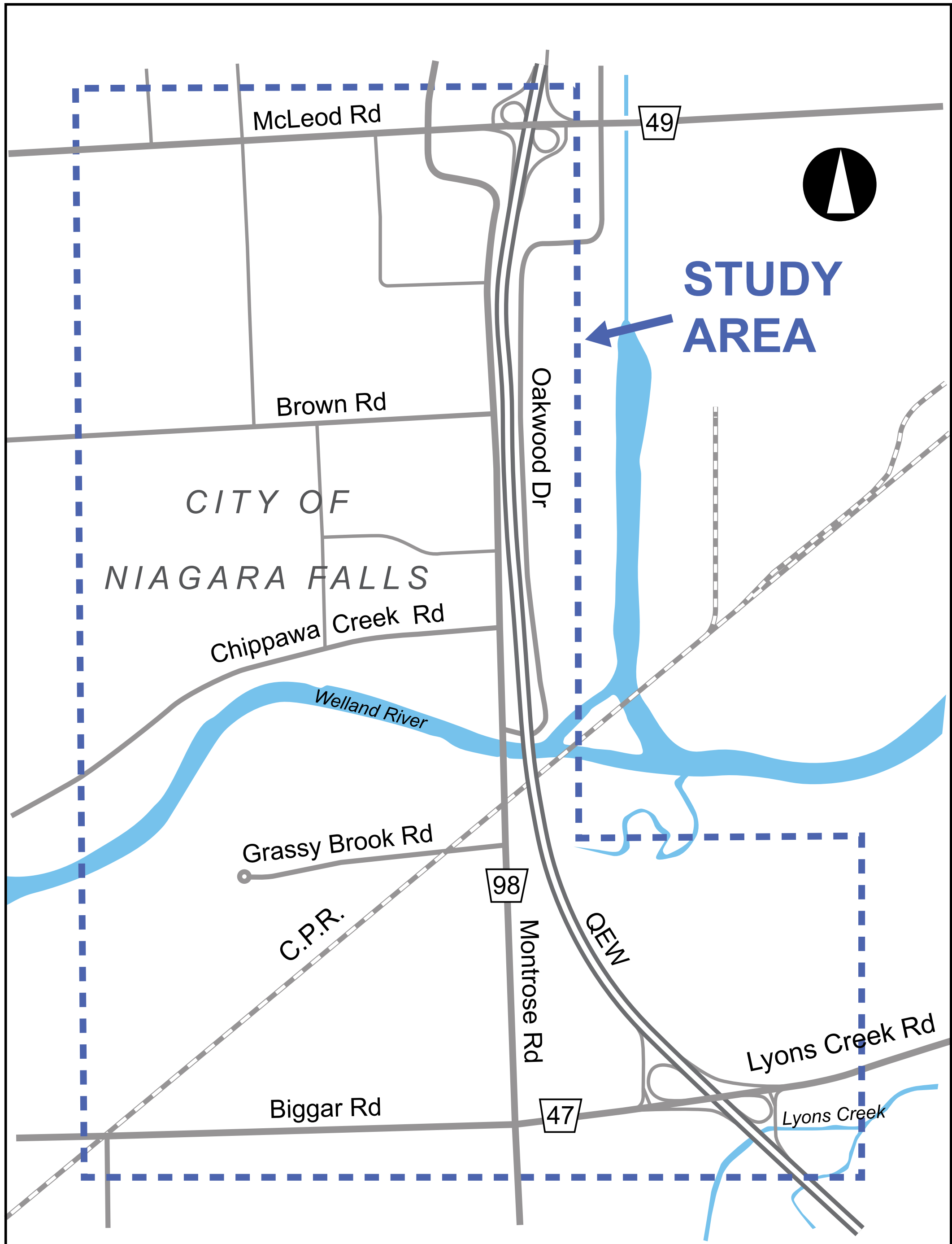
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT

WEDNESDAY SEPTEMBER 23, 2020

6:00 PM – 8:00 PM



MOVING ROADS FORWARD



PUBLIC INFORMATION CENTRE (PIC) #2 FORMAT

- Project Team Introductions
- Presentation of PIC Materials
- Question and Answer Session through Zoom
- Use of Mural for the public to freely review, browse and comment on the PIC materials

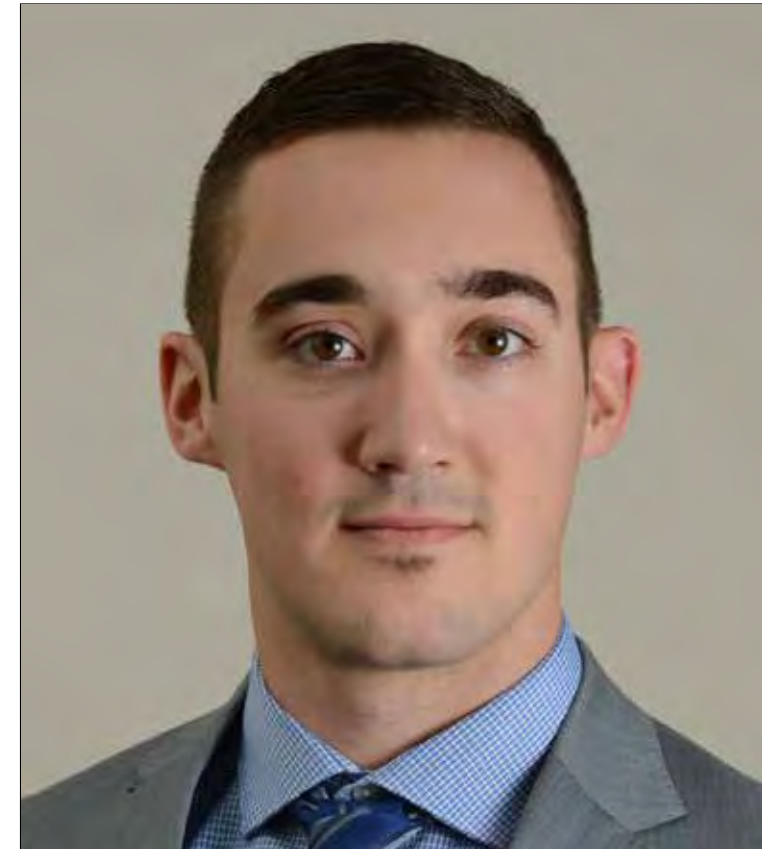
PURPOSE OF PIC #2

- To provide a general inventory of existing conditions
- To present and receive public input on the identification, evaluation, and selection of Alternative Solutions
- Provide an opportunity for the public to review project information, provide comments, and ask questions

KEY PROJECT TEAM



Niagara Region



Jordan Frost
Project Manager



Alex Sales
Senior Project
Manager

Hosts (Parsons)



Dean Meyers
PIC Moderator



Thrine Kane
PIC Moderator

Parsons



Rick Goertz
Project Manager



Sarah Merriam
Environmental Lead



Noris Bot
Design Lead



Altaf Hussain
Traffic Lead



Brent Archibald
Structural Lead



Sonia Ahluwalia
Contract Manager



Salina Chan
Environmental
Assessment Planner

MOVING ROADS FORWARD

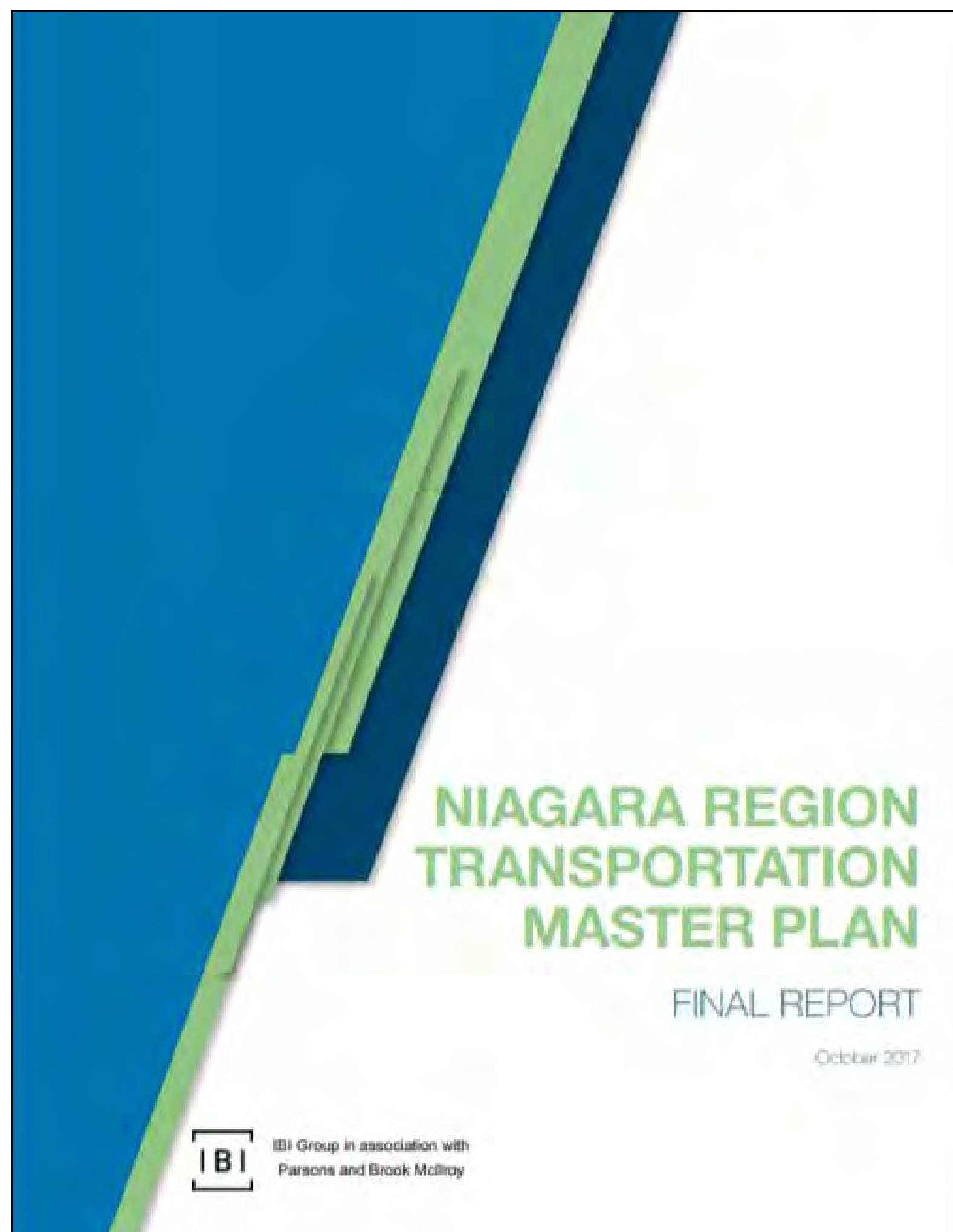
BACKGROUND OF THE STUDY

The Region's Transportation Master Plan identifies:

- Road improvements are required to manage increased traffic demand due to existing and continued development in the study area.
- Montrose Road and Lyons Creek Road / Biggar Road has been identified as part of active transportation routes, but existing facilities do not adequately accommodate active transportation.

At the same time, opportunities exist to improve:

- Travel for all modes of transportation based on Complete Streets
- Road safety for all road users
- Movement of people and goods
- Future travel demand
- Street design to support mixed use development

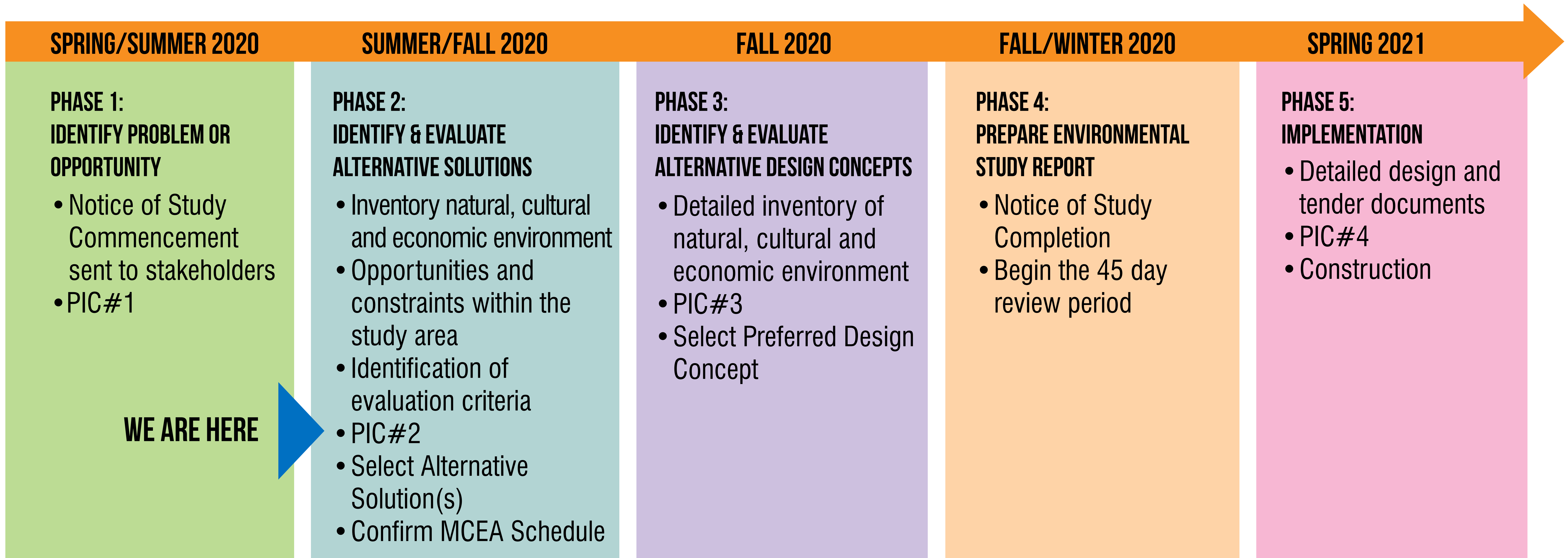




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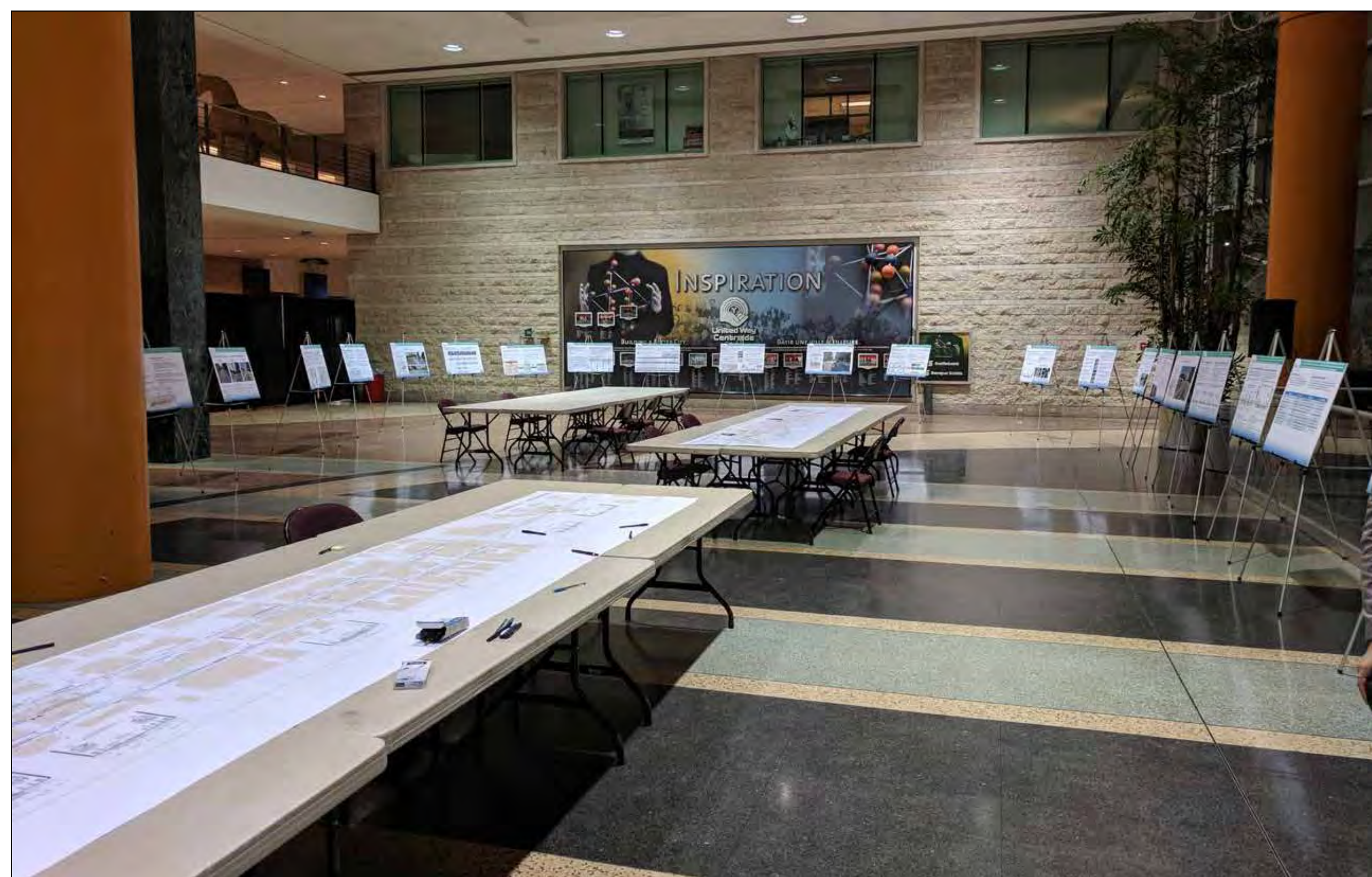
MUNICIPAL CLASS ENVIRONMENTAL ASSESSMENT PROCESS



WE ARE HERE



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SUMMARY OF PUBLIC INFORMATION CENTRE #1

At PIC #1, the Project Team introduced the study and presented the:

- Problem/Opportunity Statement
- Concerns, constraints and issues pertaining to the study area

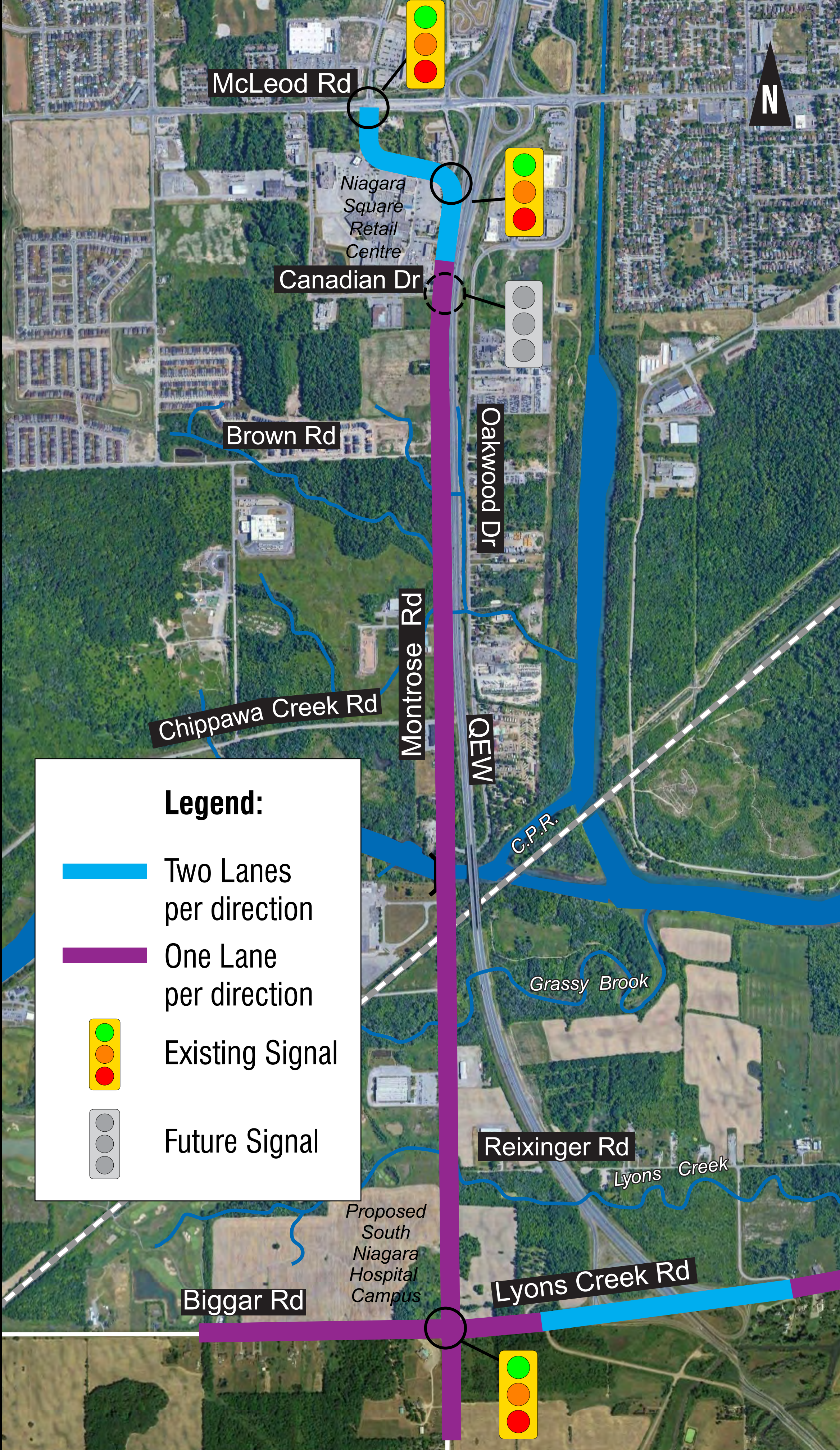
During the Q&A Session, key topics discussed include:

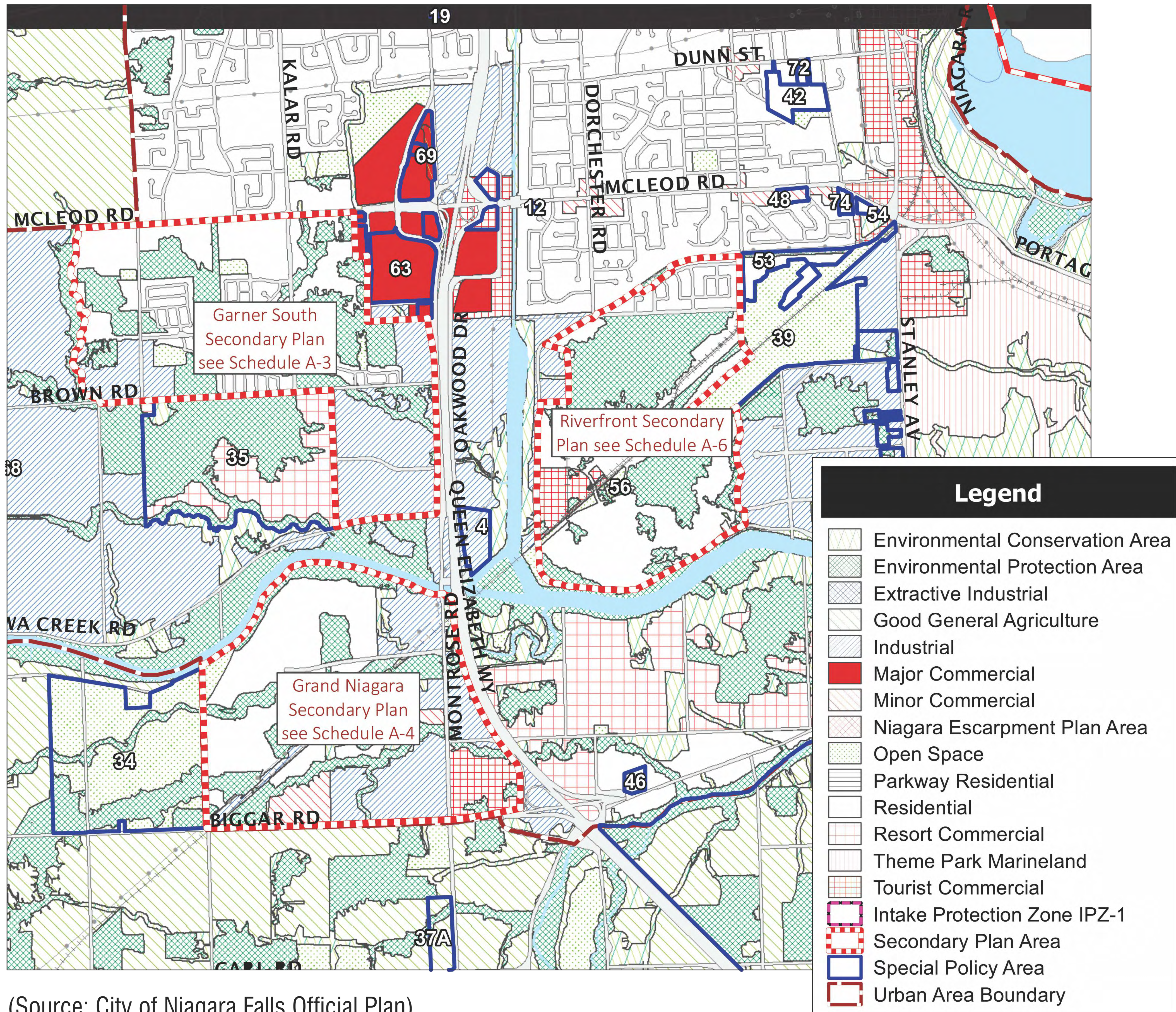
- Study Area
- Property Impacts
- Technical Studies
- Public Consultation
- Design Features (wayfinding, intersections, access)
- Project Timelines

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EXISTING (2019) ROAD AND TRAFFIC CONDITIONS

- Montrose Road has a single lane of traffic per direction with a rural cross section, except the segment adjacent to Niagara Square which has two lanes per direction with an urban cross section.
- Montrose Road has three existing signalized intersections and will have a new set of traffic signals at the Canadian Drive intersection that are expected to be operational in 2021.
- Lyons Creek Road has a single lane of traffic per direction with a rural cross section, except the segment through the QEW interchange which has two lanes per direction.
- Biggar Road has a single lane of traffic per direction with a rural cross section.
- None of the study area roads have sidewalks and bike lanes except the section of Montrose Road adjacent to Niagara Square, which has sidewalks along the west side of the road.
- As most of the roadways have a rural cross section, the road is drained through roadside ditches.
- For a full overview of the existing infrastructure, please refer to the Roll Plan on Mural.

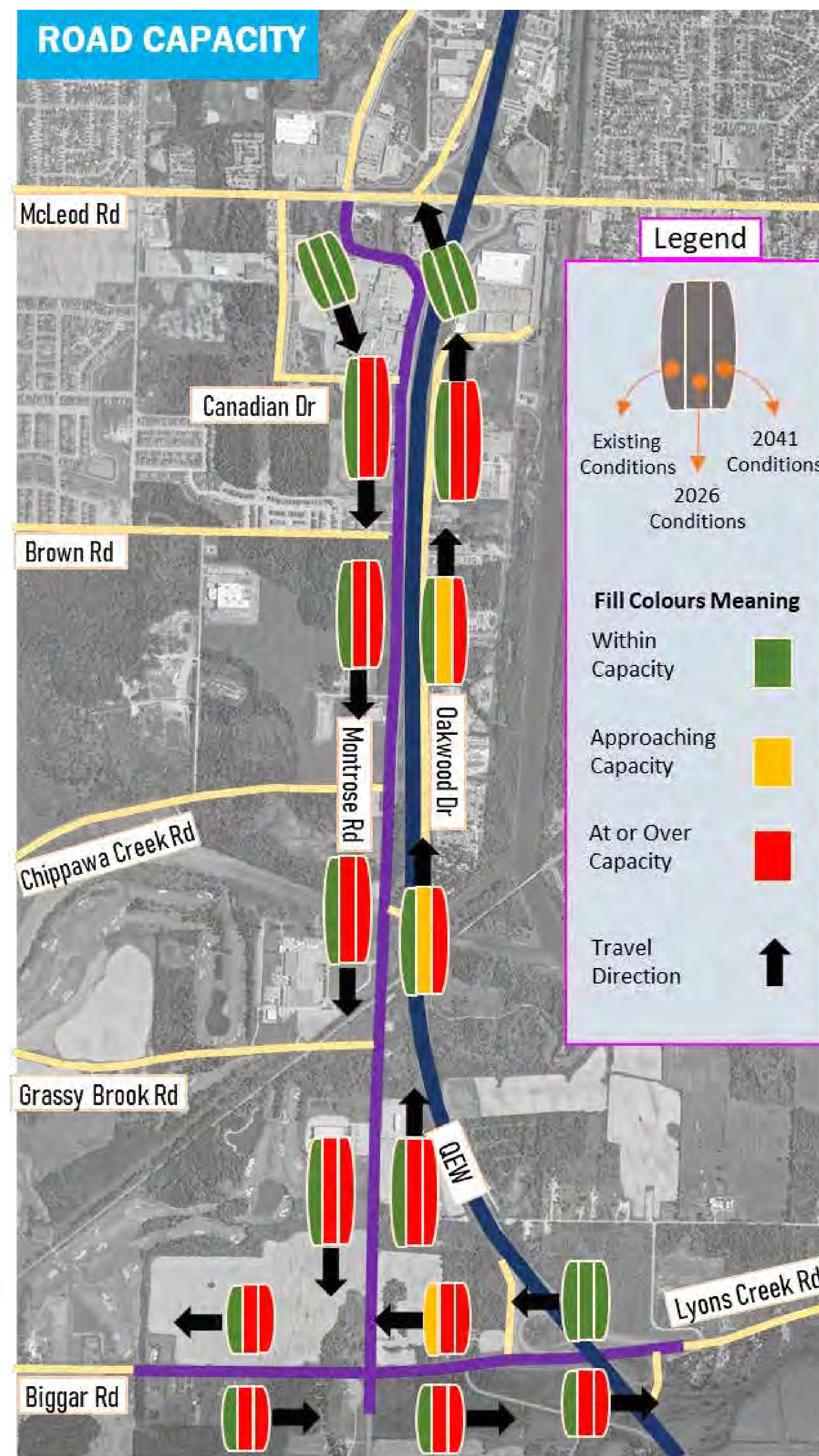
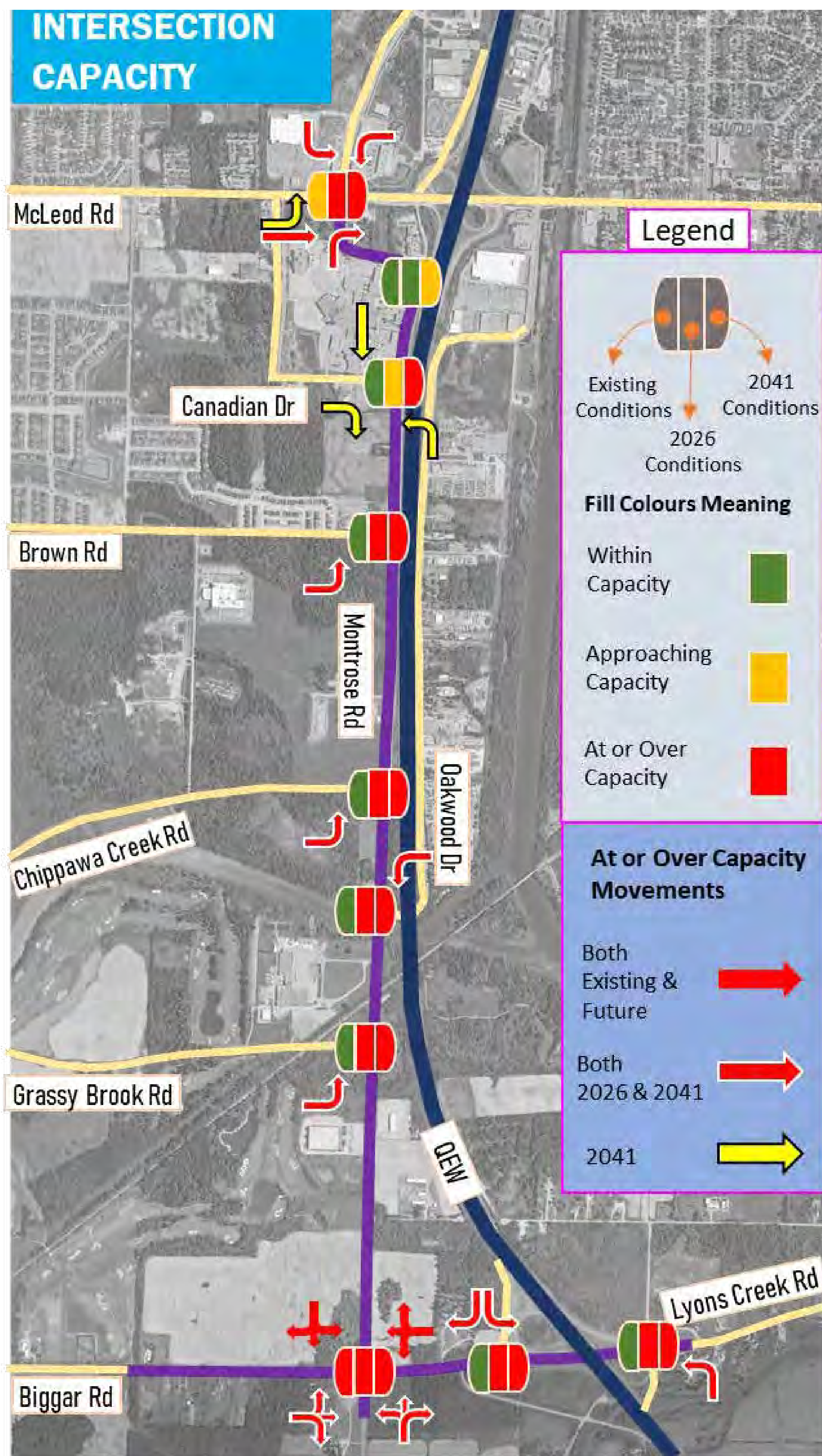




(Source: City of Niagara Falls Official Plan)

FUTURE PLANNED AREA DEVELOPMENT

- A traffic study is being conducted as part of the Environmental Assessment to determine existing (2019) and future (2026/2041) traffic conditions.
- The traffic study projects future traffic volumes in 2026 and 2041 based on planned developments in the area.

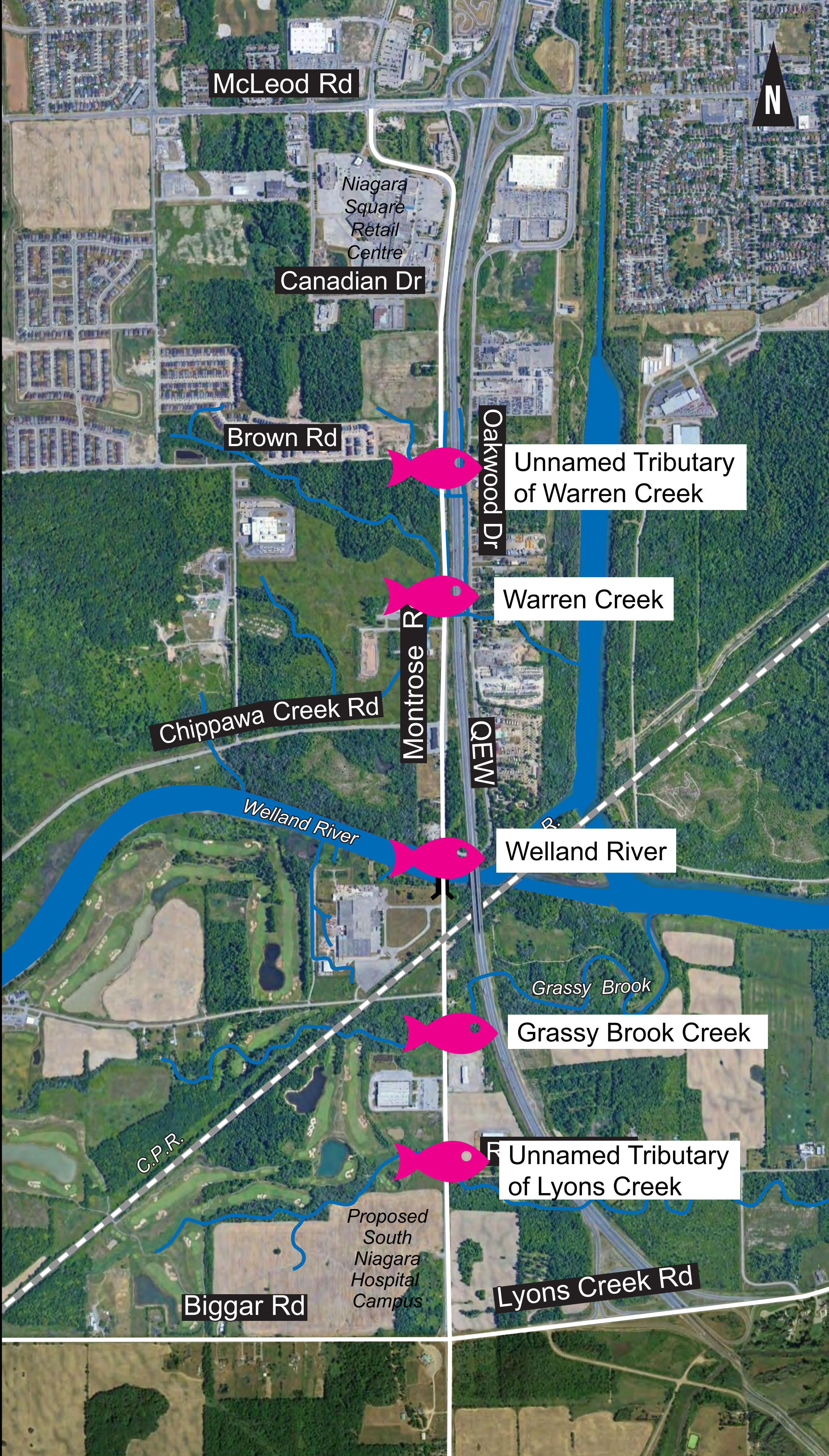


FUTURE TRAFFIC CONDITIONS – NO IMPROVEMENTS

The traffic study is assessing operations and capacity of the intersections and the roadways based on existing (2019) and future (2026 and 2041) traffic conditions. The study considers the morning & afternoon peak traffic hours which are generally:

- Morning Peak Hour: 07:45 AM – 08:45 AM
- Afternoon Peak Hour: 04:30 PM – 05:30 PM

While the roads generally operate within capacity under existing conditions, as traffic increases within the study corridor over time, the traffic flows at both the intersections and on the roadways will experience congestion if no improvements are made.



EXISTING NATURAL ENVIRONMENT

- Field visits and background information were reviewed to confirm existing conditions of the natural environment.
- There are 5 watercourse crossings in the study area that provide habitat for fish.
- There are significant woodlands and Provincially Significant Wetlands that may provide Significant Wildlife Habitat and habitat for Species-at-Risk, such as bats, birds, and reptiles.
- Species-at-Risk fish and freshwater mussels are potentially present in several of the watercourses, particularly the Welland River.
- Impacts and mitigation measures will be determined in the next phases of the Environmental Assessment and will be presented at PIC #3.



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EXISTING CULTURAL ENVIRONMENT



- A Cultural Heritage Resource Assessment was completed which identified three cultural heritage resources within the study area:
 - QEW Bridges over the Welland River
 - 19th century residence (south of Canadian Drive)
 - 19th century farmscape (north of Reixinger Road)
- A Stage 1 Archaeological Assessment was completed which determined that the study area retains potential for archaeological resources, particularly in rural and other areas that have not been subjected to ground disturbing construction.
- Impacts and mitigation measures will be determined in the next phases of the Environmental Assessment and will be presented at PIC #3.



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MONTROSE BRIDGE OVER THE WELLAND RIVER

- The bridge is a four span, concrete girder structure over the Welland River.
- The bridge carries two lanes of traffic, with narrow paved shoulders and a sidewalk on the west side.
- The structure has an aesthetic parapet wall treatment to mimic natural stone facing on both sides.
- Drainage consists of deck drains discharging directly into the Welland River.

ALTERNATIVE SOLUTIONS

Alternative Solutions are ways to address the Problem / Opportunity Statement and include a “Do Nothing” scenario. The following Alternative Solutions were developed to address this EA study:

No.	Alternative Solution	Description
1	Do Nothing	The existing transportation system is not changed (this alternative will form a baseline for comparison of alternative solutions)
2	Limit Development	Restrict development of surrounding lands now and in the future
3	Improve Alternative Routes	Undertake improvements (including capacity improvements) to other corridors parallel to Montrose Road
4	Local Roadway/Intersection Improvements	Modify roadway and intersections locally to improve operations (e.g. traffic signal and timing, adding through and turn lanes)
5	Additional Lanes (Capacity Increase)	Increase traffic capacity on Montrose Road through widening and addition of through traffic lanes
6	Accommodate Other Travel Modes	Improve facilities for other modes of travel such as walking, cycling and transit

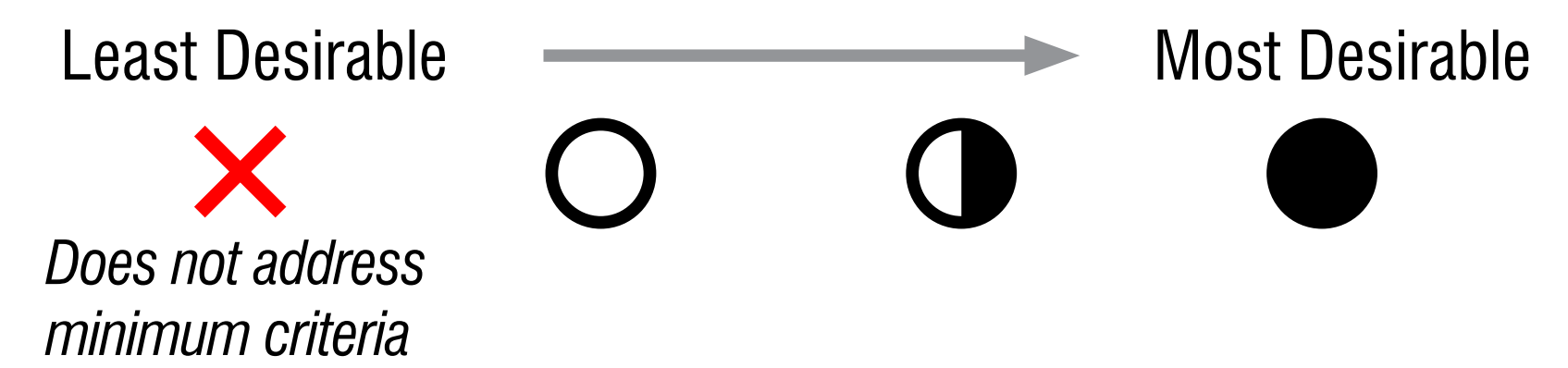
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EVALUATION CRITERIA

Evaluation criteria have been developed and are shown below. The Alternative Solutions will be evaluated against these criteria.

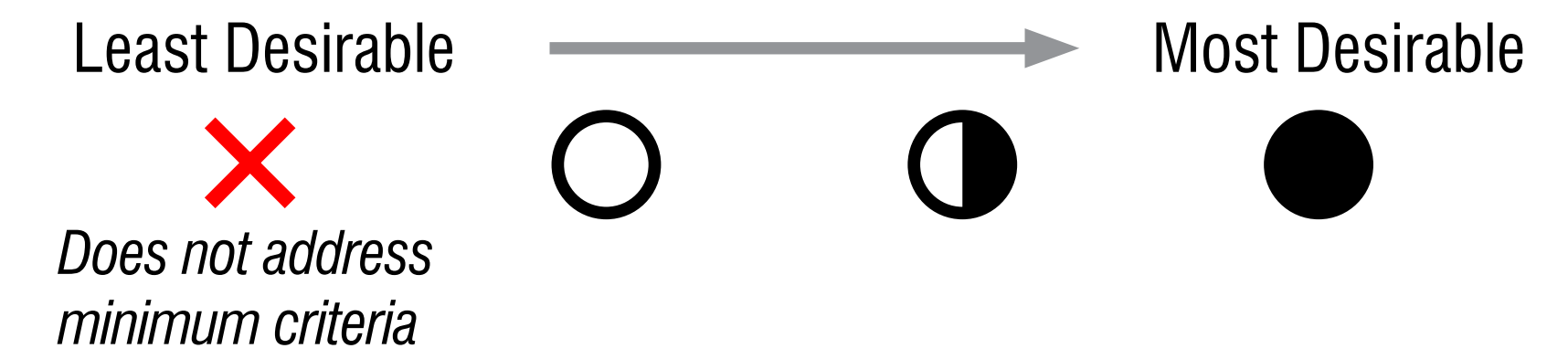
Transportation	Natural	Cultural	Socio-Economic	Costs
<ul style="list-style-type: none"> • Traffic Demand • Safety • Active Transportation • Transit • Network Redundancy 	<ul style="list-style-type: none"> • Terrestrial • Aquatic 	<ul style="list-style-type: none"> • Archaeology • Cultural Heritage 	<ul style="list-style-type: none"> • Local and Regional Planning Documents • Supports Local Growth and Development • Access • Property 	<ul style="list-style-type: none"> • Capital Costs • Maintenance Costs
				

EVALUATION TABLE: TRANSPORTATION & ENGINEERING



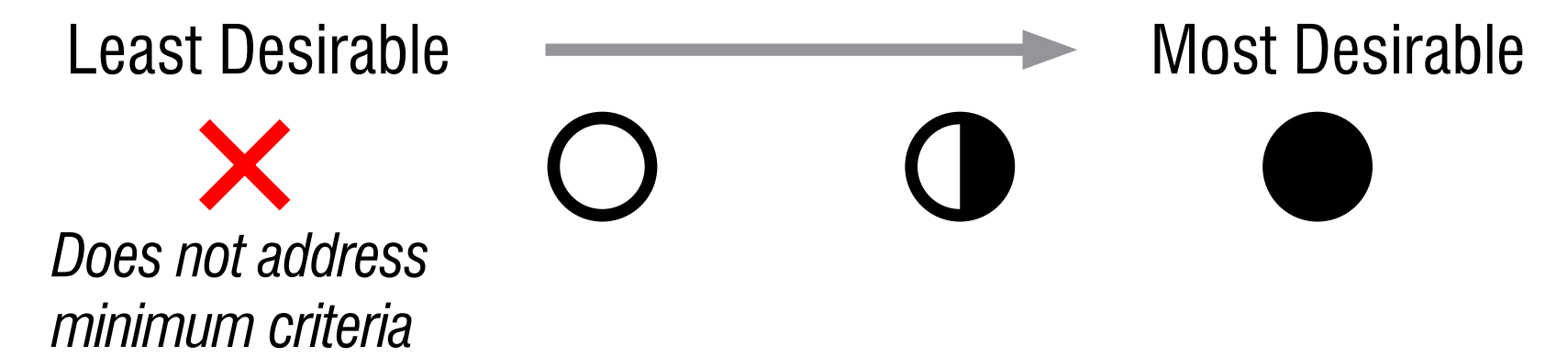
	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Localized Intersection & Roadway Improvements Only	5. Additional Lanes (Capacity Increase)	6. Accommodate Other Travel Modes
Traffic Demand	Does not address traffic demand and growth	Reduces some traffic demand but current planned growth will still be greater than current road capacity	Addresses some traffic demand and growth in the City but not for the study area	Partially addresses traffic demand and growth	Addresses traffic demand and growth	Slightly addresses some traffic demand by providing better opportunities for other modes of travel.
Safety	No improvements for safety	No improvements for safety	No improvements for safety in the study area	Improves safety in the study area	Improves safety in the study area	Improves safety in study area, particularly for other pedestrians and cyclists
Active Transportation	Does not improve or support active transportation use	Does not improve or support active transportation use	Does not improve or support active transportation use in the study area	Somewhat improves and supports active transportation	Somewhat improves and supports active transportation	Improves and supports active transportation
Transit	Does not improve or support transit use	Does not improve or support transit use	Does not improve or support transit use in the study area	Somewhat provides opportunity to support transit but does not improve operation due to traffic	Supports increased transit use and operations by improving traffic and adding lanes for use	Compatible with increased transit use, makes transit more accessible
Network Redundancy	No improvements to network redundancy, potential to inhibit movement to the hospital due to traffic queues	No improvements to network redundancy	No improvements to network redundancy in the study area	Partially improves network redundancy	Improves network redundancy and access to the hospital	No improvements to network redundancy
SUMMARY	Does not address transportation needs of the corridor.	Does not address transportation needs of the corridor.	Does not address transportation needs of the corridor.	Addresses several transportation needs, such as traffic demand, safety, access, in the corridor, but alone would not address anticipated growth	Addresses several transportation needs, such as traffic demand, safety, access, in the corridor	Partially addresses transportation needs, such as active transportation use, but alone would not address anticipated growth.

EVALUATION TABLE: NATURAL ENVIRONMENT



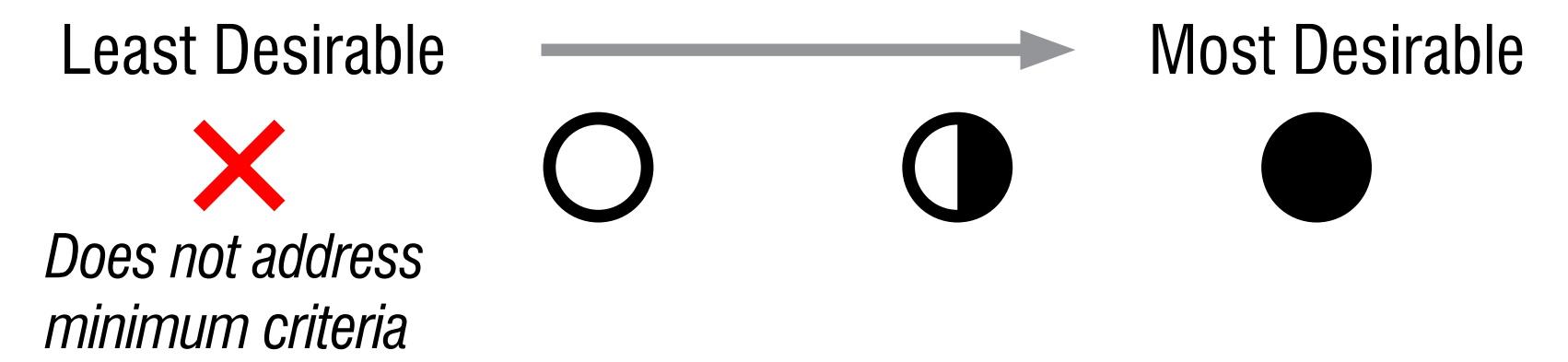
	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Localized Intersection & Roadway Improvements Only	5. Additional Lanes (Capacity Increase)	6. Accommodate Other Travel Modes
Terrestrial	● No impacts to the terrestrial environment	● No impacts to the terrestrial environment	● No impacts to the terrestrial environment	◐ Potential for some impacts to adjacent areas	◐ Potential for some impacts to adjacent areas	◐ Potential for some impacts to adjacent areas
Aquatic	● No impacts to the aquatic environment	● No impacts to the aquatic environment	● No impacts to the aquatic environment	◐ Potential for some impacts to adjacent watercourses	◐ Potential for some impacts to adjacent watercourses	◐ Potential for some impacts to adjacent watercourses
SUMMARY	● No impacts to the natural environment as no work is being undertaken.	● No impacts to the natural environment as no work is being undertaken.	● No impacts to the natural environment as no work is being undertaken.	◐ Potential for some impacts to the adjacent natural environment. Impacts to be mitigated by mitigation measures or avoided where possible.	◐ Potential for some impacts to the adjacent natural environment. Impacts to be mitigated by mitigation measures or avoided where possible.	◐ Potential for some impacts to the adjacent natural environment. Impacts to be mitigated by mitigation measures or avoided where possible.

EVALUATION TABLE: CULTURAL ENVIRONMENT



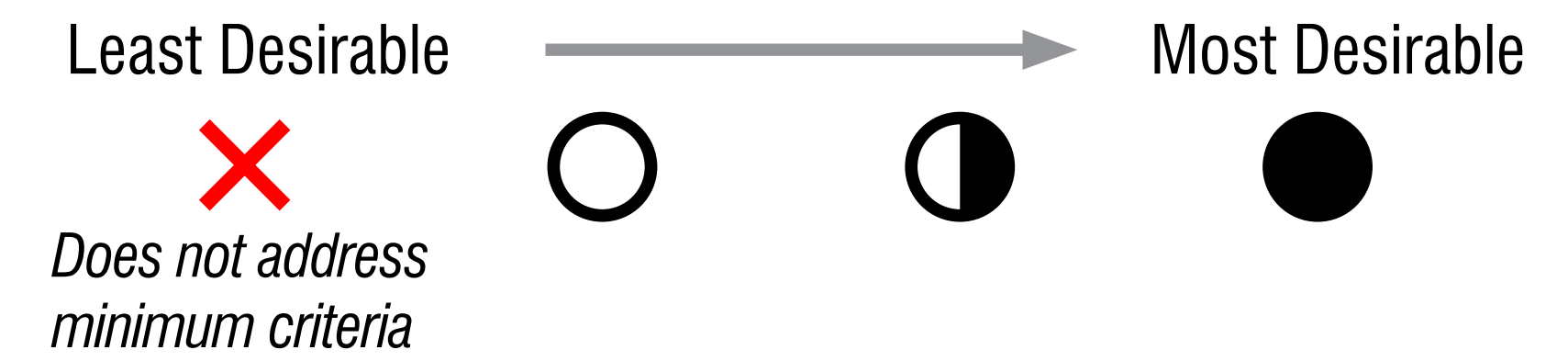
	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Localized Intersection & Roadway Improvements Only	5. Additional Lanes (Capacity Increase)	6. Accommodate Other Travel Modes
Archaeology	● No impacts to archaeological resources	● No impacts to archaeological resources	● No impacts to archaeological resources	◐ Potential for some impacts to adjacent archaeological resources. Additional studies may be required.	◐ Potential for some impacts to adjacent archaeological resources. Additional studies may be required.	◐ Potential for some impacts to adjacent archaeological resources. Additional studies may be required.
Cultural Heritage	● No impacts to cultural heritage resources	● No impacts to cultural heritage resources	● No impacts to cultural heritage resources	◐ Potential for some impacts to adjacent cultural heritage resources. Additional studies may be required.	◐ Potential for some impacts to adjacent cultural heritage resources. Additional studies may be required.	◐ Potential for some impacts to adjacent cultural heritage resources. Additional studies may be required.
SUMMARY	● No impacts to the cultural environment as no work is being undertaken.	● No impacts to the cultural environment as no work is being undertaken.	● No impacts to the cultural environment as no work is being undertaken.	◐ Potential for some impacts to the adjacent cultural environment. Impacts to be mitigated by mitigation measures or avoided where possible.	◐ Potential for some impacts to the adjacent cultural environment. Impacts to be mitigated by mitigation measures or avoided where possible.	◐ Potential for some impacts to the adjacent cultural environment. Impacts to be mitigated by mitigation measures or avoided where possible.

EVALUATION TABLE: SOCIO-ECONOMIC ENVIRONMENT



	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Localized Intersection & Roadway Improvements Only	5. Additional Lanes (Capacity Increase)	6. Accommodate Other Travel Modes
Local and Regional Planning Documents	✗ Is not supported by the Transportation Master Plan (TMP) or the Official Plan (OP)	✗ Is not supported by the TMP or the OP	◐ Other routes are recommended for improvement by the TMP	● Supported by the TMP / OP by addressing safety and operations	● Supported by the TMP / OP by widening and addressing growth	● Supported by the TMP / OP by addressing recommendations of the active transportation plan
Supports Local Growth and Development	○ Does not support local growth and development.	○ Does not support local growth and development.	○ Does not support local growth and development in the study area.	● Supports local growth and development	● Supports local growth and development	◐ Somewhat supports local growth and development
Access	◐ Does not impact existing access but does not offer any access improvements.	◐ Does not impact existing access but does not offer any access improvements.	◐ Does not impact existing access but does not offer any access improvements.	● Opportunities to improve and revise access, as needed	● Opportunities to improve and revise access, as needed	◐ Does not impact existing access but does not offer any access improvements.
Property	● No property impacts as there is no work being undertaken.	● No property impacts as there is no work being undertaken.	● No property impacts as there is no work being undertaken in the study area.	◐ Some potential property impacts adjacent to areas of improvement.	○ Potential for greater property impacts adjacent to areas of improvement.	◐ Some potential property impacts adjacent to areas of improvement.
SUMMARY	✗ Does not support the planning vision in the study area.	✗ Does not support the planning vision in the study area.	◐ Minimal impacts but does not support the planning vision and growth in the study area.	● Supports the planning vision for this area, though there may be some property impacts.	● Supports the planning vision for this area, though there may be some property impacts.	◐ Supports the planning vision for this area, though there may be some property impacts.

EVALUATION TABLE: COST



	1. Do Nothing	2. Limit Development	3. Improve Alternative Routes	4. Localized Intersection & Roadway Improvements Only	5. Additional Lanes (Capacity Increase)	6. Accommodate Other Travel Modes
Capital Costs	● No capital costs.	● No capital costs.	● No capital costs related to this study.	◐ Moderate capital costs.	○ Significant capital costs.	◐ Moderate capital costs.
Maintenance Costs	◐ Some increase in maintenance costs due to increased wear and tear from increased traffic.	◐ Some increase in maintenance costs due to increased wear and tear from increased traffic.	◐ Some increase in maintenance costs due to increased wear and tear from increased traffic.	◐ Some increase in maintenance costs to maintain improvements.	◐ Some increase in maintenance costs to maintain additional lanes.	◐ Some increase in maintenance costs to maintain improvements.
SUMMARY	● No cost impacts.	● No cost impacts.	● No cost impacts.	◐ Moderate costs.	○ Moderate - significant costs.	◐ Moderate costs.



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PRELIMINARY PREFERRED ALTERNATIVE SOLUTIONS

Based on the evaluation, Alternatives 1, 2, 3 are **not recommended** as they do not accommodate the anticipated traffic demand, are not supported by local and regional plans, and do not address the Problem / Opportunity Statement.

Based on the evaluation, the **preliminary preferred Alternative Solutions are a combination of Alternatives 4, 5, and 6** as they best address projected traffic growth and planned developments in the study area and also include improvements for intersections, other travel modes, and access:

- Alternative 4: Local Roadway/Intersection improvements
- Alternative 5: Additional lanes (capacity increase)
- Alternative 6: Accommodation of other travel modes

These are the *preliminary* preferred Alternative Solutions which will be confirmed following the PIC based in part on comments received.

Once confirmed, the project team will move forward to Phase 3 of the Municipal Class EA and develop Alternative Design Concepts based on the preferred Alternative Solutions, which will be presented at PIC #3.



East Main Street - Two to Three Lane Roundabout



QEW/Seventh Street - Interchange Roundabout



Highway 401/Holt Road – Interchange Roundabout

The project team will be assessing different intersection controls for the study corridor, including traffic signals, stop signs, and roundabouts.

WHAT IS A ROUNDABOUT?

- A roundabout is a circular intersection in which traffic flows counterclockwise around a centre island. There are no traffic signals or stop signs in a roundabout.
- Entering motorists must yield to drivers already within the roundabout. Pedestrians cross at clearly marked crossings.



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Advantages of Roundabouts

- Increases Traffic Safety. All vehicles must slow down as they approach the roundabout, and they all travel in the same direction reducing left-turn and high-speed angle crashes. Crashes that do occur are less severe due to low vehicle speeds.
- Due to reduced vehicle speeds, roundabouts can improve pedestrian safety.
- Minimizes overall traffic delay resulting in time savings and improved traffic operations at the intersection.
- Lower operating and maintenance costs than a signalized intersection.

Disadvantages of Roundabouts

- A roundabout often needs more space than a conventional intersection.
- When traffic volumes are significantly higher on the major streets/approaches, it becomes challenging for the minor street traffic to enter the roundabout due to a smaller number of gaps available, resulting in increased traffic delay.
- Proximity to another congested intersection that would routinely back up traffic into the roundabout also limits the suitability of a roundabout for the location.

Let us know your thoughts about the potential use of roundabouts within the EA study area in the future.



NEXT STEPS

- Review PIC#2 Comments
- Confirm recommended Alternative Solutions
- Develop and evaluate Alternative Design Concepts
- Complete impact assessment for the natural, cultural and socio-economic environments
- Continue meeting with interested stakeholders/agencies
- Present preferred Alternative Design Concepts at PIC #3 in Winter 2020





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HOW YOU CAN GET INVOLVED



Ask questions or discuss issues with the Project Team today at the PIC



Full out a PIC comment form and return by October 23, 2020



Request to be added to the Project contact list to receive updates and future public notices about the Project



Visit the Project website for more information
(<https://niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>)



Attend future Public Information Centres



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QUESTIONS

Your comments are important and welcomed. They will be reviewed and included as part of the study process. Please feel free to contact a Study Team Member, submit a comment sheet, or email/call us at:

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Thorold, ON L2V 4T7
Tel: 905-980-6000 x3336
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Rick Goertz, P. Eng.
Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-917-3240
Email: Richard.Goertz@parsons.com

Appendix C

PIC #2 Question & Answer Summary

Montrose Road and Lyons Creek Road / Biggar Road Municipal Class EA Study

Virtual Public Information Centre #2 – Question and Answer Summary

Introduction

On September 23, 2020, the second Public Information Centre (PIC) was hosted for the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment (EA) Study. The PIC was hosted virtually through Zoom as a webinar format and consisted of a presentation of the PIC displays (available on the Project website) followed by a live question and answer (Q&A) session. The Mural platform was also used to facilitate an interactive environment to view the displays and drawings. During the Q&A session, attendees were able to submit questions through a chat box and the panelists provided verbal responses. A summary of the Q&A session, including the questions asked and answers provided, are detailed in this document.

1. General Questions and Public Consultation

Q: Will the PIC presentation be made available online and downloadable in PDF?

A: The PIC Displays will be posted to the project website as a downloadable PDF following Public Information Centre #2 and will remain available on the website for the duration of the Project.

Q: How do we request to be kept informed via email as per your presentation? Is this on the project website?

A: Interested stakeholders can provide their emails (and other contact information) to the consulting engineering firm project manager, Richard Goertz, to formally request to be added to the stakeholder list. All contacts on the stakeholder list will receive all future public notices for the Project.

Q: How will you proceed if private property is required to widen roads. What consultation will take place? Will land acquisition be compulsory?

A: The Region and the City of Niagara Falls Official Plans identify road right of way widths. Property impact is an evaluation criteria being used during the evaluation of the design alternatives, helping the Project team balance property impacts against other impacts and technical factors including traffic growth in the future. If the Preferred Alternative requires private property, individual property owners will be contacted to discuss impacts and

negotiate fair compensation for the property. The Region's preference is to come to a resolution before having to do any compulsory land taking.

Q: How has Covid-19 impacted the design / EA study? Have there been changes in traffic pattern due to Covid-19 that are expected to be permanent? Will the road design be adjusted accordingly?

A: At this time, there is insufficient data to determine if the changes to traffic patterns due to Covid-19 will be permanent, though there have been impacts to transportation use. The majority of the impacts on traffic patterns and transportation use are due to local and provincial restrictions due to Covid-19. These restrictions have now been reduced as Covid-19 cases have declined over the summer months. The Region maintains its goals to reduce the number of single occupancy vehicles, and are promoting more carpooling, active transportation, and other sustainable transportation modes of traffic. Thus, various active transportation facilities will be considered as a part of the study.

2. Design, Traffic, and the Environmental Assessment

Q: Widening Montrose Road only up to Grassy Brook Road will leave a choke point at the Welland River Bridge and Oakwood Drive.

A: As construction is proceeding in a phased approach, the interim condition will be a two-lane section to the north of Grassy Brook Road (existing conditions) and a wider section to the south. It is important to note that the widening under consideration is to accommodate 2041 traffic when the area is fully developed resulting in higher traffic demand. For interim traffic conditions, we do not anticipate significant traffic congestion north of Grassy Brook Road. It is likely that the majority of the traffic volumes related to the South Niagara Hospital will be travelling to/from the QEW rather than along Montrose Road.

Q: Montrose Road, from McLeod Road to Lyons Creek Road, should be 5 lanes wide.

A: The traffic analysis that has been carried out as part of this study has determined that widening of Montrose Road is required, however the number of additional lanes is still being determined.

Q: Will there be additional signalized intersections in the study corridor?

A: A Detailed Transportation Assessment is in progress for the corridor that will assess the existing and future traffic conditions at the intersections. The study will make recommendations for lane configuration and intersection controls based on the design and traffic standards as well as the anticipated growth. Other stakeholders may be involved when it comes to decision making on the cross sections and intersection designs, including the Ontario Ministry of Transportation (MTO) and the City of Niagara Falls.

Q: As Niagara Square is being developed now, what is being done to curb potential immediate congestion (i.e. down Niagara Square Drive to Costco and the mall)?

A: A Transportation Impact Study (TIS) was conducted for the Niagara Square development and shared with Niagara Region, the City of Niagara Falls, and MTO to determine what the Niagara Square and Costco developments would generate in terms of new traffic, how that traffic would travel on the roadways, and what mitigation measures were proposed to manage operational and safety concerns. The TIS does utilize Niagara Square Drive as a way to access the mall as it is a regional road designed to handle this capacity. If the road were to be closed and divert those coming off the QEW southbound ramp onto McLeod Road and Montrose Road, it would add significant traffic and delay to the westbound left turn lane to Montrose Road. Pinoak Drive and Canadian Drive are also being reconstructed, and it is expected that Pinoak Drive will act as another conduit into the mall, which should help with congestion.

Q: A roundabout should be installed at McLeod Road and Montrose Road and at Montrose Road and Lyons Creek Road.

A: Roundabouts are being considered as part of this study and the Project team is soliciting feedback from the public. The McLeod Road and Montrose Road intersection was recently reconstructed and will remain as a signalized intersection. A roundabout at Montrose Road and Lyons Creek Road is being considered as part of the study, however due to the close proximity to the hospital, a signalized intersection may be more compatible for emergency vehicle traffic.

Q: How does the Project consider the South Niagara Falls Wastewater Treatment Plant that will have infrastructure going through the study area?

A: The Region's Transportation Services Division and Water and Wastewater Services Division both fall under the Region's Public Works Department, which allows the Project Team to coordinate on the design and timeline of both Municipal Class EAs to reduce duplication and allow for more efficient design and construction work.

Q: What is being done to protect the natural heritage features along the corridor?

A: Field surveys have been conducted to establish the existing conditions of the natural environment. The Project team is also coordinating with regulatory agencies for input and review.

Through the EA process, the evaluation of the alternatives will look to balance impacts to the environment while also considering other factors such as transportation needs and cost. Through the design, the first goal is to avoid impacts if possible, however if not feasible, impacts will be minimized to the extent possible by appropriate mitigation measures.

In the next phase of the Municipal Class EA, alternative design concepts will be developed and evaluated through a similar evaluation process as shown in the PIC#2 boards. The evaluation of the design concepts will be presented at PIC #3.

3. Road and Pedestrian Safety

Q: What is being explored for improvements to cyclists or pedestrians?

A: Montrose Road is an active transportation route as identified in the Transportation Master Plan. As such, different infrastructure will be explored including sidewalks, bike lanes, separated bike track, multi-use paths, etc. The appropriate facilities will be explored in light of the type of roadway design and based on proper principles to select a suitable system for the context of this area.

Q: It is dangerous for people walking on Montrose Road. Sidewalks are a must for the whole length.

A: The Region acknowledges that Montrose Road currently does not provide an environment that is conducive to active transportation users. Through this EA, various active transportation facilities will be examined to provide an environment for all road users.

Q: Biggar Road has a posted speed of 80km/h with no overtaking. However, many drivers drive over 80km/h and overtake other vehicles, resulting in many near misses. Can this be reviewed outside this EA project?

A: Biggar Road is a municipal road under the City of Niagara Falls' jurisdiction. Contact information for a representative from the City of Niagara Falls was provided to discuss this concern.

4. Timing and Construction Impacts

Q: When would construction start?

A: The Environmental Assessment (EA) study is anticipated to be completed in late 2020 – early 2021. Detail Design will follow for the section of the project south of Grassy Brook Road and is expected to be completed in mid-2021. Construction is tentatively scheduled for commencement in Spring 2022, pending Council approval, and completion in Fall/Winter 2023 to align with the construction of the South Niagara Hospital.

Q: When will traffic detours for this Project be known?

A: As traffic detours are dependent on what will be constructed and how it will be constructed, the exact traffic detours will not be known until Detail Design is undertaken. When the Detail Design stage commences in 2021, Public Information Centre #4 will be held prior to construction to present the design as it will be constructed as well as the anticipated traffic staging and impacts.

Q: Will you be constructing Montrose Road from McLeod Road to Lyons Creek Road?

A: While the Municipal Class EA study will recommend a preliminary design option for the full stretch of Montrose Road in the study area, construction will be implemented in a phased approach. Following the completion of the Municipal Class EA, only the portion

of the study area south of Grassy Brook Road will proceed into Detail Design to align with the hospital construction. Detail Design and construction for the remainder of Montrose Road will be completed at a later point when there is greater demand.

5. Costs

Q: What is the estimated budget for this Project?

A: The Project Team is proceeding through the EA and Detail Design process to determine what design alternative will proceed to construction. As the study progresses, more details of the design are refined, making it easier to develop a cost estimate for the construction works. At this time, the design is too high level to determine a cost estimate, however, budget information will be shared as it becomes available.

Q: This study is wholly dependent on the South Niagara Hospital development. Will the hospital development not be entirely dependent on financing from the Municipality? Is its finance position now impacted by the ongoing pandemic? What will be the plan if the timeline needs to be postponed as a result?

A: In addition to supporting the South Niagara Hospital development, there are multiple supporting policies and studies that have led to the need for this project. In particular, the Niagara Region Transportation Master Plan identifies capacity improvements for Montrose Road and the City of Niagara Falls Official Plan and the Grand Niagara Secondary Plan identifies substantial growth to the area. While construction is tailored to meet the timing of the hospital, the Problem and Opportunity Statement developed for this EA, which provides the need and justification for the Project, looks at the study area as a whole, in which the hospital is one component.

Niagara Health is leading the development of the South Niagara Hospital and is working on funding agreements with Infrastructure Ontario and other parties, that are completely separate from Niagara Region and the City of Niagara Falls.

Niagara Region intends on keeping the construction completion date of 2023 for this Project, regardless of the hospital's progress, because it supports the transportation needs of the Region until 2041 for other planned developments in and adjacent to the study area.

6. Other Projects

Q: Is there any plan to increase capacity and/or replace the McLeod Road Bridge over the Hydro Canal? If there is, would that not increase traffic on Montrose Road?

A: A consultant has been retained by the Region to proceed with the Detail Design of McLeod Road as a separate study. It is not expected to generate an increase in traffic nor change travel patterns on Montrose Road.

Q: Is Ontario Power Generation (OPG) going to pay for the Hydro Canal bridge widening? In 2013, McLeod Road was to become 6 lanes wide, yet it is still 4, why?

A: For cost sharing information between the Region and OPG for the McLeod Road Bridge over the Hydro Canal, it would be best to contact the Project Manager for that project. The Transportation Master Plan from 2017, which looks at transportation needs across the Region, does not support 6 lanes on McLeod Road.

Q: Will there be a crossing from Dorchester Road to Oakwood Drive to connect the new development (potentially 6000 new housing units)?

A: At this time, the Niagara Region Project Manager is not aware of any proposed crossings over the QEW or the Hydro Canal to make this connection. The Region would likely not support this crossing due to operational and safety concerns at Oakwood Drive.

Q: Why is the Region about to put a roundabout at Bridge & Victoria?

A: The roundabout is to facilitate the future GO Station. Several studies are being conducted or are planned for improvements to that area including the current Bridge Street EA and a potential secondary plan to rezone the area.

Appendix D

Mural Room Layout



A SCREEN CAPTURE OF THE MURAL ROOM LAYOUT



The mural room layout features a central display area with two large aerial maps labeled "ROLL PLAN E: Montrose Road" and "ROLL PLAN I: Lyons Creek Rd". To the left, there is a "WELCOME TO MURAL" panel with navigation icons and a "WELCOME!" sign on an easel. The top and bottom of the room are lined with numerous informational panels, including maps, project details, and contact information. Silhouettes of people are placed throughout the room to provide a sense of scale.



Informational text panel on the right side of the mural room, containing project details and contact information.

Informational text panel on the right side of the mural room, containing project details and contact information.

COMMENT FORM

How to use this form:

- Download the form from the document on the left.
- Fill out the form with your comments, questions, or suggestions. Please be specific and provide contact information if you wish to be contacted.
- Send the form to: Montrose@montrosenps.com

COMMENT FORM
Please provide your comments, questions, or suggestions. Please be specific and provide contact information if you wish to be contacted.

MOVING FORWARD

QUESTIONS

Your comments are important. They will be reviewed as part of the study process. Please feel free to contact us by phone, email, or in person at our office.

Jordan Reed, P.E., PSM
Project Manager
Regional Sustainability of Region 1
Montrose, CO 81402 | 970.245.1242
Email: jordan_reed@montrosenps.com

Mark Davis, P.E.
Project Manager
Regional Sustainability of Region 1
Montrose, CO 81402 | 970.245.1242
Email: mark_davis@montrosenps.com

CONNECTING MORE PEOPLE TO MORE PRIORITIES

Appendix E

Submitted Comments

From: [REDACTED]
Sent: Wednesday, September 23, 2020 6:51 PM
To: Goertz, Richard <Richard.Goertz@parsons.com>
Subject: [EXTERNAL] Public Information Comment form attached

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'



COMMENT FORM

Public Information Centre #2

September 23, 2020

Please return comment form to:

To: Rick Goertz, P.Eng.
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

Niagara Region is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study for Montrose Road (Regional Road 98) between Lyons Creek Road (Regional Road 47)/ Biggar Road and for Lyons Creek Road (Regional Road 47) / Biggar Road between the QEW interchange and the Crowland Avenue. The purpose of this Public Information Centre is to present Phase 2 of the Class EA, which includes existing conditions and the identification, evaluation, and selection of Alternative Solutions, and to gather input from the public on any aspect of the undertaking which may be considered important or of concern.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **October 23rd, 2020**) to the contact noted above. Your input is greatly appreciated.

NAME:

ADDRESS:

TELEPHONE:

E-MAIL:

My property/interest is (please check all that apply):

- Access onto and off Montrose Road and Lyons Creek Road / Biggar Road
- Travel along Montrose Road and Lyons Creek Road / Biggar Road
- Residential Property
- Commercial / Industrial Property
- Agricultural Property
- General Interests
- Other (Please Identify: Hospital Employment & Mixed Use)

I would like to be added to the Project mailing list to receive future project updates:

- Yes No

I would like a response to my comments:

- Yes No

1. Do you have any comments or questions about the Existing Conditions presented?

No

2. Do you have any comments about the Alternative Solutions identified, the evaluation process, and the preliminary preferred Alternative Solutions?

No

3. Do you have any additional comments or questions?

Yes, I do. I sent a detailed email to Jordan & Rick yesterday requesting a meeting as soon as possible. It is vitally important that the City of Niagara Falls is at the meeting as well. Things are moving quick so it is urgent to have the meeting right away. Thank you

*Personal information collected or submitted in writing will be collected, using 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*

Sent: Tuesday, September 22, 2020 10:45 AM

To: Jordan.Frost@niagararegion.ca; Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Biggar Road - *Very Important Considerations - Moving Roads Forward

To Jordan Frost & Rick Goertz

Thank you for mailing me the notice for PIC #2.

*This letter is to urgently stress something*hugely important for the planning and subsequent construction of this major project and is specifically regarding BIGGAR RD. I know that the main entrance for the hospital may be on Biggar Rd and you are planning major intersection and road widening and burying electrical etc. which is great. However, Biggar Road is much more vital to this planning process than just the 200m frontage on Biggar Road owned by the Niagara Falls hospital.

Key Points

1. The North side of Biggar Road is a significant major frontage right beside the new Niagara Falls hospital in the urban boundary of the City of Niagara Falls.
2. The secondary plan has the frontage on Biggar Rd to be Hospital Employment and Mixed Use and will be a major development in the urban boundary for hospital support services as well as services for what will be a very busy road in the City of Niagara Falls. Biggar Rd is going to be a massively busy road.
3. As the land south of Biggar road and west of Crowland avenue is outside of the urban boundary, the Biggar Road frontage represents one of the only developmental opportunities in close proximity to the new Niagara Falls hospital that are absolutely necessary to support the hospital and Biggar Rd traffic.
4. NOW is the time to do it. The roads are getting ripped up, the electrical is getting buried, etc. This project will be a major disruption and bear a huge expense to complete. It is vitally important that is planned and constructed RIGHT the first time. It

will be way more expensive to do it in later years and the disruption to Biggar Road in future years would be intolerable (Biggar Rd is going to be a super busy road). Biggar Rd is not a side street like First street Louth where the main entrance to the St. Catharines hospital is.

5. The City is working on the Reixinger water main plan to service the new Niagara Falls Hospital. The City of Niagara Falls must plan and bring water and sanitary services down Biggar Road right now to service the properties on the Biggar Rd frontage. This is only an extra 1000m right now that will mean so much for proper development and servicing for the next half century or longer.
 1. The City of Niagara Falls owns Biggar Road and should own the vitally important services (Water & Sanitary services) within their urban boundary.
 2. The City of Niagara Falls will always have easy access to maintain these important services.
6. Development on the Biggar Rd frontage will be necessary to support the new Niagara Falls hospital and traffic on Biggar Rd sooner rather than later. All landowners on the frontage will be able to develop without needing to piggyback on private services on private property through agreements with other landowners. If some landowners do not want to develop, they will not hinder other landowners that do want to develop.
7. The electrical must be buried and proper city lighting and hydrants put in place right now down Biggar Rd while this project is undertaken. This must be done now, it will be too expensive and disruptive to do it later. If possible, it would be best to include Natural Gas, Fibre Optic and any other important services while the road is being ripped up and the construction is being done.

I would like to request a meeting with yourselves and the City of Niagara Falls as soon as possible to go over the Biggar Rd part of the plan. This should be a major consideration and planned for right now and I believe it is being overlooked because the secondary plan says servicing will be done internally. When that planning process was undertaken, I stressed the servicing part over and over and tried to get city engineering involved. The servicing was only a very small aspect of the secondary planning process. This needs to get addressed right now so this major project is completed properly the first time to properly support the secondary plan and new Niagara Falls hospital. We can't be ripping up the road later at a major expense and disruption to add services and utilities and to bury electrical, provide fire hydrants, sewer and water to this vital frontage. Doing this properly right now will benefit the Hospital, all the people traveling down Biggar road, all the stakeholders, the tax payers and The City of Niagara Falls.

[REDACTED]

[REDACTED]

[REDACTED]

From: [Goertz, Richard](#)
To: [REDACTED]
Cc: jordan.frost@niagararegion.ca; [Chan, Salina](#); [Merriam, Sarah](#)
Subject: RE: [EXTERNAL] Montrose Road and Lyons Creek Road/Biggar Road - stakeholder communication
Date: Wednesday, September 23, 2020 7:46:35 PM

Sensitive

Thanks Anita;

We will add you to our list so that we can provide you with future information on this study. Thanks for your interest in the Montrose Road EA.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374

PARSONS - Envision More

-----Original Message-----

From: [REDACTED]

Sent: Wednesday, September 23, 2020 6:50 PM

To: jordan.frost@niagararegion.ca; Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Montrose Road and Lyons Creek Road/Biggar Road - stakeholder communication

Hello Jordan and Rick:

Please add me to all stakeholder communications regarding this project via email. You can use my personal email address below. Many thanks!

Best regards, [REDACTED]

'NOTICE: This email message and all attachments transmitted with it may contain privileged and confidential information, and information that is protected by, and proprietary to, Parsons Corporation, and is intended solely for the use of the addressee for the specific purpose set forth in this communication. If the reader of this message is not the intended recipient, you are hereby notified that any reading, dissemination, distribution, copying, or other use of this message or its attachments is strictly prohibited, and you should delete this message and all copies and backups thereof. The recipient may not further distribute or use any of the information contained herein without the express written authorization of the sender. If you have received this message in error, or if you have any questions regarding the use of the proprietary information contained therein, please contact the sender of this message immediately, and the sender will provide you with further instructions.'



COMMENT FORM

Public Information Centre #2

September 23, 2020

Please return comment form to:

To: Rick Goertz, P.Eng.
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

Niagara Region is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study for Montrose Road (Regional Road 98) between Lyons Creek Road (Regional Road 47)/ Biggar Road and for Lyons Creek Road (Regional Road 47) / Biggar Road between the QEW interchange and the Crowland Avenue. The purpose of this Public Information Centre is to present Phase 2 of the Class EA, which includes existing conditions and the identification, evaluation, and selection of Alternative Solutions, and to gather input from the public on any aspect of the undertaking which may be considered important or of concern.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **October 23rd, 2020**) to the contact noted above. Your input is greatly appreciated.

NAME: _____
ADDRESS: _____
TELEPHONE: _____
E-MAIL: _____

MOVING ROADS FORWARD

My property/interest is (please check all that apply):

- Access onto and off Montrose Road and Lyons Creek Road / Biggar Road
- Travel along Montrose Road and Lyons Creek Road / Biggar Road
- Residential Property
- Commercial / Industrial Property
- Agricultural Property
- General Interests
- Other (Please Identify: _____)

I would like to be added to the Project mailing list to receive future project updates:

- Yes No

I would like a response to my comments:

- Yes No

1. Do you have any comments or questions about the Existing Conditions presented?

The existing Biggar Road position is indeed adequate for the traffic, but not from a road safety perspective for the residences along this road given that the speed limit 80 km (is too high) and road markings are inadequate, not to mention the increasing noise pollution we have to suffer.

What noise studies have taken place prior to the commencement of the plan to evaluate the possible impacts on the environment, animal populations and people. What are the acceptable noise levels and abatement processes?

No mention has been made on the underground watercourses running close to and across Biggar Rd and the impact that additional traffic would have.

2. Do you have any comments about the Alternative Solutions identified, the evaluation process, and the preliminary preferred Alternative Solutions?

It appears from the way the evaluation and study area has been drawn that you are already looking to expand south of Biggar Road i.e. into residential properties despite the fact that it is outside the Niagara development area i.e. urban as we understand it

The road network will be impacted as a result of the Niagara Square Development, Grand Niagara and of course the Hospital based on your 2026 timeline (the last 2 dependent on funding and the expected timetable). However all these developments are within the identified Niagara plan which is essentially North of Biggar Road. The road expansions should in the main fall on the northern part of Biggar Road and not impact on the Urban area to the south.

We as residents are already impacted by the extensive developments taking place in these surrounding areas which already threaten the environment, peoples lives, and road safety. Biggar Road has been particularly badly affected by the number of large 3axle construction vehicles travelling in both directions at significant speeds.

It is not clear how feeder roads would be impacted either, especially those outside the study area as these should be considered as well as any intended developments. Biggar Rd is already treated as a route between the 406 both at Welland & Fonhill. to the QEW.

3. Do you have any additional comments or questions?

I have mentioned the underground watercourses so would like to know what studies have /will be undertaken to evaluate the impact of the road and traffic pollution which will be extensive to those underground streams, the wetlands and small rivers to the south of Biggar Rd, and of course private wells.

What is the planned speed limit on these roads from a road safety perspective.

Roundabouts are both safe and effective at ensuring traffic flow and improving road safety providing drivers and pedestrians know how to use them ! They would be particularly effective at allowing QEW exiting traffic to safely negotiate the Lyons Creek crossings.

Our concerns our how we will personally be affected as it is not clear exactly at this stage how extensive these road expansions will be.

*Personal information collected or submitted in writing will be collected, using 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*

PIC #2 Summary Report





NIAGARA FALLS, ONTARIO
December 18, 2020

Mr. Jordan Frost
PTOE Project Manager
Regional Municipality of Niagara
1815 Sir Issac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

Mr. Rick Goertz
Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7

Dear Messrs. Frost and Goertz,

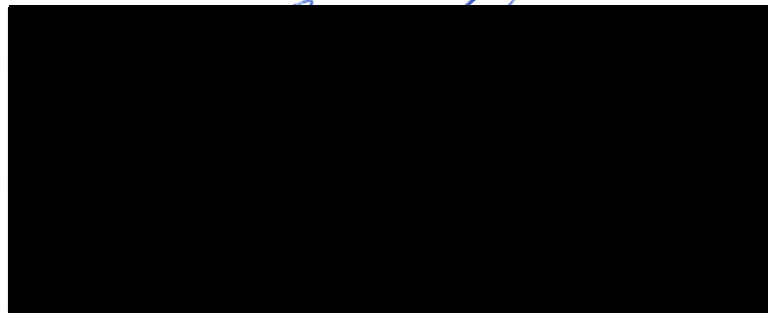
As we are almost at year end and collectively still dealing with COVID, I felt it best to write you gentlemen a follow-up letter to my attached June 17, 2020 letter regarding the Municipal Class Environmental Assessment currently ongoing. More specifically, our letter of June 17, 2020 was intended to raise awareness of our concerns over the escalating traffic on Montrose Road.

The impetus for this update is that with the recent opening of the Costco store at Niagara Square, we have already seen a dramatic increase in vehicle traffic along Montrose Road. What has become evidently aware to our employees at our 9127 Montrose Road location is that while it was always somewhat tricky making a left turn to head north along Montrose Road from our property entrance, it is now very difficult during normal working hours and almost impossible during the evening rush.

My follow-up comments are that traffic is already burdensome along Montrose Road and with the eventual new hospital at the corner of Montrose and Lyons Creek/Biggar roads it will become problematic to the point of being dangerous and unsafe for our employees and any workers at any other commercial building along this section of Montrose Road.

Please be cognizant of this recent development and our desire to make this known during your ongoing environmental assessment and traffic study related to the South Niagara Hospital Site.

As always, we thank you for this opportunity to provide additional input and we look forward to participating in any future discussions about Montrose Road improvements.





cc Mayor Jim Diodati City of Niagara Falls
Wendy Canavan Economic Development Officer City of Niagara Falls



HEAD OFFICE

MAIL:
P.O. Box 1010,
9127 Montrose Road
Niagara Falls, Ontario Canada L2E 7J9



TELEPHONE: 905-354-3700
E-MAIL: esfox@esfox.com

FAX: 905-354-5599
INTERNET: <http://www.esfox.com>

NIAGARA FALLS, ONTARIO
June 17, 2020

Mr. Jordan Frost
PTOE Project Manager
Regional Municipality of Niagara
1815 Sir Issac Brock Way, P.O. Box 1042
Thorold, ON L2V 4T7

Mr. Rick Goertz
Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7

Dear Messrs. Frost and Goertz,

Thank you for including E.S. Fox Limited in the comment request for the public study on Montrose Road and Lyon's Creek Road/Biggar Road. We currently own four buildings on Montrose Road; our head office and central tool crib is located at 9127 Montrose Road, our structural steel division at 9514 Montrose Road and rental properties at 8485 and 9515 Montrose Road.

Montrose Road is a heavily traveled road during regular business hours Monday through Friday, and especially so during the morning and evening commutes. Our main concern is that with the completion of the new Costco at Montrose and McLeod Roads, and the future hospital located at Montrose and Lyons Creek/Biggar Roads, that traffic will greatly increase to the point of becoming unsafe for our employees, customers and suppliers. The new residential and industrial subdivisions to the West of Montrose Road will also increase traffic and thus a concern as well. Making left hand turns from any of our facilities is very risky at the present time due to traffic volume and especially so from 9127 Montrose Road due to lack of visibility because of the curvature of the bridge over Chippawa Creek. The same could be said of turning left from Oakwood Drive onto Montrose Road that being limited driver visibility.

Another way to view our concern is that it would be better to improve and widen Montrose Road now rather than after hospital construction. The experience of the widening of Fourth Avenue in St. Catharines, which was done after the new St. Catharines Hospital was built, and still not done properly in our opinion, is not the standard to be met.



Our suggestions for improvement are as follows:

- As a minimum, Montrose Road to have a full centre turning lane from McLeod Road all the way to Lyons Creek and Biggar Roads to facilitate left hand turns.
- Montrose Road to also have full width right hand turning lanes including full bike lanes from McLeod Road to Lyons Creek and Biggar Roads, and possibly, four full lanes despite the current bridge over Chippawa Creek which is currently not wide enough for three or four lanes and bike lanes.
- Potentially traffic lights at Oakwood and at our 9127 Montrose Road location that are interlocked together so that safe left hand turns can be made considering the low visibility due to the curvature of the bridge over Chippawa Creek.
- A roundabout should be constructed at Montrose and Lyons Creek and Biggar Roads. This is currently a very busy intersection and we cannot imagine an ambulance having to fight through long lines of traffic at the stoplight at this intersection to get to the hospital.
- While not in your study, and something that should be explored especially with the new hospital in mind as well as future residential and business growth, is the significant daily traffic from Fort Erie, Port Colborne and Welland on Montrose Road to Niagara Falls and vice versa. To that end, we suggest that roundabouts be considered at the following locations as well:
 - Montrose Road and Schisler Road also known as White Pigeon Corners.
 - Montrose Road and Netherby Road at Netherby.
 - Schisler and Moyer/Doan's Ridge Road.

As one final comment we would like to point out that the EA should address the junk yards on the west side of Montrose Road across from Oakwood Road as we doubt that contaminated runoff to Chippawa Creek is being contained and monitored.

Thank you for this opportunity to provide suggestions and we look forward to participating in any future discussions about Montrose Road improvements.



cc Mayor Jim Diodati City of Niagara Falls



June 5, 2020

[REDACTED]
E.S. Fox Limited
9127 Montrose Road, PO Box 1010
Niagara Falls, ON L2E 7J9

Subject: Regional Municipality of Niagara – Montrose Road and Lyons Creek Road
Municipal Class Environmental Assessment

Notice of Study Commencement and Online Public Information Centre #1

Dear [REDACTED]

The Regional Municipality of Niagara, through their consultant Parsons Inc., is initiating a Municipal Class Environmental Assessment Study (EA) to examine rehabilitation and improvement needs for Regional Road 98 (Montrose Road) and Regional Road 47 (Lyons Creek Road) / Biggar Road. The purpose of this letter is to provide your organization with information about the study and details on how you can get involved in the process. We also invite you to participate in Public Information Centre (PIC) #1, which will be held on **Wednesday, June 24, 2020**. An overview of the project, map of the study area, and more information on how to participate in the PIC is included within the attached Notice of Study Commencement and PIC #1.

The study is being conducted in accordance with the planning and design process under the Municipal Class Environmental Assessment (October 2000, as amended in 2007, 2011 and 2015) for Schedule "C" projects.

The Environmental Assessment Study for Montrose Road and Lyons Creek Road/Biggar Road will:

- Assess / confirm the need and justification for roadway rehabilitation and improvements;
- Identify and evaluate a range of alternative solutions and design concepts to support traffic needs while also giving consideration to impacts on the natural, cultural and socio-economic environments;
- Develop a preliminary design and identify mitigation measures for environmental impacts to be carried forward into subsequent project phases; and,

- Consult with agencies, stakeholders, Indigenous Communities and the public, providing opportunities for input and feedback as the study progresses through means such as Public Information Centres.

Please advise the Project Team of your interest in this study by responding to this letter with the following information or by returning the attached form by July 5, 2020.

- The representative from your technical agency who will participate as part of the study;
- Initial comments and feedback related to the study that should be considered as the project advances; or
- If you would like to be removed from the Project Contact List because your organization has no concerns.

Should you wish to submit feedback or receive more information throughout the course of the study, please feel free to contact the study's Project Manager using the contact information provided below.

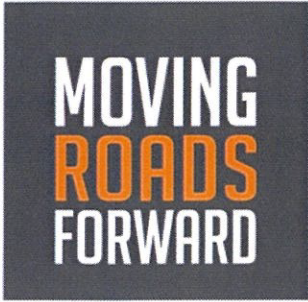
Sincerely,



Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Transportation Services Division Public Works Department, Niagara Region
jordan.frost@niagararegion.ca
c/o Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, ON L2E 7J7
Tel: 905-321-2374

CC: Richard Goertz, P.Eng., Project Manager, Parsons Inc.

Enclosed – Comment Form, Notice of Study Commencement and Online PIC #1



COMMENT FORM

Please return comment form to:

To: Rick Goertz, P.Eng.
Email: Richard.Goertz@parsons.com
Mail 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

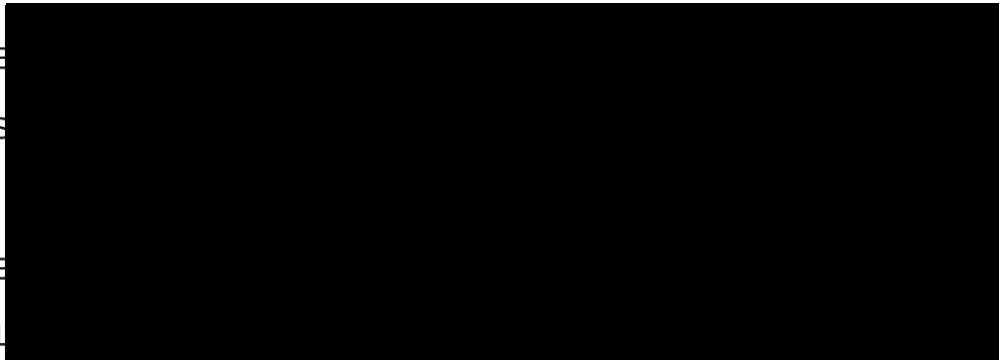
Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road
/ Biggar Road Municipal Class Environmental Assessment

CONTACT NAME

ADDRESS

TELEPHONE

E-MAIL



- I am is interested in this project and my comments / concerns are noted in the space provided (see next page).
- I have no concerns at this time but would like to be kept informed. Please keep me on/add me to the contact list for this project.
- I have no concerns about this project and wish to be removed from your contact list.

Comments / Areas of Interest:

DEAR SIR: I WILL BE SENDING A
SEPARATE LETTER OUTLINING
MY CONCERNS.

THANKS,



Meeting Minutes

1 Introduction

Subject: E.S. Fox Stakeholder Meeting
Location: Teams meeting
Date: March 12, 2021
Time: 12:00 pm – 1:00 pm
Author: Kevin Stewart
Distribution: Listed below. **Attendees' names bolded.**

2 Attendees

Name	Organization	Email
Carolyn Ryall	Niagara Region	Carolyn.Ryall@niagararegion.ca
Graeme Guthrie	Niagara Region	Graeme.guthrie@niagararegion.ca
Maged Elmadhoon	Niagara Region	Maged.elmadhoon@niagararegion.ca
Mathew Bilodeau	City of Niagara Falls	mbilodeau@niagarafalls.ca
Erik Nickel	City of Niagara Falls	enickel@niagarafalls.ca
Kent Schachowskoj	City of Niagara Falls	Kschachowskoj@niagarafalls.ca
Michael Warchala	City of Niagara Falls	mwarchala@niagarafalls.ca
Wendy Canavan	City of Niagara Falls	wcanavan@niagarafalls.ca
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Richard Goertz	Parsons	Richard.Goertz@parsons.com
Altaf Hussain	Parsons	Altaf.Hussain@parsons.com
Noris Bot	Parsons	Noris.Bot@parsons.com
Kevin Stewart	Parsons	Kevin.stewart@parsons.com
Salina Chan	Parsons	Salina.Chan@parsons.com

3 Topics and Discussions

Item	Discussion	Owner	Expected Completion	Status
1.0	E.S. Fox Company Background			
1.1	E.S. Fox has 1500 employees in Ontario. There are approximately 150 regular employees at the Montrose Road Main Office. The business has operated in its current address since 1995/1996.	N/A	N/A	Info

Item	Discussion	Owner	Expected Completion	Status
1.2	<p>E.S. Fox Property inside the EA Study Area:</p> <ul style="list-style-type: none"> ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] ▪ [REDACTED] 	N/A	N/A	Info
1.3	<p>E.S. Fox traffic generation:</p> <ul style="list-style-type: none"> ▪ Regular business hours are from 7:00 AM – 5:30 PM, with morning and evening times being peak traffic periods. ▪ Concentrix operates 24h/day, with some employees arriving via public transportation from Niagara Falls. COVID 19 has impacted the on-site staffing level with staff working from home. 	N/A	N/A	Info
2.0	Montrose Road/Lyons Creek Road/Biggar Road Study Background			
2.1	<p>Parsons is undertaking a Schedule C Municipal Class Environmental Assessment (MCEA), including a Detailed Transportation Assessment (DTA), in the following Study Area:</p> <ul style="list-style-type: none"> ▪ Montrose Road from McLeod Road to south of Biggar Road. ▪ Biggar Road and Lyons Creek Road from west of the new South Niagara Hospital site to east of the QEW/Lyons Creek Road interchange. 		N/A	N/A
2.2	<p>A Detailed Design is being prepared for Montrose Road and Biggar Road/Lyons Creek Road south of Grassy Brook Road. The first phase of road widening will have a northern termination point near Grassy Brook Road. Construction is scheduled to commence in 2022.</p>	N/A	N/A	Info
3.0	Preliminary Design:			
3.1	<p>The Montrose Road preferred design option includes:</p> <ul style="list-style-type: none"> ▪ Widening of Montrose Road to 4-lanes with a bidirectional continuous left turn lane in front of the E.S. Fox building. ▪ Traffic signalization at Oakwood Drive, Grassy Brook Road, Lyons Creek Road, and at the South Niagara Hospital entrance off Montrose Road with installation in various years within the twenty year planning horizon. Traffic signals at Oakwood Drive and Grassy Brook Road are not warranted in the initial phase of construction of the Montrose Road widening. ▪ Twinning the Welland River Bridge to the east side of Montrose Road and installation of a multi-use path (MUP) on the west side of Montrose Road. 	N/A	N/A	Info
4.0	9127 Montrose Road			
4.1	<p>Turns into and out of the E.S. Fox building will be aided by a continuous left-turn lane. Noris Bot noted that traffic signalization at Oakwood Drive will generate gaps in traffic to aid with merging. Parsons is also recommending a reduction to of the posted speed to 60 km/h on Montrose Road within this area.</p>	N/A	N/A	Info

Item	Discussion	Owner	Expected Completion	Status
4.2	Parsons recommended shifting the main entrance to the driveway off Grassy Brook Road as employees wanting to go north on Montrose Road could exit via Grassy Brook Road and make the left turn at the Montrose Road/Grassy Brook Road intersection. E.S. Fox noted that employees could use that south entrance but trucks would still need to use their main entrance. E.S. Fox to review and provide further feedback on the Grassy Brook Road entrance.	E.S. Fox	March 31, 2021	Info
4.3	Previous concerns had been expressed by E.S. Fox about sightlines for left turns onto Montrose Road being blocked by the parapet walls of the bridge over the Welland River. The proposed MUP would help improve sightlines.	N/A	N/A	Info
5.0	9515 and 9514 Montrose Road			
5.1	The Grand Niagara Secondary Plan (GNSP) identifies the proposed location of Street 'B' to be located immediately south of 9515 Montrose Road. Mathew Bilodeau noted that the final location of Street 'B' has not been fixed.	N/A	N/A	Info
5.2	A raised median has been proposed on Montrose Road, which would restrict the southern parking lot entrance to 9515 Montrose Road to right-in/right-out only. Spencer Fox noted that two full-moves entrances are preferred so that delivery vehicles can loop around the building when accessing the loading docks at the rear of the building. Noris Bot noted that the City of Niagara Falls may allow for a secondary entrance from 9515 Montrose Road onto Street 'B' with a closure of the existing south entrance from Montrose Road. City noted generally there are no concerns with this but will need to be reviewed in the future in context of the future development in the area.	N/A	N/A	Info
5.3	Public transit buses currently turn around inside the parking lot of 9515 Montrose Road. When bus routes are extended to the new South Niagara Hospital, buses will no longer circulate internally on the site. Bus bays are proposed on Montrose Road, at the Street 'B' intersection. A pedestrian cross-over may be required at Street 'B' to allow transit users to access the northbound transit stop.	N/A	N/A	Info
5.4	[REDACTED]	N/A	N/A	Info
5.5	Entrance to the 9514 Montrose Road property opposite the Concentrix building on Montrose Road: Parsons would like to recommend realignment of the entrance to the 9514 Montrose Road property to be in-line with the northern driveway to the 9515 Montrose Road site. E.S. Fox did not have major oppositions to this, though they need to review to make sure their internal circulation on site can still be maintained.	E.S. Fox	March 31, 2021	Info
5.6	E.S. Fox asked about future local roads that will provide a connection to Biggar Road. Currently Crowland Avenue is closed preventing access to Biggar Road. The City of Niagara Falls indicated that the internal road network of the Grand Niagara Secondary Plan area will be reviewed and determined in the future and will likely provide that connection.	N/A	N/A	Info
6.0	Property Taking			
6.1	Approximately 8 m of property taking will be required in front of the E.S. Fox building on Montrose Road. The footprint of the Preliminary Design has not been finalized.	N/A	N/A	Info
7.0	Other			
7.1	E.S. Fox inquired about a roundabout at Montrose Road / Lyons Creek Road. Parsons noted that a roundabout is not being recommended as the anticipated traffic volumes will high and roundabout would negatively impact intersection operations. Double left turn lanes have been included in the design to accommodate the projected heavy left turn movements at the intersection.	N/A	N/A	Info
7.2	The purpose of this EA study is to be able to build the road and infrastructure needed to support the hospital prior to its construction/opening.	N/A	N/A	Info
8.0	Next Steps			

Item	Discussion	Owner	Expected Completion	Status
8.1	E.S. Fox requested to be added to the Stakeholder List for the MCEA. Parsons noted that they have already been added and are receiving all public notices.	Parsons	March 31, 2021	Closed
8.2	In early April, PIC #3 will be held to present the preferred option to the public.	Parsons	Early April, 2021	Info
8.3	The EA is anticipated to be made available for public review in May/June 2021. This means the EA document, summarizing the project, and the technical studies, will become public and available for anyone to review and read.	Parsons	Summer 2021	Open
8.4	E.S. Fox has been requested to provide feedback on the proposed design options to Niagara Region and the City of Niagara Falls.	E.S. Fox	March 31, 2021	Open

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Sent: Tuesday, June 16, 2020 12:58 PM

To: Bot, Noris <Noris.Bot@parsons.com>; Al Akkad, Dima <Dima.AIAkkad@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>; Thompson, Jack <Jack.Thompson@niagararegion.ca>

Subject: [EXTERNAL] FW: Public Information Centre #1, Montrose Road and Lyons Creek Road/Biggar Road

Hi Team,

Please confirm added to the contact list; this is their email follow-up.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability
Transportation Services Division, Public Works Department, Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca
www.niagararegion.ca [niagararegion.ca]

From: [REDACTED]
Sent: Tuesday, June 16, 2020 12:54 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Public Information Centre #1, Montrose Road and Lyons Creek Road/Biggar Road

As per our telephone conversation of last week, we would like to be notified in regards to the road widening that will be taking place at the above-noted location.

Please add us to your mailing list for future Notices as we do have concerns regarding entrances and exits to our property as we discussed in our telephone conversation.

Thank you,

[REDACTED]

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

From: Goertz, Richard <Richard.Goertz@parsons.com>

Sent: Thursday, June 18, 2020 7:21 PM

To: Alden, Marianne <Marianne.Alden@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>

Cc: Jordan Frost (Jordan.Frost@NiagaraRegion.ca) <Jordan.Frost@NiagaraRegion.ca>

Subject: Montrose Road EA - Stakeholder Email

Sensitive

Hi Marianne/Salina;

I got a call from [REDACTED] in Niagara Falls today – we spoke for almost an hour as he has a keen interest in the project. He owns 30+ acres in the area surrounded by Lyons Creek Rd, Montrose Rd, Reixinger Rd and the QEW ramp.

He did not receive a notice, but heard about the project from the newspaper. He expected to get a notice as an owner of the land, but I informed him that we only sent letters to people living in the area. I encouraged him to attend the virtual open house next Wednesday and said we would send him the email invitation.

Can you send him the email that was circulated to the stakeholders last week? His email is cuvielloconstruction@gmail.com.

He has some development plans for the property and is looking forward to working with the Region and the project team to discuss improvements on Montrose Rd and Lyons Crk Rd.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

625 Cochrane Drive, Suite 500, Markham, ON L3R 9R9

Richard.Goertz@parsons.com T: 905-917-3240, M: 905-321-2374

From: [Chan, Salina](#)
To: [REDACTED]
Cc: [Bot, Noris](#); [Alden, Marianne](#); [Goertz, Richard](#); [Frost, Jordan](#)
Subject: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA - Notice of Study Commencement and Online PIC #1
Date: Monday, June 22, 2020 10:26:00 PM
Attachments: [Montrose EA - NOSC PIC1_FINAL.pdf](#)
[image001.png](#)

Hi [REDACTED]

As per your discussions with Rick Goertz, please see attached the Notice of Study Commencement that was circulated. I am also confirming we have added your email to our Project contact list, so you will receive all future public notices for this project. As Rick noted, we are hosting Online PIC #1 on June 24, 2020 (details are in the Notice). We look forward to receiving your comments.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 - Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: Goertz, Richard <Richard.Goertz@parsons.com>

Sent: Monday, July 13, 2020 8:57 AM

To: [REDACTED]

Cc: Chan, Salina <Salina.Chan@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>

Subject: RE: [EXTERNAL] Montrose Road and Lyons Creek Road/Biggar Road

Sensitive

[REDACTED]

Thanks for meeting with me last week. As discussed, please provide your comments using the Comment Sheet from PIC #1. You don't need to provide confidential information on your future plans, but you can include your request for traffic signals.

You can view the PIC and Comment Sheet from the Region's website here:

<https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>

<https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/pdf/comment-form.pdf>

If you have any more questions, you can call or email me.

Have a great day!

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374

[PARSONS](#) - Envision More

From: [REDACTED]

Sent: Tuesday, June 23, 2020 3:15 PM

To: Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Montrose Road and Lyons Creek Road/Biggar Road

Hi Rick,

Thank you for calling me back last week and as per that conversation, [REDACTED]
[REDACTED]
[REDACTED] could become landlocked if we don't get a traffic light or as we discussed a round-about which would line up with Willodell Road as shown on the map.

Also, as I mentioned to you, we have a 40 ft entrance off of Lyons Creek for Part B. Also, in regards to Part A which has frontage on Lyons Creek and Montrose Road and Reixinger Road, we would like to see a right hand turn in and a right hand turn out on Lyons Creek. On Montrose Road, we would like to see a right hand turn in and a right hand turn out closest to the intersection of Lyons Creek and about half-way down, we would like to see a traffic light which would line up with the main entrance of the future hospital. I have also attached a copy of the Zoning By-Law outline marked with the requests set out above.

Hopefully after the PIC #1 date, we can set up a date and time to meet in person to discuss all the information that I have sent you.

I trust that all this information will be kept confidential and I thank you for your time and assistance in this matter.

[REDACTED]

From: [REDACTED]
To: [Chan, Salina](mailto:Chan.Salina@niagararegion.ca); [Goertz, Richard](mailto:Goertz.Richard@niagararegion.ca); [Bot, Noris](mailto:Bot.Noris@niagararegion.ca); [Hussain, Altaf](mailto:Hussain.Altaf@niagararegion.ca); [Stewart, Kevin](mailto:Stewart.Kevin@niagararegion.ca); graeme.guthrie@niagararegion.ca; maged.elmadhoon@niagararegion.ca; carolyn.ryall@niagararegion.ca; wcanavan@niagarafall.ca; mbilodeau@niagarafalls.ca
Subject: [EXTERNAL] Lyons Creek & Montrose Road, Niagara Falls
Date: Sunday, April 11, 2021 2:36:41 PM
Attachments: [Emails regarding Lyons Creek & Montrose.pdf](#)
[Diagram of proposed traffic light locations.pdf](#)

Thank you for allowing me to participate in the meeting that took place on April 8th, 2021. As discussed, your current proposals for traffic configurations at the above location are not acceptable to me. I have attached a copy of my email correspondence with Richard Goertz and with Jordan Frost together with the Preliminary Site Plan and Zoning By-Law outlined for the 2 parcels that are owned by 2 separate companies. We are concerned that the land owned by CuvIELLO Construction Limited will become landlocked if we don't get a traffic light at the location that I have circled on the attached diagram that was provided by you for the meeting.

Rick, at our meeting of last year on site, I expressed my concern about how important a traffic light at the Willowdell Road location was important for this 10 acre parcel and I also discussed this concern with Carolyn Ryall and Wendy Canavan. You can imagine how disappointed I was when I received your initial proposal.

Rick, if you could please contact me to set up a time to meet this week with yourself, Altaf Hussain and anyone else who would like to attend so that we can resolve this issue. It is imperative that we meet before the meeting that is on April 21st, 2021.

Regards,

[REDACTED]



Joseph Cuiello <cuielloconstruction@gmail.com>

Montrose Road and Lyons Creek Road/Biggar Road

1 message

Tue, Jun 23, 2020 at 3:15 PM

To: Richard.Goertz@parsons.com

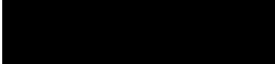
Hi Rick,

Thank you for calling me back last week and as per that conversation, I am sending you a copy of the Preliminary Site Plan and Zoning By-Law outline for the 2 parcels that are owned by 2 separate companies. We are concerned that Part B which is owned by Cuiello Construction Limited could become landlocked if we don't get a traffic light or as we discussed a round-about which would line up with Willodell Road as shown on the map.

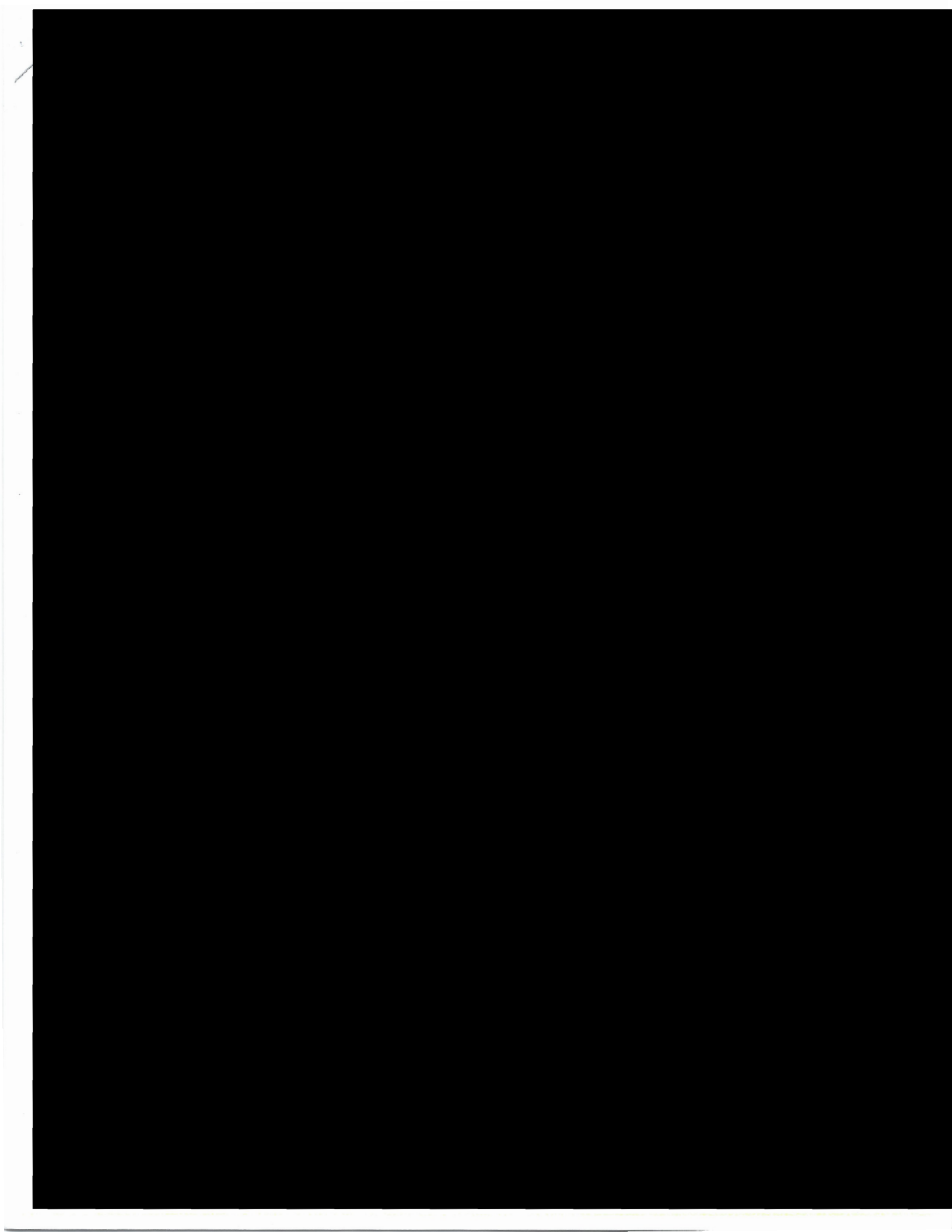
Also, as I mentioned to you, we have a 40 ft entrance off of Lyons Creek for Part B. Also, in regards to Part A which has frontage on Lyons Creek and Montrose Road and Reixinger Road, we would like to see a right hand turn in and a right hand turn out on Lyons Creek. On Montrose Road, we would like to see a right hand turn in and a right hand turn out closest to the intersection of Lyons Creek and about half-way down, we would like to see a traffic light which would line up with the main entrance of the future hospital. I have also attached a copy of the Zoning By-Law outline marked with the requests set out above.

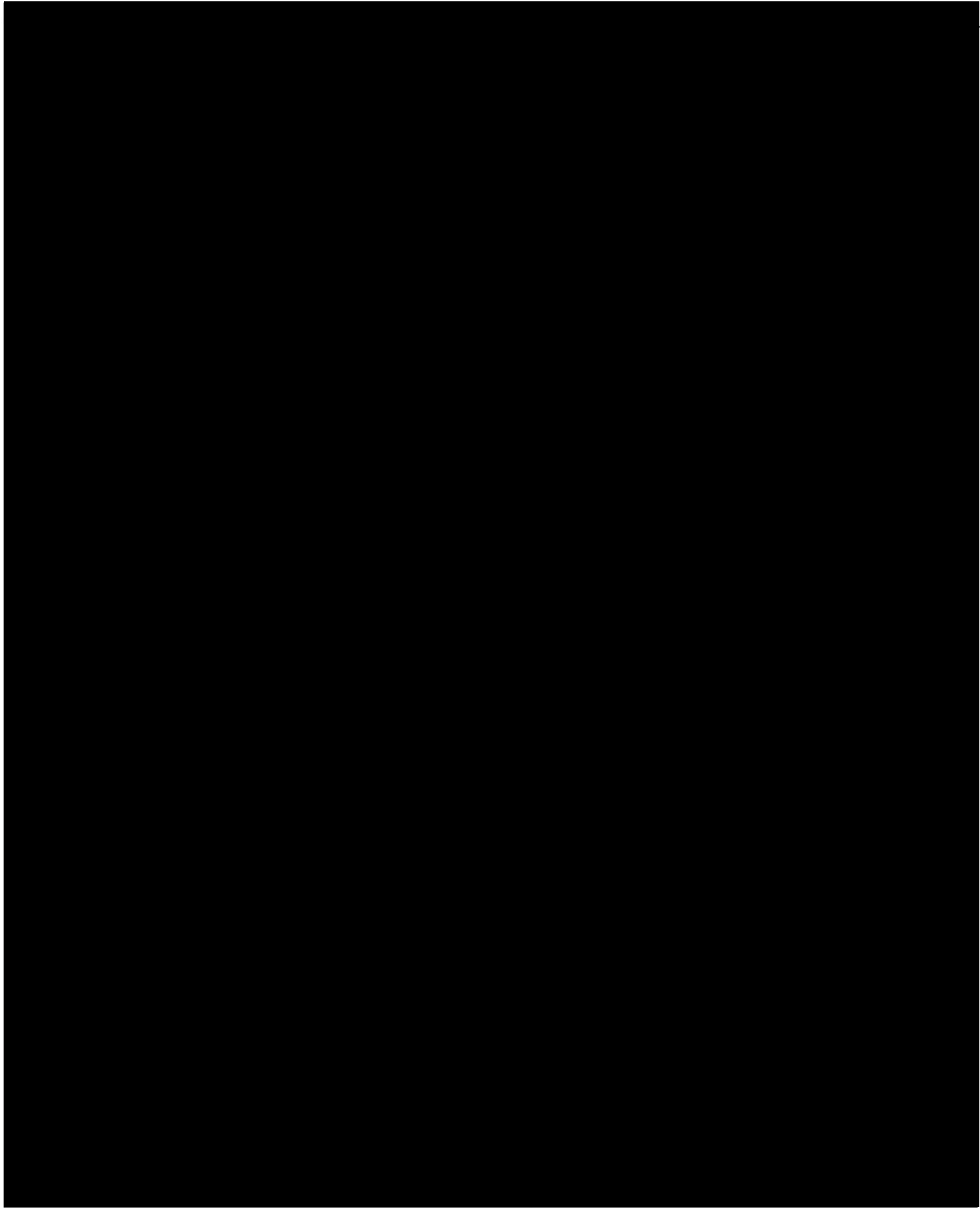
Hopefully after the PIC #1 date, we can set up a date and time to meet in person to discuss all the information that I have sent you.

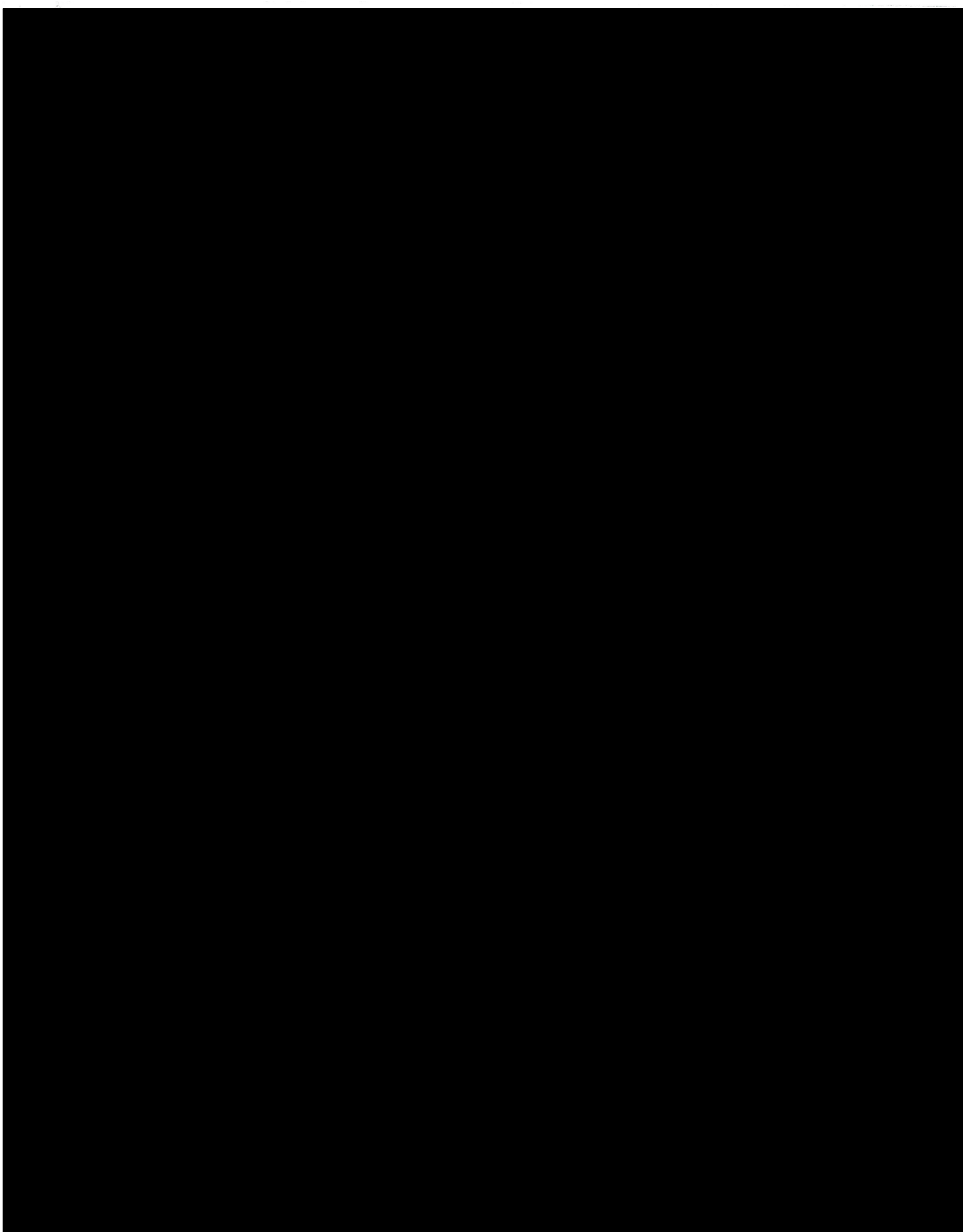
I trust that all this information will be kept confidential and I thank you for your time and assistance in this matter.

**Lyons Creek and Montrose Road.pdf**

4274K









Joseph Cuiello <cuielloconstruction@gmail.com>

Montrose Road and Lyons Creek Road/Biggar Road

1 message

Thu, Jul 9, 2020 at 6:15 PM

[REDACTED]
to: jordan.frost@niagararegion.ca

Hi Jordan,

As per our conversation of yesterday, I indicated to you that I met with Rick Goertz in regards to our concerns with our development at Lyons Creek and Montrose Road.

This is a copy of the email that I sent to Rick together with the attachments which outlines our concerns:

"Thank you for calling me back last week and as per that conversation, I am sending you a copy of the Preliminary Site Plan and Zoning By-Law outline for the 2 parcels that are owned by 2 separate companies. We are concerned that Part B which is owned by Cuiello Construction Limited could become landlocked if we don't get a traffic light or as we discussed a round-about which would line up with Willodell Road as shown on the map.

Also, as I mentioned to you, we have a 40 ft entrance off of Lyons Creek for Part B. Also, in regards to Part A which has frontage on Lyons Creek and Montrose Road and Reixinger Road, we would like to see a right hand turn in and a right hand turn out on Lyons Creek. On Montrose Road, we would like to see a right hand turn in and a right hand turn out closest to the intersection of Lyons Creek and about half-way down, we would like to see a traffic light which would line up with the main entrance of the future hospital. I have also attached a copy of the Zoning By-Law outline marked with the requests set out above.

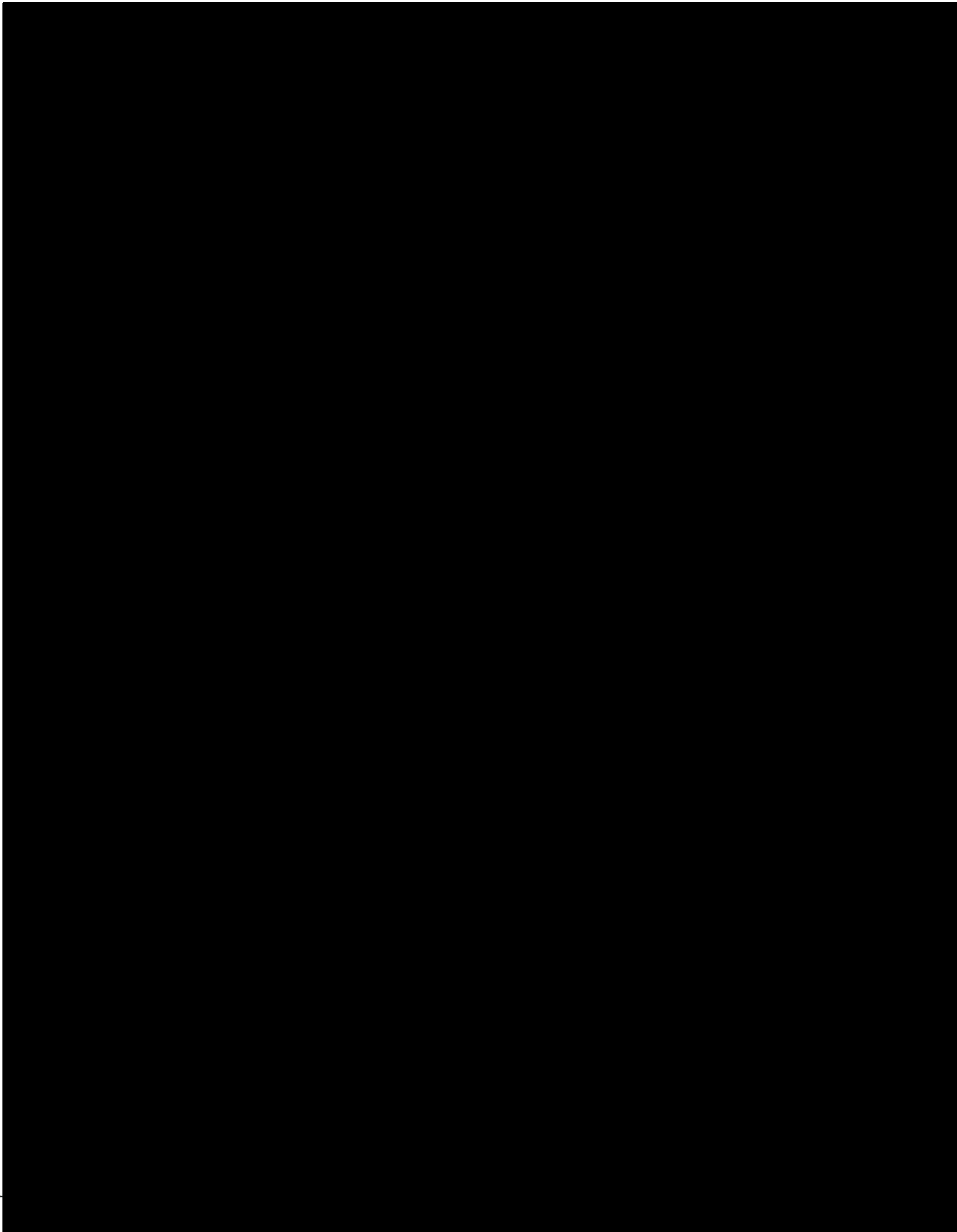
Hopefully after the PIC #1 date, we can set up a date and time to meet in person to discuss all the information that I have sent you.

I trust that all this information will be kept confidential and I thank you for your time and assistance in this matter."

Please keep me updated on the progress of this matter and notify me of your next meetings.

 **Lyons Creek and Montrose Road.pdf**
4274K





PROPERTY OF
FBI

NO FOREIGN
DISSEMINATION

STUDY
LOGS/ANALYSIS

From: [Goertz, Richard](#)
To: [REDACTED]
Cc: [Stewart, Kevin](#); [Chan, Salina](#); [Hussain, Altaf](#); [Bot, Noris](#); [Ryall, Carolyn](#); [Guthrie, Graeme](#); [Elmadhoon, Maged](#)
Subject: Lyons Creek & Montrose Road, Niagara Falls
Date: Friday, April 16, 2021 9:29:35 AM

Sensitive

[REDACTED]
I apologize for getting back to you late in the week. I did get your voicemail messages, but we didn't have the plans updated at that point. We are still revising the current plans for the PIC next Wednesday.

For the PIC next week, we will only be showing the preliminary design for the road work. This includes the additional lanes for through traffic, the double left turns and the right turn.

- There are traffic signals shown at Montrose Road and Lyons Creek intersection.
- There are traffic signals shown on Montrose Rd at the east entrance to the hospital – this is across from your site. We will only be showing dashed lines for the driveway. The drawings will not show any future accesses to your property, except for as access at the existing driveway across from Willodell Road.
- There will not be any intersection (signalized or non-signalized) shown at Willodell Road.

By not showing any future accesses, this allows you to develop your sites without preselected access locations and keeps the development of your sites separate from the Region's EA process. Your future site developments would be approved through the Site Plan Process with the City and would include accesses to both Lyons Crk Rd and Montrose Rd as designed by your traffic/site consultant.

Due to the limited time before the PIC, we can meet with you following the PIC. We are still a few months away from submitting the design and ESR documentation to complete the EA process for the road work.

Thanks,

Rick

Richard Goertz, P.Eng., FEC
Richard.Goertz@parsons.com M: 905-321-2374
[PARSONS](#) - Envision More

From: [REDACTED]
Sent: Sunday, April 11, 2021 2:36 PM
To: Chan, Salina <Salina.Chan@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; graeme.guthrie@niagararegion.ca; maged.elmadhoon@niagararegion.ca; carolyn.ryall@niagararegion.ca; wcanavan@niagarafall.ca; mbilodeau@niagarafalls.ca
Subject: [EXTERNAL] Lyons Creek & Montrose Road, Niagara Falls

Thank you for allowing me to participate in the meeting that took place on April 8th, 2021. As discussed, your current proposals for traffic configurations at the above location are not acceptable to me. I have attached a copy of my email correspondence with Richard Goertz and with Jordan Frost together with the Preliminary Site Plan and Zoning By-Law outlined for the 2 parcels that are owned by 2 separate companies. We are concerned that the land owned by Cuviallo Construction

Limited will become landlocked if we don't get a traffic light at the location that I have circled on the attached diagram that was provided by you for the meeting.

Rick, at our meeting of last year on site, I expressed my concern about how important a traffic light at the Willowdell Road location was important for this 10 acre parcel and I also discussed this concern with Carolyn Ryall and Wendy Canavan. You can imagine how disappointed I was when I received your initial proposal.

Rick, if you could please contact me to set up a time to meet this week with yourself, Altaf Hussain and anyone else who would like to attend so that we can resolve this issue. It is imperative that we meet before the meeting that is on April 21st, 2021.

Regards,

A solid black rectangular redaction box covering the signature area.

From: [Goertz, Richard](#)
To: [REDACTED]
Cc: [Chan, Salina](#); [Bot, Noris](#); Carolyn.Ryall@niagararegion.ca; [Guthrie, Graeme](#); [Elmadhoon, Maged](#)
Subject: RE: [EXTERNAL] Lyons Creek & Montrose Road, Niagara Falls
Date: Wednesday, April 21, 2021 12:16:39 AM
Attachments: [PIC Roll Plan 04-LYONS CREEK ROAD \(at CuvIELlo Lands\).pdf](#)
[PIC Roll Plan 02-MONTROSE ROAD \(at CuvIELlo Lands\).pdf](#)

Sensitive

[REDACTED]
As requested, we have provided the preferred alternative design plans for Montrose Road and Lyons Creek Road in the vicinity of your lands. The full plans of the Montrose Road corridor will be presented at the PIC #3 on Wed Evening. You can access the meeting through the Niagara Region website <https://niagararegion.ca/projects/montrose-lyons-creek-ea/> Just click on the "Attend virtual public information centre".

Thanks,

Rick

Richard Goertz, P.Eng., FEC
Richard.Goertz@parsons.com M: 905-321-2374
[PARSONS](#) - Envision More

From: [REDACTED]
Sent: Sunday, April 11, 2021 2:36 PM
To: Chan, Salina <Salina.Chan@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Bot, Noris <Noris.Bot@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; graeme.guthrie@niagararegion.ca; maged.elmadhoon@niagararegion.ca; carolyn.ryall@niagararegion.ca; wcanavan@niagarafall.ca; mbilodeau@niagarafalls.ca
Subject: [EXTERNAL] Lyons Creek & Montrose Road, Niagara Falls

Thank you for allowing me to participate in the meeting that took place on April 8th, 2021. As discussed, your current proposals for traffic configurations at the above location are not acceptable to me. I have attached a copy of my email correspondence with Richard Goertz and with Jordan Frost together with the Preliminary Site Plan and Zoning By-Law outlined for the 2 parcels that are owned by 2 separate companies. We are concerned that the land owned by CuvIELlo Construction Limited will become landlocked if we don't get a traffic light at the location that I have circled on the attached diagram that was provided by you for the meeting.

Rick, at our meeting of last year on site, I expressed my concern about how important a traffic light at the Willowdell Road location was important for this 10 acre parcel and I also discussed this concern with Carolyn Ryall and Wendy Canavan. You can imagine how disappointed I was when I received your initial proposal.

Rick, if you could please contact me to set up a time to meet this week with yourself, Altaf Hussain and anyone else who would like to attend so that we can resolve this issue. It is imperative that we meet before the meeting that is on April 21st, 2021.

-----Original Message-----

From: Goertz, Richard <Richard.Goertz@parsons.com>

Sent: Friday, June 19, 2020 2:37 PM

To: Chan, Salina <Salina.Chan@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>

Subject: FW: Study- Montrose & Lyons Creek

Sensitive

Please include the contact below, if not already on our list.

Thanks,

Rick

Richard Goertz, P.Eng., FEC

Richard.Goertz@parsons.com M: 905-321-2374 PARSONS - Envision More

-----Original Message-----

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Sent: Friday, June 19, 2020 10:06 AM

To: [REDACTED]

Cc: Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] RE: Study- Montrose & Lyons Creek

Good Morning,

We are proceeding with the Municipal Class Environmental Assessment in 2020 followed by the Detailed Design in 2021. Construction is tentatively scheduled for 2022. Prior to construction, a Public Information Centre (PIC) will be held to present the construction staging to the public. At this PIC in 2022, any closures will be presented with the anticipated schedule. As of right now, we do not anticipate the closure of Lyons Creek Road for an extended period of time.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7 T. 905.980.6000 x3336 | C. 905.246.2221 | E.

jordan.frost@niagararegion.ca https://urldefense.proofpoint.com/v2/url?u=http-3A__www.niagararegion.ca&d=DwIFAg&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=3TgtDVWFkYnnFJc-uk2RIXwwU_pvQjG95uL87_XVn-o&m=N7SQMGHDYCELvagGhGKO5hIDMrN3XP1qXpNWL-DFvW0&s=7qlsDfEXk7tf1jS0IQ0F5HXocdwO6swbiyRJ8p_rUVQ&e=

3A__www.niagararegion.ca&d=DwIFAg&c=Nwf-

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o&m=N7SQMGHDYCELvagGhGKO5hIDMrN3XP1qXpNWL-

DFvW0&s=7qlsDfEXk7tf1jS0IQ0F5HXocdwO6swbiyRJ8p_rUVQ&e=

-----Original Message-----

From: [REDACTED]

Sent: Friday, June 19, 2020 9:01 AM

To: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Subject: Study- Montrose & Lyons Creek

CAUTION: This email originated from outside of the Niagara Region email system. Use caution when clicking links or opening attachments unless you recognize the sender and know the content is safe.

Hi, I am curious if Lyons Creek will be closed for this study. Thanks [REDACTED]

Sent from my iPhone

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>

Sent: Thursday, July 2, 2020 3:12 PM

To: Bot, Noris <Noris.Bot@parsons.com>; Al Akkad, Dima <Dima.AIAkkad@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Alden, Marianne <Marianne.Alden@parsons.com>; Sales, Alex <Alex.Sales@niagararegion.ca>; Ahluwalia, Sonia <Sonia.Ahluwalia@parsons.com>; Thompson, Jack <Jack.Thompson@niagararegion.ca>

Subject: [EXTERNAL] Councilor Victor Pietrangelo

Good Afternoon,

I just got off of the phone with [REDACTED] from the City of Niagara Falls regarding the Montrose Road and Lyons Creek Road/Bigger Road MCEA. [REDACTED]

[REDACTED] wn property on the southeast corner of Montrose Road and Lyons Creek Road. To paraphrase, his primary concerns are in relation to the

maintenance or lack thereof of the roadside drainage ditches within the area and about access to his property. Currently they access the property at the intersection as there are no culverts or formal access points along either of the two abutting roadways.

This email is an advance notice of our discussion as I advised a formal comment sheet or email should be submitted to enter the information without paraphrasing into the public record. [REDACTED].

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability

Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca

www.niagararegion.ca [niagararegion.ca]

The Regional Municipality of Niagara Confidentiality Notice The information contained in this communication including any attachments may be confidential, is intended only for the use of the recipient(s) named above, and may be legally privileged. If the reader of this message is not the intended recipient, you are hereby notified that any dissemination, distribution, disclosure, or copying of this communication, or any of its contents, is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender and permanently delete the original and any copy of it from your computer system. Thank you.

From: [Chan, Salina](#)
To: [REDACTED]
Cc: [Frost, Jordan](#); [Goertz, Richard](#); [Bot, Noris](#); [Merriam, Sarah](#); [Ahluwalia, Sonia](#)
Subject: RE: Dell Cemetery [REDACTED] 14 Jul 20
Date: Thursday, August 13, 2020 6:21:10 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your email regarding the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment (EA) Study. Your comments detailing the rich history of this area are appreciated and noted.

In response to your comment in the email below as well as the letter dated July 14, the map on the Public Notice shows the study area for this project. It is meant to encompass a wider area so that through the EA study we can consider the context of the area, including future developments and traffic patterns, that will impact Montrose Road, Lyons Creek Road and Biggar Road.

While we are still early in the study, we anticipate that any impacts as a result of this study will be localized to the lands directly adjacent to Montrose Road, Lyons Creek Road and Biggar Road. As the Dell Cemetery is located off Reixinger Road, we do not anticipate the preferred design will impact the cemetery.

Nonetheless, a Stage 1 Archaeological Assessment and a Cultural Heritage Resource Assessment will be conducted as part of the EA process to identify archaeological and cultural resources in the study area and recommend mitigation measures, if required.

We have also added your email to our project contact list, and you will receive future notices regarding the study. Please do not hesitate to contact us if you have any further questions.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: [REDACTED]
Sent: Tuesday, July 14, 2020 2:31 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Dell Cemetery [REDACTED] 14 Jul 20

[REDACTED]
[REDACTED]
[REDACTED]

14 July 2020

Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Niagara Region – Public Works PublicWorks
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7

Dear Mr. Frost,

I am writing with regard to your public notice about the Montrose Road and Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment being planned. This notice has appeared several times in the *Niagara This Week* newspaper, including the Thursday, June 11, 2020 edition, page 22. The map that accompanies the notice shows the area that will be affected by roadway and infrastructure construction in preparation for the next phase of building the new hospital near that site.

As you are the contact person—the Manager of Transportation Planning & Sustainability—for issues related to this preliminary assessment, may I ask you what impact this construction might have on the Dell Cemetery on Reixinger Road? As this historic cemetery lies within the boundaries designating the area of planning, is its well-being in jeopardy?

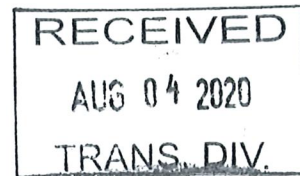
The Dell family came to the Willoughby area as United Empire Loyalists, and were among those families who first settled this area. Many Dells were farmers who also served their community in roles of leadership. My mother was a Dell, and my sister and I grew up hearing many stories about her beloved grandfather and uncles, etc., where their farms were located on various roads in Willoughby, etc. (Actually, there was a Dell Road but the name was lost when the Willowdell Golf Course was built on that road in the 1960's and the road was renamed Willowdell Road. In fact, the golf course itself was built on a Dell farm.) When we were very young, a very elderly friend of the family told us that when she was a little girl in Willoughby, they would often play a game of who could name the most Dells! We also had a genealogy of the Dell family—it is now in the reference library at Brock University. I am explaining these points to bring to your attention, in a very brief way, the historic nature of that cemetery. Please do not pave it over. Please do not move it.

I would very much appreciate hearing from you about this. Also, if you have any questions please do not hesitate to contact me. My email address is included above.

Thank you very much.

██████████

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14 July 2020

Mr. Jordan Frost, P.Eng., PTOE
Manager, Transportation Planning & Sustainability
Niagara Region – Public Works
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, ON L2V 4T7

Dear Mr. Frost,

I am writing with regard to your public notice about the Montrose Road and Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment being planned. This notice has appeared several times in the *Niagara This Week* newspaper, including the Thursday, June 11, 2020 edition, page 22. The map that accompanies the notice shows the area that will be affected by roadway and infrastructure construction in preparation for the next phase of building the new hospital near that site.

As you are the contact person—the Manager of Transportation Planning & Sustainability—for issues related to this preliminary assessment, may I ask you what impact this construction might have on the Dell Cemetery on Reixinger Road? As this historic cemetery lies within the boundaries designating the area of planning, is its well-being in jeopardy?

The Dell family came to the Willoughby area as United Empire Loyalists, and were among those families who first settled this area. Many Dells were farmers who also served their community in roles of leadership. My mother was a Dell, and my sister and I grew up hearing many stories about her beloved grandfather and uncles, etc., where their farms were located on various roads in Willoughby, etc. (Actually, there was a Dell Road but the name was lost when the Willowdell Golf Course was built on that road in the 1960's and the road was renamed Willowdell Road. In fact, the golf course itself was built on a Dell farm.) When we were very young, a very elderly friend of the family told us that when she was a little girl in Willoughby, they would often play a game of who could name the most Dells! We also had a genealogy of the Dell family—it is now in the reference library at Brock University. I am explaining these points to bring to your attention, in a very brief way, the historic nature of that cemetery. Please do not pave it over. Please do not move it.

I would very much appreciate hearing from you about this. Also, if you have any questions please do not hesitate to contact me. My email address is included above.

Thank you very much.



From: [Chan, Salina](#)
To: [REDACTED]
Cc: [Goertz, Richard](#); [Merriam, Sarah](#); "[Frost, Jordan](#)"; [Bot, Noris](#)
Subject: RE: Public Comment Form regarding Biggar / Lyons Creek / Montrose Road
Date: Tuesday, August 25, 2020 12:42:55 PM
Attachments: [Montrose Online Public Information Centre #1 Comment Form.pdf](#)
[image001.png](#)

Hi [REDACTED]

Thank you for your interest in the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment (EA) study. While we set a comment period for the purposes of the Public Information Centre (PIC), know that we are always welcoming comments and questions throughout the duration of the EA.

Through this EA study, the project team will be looking at ways to improve road safety for all road-users and to accommodate future travel demand associated with growth and development within the study area. Currently we are completing a traffic assessment to assess safety, traffic volumes and operations, and are reviewing high-level Alternative Solutions. These will be presented at PIC #2 in Fall 2020. Alternative Design Concepts will be developed after that and will be presented at PIC #3. We have added you to the contact list and you will receive any future public Notices for the project.

Note that the western limits of the study area on Biggar Road end at Crowland Avenue. As the Morris Road / Biggar Road intersection falls outside of the study area, it will not be assessed as part of this study. However, we have passed your concerns to the Region for their consideration.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000



From: [REDACTED]
Sent: Friday, August 14, 2020 2:36 PM
To: Goertz, Richard <Richard.Goertz@parsons.com>
Subject: [EXTERNAL] Public Comment Form regarding Biggar / Lyons Creek / Montrose Road

Please see the attached form.

[REDACTED]
[REDACTED] -



COMMENT FORM

Public Information Centre #1

June 24, 2020

Please return comment form to:

To: Rick Goertz, P.Eng.
Email: Richard.Goertz@parsons.com
Mail: Parsons Inc., 4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

Re: Regional Municipality of Niagara - Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment

Niagara Region is undertaking a Schedule 'C' Municipal Class Environmental Assessment Study for Montrose Road (Regional Road 98) between Lyons Creek Road (Regional Road 47)/ Biggar Road and for Lyons Creek Road (Regional Road 47) / Biggar Road between the QEW interchange and the Crowland Avenue. The purpose of this Public Information Centre is to present Phase 1 of the Class EA, which includes background information on the project and the Problem / Opportunity Statement, and to gather input from the public on any aspect of the undertaking which may be considered important or of concern.

Please take a few minutes to complete this comment sheet and return it by email or mail (by **July 24th, 2020**) to the contact noted above. Your input is greatly appreciated.

NAME:

ADDRESS:

TELEPHONE:

E-MAIL:

My property/interest is (please check all that apply):

- Access onto and off Montrose Road and Lyons Creek Road / Biggar Road
- Travel along Montrose Road and Lyons Creek Road / Biggar Road
- Residential Property
- Commercial / Industrial Property
- Agricultural Property
- General Interests
- Other (Please Identify: _____)

I would like to be added to the Project mailing list to receive future project updates:

- Yes** **No**

I would like a response to my comments:

- Yes** **No**

1. Do you have any comments or questions about the Problem / Opportunity Statement?

Sorry, i was unable to check the boxes in the property / interest section.

I own a 27 acre residential farm property on Biggar road. I have made several complaints over the years regarding the current traffic on Biggar Road in which traffic often travels far past the speed limit and are consistently passing each other in front of my home. A 'solid line' was offered to help rectify passers, however this has not worked. Lack of street lighting and road shoulders are also of concern. Over the years there have been multiple accidents and lives lost on this road, and my concern is about the increase in traffic in the area, and the lack of a stop light or caution light at Morris and Biggar which allows people to use the road as a fast 'shortcut' from Welland to Niagara Falls with little regard for speed. High speed traffic is often between 7 and 9am and 3 to 6pm as people are travelling to and from work. I see that I have missed the deadline for this particular information input, however if you could let me know how I can have my concerns addressed further with regards to the future project it would be appreciated. Thank you very much.

2. Do you have any comments about the key issues presented today? Are there other concerns or issues that the Project Team should consider?

n/a

3. Do you have any additional comments or questions?

N/a

*Personal information collected or submitted in writing will be collected, using 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*

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Sent: Wednesday, August 19, 2020 10:11 AM
To: [REDACTED]
Cc: Goertz, Richard <Richard.Goertz@parsons.com>
Subject: [EXTERNAL] RE: follow up to our telephone conversation

Good Morning [REDACTED]

Thank you for the follow up. Your comments have been added to our file as part of the study process.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability

Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca

www.niagararegion.ca [niagararegion.ca]

From: [REDACTED]
Sent: Friday, August 14, 2020 3:47 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Cc: richard.goertz@Parsons.com
Subject: follow up to our telephone conversation

Hi Jordan,

Further to our telephone conversation of about 10 days ago, I writing to acknowledge the work that the Region is undertaking on Montrose Road.

My concern is the new Chapel Heights which is the former Peninsula Inn which is now as of this month open for residents in this new retirement complex.

Because of the mobility of many of our seniors they are most certainly going to take advantage of being adjacent to a mall that will provide restaurant; theater; shopping opportunities to them. As we are all aware many of our seniors enjoy walking and the outdoors. My parents are two of these.

We discussed the cross walk between the property of Chapel Heights and the Niagara Square with refreshed road surface markings and alert of senior crossing as well as extending the crossing time on the signal lights.

I recognize that Montrose at this important crossing is not yet slated for work as its current area is from Grassybrook/Lyons Creek intersection towards through Creek road and possibly to Brown Road.

However, it's a unique opportunity to adding paint and tweaking the crossing signal times.

On another note as I am a 37 year resident on Grassybrook the intersection upgrade of Biggar/Lyons Creek and Montrose is very welcomed. The accidents we have seen and the traffic issues are those from OEW and those turning south and north onto Montrose and those moving straight through. Many of us take opportunity of the wider lane at the corner moving to the right of the "single" lane to proceed more timely then the numerous vehicles turning left. Also many individuals will bypass onto shoulders from either direction on Montrose (turning right onto Lyon's Creek or turning right onto Biggar) which is dangerous and this is where a number of accidents occur. Is this intersection upgrade going to include a widening that will include turning right lanes?

Should you wish to reach out to me I am writing from my work so that you have that number to reach out to – much easier to contact me between Tuesdays through Fridays.

Hope you are both enjoying the weather and have a great weekend.

Regards.

NOTE: TO PROTECT YOU AND OUR STAFF – OUR OFFICES ARE CLOSED TO THE PUBLIC UNTIL FURTHER NOTICE.
WE CONTINUE TO PROVIDE SERVICES TO YOU.

YOU CAN REACH US BY TELEPHONE OR EMAIL AT THIS TIME. WE WILL KEEP YOU APPRISED.
THANK YOU FOR YOUR UNDERSTANDING AND STAY SAFE.

[REDACTED]

[REDACTED]

Meeting Minutes

1 Introduction

Subject: Chapel Heights Stakeholder Meeting
Location: Teams meeting
Date: March 11, 2021
Time: 1:00 pm – 1:45 pm
Author: Kevin Stewart
Distribution: Listed below. **Attendees’ names bolded.**

2 Attendees

Name	Organization	Email
Carolyn Ryall	Niagara Region	Carolyn.Ryall@niagararegion.ca
Graeme Guthrie	Niagara Region	Graeme.guthrie@niagararegion.ca
Maged Elmadhoon	Niagara Region	Maged.elmadhoon@niagararegion.ca
Mathew Bilodeau	City of Niagara Falls	mbilodeau@niagarafalls.ca
Erik Nickel	City of Niagara Falls	enickel@niagarafalls.ca
Kent Schachowskoj	City of Niagara Falls	Kschachowskoj@niagarafalls.ca
Michael Warchala	City of Niagara Falls	mwarchala@niagarafalls.ca
Wendy Canavan	City of Niagara Falls	wcanavan@niagarafalls.ca
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Richard Goertz	Parsons	Richard.Goertz@parsons.com
Altaf Hussain	Parsons	Altaf.Hussain@parsons.com
Noris Bot	Parsons	Noris.Bot@parsons.com
Kevin Stewart	Parsons	Kevin.stewart@parsons.com
Salina Chan	Parsons	Salina.Chan@parsons.com

3 Topics and Discussions

		Owner	Expected Completion	Status
1.0	Property Background			
1.1	Chapel Heights is an independent assisted care facility located at the north-west corner of Niagara Square Drive and Montrose Road. [REDACTED] [REDACTED] The facility has both assisted and independent living.	N/A	N/A	Info
1.2	[REDACTED]	N/A	N/A	Info
2.0	Montrose Road Preliminary Design			

		Owner	Expected Completion	Status
2.1	<p>Project Background:</p> <p>Parsons is working with Niagara Region and the City of Niagara Falls to develop a Preliminary Design in front of Chapel Heights as part of the Montrose Road/Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment.</p> <p>Parsons first met with Chapel Heights in the fall of 2020.</p>	N/A	N/A	Info
2.2	<p>Niagara Square Drive/Montrose Road Intersection:</p> <ul style="list-style-type: none"> ▪ A roundabout option is being considered at the noted intersection in order to consolidate business entrances and provide better access to all properties abutting Montrose Road, south of McLeod Road to Canadian Drive. ▪ Roundabouts would allow vehicles on Montrose Road to turn around to access properties on the opposing side of the raised median and reduce/eliminate left turns, which are a safety concern especially as traffic increases in the area. ▪ If a roundabout is implemented here, Niagara Square Drive will remain a one-way street, but will need to be reconfigured to connect into the roundabout at an appropriate angle. ▪ Chapel Heights noted concerns that drivers will speed down Niagara Square Drive if there is no signal. Parsons noted that drivers are required to slow down when approaching a roundabout as they need to yield and check for incoming traffic. 	N/A	N/A	Info
2.3	<p>North Mall/Montrose Road Intersection:</p> <ul style="list-style-type: none"> ▪ A secondary roundabout is being considered on Montrose Road between Niagara Square Drive and McLeod Road, serving properties on both sides of Montrose Road. ▪ Roundabout options being considered include: one, two or zero locations on Montrose Road, with the goal to maintain safe, efficient movement and facilitate access/movement into properties on Montrose Road. ▪ A continuous raised median is proposed on Montrose Road between McLeod Road and Canadian Drive. 	N/A	N/A	Info
2.4	<p>Roundabout Traffic Safety Concerns:</p> <ul style="list-style-type: none"> ▪ Chapel Heights notes that older residents are concerned/nervous about using roundabouts. ▪ Niagara Region is going to implement a region-wide roundabout education campaign in the coming months, as more roundabouts are implemented throughout Niagara Region. ▪ Noris Bot notes that roundabouts provide a safer turning movement due to lower vehicle speeds, and the substitution of more severe broadside or head-on collisions (which are more likely when making left turns into oncoming traffic) for side-swipes. 	N/A	N/A	Info
2.5	<p>EMS Access:</p> <ul style="list-style-type: none"> ▪ Chapel Heights indicated a concern with accessibility for EMS vehicles. The Region/Parsons consulted with EMS who indicated that no safety or access concerns were raised relating to emergency vehicles navigating through multi-lane roundabouts and they were in fact in favour of these. 	N/A	N/A	Info
3.0	Active Transportation			
3.1	<p>MUP: A Multi-Use Path (MUP) is proposed for the west side of Montrose Road between McLeod and Lyons Creek Road.</p>	N/A	N/A	Info
3.2	<p>Sidewalk: The need for a sidewalk is being reviewed on the east side of Montrose Road between Niagara Square Drive and McLeod Road. South of Niagara Square Drive, a sidewalk is not recommended on the east side of Montrose Road.</p>	N/A	N/A	Info

		Owner	Expected Completion	Status
3.3	<p>Pedestrian Crossings on Montrose Road at Niagara Square Drive:</p> <ul style="list-style-type: none"> ▪ At roundabouts, pedestrian crossings occur at painted cross-walks, using the median island for refuge when crossing the intersection. ▪ Parsons will refer to OTM Book 15 and soon to be released update to OTM Book 18 regarding crossings at roundabout. Niagara Region notes that the latest update to Book 18 will provide guidance for installing PXOs (Push-button pedestrian cross-overs) at roundabouts which would improve the safety of a pedestrian crossing at the roundabout. <p>Chapel Heights Feedback: Pedestrians from the Chapel Heights facility are older and move slower, which will make crossing at gaps in traffic unsafe. Traffic signalization or a dedicated crossing facility is preferred.</p>	Parsons	Late March	Open
4.0	Access to Chapel Heights			
4.1	<p>Construction Phasing Impacts:</p> <ul style="list-style-type: none"> ▪ Chapel Heights indicated concerns regarding maintaining site access during construction. Parsons indicated that stipulations will be put into the contract that one or both entrances to Chapel Heights will be available at all times throughout construction; the timing and access will be laid out in a traffic staging plan to be developed prior to construction. 	N/A	N/A	Info
4.2	<p>Chapel Heights Entrance – Niagara Square Drive:</p> <ul style="list-style-type: none"> ▪ Chapel Heights requested that a second entry/exit off Niagara Square Drive, closer to McLeod Road be added to the Chapel Heights site if access is restricted due to road improvements. Chapel Heights plans to develop the northern half of their property. ▪ Parsons will review the grade-difference between the Chapel Heights property and Niagara Square Drive near McLeod Road to determine the suitability of an additional entrance. ▪ Parsons will review adding a right-turn taper into the Chapel Heights entrance off Niagara Square Drive, in order to reduce the potential for rear-end collisions. 	Parsons	Late March	Open
4.3	<p>Chapel Heights Entrance – Montrose Road:</p> <ul style="list-style-type: none"> ▪ Parsons will review if the entrance to Chapel Heights from Montrose Road will need to be relocated. ▪ Chapel Heights indicated concerns regarding delivery vehicles accessing their site from the Montrose Road entrance if that location is moved. ▪ Chapel Heights also noted shifting the entrance to the north would impact their current green space/chapel area. ▪ The entrance sign may need to be relocated if the entrance to Chapel Heights off Montrose Road is shifted north. The City will work with Chapel Heights if the sign needs to be relocated. 	N/A	N/A	Info
4.4	<p>Property Taking:</p> <ul style="list-style-type: none"> ▪ The roundabout option would require property-taking for daylighting at Montrose Road and Niagara Square Drive. Parsons will provide a better drawing that indicates the property line and an estimate of property area requirements from the Chapel Heights Site. 	Parsons	Late March	Open
5.0	Next Steps			
5.1	Chapel Heights is invited to provide written feedback and questions related to the proposed Preliminary Design option.	Chapel Heights	March 19, 2021	Closed



Wednesday March 17, 2021

Niagara Region

Re: Montrose Road Municipal Class EA

To whom it may concern;

On Thursday, March 11th, [REDACTED] as stakeholders in Chapel Heights, joined a call with the Region to discuss design concepts for the Montrose Road proposal. After reviewing the proposed details with our other partners, I am highlighting several of our concerns below, more specifically with the two roundabouts being considered.

Incorporating two roundabouts in very close proximity to each other is not only highly unusual for the area, it would greatly impact our Retirement Home and seniors, as well as adding confusion for drivers in general. Therefore we cannot support this design concept.

In addition, land would need to be expropriated which will account for loss of development area equaling a loss in value for our property which is unacceptable.

We are also concerned that if our left turn entry is removed and replaced with a roundabout, the expectation will be for emergency vehicles to navigate additional traffic using a roundabout to enter our site instead of our current direct entry.

A stop light would need to be in place for seniors, and pedestrians in general, to cross safely.

There was an additional proposal of moving our side driveway down away from our building and loading zone which would have a negative effect on our daily operations, i.e. deliveries.

We do appreciate the dialogue and look forward to additional updates but would strongly suggest you reconsider this proposal as we are definitely not in support of it.

Sincerely,

[REDACTED]

Sedona Communities Inc.



7373 Niagara Square Dr. Niagara Falls, ON L2H1J2
T 905 371 0121 www.chapelheights.ca

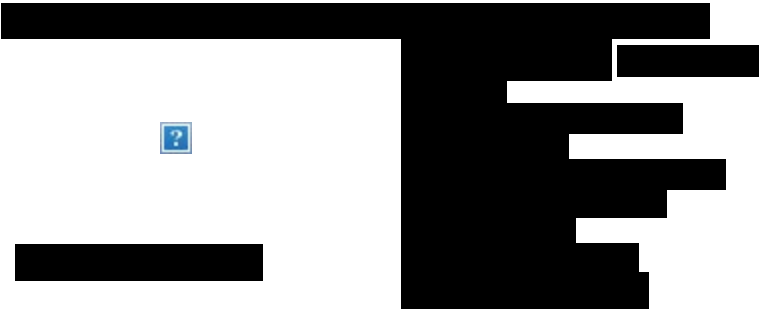
From: [REDACTED]
To: Chan, Salina; Bot, Noris; Goertz, Richard; Hussain, Altaf; Stewart, Kevin; [REDACTED]
[REDACTED] Guthrie, Graeme; Elmadhoon, Maged; Wendy Canavan; Michael Warchala; Mathew
Bilodeau; Kent Schachowskoj
Cc: Ryall, Carolyn; Erik Nickel
Subject: [EXTERNAL] RE: Montrose Road EA - Chapel Heights Stakeholder Meeting
Date: Thursday, April 8, 2021 2:52:18 PM

Thanks for the email – see below (IN CAPS).

Take care.

Sincerely,

Click here for our up to date COVID-19 Statement [\[ddlaccounting.com\]](https://ddlaccounting.com)



Important Notice: DDL & Co. is closely monitoring the situation around COVID-19. Please monitor our website and social media for updates. To protect our staff and ensure safe business operations, in office meetings are booked by appointment only and subject to screening protocols. We encourage everyone during this time to use our portal system (<https://ddl.cchifirm.ca/clientportal/ddl.cchifirm.ca>) to send us documents. If you do not have access to your portal please call the office at 905-680-8669 or email admin@ddlaccounting.com. If you are unable to send us your information electronically, we have setup a drop off area through the mail slot in our front door off Ontario St. We will be holding this documentation for 48 hours before it will be handled by our staff. Thank you for your co-operation during this time.

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: Thursday, April 8, 2021 12:28 PM
To: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; [REDACTED]
[REDACTED] Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Wendy Canavan <wcanavan@niagarafalls.ca>; Michael Warchala <mwarchala@niagarafalls.ca>; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; Kent Schachowskoj <kschachowskoj@niagarafalls.ca>
Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Erik Nickel <enickel@niagarafalls.ca>
Subject: RE: Montrose Road EA - Chapel Heights Stakeholder Meeting

Hi [REDACTED],

Thank you for meeting with us on March 11 and for providing your written comments on March 17, 2021. Please find attached the meeting minutes documenting our discussion. After meeting with other property owners in the area and conducting a more detailed analysis of the traffic operations at the roundabouts, in order to provide safer traffic operations along Montrose Road, we are recommending that a roundabout be implemented to replace the Niagara Square Drive signalized intersection. We will not, however, be recommending the second roundabout further west on Montrose Road. I PERSONALLY THINK THAT ROUNDABOUT IS FINE! THE TRAFFIC SIGNALS WILL NEED TO SAY! VERY DANGERS TO GET RID OF THOSE. I THINK THE 2 ROUNDABOUTS LOOK WEIRD. THE SOLUTION SHOULD BE A ROUNDABOUT AT WEST MONTROSE AND TRAFFIC LIGHTS REMAIN! UGH!!

While it is inherent that there will not be traffic signals to accommodate pedestrian crossings at the roundabout, we are recommending that a fully illuminated pedestrian crossing be provided that includes flashing beacons and the requirement for all vehicles to stop to accommodate pedestrians crossing at that location while the beacons are flashing. In addition, we have determined that the location of the Montrose Road entrance to Chapel Heights will be able to remain in its current location. OUR RESIDENTS ARE ALL SENIORS, THE BACK LOG OF TRAFFIC THEY WILL CAUSE IF NOT CROSSING WITH A SPECIFIC TRAFFIC LIGHT ACCOMMODATING THEM – IS GOING TO BE TROUBLESOME!!!

We would like to meet with you again to discuss these recommendations and the impacts to your property. Prior to our meeting, we will provide you with an updated drawing showing the revised roundabout and the property impacts and will provide a version of this plan that includes the aerial photography in the background to help you orient the Chapel Heights site to the road improvements. **As we would like to meet prior to the Public Information Centre scheduled for April 21, 2021, if you could please provide your team's availability for the week of April 12, that would be appreciated. LOOKING FORWARD TO UPDATED DRAWINGS, BUT WE DID NOT LIKE THE FIRST DRAWING (2 ROUNDABOUTS) AND PROBABLY LIKE THIS SUGGESTION LESS! WE NEED TRAFFIC SIGNALS TO STAY!!!**

Feel free to let me know if you have any questions. THANKS.

Thank you,
Salina

Meeting Minutes

1 Introduction

Subject: Terrio Property Stakeholder Meeting
Location: Teams meeting
Date: March 11, 2021
Time: 1:45 pm – 2:30 pm
Author: Kevin Stewart
Distribution: Listed below. **Attendees' names bolded.**

2 Attendees

Name	Organization	Email
Carolyn Ryall	Niagara Region	Carolyn.Ryall@niagararegion.ca
Graeme Guthrie	Niagara Region	Graeme.guthrie@niagararegion.ca
Maged Elmadhoon	Niagara Region	Maged.elmadhoon@niagararegion.ca
Mathew Bilodeau	City of Niagara Falls	mbilodeau@niagarafalls.ca
Erik Nickel	City of Niagara Falls	enickel@niagarafalls.ca
Kent Schachowskoj	City of Niagara Falls	Kschachowskoj@niagarafalls.ca
Michael Warchala	City of Niagara Falls	mwarchala@niagarafalls.ca
Wendy Canavan	City of Niagara Falls	wcanavan@niagarafalls.ca
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]
Richard Goertz	Parsons	Richard.Goertz@parsons.com
Altaf Hussain	Parsons	Altaf.Hussain@parsons.com
Noris Bot	Parsons	Noris.Bot@parsons.com
Kevin Stewart	Parsons	Kevin.stewart@parsons.com
Salina Chan	Parsons	Salina.Chan@parsons.com

3 Topics and Discussions

Item	Discussion	Owner	Expected Completion	Status
1.0	Property Background			
1.1	Location: The site is located at the SE corner of Montrose Road and McLeod Road.	N/A	N/A	Info

Item	Discussion	Owner	Expected Completion	Status
1.2	<p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p>	N/A	N/A	Info
1.3	Parsons met with Mr. Terrio in fall of 2020 to review potential intersection/access points to the property from Montrose Road.	N/A	N/A	Info
2.0	Montrose Road Preliminary Design			
2.1	<p>Two roundabouts are being considered on Montrose Road as part of the EA Process:</p> <ul style="list-style-type: none"> i. A roundabout south of McLeod Road, providing access to the Niagara Square Mall and the Terrio site. ii. A roundabout at Montrose Road and Niagara Square Drive, providing access to Niagara Square Mall. <p>In addition to providing direct access, roundabouts would allow traffic traveling on Montrose Road to perform a U-turn to access businesses on the opposing side of the raised median or to travel in the opposite direction for those leaving the businesses.</p> <p>In order to accommodate projected traffic volumes on Montrose Road, roundabouts would need to have a minimum of two (2) circulating lanes to match existing two lanes per direction. Traffic signals were not carried forward as an option due to the proximity of other signalized intersections in the corridor.</p> <p>Peter Lesdow notes that a single roundabout at Niagara Square Drive is not preferred, as it would require a long drive to access the Terrio property from southbound Montrose Road. The City of Niagara Falls had advocated for full-moves access to the site and that a review of roundabout options is part of that process.</p>	N/A	N/A	Info
2.2	<p>Raised Median:</p> <ul style="list-style-type: none"> ▪ A raised central median will run from McLeod Road to Canadian Drive. The 'do-nothing' option will allow for right-in/right-out entrances to businesses on both sides of Montrose Road. 	N/A	N/A	Info
3.0	Access to Terrio Property			
3.1	<p>[REDACTED] Full-moves access via a roundabout will require land-taking and the relocation of the main entrance to the site.</p>	N/A	N/A	Info
3.2	<p>Roundabout Safety Concerns:</p> <ul style="list-style-type: none"> ▪ Peter Lesdow raised a concern that left turns into the site via a 2-lane roundabout may lead to conflicts as vehicles weave to the outside lane/exit due to unfamiliarity of roundabout use. ▪ Noris Bot notes that roundabouts provide a safer turning movement due to lower vehicle speeds, and the substitution of more severe broadside or head-on collisions (which are more likely when making left turns into oncoming traffic) for side-swipes. ▪ Niagara Region is going to implement a Region-wide information and education campaign on how to safely navigate roundabouts. 	N/A	N/A	Info
3.3	<p>Left turn lane into property:</p> <ul style="list-style-type: none"> ▪ Noris Bot notes that vehicles turning left at the curve in the road would pose a safety risk due to reduced visibility. If through traffic is heavy, this would result in a lack of gaps to make the left turn movement and increase the risk of collisions for drivers trying to squeeze through. ▪ Parsons to look at the technical feasibility of a dedicated left-turn option into the Terrio Site from Montrose Road. 	Parsons	March 30, 2021	Open

Item	Discussion	Owner	Expected Completion	Status
3.4	<p>Entrance locations:</p> <ul style="list-style-type: none"> ▪ [REDACTED] ▪ Nick Palomba notes that maintaining these entrance locations would direct most south-bound traffic to the north side of the site, or force drivers through two roundabouts to reach the south driveway. Maintaining this entrance configuration is not preferred by Mr. Terrio if a roundabout is selected. ▪ Mr. Terrio's support for the roundabout is contingent on receiving a full-moves entrance/exit. 	N/A	N/A	Info
3.5	<p>Entrance Throat Length:</p> <ul style="list-style-type: none"> ▪ The implementation of an entrance into the site directly off the roundabout is technically feasible. ▪ *Post meeting note*: As site traffic information is part of the developer's responsibility, Terrio representatives would be required to determine the throat-length of the roundabout leg entering the site to ensure traffic does not back up into the roundabout and to provide safe movement of the roundabout. ▪ Parsons to provide a sketch with an entrance to the site directly off of the roundabout, for discussion. 	Parsons	March 30, 2021	Open
3.6	<p>Roundabout Grading:</p> <ul style="list-style-type: none"> ▪ Parsons will review the comment by Nick Palomba to look at lowering the road elevation in order to address grade-difference issues between the ROW and adjacent sites. ▪ It was noted that the existing curve is superelevated and that the superelevation would be removed as part of roundabout construction thereby lowering the road elevation on the south side. 	Parsons	March 30, 2021	Open
3.7	<p>Cost Sharing:</p> <ul style="list-style-type: none"> ▪ Niagara Region has not developed a position on how the cost of road improvements will be covered by the Region and stakeholders. The Region's Properties team will be brought into future discussions. 	N/A	N/A	Info
4.0	Next Steps			
4.1	<p>Montrose EA Schedule:</p> <ul style="list-style-type: none"> ▪ The selection of a Preliminary Design is tied to the EA process. A 3rd Public Information Centre is scheduled for mid-April, followed by review of the EA document by government agencies. Once the EA document is finalized, it will be made available for public review. ▪ The Preliminary Design, including intersection and entrance treatments between McLeod Road and Canadian Drive, will be confirmed at the completion of the EA study in Summer of 2021. ▪ The construction timing for improvements to Montrose Road, south of McLeod Road to Grassy Brook Road, has not been determined. 	N/A	N/A	Info
4.2	<p>Terrio Property Phase 2 Schedule:</p> <ul style="list-style-type: none"> ▪ Mr. Terrio cannot proceed with their site plan until the entrances are decided. Once entrance locations are confirmed through the EA, they can start the zoning process for the site. ▪ It was noted that staging will add complexity to the development of Phase 2 if the construction of temporary access points is required. As the timing of the proposed improvements to Montrose in the vicinity of the Terrio property may be further out than the development of the site, interim access to the site may need to be determined. ▪ The City may allow for temporary signalized intersection during construction. 	N/A	N/A	Info

Item	Discussion	Owner	Expected Completion	Status
4.3	Traffic Demand/Generation Model Coordination: <ul style="list-style-type: none"> ▪ All requests for coordination meetings to review traffic data requirements are to go through Niagara Region. 	N/A	N/A	Info
4.4	Comments and Questions: <ul style="list-style-type: none"> ▪ Questions and comments from Terrio representatives to be submitted to the City of Niagara Falls and Niagara Region via email. 	Mr. Terrio	End of March 2021	Open

From: Frost, Jordan

Sent: Friday, September 18, 2020 12:27 PM

To: [REDACTED]

Subject: RE: PIC 2 Biggar Rd

Hi [REDACTED]

Thank you for sharing your concerns. At this point in time, I think it would be best to participate in our upcoming PIC to see what are presenting; we are still quite early on in the process. Many of your questions will be reasonable and we will have more information after the PIC in November/December to better answer them.

If you would like to chat, give me a call at (905) 246-2221.

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability

Transportation Services Division, Public Works Department, Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7

T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca

www.niagararegion.ca [niagararegion.ca]

From: [REDACTED]
Sent: Friday, September 18, 2020 11:09 AM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: Re: PIC 2 Biggar Rd

Morning,

I have registered and the system indicates that questions should go to you?

So, here are some questions.

I have lived at [REDACTED] for over 20 years. I have some concerns about what is going down with the new Niagara Hospital and 4 years of construction planned.

Is Biggar road going to be widened or doubled? if so, it would spill onto my property and my neighbours.

Will sewers be installed? Natural Gas lines?

What can I expect regarding noise, traffic delays, road closure on Biggar. Hazardous chemicals during infrastructure improvements?

I am sure there will be more questions to come.

Thanks,
Dan

From: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Sent: September 18, 2020 1:43 PM
To: [REDACTED]
Subject: RE: PIC 2 Biggar Rd

Good Morning,

I was away on vacation last week and am catching up on emails. The PIC information will be made available on the project webpage found at www.niagararegion.ca/projects_niagararegion.ca. For convenience, I have copied the registration link below:

https://zoom.us/webinar/register/WN_m7bkP9TQSAW9Z-5xR5SWJg [zoom.us]

Regards,

Jordan Frost, P.Eng., PTOE

Manager, Transportation Planning & Sustainability
Transportation Services Division, Public Works Department, Niagara Region
1815 Sir Isaac Brock Way, PO Box 1042, Thorold, ON L2V 4T7
T. 905.980.6000 x3336 | C. 905.246.2221 | E. jordan.frost@niagararegion.ca
www.niagararegion.ca [niagararegion.ca]

From: [REDACTED]
Sent: Friday, September 11, 2020 3:37 PM
To: Frost, Jordan <Jordan.Frost@niagararegion.ca>
Subject: PIC 2 Biggar Rd

Mr Frost
I live at [REDACTED] and received info in the mail regarding your study and opportunity to discuss and ask questions to the team.
How can I be part of this online meeting.

Thanks
Dan Carter

From: [REDACTED]

Sent: Tuesday, September 22, 2020 10:45 AM

To: Jordan.Frost@niagararegion.ca; Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] Biggar Road - *Very Important Considerations - Moving Roads Forward

To Jordan Frost & Rick Goertz

Thank you for mailing me the notice for PIC #2.

*This letter is to urgently stress something*hugely important for the planning and subsequent construction of this major project and is specifically regarding BIGGAR RD. I know that the main entrance for the hospital may be on Biggar Rd and you are planning major intersection and road widening and burying electrical etc. which is great. However, Biggar Road is much more vital to this planning process than just the 200m frontage on Biggar Road owned by the Niagara Falls hospital.

Key Points

1. The North side of Biggar Road is a significant major frontage right beside the new Niagara Falls hospital in the urban boundary of the City of Niagara Falls.
2. The secondary plan has the frontage on Biggar Rd to be Hospital Employment and Mixed Use and will be a major development in the urban boundary for hospital support services as well as services for what will be a very busy road in the City of Niagara Falls. Biggar Rd is going to be a massively busy road.
3. As the land south of Biggar road and west of Crowland avenue is outside of the urban

boundary, the Biggar Road frontage represents one of the only developmental opportunities in close proximity to the new Niagara Falls hospital that are absolutely necessary to support the hospital and Biggar Rd traffic.

4. NOW is the time to do it. The roads are getting ripped up, the electrical is getting buried, etc. This project will be a major disruption and bear a huge expense to complete. It is vitally important that is planned and constructed RIGHT the first time. It will be way more expensive to do it in later years and the disruption to Biggar Road in future years would be intolerable (Biggar Rd is going to be a super busy road). Biggar Rd is not a side street like First street Louth where the main entrance to the St. Catharines hospital is.
5. The City is working on the Reixinger water main plan to service the new Niagara Falls Hospital. The City of Niagara Falls must plan and bring water and sanitary services down Biggar Road right now to service the properties on the Biggar Rd frontage. This is only an extra 1000m right now that will mean so much for proper development and servicing for the next half century or longer.
 1. The City of Niagara Falls owns Biggar Road and should own the vitally important services (Water & Sanitary services) within their urban boundary.
 2. The City of Niagara Falls will always have easy access to maintain these important services.
6. Development on the Biggar Rd frontage will be necessary to support the new Niagara Falls hospital and traffic on Biggar Rd sooner rather than later. All landowners on the frontage will be able to develop without needing to piggyback on private services on private property through agreements with other landowners. If some landowners do not want to develop, they will not hinder other landowners that do want to develop.
7. The electrical must be buried and proper city lighting and hydrants put in place right now down Biggar Rd while this project is undertaken. This must be done now, it will be too expensive and disruptive to do it later. If possible, it would be best to include Natural Gas, Fibre Optic and any other important services while the road is being ripped up and the construction is being done.

I would like to request a meeting with yourselves and the City of Niagara Falls as soon as possible to go over the Biggar Rd part of the plan. This should be a major consideration and planned for right now and I believe it is being overlooked because the secondary plan says servicing will be done internally. When that planning process was undertaken, I stressed the servicing part over and over and tried to get city engineering involved. The servicing was only a very small aspect of the secondary planning process. This needs to get addressed right now so this major project is completed properly the first time to properly support the secondary plan and new Niagara Falls hospital. We can't be ripping up the road later at a major expense and disruption to add services and utilities and to bury electrical, provide fire hydrants, sewer and water to this vital frontage. Doing this properly right now will benefit the Hospital, all the people traveling down Biggar road, all the stakeholders, the tax payers and The City of Niagara Falls.



From: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Sent: Monday, January 11, 2021 10:39 AM

To: Sales, Alex <Alex.Sales@niagararegion.ca>; Tassone, Frank <frank.tassone@niagararegion.ca>; Goertz, Richard <Richard.Goertz@parsons.com>

Subject: [EXTERNAL] FW: Entrance to Niagara Square

Good morning

Please see below. Add as part of the EA file. Thanks

Regards,

Carolyn Ryall

Director

Transportation Services Division

Public Works

Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042

Thorold ON L2V 4T7

Direct: 905-984-3620

Cell: 905-401-9105

Toll Free: 1-800-263-7215

Carolyn.Ryall@niagararegion.ca

From: [REDACTED]

Sent: Monday, January 11, 2021 9:02 AM

To: mbilodeau@niagarafalls.ca; Mathew Bilodeau <mbilodeau@niagarafalls.ca>; 'Lori Lococo, Niagara Falls City Councillor' <lori.lococo.city@bell.net>

Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Erik Nickel <enickel@niagarafalls.ca>

Subject: RE: Entrance to Niagara Square

thank you

I hope my suggestion is considered

On Mon, 11 Jan 2021 at 8:58 AM, Mathew Bilodeau
<mbilodeau@niagarafalls.ca> wrote:

Good morning, Councillor Lococo and [REDACTED]

Thank you for your comments. Please note, the Niagara Region is currently undertaking an Environmental Assessment of Montrose Road. Additional information is available on the Region's project page: <https://niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx> [niagararegion.ca]

I've included Ms. Carolyn Ryall, Director of Transportation at Niagara Region to share your comments with the project team.

Regards,

-Mathew

Mathew Bilodeau, C.E.T. | Manager of Transportation Engineering | Transportation Services | City of Niagara Falls

8208 Heartland Forest Road | Niagara Falls, ON L2H 0L7 | (905) 356-7521 ext 5204 | Fax 905-356-5576 | mbilodeau@niagarafalls.ca

From: Lori Lococo, Niagara Falls City Councillor <lori.lococo.city@bell.net>

Sent: Sunday, January 10, 2021 3:39 PM

To: Mathew Bilodeau <mbilodeau@niagarafalls.ca>; [REDACTED]

Subject: Entrance to Niagara Square

Hi Mathew

I am forwarding you an email from [REDACTED] (copied on this email) with a a challenge she has had and a suggestion for an entrance at Niagara Square.

Thanks

Lori

Lori Lococo

Niagara Falls City Councillor

Home: 905 357 5902

Cell: 905 931 6370

----- Original message -----

From: [REDACTED]

Date: 2021-01-10 3:24 p.m. (GMT-05:00)

To: Niagara Falls City Councillor Lori Lococo <lori.lococo.city@bell.net>

Subject: map of entrance to NS

I have an idea and would like to know who i can forward it to. I have confidence you can direct me to the right person

I purchased an item from the craft store Michaels at
Niagara Square

i dont go there often but its a pain to get to

When i go south off McLeod i have to make a left at the lights and its a whole pain in to get into that area

I suggest (and will happy to do a diagram on a map)
to re design the entrance ..

im sure it will increase shoppers to the area if its easy to get to

Chat soon

[REDACTED]

[REDACTED]

From: [REDACTED]
To: [Chan, Salina](mailto:Chan.Salina@parsons.com)
Cc: [Goertz, Richard](mailto:Goertz.Richard@parsons.com); [Guthrie, Graeme](mailto:Guthrie.Graeme@niagararegion.ca); [Ryall, Carolyn](mailto:Ryall.Carolyn@niagararegion.ca)
Subject: [EXTERNAL] RE: Niagara Cycling Tourism
Date: Thursday, April 15, 2021 9:52:07 AM
Attachments: [image004.png](#)
[image005.png](#)
[image006.png](#)

much appreciated. thank you
sue

From: Chan, Salina <Salina.Chan@parsons.com>
Sent: April 14, 2021 6:15 PM
To: [REDACTED]
Cc: Goertz, Richard <Richard.Goertz@parsons.com>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: RE: Niagara Cycling Tourism

Hi [REDACTED]

Just confirming that we have added you to the Montrose Road Municipal Class EA contact list so you will receive any future public notices. We are also hosting a Public Information Centre on Wednesday April 21, 2021. More information can be found on the attached Notice and also on the Region's website ([https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx \[niagararegion.ca\]](https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx [niagararegion.ca])).

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

From: [REDACTED]
Sent: Tuesday, February 23, 2021 6:29 PM
To: Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>
Subject: Niagara Cycling Tourism

Hello Graeme and Carolyn

Here is my email address and phone number in my signature for future contact.

[Redacted]

my work is focused on cyclin tourism and I would love to know more about this project in future.

regards

[Redacted]



Venture Niagara
Entreprise Niagara
Community Futures Development Corporation
Société d'aide au développement des collectivités

From: [Chan, Salina](#)
To: [REDACTED]
Subject: RE: [EXTERNAL]
Date: Thursday, April 8, 2021 2:37:28 PM

Hi [REDACTED]

Nice to speak with you this morning about the Montrose Road EA project. I've added your contact information to our stakeholder list. I've added this email address but I'll also keep the cogeco one anyways. You can send any comments, questions or concerns to me and I can share it with the wider team.

Things are happening quickly in this area, so happy that we were able to start some of these important conversations today.

Thank you,
Salina

From: [REDACTED]
Sent: Thursday, April 08, 2021 1:46 PM
To: Chan, Salina <Salina.Chan@parsons.com>
Subject: [EXTERNAL]

Hello Salina,

[REDACTED] from the Arpad Hungarian Hall here... [REDACTED]

[REDACTED] Please use this email address in the future, I'm not confident using the Cogeco one on my computer is stable at this point. Who should we direct an email to outlining any concerns or questions as Norris had mentioned?

Thank you and have a nice day!

[REDACTED]

From: [Chuck Gates](#)
To: [Chan, Salina](#); info@willodellgolfclub.com
Cc: [Goertz, Richard](#); [Bot, Noris](#); ["Guthrie, Graeme"](#); ["Ryall, Carolyn"](#); ["Elmadhoon, Maged"](#)
Subject: [EXTERNAL] RE: Montrose Road Municipal Class EA - Stakeholder Meeting, Willodell Golf Club
Date: Wednesday, April 14, 2021 2:41:04 PM
Attachments: [image001.png](#)

Hi Salina,

This would absolutely not work for us at Willodell Golf Course.

We would need a left hand turn onto Willodell Road from Lyons Creek.

90% of our Golfers come from North Niagara Falls, St. Catharines area, they exit onto Lyons Creek Road and turn left onto Willodell Road.

By not allowing them to turn left, they would have to exit on a busy McLeod Road and travel down an even busier Montrose Road to turn left onto Lyons Creek and right onto Willodell Road.

That intersection alone will be chaos with the construction of the new super Hospital on the corner of Lyons Creek and Montrose, not even mentioning the New Super Costco that opened up on the corner of Montrose and McLeod Road.

I am available to meet anytime Thursday or Friday if you like.

[REDACTED]

From: Chan, Salina [<mailto:Salina.Chan@parsons.com>]
Sent: 14-Apr-21 1:39 PM
To: info@willodellgolfclub.com
Cc: [Goertz, Richard](#); [Bot, Noris](#); [Guthrie, Graeme](#); [Ryall, Carolyn](#); [Elmadhoon, Maged](#)
Subject: Montrose Road Municipal Class EA - Stakeholder Meeting, Willodell Golf Club

Good afternoon,

Niagara Region, with their consultant Parsons, is completing the Municipal Class Environmental Assessment for improvements to Montrose Road, Lyons Creek Road, and Biggar Road. We are reaching out as the EA study will be recommending a median across Lyons Creek Road in front of Willodell Road, resulting in a right-in and right-out only movement at Willodell Road and Lyons Creek Road. As this access is likely used frequently by the Willodell Golf Club, we are reaching out as we'd like to set up a meeting to discuss this recommendation with you.

We are holding a Public Information Centre next week on Wednesday, April 21 and would like to meet in advance of that if possible. I have attached the Notice for your information. If you could please provide us some options for your availability, that'd be appreciated.

Please let us know if you have any questions.

Thank you,

Salina Chan
Environmental Assessment Planner
625 Cochrane Drive, Suite 500 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - P: 905.943.0516, M: 647.465.3000

From: [REDACTED]
To: [Bot, Noris](#); [Chuck Gates](#); [Domenic Gurreri](#); [Frank Fazzari](#); [frank@nybsinc.com](#); [Paul Brown](#)
Cc: [Chan, Salina](#); [Chan, Salina](#); [Goertz, Richard](#); [Hussain, Altaf](#); [Stewart, Kevin](#); [Ryall, Carolyn](#); ["Guthrie, Graeme"](#); ["Elmadhoon, Maged"](#)
Subject: [EXTERNAL] Re: Montrose Road Municipal Class EA - Willodell Golf Club
Date: Wednesday, April 21, 2021 12:57:00 PM
Attachments: [image003.png](#)
[Outlook-pye4ado2.png](#)

Thank you Noris; this is helpful. We do look forward to attending this evenings' PIC #3 session.

I note that there are two stop bars indicated at E/B Lyons Creek Road and the QEW ramp. May you kindly explain the purpose of two stop bars at this future signalized intersection?

You've shared with us that a more detailed slide of the preferred alternative will be presented at the PIC. Will there be other alternatives presented outside of the preferred?

On Monday, the configuration of the Lyons Creek Road/Montrose Road intersection was shared with us. Two left turn lanes are depicted from Lyons Creek Road W/B to Montrose Road S/B, with the lengthy queue lane extending easterly to Willodell Road - hence the recommendation for a centre median. Do we have the data on the forecasted traffic counts up to 2041 and can that be shared with us? Is there an opportunity to phase the improvements to the intersection such that Phase One might only include one dedicated left turn from W/B Lyons Creek Road to S/B Montrose Road where the length of the single queue lane is commensurate with the forecasted traffic counts? Phase Two may include lengthening the single queue lane, again commensurate with traffic volumes and need. Phase Three could be the installation of, or the re-marking of the road surface, for the second left turn queue lane and the installation of the median. There might be an opportunity to delay the restrictions anticipated to be placed upon Willodell Road through the preferred alternative of this E/A exercise.

Are there pre-COVID traffic counts for the intersection of Lyons Creek Road and Willodell Road? If so, can they be shared with us?

Regards,

[REDACTED]

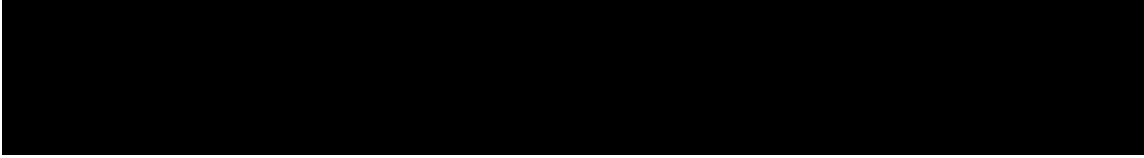


PAUL BROWN
& ASSOCIATES INC.

[REDACTED]

From: Bot, Noris <Noris.Bot@parsons.com>

Sent: Wednesday, April 21, 2021 9:23 AM



Cc: Chan, Salina <Salina.Chan@parsons.com>; Chan, Salina <Salina.Chan@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Hussain, Altaf <Altaf.Hussain@parsons.com>; Stewart, Kevin <Kevin.Stewart@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; 'Guthrie, Graeme' <graeme.guthrie@niagararegion.ca>; 'Elmadhoon, Maged' <Maged.Elmadhoon@niagararegion.ca>

Subject: RE: Montrose Road Municipal Class EA - Willodell Golf Club

Good morning gentlemen

Attached, as discussed and for your reference, is the plan that was presented to you at the meeting between Willodell Golf Course representatives and Niagara Region on this past Monday morning.

A similar plan will be available on the Niagara Region project website later today as part of the Public Information Centre supporting materials. That plan may be somewhat easier to read with additional graphics and labels that assist in depicting the various road features that are part of the preferred alternative.

Thank you,

Noris

Noris Bot, P.Eng.

Senior Project Manager – Infrastructure - Mobility Solutions

4342 Queen Street, Suite 407, Niagara Falls, ON L2E 7J7

noris_bot@parsons.com Desk +1 289.294.6410 Mobile +1 289.213.7631

From: [Goertz, Richard](#)
To: [REDACTED]
Cc: carolyn.ryall@niagararegion.ca; [Chan, Salina](#)
Subject: RE: [EXTERNAL] Montrose Road and Lyons Creek Road Municipal Classment
Date: Tuesday, April 20, 2021 10:08:43 PM

Sensitive

Thanks [REDACTED] for your email. We agree, the left turn movement from Lyons Creek Road to Willodell Road does not pose traffic issues currently. Our role as the Region's consultant is to look at the forecast traffic volumes up to year 2041 and includes the new hospital proposed at Montrose Road and Biggar Road, just the next intersection west from Willodell Road. Based on the forecast traffic, Lyons Creek Road traffic will increase between the QEW and the hospital. Additionally, there are several proposed developments under the Grand Niagara plan approved by the City. This increase in traffic will require roads in the area to be widened, intersections improved and in some cases, current access will need to be restricted to improve safety for road users.

We will be presenting the preferred alternative design solution for the roads at the Public Information Centre (PIC #3) tomorrow night. The presentation can be accessed at <https://niagararegion.ca/projects/montrose-lyons-creek-ea/> and you can follow the link using the "Attend the virtual public information centre" on the webpage.

Thanks for your interest in this project.

Thanks,

Rick

Richard Goertz, P.Eng., FEC
Richard.Goertz@parsons.com M: 905-321-2374

From: [REDACTED]
Sent: Tuesday, April 20, 2021 4:36 PM
To: carolyn.ryall@niagararegion.ca; Goertz, Richard <Richard.Goertz@parsons.com>
Subject: [EXTERNAL] Montrose Road and Lyons Creek Road Municipal Classment

Dear Ms. Ryall and Mr. Goertz,

I am contacting you regarding information I recently received regarding a proposal to eliminate left hand turns onto Willodell Road from Lyons Creek Road.

My husband and I have resided at [REDACTED], Niagara Falls for the past 16 years and specifically built on this road as it is a quiet, rural street. Upon hearing of the above proposal, both my husband and I were stunned as we use this left turn lane every day without any issue. Further, we have never witnessed any traffic issues at this location. I am aware that the forthcoming new hospital at the intersection of Montrose Road and Biggar Road will likely increase the traffic on Lyons Creek Road. However, there are 2 westbound lanes at Lyons Creek Road and Willodell Road which allow for any through traffic to continue unimpeded should a driver wish to make a left hand turn at this location.

Further, this proposal does not provide for a logical alternate route for motorists who reside, work or wish to frequent businesses in the area off Willodell Road. This road is the *only roadway* that accesses a significant geographic area south of this intersection off Lyons Creek Road. As such, should this proposal be implemented, motorists would be required to continue westbound on Lyons Creek Road, then turn left / southbound onto

Montrose Road and finally turn left onto Carl Road , thereby **doubling back 2.7 kilometres** only to eventually get back onto Willodell Road. This proposal will significantly and unnecessarily mpact the residents of Carl Road and McCredie, including my family.

Should you wish to speak with me further, please do not hesitate to contact me at [REDACTED] I would also like the opporutntiy to be advised of and attend any further meetings regarding this proposal.

Thank you in advance,

[REDACTED]

From: [Goertz, Richard](#)
To: [REDACTED]
Cc: Carolyn.Ryall@niagararegion.ca; [Chan, Salina](#)
Subject: RE: [EXTERNAL] Proposed Elimination of turn lane from Lyons Creek Rd onto Willowdell Rd, Niagara Falls
Date: Tuesday, April 20, 2021 10:39:37 PM

Sensitive

Thanks [REDACTED] for your email. Our role as the Region's consultant is to look at the forecast traffic volumes up to year 2041 and includes the new hospital proposed at Montrose Road and Biggar Road, just the next intersection west from Willodell Road. Based on the forecast traffic, Lyons Creek Road traffic will increase between the QEW and the hospital. Additionally, there are several proposed developments under the Grand Niagara plan approved by the City. This increase in traffic will require roads in the area to be widened, intersections improved and in some cases, current access will need to be restricted to improve safety for road users. We are working for Niagara Region, and with the Ministry of Transportation, City of Niagara Falls and various stakeholders to develop a safe solution for the road network. We will be presenting the preferred alternative design solution for the roads at the Public Information Centre (PIC #3) on Wednesday night. The presentation can be accessed at <https://niagararegion.ca/projects/montrose-lyons-creek-ea/> and you can follow the link using the "Attend the virtual public information centre" on the webpage.

Thanks for your interest in this project.

Thanks,

Rick

Richard Goertz, P.Eng., FEC
Richard.Goertz@parsons.com M: 905-321-2374

From: [REDACTED]
Sent: Tuesday, April 20, 2021 2:22 PM
To: Carolyn.Ryall@niagararegion.ca
Cc: Goertz, Richard <Richard.Goertz@parsons.com>
Subject: [EXTERNAL] Proposed Elimination of turn lane from Lyons Creek Rd onto Willowdell Rd, Niagara Falls

This morning I received a notice from a neighbor advising that there are plans to eliminate the left turn lane from Lyons Creek Rd onto Willowdell Rd, in Niagara Falls. As I understand it, this would make all traffic that accesses Willowdell Rd to now enter from Carl Rd off of Montrose Road. First, I must say that being a family on Carl Road, we will be directly affected by this proposal, and are saddened that we were not made aware of such an important decision, nor were any of my neighbors that I can tell.

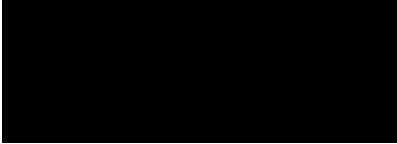
I have to question how sound the decision is to move a turn lane from a secondary road (Lyons Creek Road) to a much more heavily travelled road (Montrose Road), only to re-route all of the traffic down Carl Road, which is not designed to handle that volume, nor the frequent car carriers that enter and leave LKQ Auto dismantlers on a daily basis. I do realize that there is concern with traffic being impacted by the vehicles waiting for the turn, or vehicles exiting the QEW and having to move over to the left lane to make a turn onto Willowdell, however, it may be rectified by adding another lane to safely make the turn, (dedicated left hand lane) or pass by waiting vehicles.

I agree that the intersection as it now stands is less than ideal, however, moving it to a busier location with increased speeds and 10 x the volume will only create a bigger problem, in the wake of solving the turn issue.

I noted that a similar move was attempted some time ago with the left turn lane located on Thorold Stone Road onto Rolling Acres Drive. The turn lane still exists today, on a road that has far more volume than Lyons Creek Road.

We urge you to reconsider this proposal which we are not in support of. In my humble opinion, you are creating a much more dangerous situation, at the inconvenience of the residents that now reside on Carl Road.

Respectfully,



Carolyn Ryall
Project Manager
Regional Municipality of Niagara
1815 Sir Isaac Brock Way, PO Box 1042
Thorold, Ont L2V 4T7
905 984 3620
Caryln.Ryall@niagararegion.ca

Rick Goertz, P.Eng.
Project Manager
Parsons Inc.
4342 Queen Street, Suite 407
Niagara Falls, Ont L2E 7J7
905 917 3240
Richard.Goertz@parsons.com

Aug 01, 2021

Subject: Montrose Road EA - Willodell Road Stakeholder Meeting July 28, 2021

Thank you for the proposals submitted during the stakeholder meeting held July 28, 2021 which considered and reviewed other alternatives that could address the concerns raised by residents and businesses in the area while balancing the transportation, operational and safety needs of the road network.

Since we were not notified of the EA process initially, our involvement in this process was encouraged by business owners /operators that were kind enough to leave a note in our mailbox. Had this notice not been provided, we would not have known of the EA process, yet are directly impacted by the decisions made regarding traffic flow.

After engaging in the April 21st virtual meeting with neighbors and businesses that could participate, we were saddened that you chose to divide the group into businesses and residents, leaving the impression that this process was less than transparent, and placing part of the group at a disadvantage by not allowing the full meeting group discussion to be heard. This is further compounded when only 1 of the meetings were recorded.

While I understand your need to balance the transportation, operational and safety needs of the road network, I am going to suggest that your narrow scope of study for the immediate area of Lyons Creek Road, the QEW interchanges, Willowdell Road, ending at Montrose Road, does not allow you to address the complete operational and safety needs resulting from your proposals.

I think we can agree that Montrose Road has a significantly greater amount of traffic volume, travelling at higher speeds approaching the intersection at Lyons Creek Road from a rural setting with few to no obstructions., which can cause driver inattentiveness.

I believe that we can also agree that Lyons Creek Road is a lessor travelled road with vehicles travelling at slower speeds, with more obstructions such as traffic entering and exiting the QEW, an arched road over the QEW, and so on, things that should cause the driver to be somewhat more attentive to their driving.

The first issue that became a major concern during our initial meeting was to prevent west bound traffic on Lyons Creek Road turning left on to Willowdell Road. Since this has now been addressed, it is no longer an issue, and I thank you for that.

Since that initial meeting, a new issue has now surfaced, which is the proposal to block traffic from exiting Willowdell Road to travel West bound on Lyons Creek Road (forcing any vehicles that want to make the turn now having to travel west on McCreadie Rd, onto Carl Road, to enter Montrose Road).

This in my opinion creates a greater risk or danger in 2 areas.

The first risk is forcing turning traffic into a more heavily travelled roadway (Carl Road onto Montrose) into the flow of higher speed traffic with drivers having a lessor attention span. Carl Road is regulated with a simple stop sign at this intersection. Entry onto Montrose Road would be much safer from an intersection regulated by traffic lights, such as Lyons Creek Road.

The second risk is created by implementing barriers in an attempt to force eastbound traffic entering onto Lyons Creek Road from Willowdell Rd. While we would rather that the public follow the rules placed before them, the reality is that drivers will still proceed around the barriers, and continue to make the left turn, placing not only themselves in danger, but also the immediate law-abiding traffic around them.

When this concern was voiced during the first meeting, the simple response from the designers appeared that basically any danger created outside the study area was outside their area of responsibility or concern. A civil court may disagree.

I believe that a simple solution is to allow the westbound (left turn) onto Lyons Creek Road from Willowdell Road. Both Willowdell Road and Lyons Creek Road have lesser volumes of traffic, travelling at slower speeds, with greater driver attentiveness.

I believe there is more than ample room to create a proper interaction of travel between the exiting vehicles from Willowdell Road and those wishing to enter left turn laneways for turns onto Montrose Road.

There are many examples of similar interactions on roadways that handle much greater volumes throughout the city, and they do not present a significant problem.

By making changes in our roadways that appear to solve the problems in your immediate area of study, yet create a far greater risk nearby is dangerous. I don't need to remind you of the possibility of civil consequences to those responsible for that action should serious injury or death result. I urge you to reconsider the left turn action from Willowdell Road onto Lyons Creek Road.

Respectfully submitted



Subject: FW: Montrose Road EA - [REDACTED], Meeting Summary

From: Chan, Salina <Salina.Chan@parsons.com>

Sent: Tuesday, June 1, 2021 1:48 PM

To: [REDACTED]

Cc: Bot, Noris <Noris.Bot@parsons.com>; Goertz, Richard <Richard.Goertz@parsons.com>; Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>; Guthrie, Graeme <graeme.guthrie@niagararegion.ca>; Elmadhoon, Maged <Maged.Elmadhoon@niagararegion.ca>; Stewart, Kevin <Kevin.Stewart@parsons.com>

Subject: Montrose Road EA - [REDACTED], Meeting Summary

Hi [REDACTED]

Thank you for meeting with the project team on May 27 to discuss impacts to your property [REDACTED] as a result of the Montrose Road Municipal Class Environmental Assessment. As we discussed at the meeting, please see below a summary of the discussion and attached is a figure we were showing on the screen.

- In front of your property, the road will be widened to four lanes, with a left turn lane for northbound traffic to turn left to Grassy Brook Road. There will also be a multi-use path on the west side and a sidewalk on the east to accommodate the bus stop. Grassy Brook Road may become a signalized intersection in the future.
- A portion of your property will need to be acquired to accommodate widening. The new property line will encroach approximately 9-10m further into your property.
- Some additional grading is needed to grade the new road back into the existing land on your property (shown in the attached figure), note this portion will not be acquired by the Region. This will be reviewed further in detail design to avoid impacts to the building on the property.
- The construction of the project will occur in phases. Montrose Road, south of Grassy Brook Road, Biggar Road, and Lyons Creek Road will proceed to detail design and construction immediately following the EA to support the South Niagara Hospital. The exact limit of this construction is to be determined and the actual impacts to your property in the short term will be clarified during detail design later this year.
- The figure attached represents the ultimate condition (i.e. what final widening will look like when all construction is completed). Timing of construction of Montrose Road north of Grassy Brook Road is to be determined by the Region.

Please let us know if you have any questions about the above or the attached drawing. More information about the EA study is available online on the project website as well: <https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx>

Thank you,

Salina Chan

Environmental Planner

625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9

salina.chan@parsons.com - M: 647.465.3000



From: [Ryall, Carolyn](#)
To: [Bot, Noris](#); [Chan, Salina](#); [Goertz, Richard](#)
Cc: [Elmadhoon, Maged](#); [Guthrie, Graeme](#)
Subject: [EXTERNAL] FW: South Montrose Rd bike lane / sidewalk
Date: Monday, May 31, 2021 10:54:07 PM
Attachments: [image001.png](#)

Good evening

Please see below and add to the project file. Please let me know if a response can be drafted and sent to the resident.

Regards,

Carolyn Ryall

Director

Transportation Services Division

Public Works

Niagara Region

1815 Sir Isaac Brock Way, PO Box 1042

Thorold ON L2V 4T7

Direct: 905-984-3620

Cell: 905-401-9105

Toll Free: 1-800-263-7215

Carolyn.Ryall@niagararegion.ca

From: Mathew Bilodeau <mbilodeau@niagarafalls.ca>

Sent: Monday, May 31, 2021 11:02 AM

To: Diodati, Jim <jdiodati@niagarafalls.ca>; [REDACTED]

Murtaza Najmudin <murtaza.najmudin@gmail.com>

Cc: Ryall, Carolyn <Carolyn.Ryall@niagararegion.ca>

Subject: RE: South Montrose Rd bike lane / sidewalk

Good morning, [REDACTED]

Thank you for your email.

Montrose Road is under the jurisdiction of Niagara Region, who are currently undertaking an Environmental Assessment to upgrade Montrose Roads and Lyons Creek to complete streets with pedestrian and active transportation facilities. More information is available on their website → <https://www.niagararegion.ca/projects/montrose-lyons-creek-ea/default.aspx> [niagararegion.ca]

I have copied the Project Manager, Carolyn Ryall if you have any additional questions.

Regards,

-Mathew

Mathew Bilodeau, C.E.T. | Manager of Transportation Engineering | Transportation Services | City of Niagara Falls

8208 Heartland Forest Road | Niagara Falls, ON L2H 0L7 | (905) 356-7521 ext 5204 | Fax 905-356-5576 | mbilodeau@niagarafalls.ca

From: Jim Diodati <jdiodati@niagarafalls.ca>

Sent: Friday, May 28, 2021 1:25 PM

To: [REDACTED] Jim Diodati <jdiodati@niagarafalls.ca>; [REDACTED]
[REDACTED] Mathew Bilodeau <mbilodeau@niagarafalls.ca>

Subject: RE: South Montrose Rd bike lane / sidewalk

Dear [REDACTED]

Thank you for your email and for reaching out. I'm connecting you here with Mat Bilodeau, our Manager of Transportation Engineering in order to respond with details. Thanks for being in touch and for sharing your ideas and concerns.

Kind regards,

Jim

Jim Diodati | Mayor | City of Niagara Falls

4310 Queen Street | Niagara Falls, ON L2E 6X5 | 905.356.7521 X 4201 | jdiodati@niagarafalls.ca

From: [REDACTED]

Sent: Thursday, May 27, 2021 12:47 PM

To: Jim Diodati <jdiodati@niagarafalls.ca>; [REDACTED]

Subject: South Montrose Rd bike lane / sidewalk

Hello,

I am not sure who to send this to. Your help would be appreciated.

I live at [REDACTED] near Montrose and Schisler. I have noticed a massive increase of bikes and walkers along the road since the new Costco came in. In addition there is much more traffic. Several times there have almost been accidents with bikes or pedestrians. Are there plans to put in a bike or a sidewalk? If not, how can we begin the process to put a plan in. The area should be connected to Heartland forest and perhaps down Lyons Creek to the Niagara Parkway.

Thanks,

[REDACTED]

From: [Chan, Salina](#)
To: [REDACTED]
Cc: [Ryall, Carolyn](#); [Guthrie, Graeme](#); [Elmadhoon, Maged](#); [Bot, Noris](#); [Goertz, Richard](#)
Subject: South Montrose Rd bike lane/ sidewalk - Response
Date: Tuesday, June 29, 2021 3:48:06 PM
Attachments: [image001.png](#)

Hi [REDACTED]

Thank you for your comments about safety along Montrose Road. I am responding on behalf of Niagara Region in relation to your comment to Mayor Diodati and to the Montrose Road Municipal Class EA study that is currently being undertaken north of where you live. Our study area extends along Montrose Road from McLeod Road to Lyons Creek Road, along Biggar Road from Montrose Road westerly 800m and along Lyons Creek Road to the QEW interchange. Through our study, we are recommending that a multi-use path be constructed along the west side of Montrose Road from McLeod Road to Lyons Creek Road that will accommodate pedestrians, cyclists and other forms of active transportation. The multi-use path would be separated from the roadway within the boulevard, providing safety and comfort for those using it. Space allowance for sidewalks will be incorporated along the east side on Montrose Road from Grassy Brook Road southerly and can be installed when development occurs to the east.

A multi-use path is also planned along Biggar Road within the frontage area of the proposed new South Niagara Hospital. Further east along Lyons Creek Road, active transportation facilities will be considered in future planning studies which will require coordination with the Ontario Ministry of Transportation in order to cross the QEW.

As the southern limit of our study area ends just past Lyons Creek Road, under the scope of our study, the multi-use path would not be extended further south along Montrose Road to Schisler Road. However, the Region has identified improvements to Montrose Road from Lyons Creek Road to Schisler Road for the future in the Transportation Master Plan. Under that future study, some active transportation facilities can be reviewed and considered.

If you are interested in learning more about Niagara Region's plans for a cycling network, you may visit the following link to review a more detailed report from the 2017 Transportation Master Plan: <https://www.niagararegion.ca/2041/pdf/tmp-strategic-cycling-network.pdf>.

Thank you,

Salina Chan
Environmental Planner
625 Cochrane Drive, Suite 300 – Markham, Ontario, L3R 9R9
salina.chan@parsons.com - M: 647.465.3000



July 22, 2021

Local Resident

Subject: **Montrose Road and Lyons Creek Road / Biggar Road
Municipal Class Environmental Assessment
Willodell Road Stakeholders Meeting**

To whom it may concern,

At the Public Information Centre (PIC) held on April 21, 2021 for the Montrose Road and Lyons Creek Road/Biggar Road Municipal Class Environmental Assessment (EA), the Niagara Region project team received considerable feedback and concern regarding the proposed raised median at the Willodell Road and Lyons Creek Road intersection. Following the PIC, the project team has considered and reviewed alternatives that could address the concerns raised by residents and businesses in the area while balancing the transportation, operational and safety needs of the road network.

The Region has also consulted with the Ministry of Transportation (MTO) and the City of Niagara Falls on these alternatives and have developed a revised Preferred Design. Prior to the finalization of the EA study, Niagara Region would like to meet with you to present and obtain feedback on the revised design proposal.

Therefore, we are hosting an online **Stakeholder Meeting on July 28 from 6:00pm to 7:30pm** to present the revised Preferred Design and to address questions or comments. The meeting will be hosted virtually online and can be accessed either by:

- Joining the Teams Meeting virtually at: <https://tinyurl.com/WillodellStakeholder>, or
- Calling in at 647-497-6092 and entering the following ID when prompted: **988 537 169#**

We will be sharing visual displays at the meeting, so joining through the computer would be the preferred format.

As you are receiving a copy of this letter, please let us know if you would like to receive the link to the meeting electronically. If so, please send an email to Salina.Chan@Parsons.com requesting the link.

If you have any questions, I can be reached at 905-917-3240 or Richard.Goertz@Parsons.com

Sincerely,

Rick

Richard Goertz, P.Eng.
Parsons Project Manager

MONTROSE ROAD AND LYONS CREEK ROAD / BIGGAR ROAD MUNICIPAL CLASS EA

WILLODELL ROAD INTERSECTION

July 28, 2021

STAKEHOLDER MEETING – HELPFUL ONLINE HOUSEKEEPING NOTES

Recording

- Tonight's presentation and discussion will be recorded for ease of record keeping.
- Please let us know if there are any concerns about this.
- The recording will not be shared beyond the project team.

Discussion Session (following the Presentation, until 7:30PM)

- The Chat Box will be used only to ask questions the Q&A portion of the PIC, not for comments or discussions.
- If you would prefer to ask a question orally, raise your hand and we will call on you to unmute your microphone.
- Please be respectful and mute your microphones until you have been acknowledged to ask your question.
- The agenda will include a presentation portion and a discussion session. Please hold your questions until the discussion session.

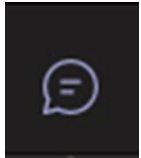
Video

- Please do not turn on your cameras. Only speakers will turn on the camera during the Q&A to reduce technical issues

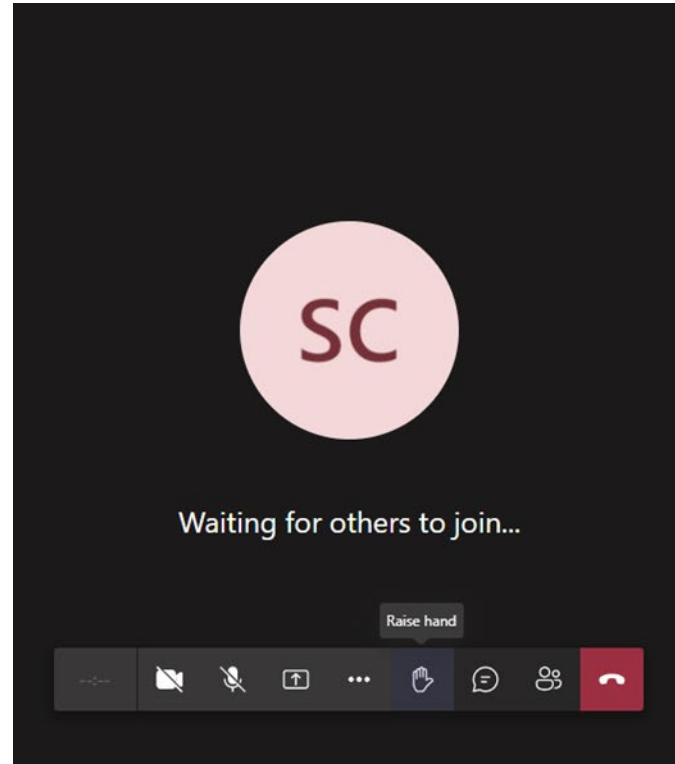
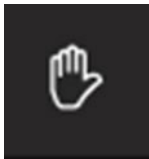
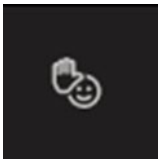
HOW TO ASK QUESTIONS DURING THE DISCUSSION

To ask questions during the Discussion session, either type the questions into the chat or raise your hand.

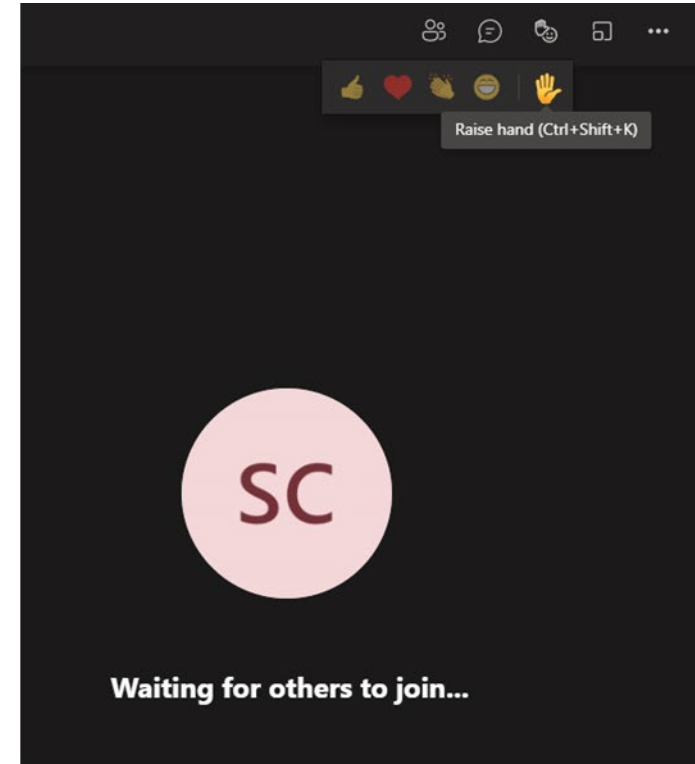
To bring up the chat, click:



To raise your hand, click:



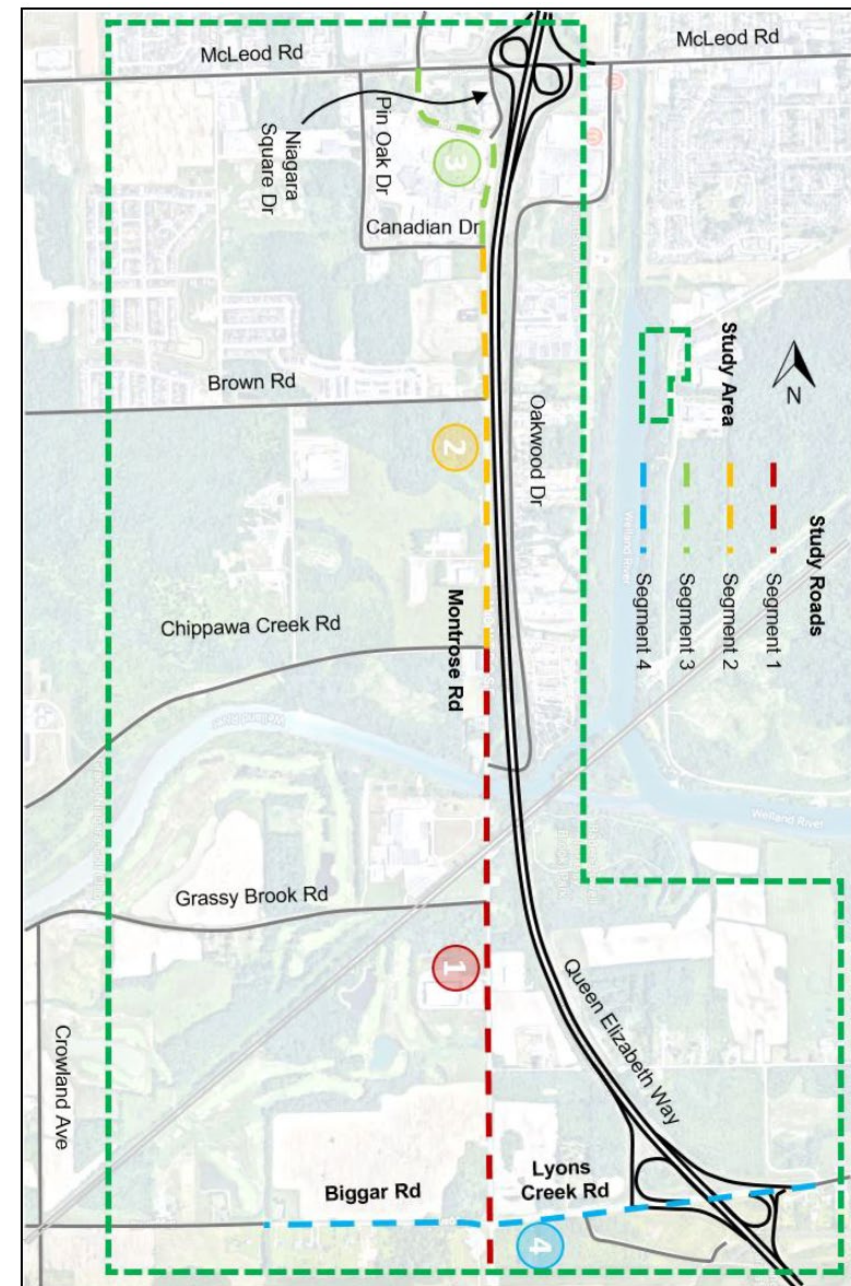
If you are using the web version, there will be a bar in the bottom middle area with these buttons



If you are using the app version, there will be a bar at the top right area with these buttons

CLASS ENVIRONMENTAL ASSESSMENT

- Schedule C Municipal Class Environmental Assessment (MCEA)
- Immediately following the EA, the portion south of Grassy Brook Road will proceed to detailed design and construction
- Currently in Phase 4 of the MCEA (preparation of the Environmental Study Report)



WILLODELL ROAD INTERSECTION



TIMELINE

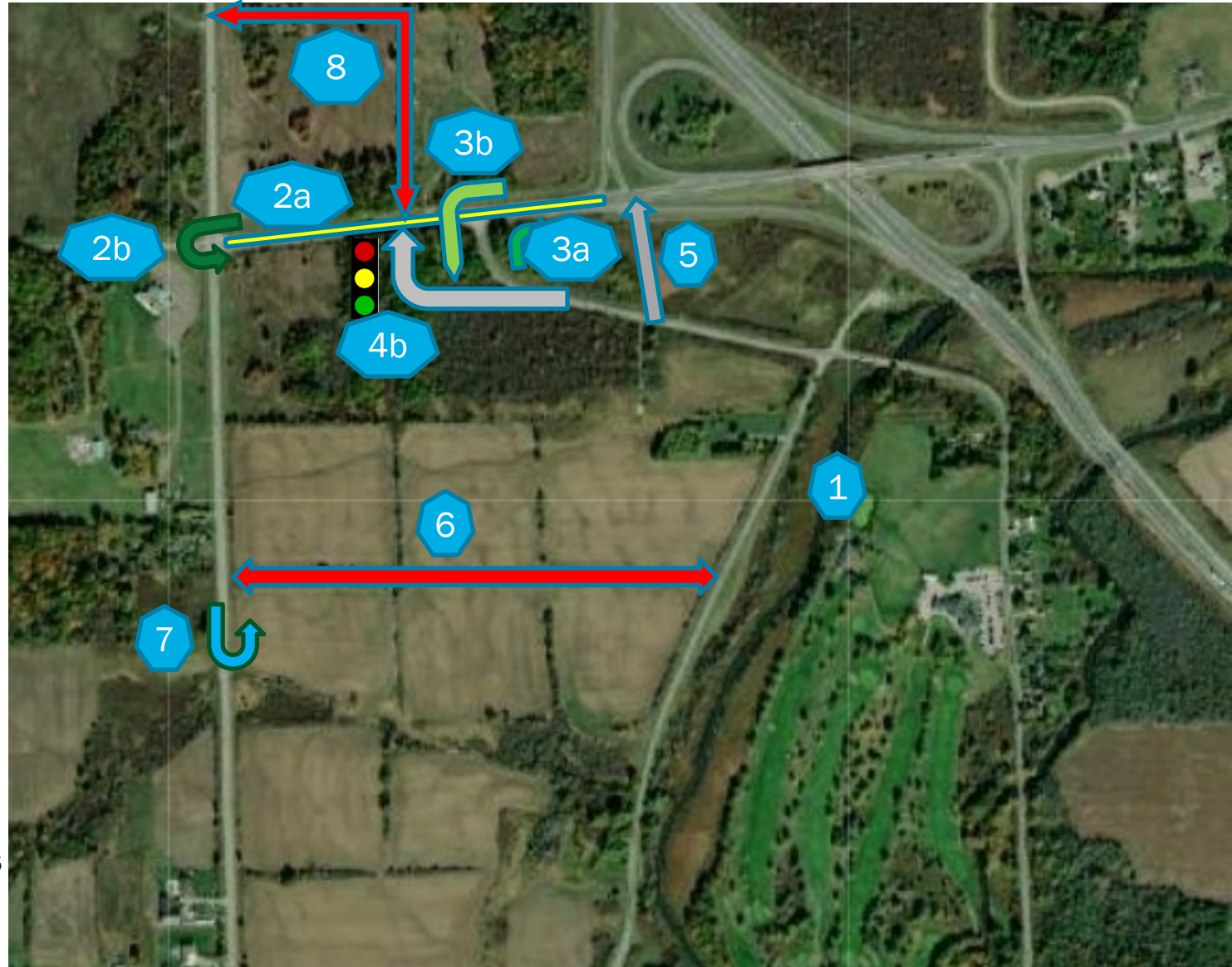
- **April 21, 2021:**
 - Public Information Centre #3 was held to present the preliminary recommended design which included a median on Lyons Creek Road that restricted Willodell Road to a right-in right-out only.
 - Stakeholders voiced their concerns and did not support the recommendations.
 - Project team advised they would go back and review the options and consult further with the City and MTO.
- **May/June 2021:**
 - Project team reviewed additional alternatives and developed a revised recommended option to balance concerns from different parties in the area.
 - Met with City of Niagara Falls and MTO for their buy-in and approval.
- **July 28, 2021:**
 - Meeting with stakeholders to present the revised alternative.

ALTERNATIVES REVIEWED

- 1. Do Nothing (leave as is)**
- 2. Implement continuous median with:**
 - a. No U-turns at Montrose Road
 - b. U-turns accommodated during westbound left turn phase
- 3. Implement left-in, and right-in/right-out at Willodell with:**
 - a. Signage Only
 - b. Left Turn Channel
- 4. Implement new mid-block signalized intersection at:**
 - a. Existing Willodell Rd Location
 - b. Realign Willodell Rd further west
- 5. Realign Willodell to a new alignment opposite the QEW off-ramp**
- 6. New east-west local road between Montrose Road and McCredie Road**
- 7. Median U-turn traffic signal on Montrose Road to allow drivers to safely change direction to the other side of Montrose Road**
- 8. Construct public road allowance on private lands in the northeast quadrant of Montrose Road/Lyons Creek Road to allow drivers to circle back south.**

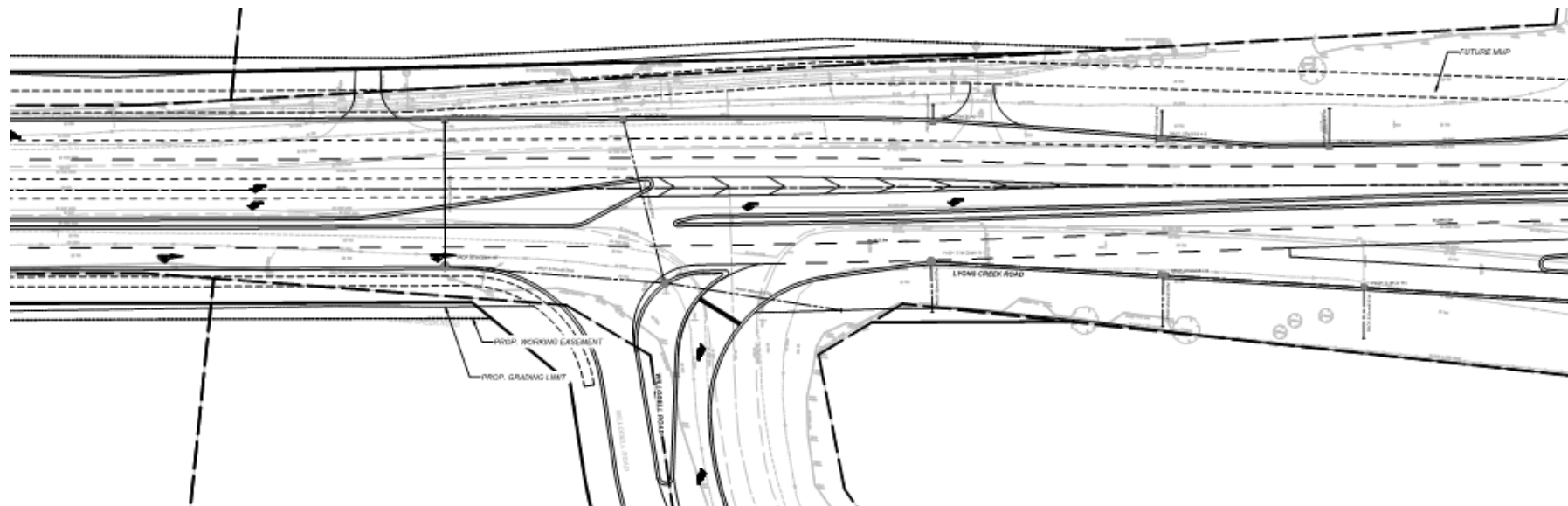
WILLODELL INTERSECTION ALTERNATIVES CONSIDERED

1. Do Nothing
2. a. Median – no U-turns
2. b. Median – U-turns allowed
3. a. Left in only – sign control
3. b. Left in only – channelized
4. a. Mid-block signal, existing Willodell Road
4. b. Mid-block signal, realign Willodell Road
5. Realign Willodell Road opposite QEW west ramp terminal
6. New east-west connector
7. Median U-turn with traffic signals
8. New public road N-E quadrant at mid-block



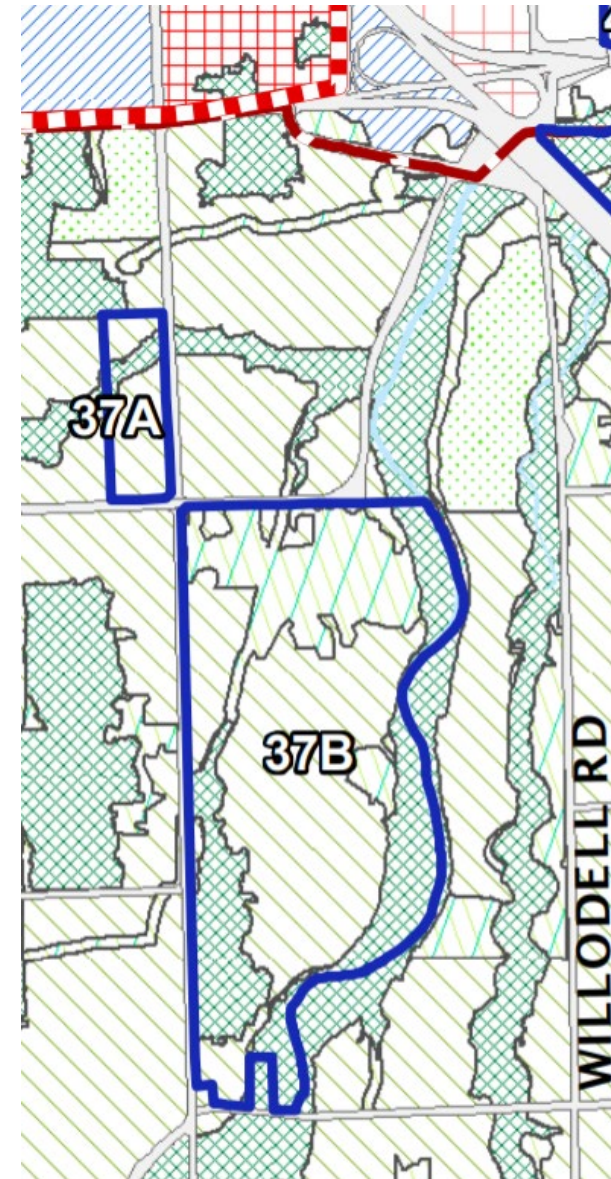
RECOMMENDED DESIGN

- All movements allowed except for a left out from Willodell Road (i.e. cannot go westbound on Lyons Creek Road from Willodell Road and access to and from the highway is maintained).
- A new left turn lane and channel on Lyons Creek Road to store westbound left turning traffic.
- Shifting Willodell Road slightly further west to incorporate a design that physically deters and blocks left turns from Willodell Road.
- The majority of traffic currently using Willodell Road is to and from the east.
- This alternative balances main concerns of safety and operations on Lyons Creek Road/QEW and access for stakeholders south of Lyons Creek Road.



FUTURE CONDITIONS

- The recommended design has been developed to serve the existing land uses.
- While, at this time, significant development is not anticipated south of Lyons Creek Road as it is the southern limit of the City's urban boundary, the new hospital may influence the future development of this area.
- Future development would be planned by the City and the Region through the Official Plan review process at which time zoning, transportation, servicing, and other land use planning would be undertaken.
- Increases in travel demand at the Willodell Road intersection, either as a result of growth or as a result of Official Plan amendments, would necessitate the review and reassessment of the intersection location and layout.



NEXT STEPS

- If you have further comments or concerns about the recommended design, please submit them in writing to the project team members noted below.
- The project team will document the EA process, recommended design and consultation in the Environmental Study Report (ESR) which will be made available for a 30-day public review period.
- Detailed design and construction will occur after the 30-day public review period with utility relocation planned to proceed during winter 2021/22 and road construction during 2022/23, pending Regional Municipal Council approvals.

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From: [Bot, Noris](#)
To: [REDACTED]
Cc: [Ryall, Carolyn](#); [Guthrie, Graeme](#); [Elmadhoon, Maged](#); [Erik Nickel \(enickel@niagarafalls.ca\)](#); [Mathew Bilodeau \(mbilodeau@niagarafalls.ca\)](#); [Serge Felicetti](#); [Goertz, Richard](#); [Chan, Salina](#); [Salam, Imran](#); [Stewart, Kevin](#)
Subject: Montrose Road Environmental Assessment Study - Reixinger Road Extension
Date: Wednesday, August 18, 2021 9:02:36 AM
Attachments: [477511_REIX_EXTN - EA.pdf](#)
[477511_REIX-TURNAROUND-WOUT AUTOTURN.pdf](#)
[image002.png](#)

Good morning [REDACTED]

Thank you for meeting with Niagara Region's Montrose Road/Lyons Creek Road/Biggar Road study team yesterday morning.

As was noted in the meeting with you, the following option is being presented as a preferred solution to allow for access to the north side of the proposed new hospital site:

- Reixinger Road would be extended westerly approximately 150m from the existing centreline of Montrose Road into the property that currently forms part of the Grand Niagara golf course lands;
- The City of Niagara Falls is intending to replace the current Street "B" intersection location at Montrose Road to the Grand Niagara site (when redeveloped) with the Reixinger Road extension;
- The new extension would be constructed to City of Niagara Falls Collector Road standards;
- Access to the new South Niagara Hospital would be provided by an intersection on the south side of the Reixinger Road extension approximately 120m from Montrose Road;
- The lane configuration of Reixinger Road is currently under development however it would be a two lane road with additional turn lanes at the Montrose Road intersection, as prescribed by the projected traffic conditions;
- Traffic signals will be installed as part of the Region's construction project at the intersection of Montrose Road and Reixinger Road;
- Sanitary sewer and water main services will be extended westerly from Montrose Road along Reixinger Road to meet the City's requirements for capacity.
 - The City of Niagara Falls will determine the pipe sizes based on the future development requirements.
 - These municipal services will be stubbed for future connections at a point west of the new hospital driveway;
- An interim snow plough turnaround will be installed at the west end of Reixinger Road extension that will allow municipal snow removal equipment to readily maneuver at the west end of Reixinger Road extension until such time as the road is extended further west.

Attached are two plans that outline the interim and the ultimate proposed Reixinger Road extension. As mentioned, the lane configuration and pavement layout remains a work in progress but will be similar to what is indicated on these plans.

Please let us know if you have any questions or further comments.

Meeting Minutes

1 Introduction

Subject: Bayfield (Niagara Square) Stakeholder Meeting
Location: Teams meeting
Date: March 12, 2021
Time: 1:00 pm – 2:00 pm
Author: Kevin Stewart
Distribution: Listed below. **Attendees’ names bolded.**

2 Attendees

Name	Organization	Email
Carolyn Ryall	Niagara Region	Carolyn.Ryall@niagararegion.ca
Graeme Guthrie	Niagara Region	Graeme.guthrie@niagararegion.ca
Maged Elmadhoon	Niagara Region	Maged.elmadhoon@niagararegion.ca
Mathew Bilodeau	City of Niagara Falls	mbilodeau@niagarafalls.ca
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Serge Felicetti	City of Niagara Falls	sfelicetti@niagarafalls.ca
██████████	Bayfield Advisors (Construction Lead)	██████████
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Salina Chan	Parsons	Salina.Chan@parsons.com

3 Topics and Discussions

Item	Discussion	Owner	Expected Completion	Status
1.0	Original Stakeholder Meeting Recap			

Item	Discussion	Owner	Expected Completion	Status
1.1	Parsons met with Bayfield Advisors, RV Anderson Associates, the City of Niagara Falls and Niagara Region on October 29, 2020 to explore access to the Niagara Square Shopping Centre property. The discussion focused on access, operations, and safety between McLeod Road and Canadian Drive.	N/A	N/A	Info
2.0	Montrose Road Preliminary Design			
2.1	Current Traffic Control at Montrose Road and Niagara Square Drive: <ul style="list-style-type: none"> ▪ Niagara Square drive is one-way southbound, terminating at a signalized intersection at Montrose Road. ▪ Vehicles exiting Niagara Square Shopping Centre have a signalized left-turn movement onto northbound Montrose Road. 	N/A	N/A	Info
2.2	Two roundabouts are being considered on Montrose Road as part of the EA Process: <ol style="list-style-type: none"> i. A roundabout south of McLeod Road, providing access to the Niagara Square Mall and the Terrio site. ii. A roundabout at Montrose Road and Niagara Square Drive, providing access to Niagara Square Mall. <p>In addition to providing direct access, roundabouts would allow traffic traveling on Montrose Road to perform a U-turn to access businesses on the opposing side of the raised median or to travel in the opposite direction for those leaving the businesses.</p> <p>In order to accommodate projected traffic volumes on Montrose Road, roundabouts would need to have a minimum of two (2) circulating lanes to match existing two lanes per direction. Traffic signals were not carried forward as an option due to the proximity of other signalized intersections in the corridor.</p>	N/A	N/A	Info
2.3	Raised Median: <ul style="list-style-type: none"> ▪ A raised central median will run from McLeod Road to Canadian Drive. The ‘do-nothing’ option will allow for right-in/right-out entrances to businesses on both sides of Montrose Road. ▪ Left turns from the existing main entrance to the Shopping Centre will be restricted. Vehicles exiting the south end of the mall will use the signalized intersection at Canadian Drive to turn left onto Montrose Road. 	N/A	N/A	Info
3.0	Access to Niagara Square Shopping Centre			
3.1	Montrose Road at Niagara Square Drive: <ul style="list-style-type: none"> ▪ The roundabout option as provided would allow for all-moves access to the mall entrance at Niagara Square Drive, although it may also be designed with no mall access or only an egress leg. ▪ The internal road leading to the Shopping Centre from the roundabout would require a no-stop intersection on the Shopping Centre site to prevent queuing backing into the roundabout. ▪ A multi-lane leg entering/exiting the site would be required. The operational analysis and lane configuration has assumed that the traffic volumes from the main entrance would be redirected to the roundabout mall access point. 	N/A	N/A	Info
3.2	<p>A concern was raised [REDACTED] that adding an entrance to the mall at the roundabout is more intrusive, requiring reconfiguration of the internal site, resulting in restriction to development potential at the north-east corner of the site and loss of parking stalls. Based on these factors, the roundabout option at the Niagara Square Drive location is not favoured by the Bayfield Advisors.</p> <p>[REDACTED] notes that a no-stops driveway from the Niagara Square Drive roundabout would fragment the parking lot and there may be concerns for pedestrian safety. Bayfield to send a formal response to Niagara Region regarding the roundabout proposal.</p>	Bayfield Advisors	March 31, 2021	Open

Item	Discussion	Owner	Expected Completion	Status
3.3	<p>Existing Main Entrance on Montrose Road:</p> <p>Noris Bot noted that the roundabout at the existing Niagara Square entrance would remain operationally useful, irrespective of the installation of a full-moves access to the mall at Niagara Square Drive. North-bound vehicles may use the roundabout to perform a U-turn to access the existing main entrance to the Shopping Centre.</p> <p>Regardless of the roundabout at Niagara Square, a raised median restricting left turns is proposed in front of the main entrance and will not be signalized due to the proximity of Canadian Drive, which is already signalized.</p>	N/A	N/A	Info
3.4	<p>North Roundabout to the Niagara Square Shopping Centre Site:</p> <ul style="list-style-type: none"> ▪ A roundabout on Montrose Road, south of McLeod Road would eliminate the direct taper ramp into the mall. ▪ An operational analysis would be required by Parsons to determine the required number of entrance/exit lanes to the Niagara Square site from the roundabout. ▪ A signalized intersection at the location of the proposed northern roundabout is not a preferred alternative due to its proximity to the other signalized intersections at McLeod Road and Niagara Square Drive. ▪ The grade difference between the Niagara Square site and Montrose Road would need to be addressed in order to implement a roundabout south of McLeod Road. ▪ Bayfield noted this was a more favorable option for site access. 	N/A	N/A	Info
4.0	Property access at the south-west corner of Montrose Road and McLeod Road			
4.1	<ul style="list-style-type: none"> ▪ The site at the SW corner of Montrose Road and McLeod Road is planned to be developed for residential uses and with a right-in/right-out access from Montrose Road. ▪ A raised median will divide northbound and southbound traffic on Montrose Road south of the intersection with McLeod Road. ▪ ██████████ requested that the entrance to the site be located as far south on Montrose Road as possible. ▪ Maged Elmadhoon indicated that a tapered entrance into the development should be considered southbound. 	N/A	N/A	Info
5.0	Pedestrian Access			
5.1	<p>In order to protect pedestrian movement across Montrose Road in the area of the roundabouts, Pedestrian Cross-Overs (PXO) (Level 2 Type B or Type C) may be installed at the intersection or somewhere mid-block between the roundabouts.</p> <p>Chapel Heights Senior's Residence had advocated for a safe crossing for senior residents at Niagara Square Drive and Montrose Road.</p>	N/A	N/A	Info
5.2	A 4 m-wide multi-use path (MUP) is proposed to run along the west side of Montrose Road, south of McLeod Road.	N/A	N/A	Info
6.0	Interim Entrance Plans and Land Acquisition			
6.1	The Preliminary Design, including intersection and entrance treatments between McLeod Road and Canadian Drive, will be confirmed at the completion of the EA study in Summer of 2021 and represent the ultimate road design. As there is no timeline for when this design will be implemented for this section, sites developed prior to road construction may require temporary entrances.	N/A	N/A	Info
6.2	Niagara Region has not discussed the timing and funding for property acquisition and intersection and road improvements in this area. The Region will initiate discussions with property owners regarding negotiations at the appropriate time.	N/A	N/A	Info
7.0	Next Steps			
7.1	In early April, PIC #3 will be held to present the preferred option to the public.	Parsons	April 2021	Info
7.2	The EA will be filed in May/June and be posted on the MECP website by mid-summer 2021.	Parsons	Summer 2021	Open

Item	Discussion	Owner	Expected Completion	Status
7.3	Parsons has requested a CAD version of the Niagara Square site plan. [REDACTED] [REDACTED] to see if drawings can be shared with Parsons. Post meeting note: Drawings were provided on March 12, 2021	[REDACTED]	N/A	Closed



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VIA EMAIL

May 5, 2021

Parsons Engineering
4342 Queen Street, Suite 407
Niagara Falls, ON
L2E 7J7

Attention: Mr. Rick Goertz, Project Manager

Dear Mr. Goertz:

**Re: Montrose Road and Lyons Creek Road / Biggar Road Municipal Class
Environmental Assessment
Public Information Centre #3
7555 Montrose Road and 7449 Montrose Road
Preliminary Comments on Behalf of Bayfield Realty Advisors**

Our File: BRA/NIA/19-01

We represent Bayfield Realty Advisors Inc. ("Bayfield"), the owner of 7555 Montrose Road and 7449 Montrose Road ("Bayfield Lands"), as their land use planning consultant. The Bayfield Lands include undeveloped land at 7449 Montrose Road of approximately 2.6 ha (6.5 ac), and also include an established major retail centre, "Niagara Square Mall" at 7555 Montrose Road. Niagara Square Mall is a longstanding shopping centre on the approximately 22.3 ha (55 ac) site, bringing numerous jobs and opportunities to the Region, and continues to be a significant generator of vehicular traffic. The mall includes a building area of over 39,000 sq.m. Recently, Bayfield underwent significant mall renovations, modifying the landscape of this site to accommodate an expansion that included a new Costco, and also removed significant sections of the existing building.

The Bayfield Lands are subject to the Montrose Road and Lyons Creek Road / Biggar Road Municipal Class Environmental Assessment ("EA"). The Bayfield lands have frontage along Montrose Road, where the EA study is focused. Bayfield has met with Parsons and Staff regarding the EA on three separate occasions to discuss the project: October 26, 2020; March 12, 2021; and April 16, 2021. We also acknowledge receipt of a brief draft Memorandum from Parsons that primarily includes a qualitative discussion of the proposed preferred design (no alternative options are discussed and no detailed analysis has been provided for our client's consultant to validate).

At the April 16, 2021 meeting, Bayfield raised numerous concerns to Parsons and the Region regarding the proposed design surrounding the Bayfield lands, which formed the basis of the discussion. It was our understanding that Parsons and the Region would be investigating the concerns raised by Bayfield further. On April 21, 2021, Parsons and the Region hosted a Public Information Centre, which displayed the alignment that Bayfield raised concerns with, and presented this option as the "preferred design" to the public.

In summary, we understand the “preferred design” will do the following:

- A new roundabout at the Montrose Road / Niagara Square Drive intersection, which will remove an existing signalized left out movement from the Bayfield lands, being the only signalized movement at the mall site. The proposed roundabout does not anticipate direct access to/from the Bayfield Lands;
- A continuous raised median along this section of Montrose Road, whereby an existing full turns access to the Bayfield Lands from Montrose Road will be restricted to a right-in and right-out movement. The access to be modified currently acts as the main access and thoroughfare for the mall site, to which the site has been designed around; and
- 4.0m Multi-Use Path along the west and a sidewalk on the east for portions.

For context, at our meeting on March 12, 2021, we would note that Bayfield was presented with an option that differed greatly from what was selected as preferred, including:

- A roundabout proposed just south of McLeod Road where there is an existing inbound only slip lane access to the Bayfield Lands, which would replace this access with full movements inbound/outbound; and
- The roundabout at Montrose Road and Niagara Square Drive with access into and out of the Bayfield Lands.

Bayfield has significant concerns with the proposed road alignment where it will interface with the Bayfield Lands. Based on our review of the PIC3 materials and the preferred design, we have the following preliminary comments on behalf of Bayfield and in consultation with their Traffic Engineering consultant, RVAnderson (“RVA”):

Aggregate Impact – Mall Circulation and Access

The proposed preferred design, as described above, creates an aggregate of impacts for the Bayfield Lands, which generally form the basis of our comments. As it relates to the Bayfield Lands, the preferred design would drastically impact site access and circulation, and is contradictory to the site’s needs and general orientation.

The existing mall operations have only one signalized access for the entirety of the site, being an outbound left access to Montrose Road controlled by a signal at the intersection of Niagara Square Drive. Further, the site is designed with the primary orientation of buildings towards a full turns access along Montrose Road on the east side of the property. This represents the main access to the Niagara Square Mall, and as noted the site has been designed to reflect the prominence of this access point. The viability of commercial land uses, and in particular major retail, is largely a product of visibility and site access.

The aforementioned existing site access points are proposed to be modified as part of the preferred design. The only signalized intersection is proposed to be removed and replaced by a roundabout, which will not provide direct access to or from the Bayfield Lands. In addition, the main access for the Bayfield Lands is to be modified from the current full turns movement to a right-in/right-out only restriction. The proposed modifications to site access is a significant regression to what currently exists on site, and has numerous implications for access to the site, and circulation. There is a reduction in the access points to the site, which has significant implications without any perceived benefit to the landowner.

We note that the Bayfield lands, following the proposed revisions, will no longer have direct left in or left out access to Montrose Road, significantly reducing the site access:

- Left outbound movement is the movement that would be used primarily to access the QEW from portions of the site. This movement will now require users to travel southbound, through the site to Canadian Drive, where they will have to make an unsignalized left turn, prior to making a left turn onto Montrose Road. We have concerns regarding the potential impacts of the restricted left turn movement to Canadian, and the subsequent queuing for an additional left turn. This modified flow through the site and surrounding networks does not appear to have been analyzed for queuing concerns or other possible impacts to flow of traffic through the site;
- The site no longer has left in access directly from Montrose Road. This traffic would likely be rerouted to make the left turn at Canadian Drive, where users would then make a subsequent right turn into the Mall site;
 - Notwithstanding that this is a circuitous movement for users, the Mall site has been designed and oriented around this main access from Montrose Road, which is proposed to be restricted. Traffic being rerouted to enter from Canadian Drive, is effectively rerouting customers to a secondary access, which has not been designed to the same standards in terms of building positioning or orientation (effectively a “back of house”);
- The impacts of the modifications to the Bayfield site access will reroute a significant number of vehicle trips to Canadian Drive. We are unaware of any analysis for the future operational analysis of Canadian Drive, including the access to the Mall lands.
 - This condition is inconvenient to businesses as those businesses situated at the northern portion of the site will be far less accessible compared to their current situation, it is also not operationally desirable given it will increase delays for patrons travelling through the site, and is not desirable from a safety standpoint as traffic volumes along the north-south internal roadway that separates most of the parking fields from the businesses will greatly increase, decreasing the safety of pedestrians crossing this internal roadway when walking between the parking fields and the businesses.

This modified access has possible traffic flow concerns, and the impacts of this modified traffic flow on the site and surrounding intersections has not been analyzed to the satisfaction of Bayfield. Further to the potential traffic impact, the reduced site access which causes circuitous and less convenient access to/from the site, and possible internal recirculation, is also of significant concern. Being that traffic is effectively rerouted to a secondary entrance, and that site access is less convenient for the end user, potentially discouraging trips. As will be described through this letter, there are numerous economic development considerations for the modified site access, which in our view warrant additional consideration. The aggregate impacts of the proposed site access modifications is unjustified and, in our view, unnecessary. Further, as will be elaborated upon below, the Province provides direction for the protection of lands that generate employment, such as the Bayfield lands would be considered. Planning authorities are to “take into account the needs of existing and future businesses” (PPS Policy 1.3.1), which in our view has not been adequately considered for the Bayfield Lands.

Loss of Land

The preferred design requires significant land to be dedicated by the landowner in numerous areas along the property, most notably to accommodate the proposed roundabout at Niagara Square Drive. It is unclear what benefit this roundabout would have to Bayfield, if any. Rather, in our understanding, the land dedication in this location is required to facilitate a condition that will further restrict access to the Bayfield Lands. It is unclear how the landowner would be compensated for this significant loss of property, which as will be described, currently provides functionality to the site and represents an area where development could otherwise be contemplated.

In our understanding of the Public Information Centre 2 presentation materials, the intersection that the roundabout is proposed to replace at Niagara Square Drive, was shown to operate at acceptable levels within the horizon of the study. With this background, we understand that the proposed roundabout, which requires significant land from Bayfield and restricts their site access, is not a result of volume concerns. If there are no volume concerns, we are unclear for the need of the roundabout, which will significantly impact our client, as detailed above. If the objective is to provide enhanced access, the proposed roundabout will have the opposite impact to the Bayfield Lands, further removing and not replacing access.

The loss of land has numerous future and current implications that Bayfield must consider. Currently, the area to be expropriated is used for parking and drive aisles within the parking area. The loss of this area will require an immediate redesign of the parking area, to ensure circulation patterns are not compromised. It is unclear if this redesign is at the cost and responsibility of the landowner. Further, the existing parking to be removed is used to service the existing businesses on site. It is our understanding that the landowner has existing lease obligations to tenants, the agreements of which can relate to maintaining certain parking rates/standards. Future implications such as intensification opportunity and economic development impacts (future lease discussions) will be further expanded upon below.

Intensification Opportunity

The Bayfield Lands are an existing mall site, with large surface parking areas that are necessary to accommodate the traffic generated by their existing function. The nature of major commercial developments is shifting to consider opportunities for intensification and bringing a mix of land uses (including residential). The City of Niagara Falls Official Plan does reflect and recognize this mixed use opportunity with existing residential permissions available to the Niagara Square Mall.

As part of a mall redevelopment, it is essential to consider the existing mall operations in determining appropriate phasing and areas for redevelopment. Typically existing parking areas are starting points in reviewing the opportunity for intensification and infill, be that a mixed use development or a new commercial/retail pad. The preferred design has significant implications for future redevelopment and intensification of the Bayfield Lands for two primary reasons:

1. The land dedication required by Bayfield to accommodate a roundabout (which has no direct benefit or access points to their operations) is significant, and located within an existing parking area. This directly reduces the land available to consider for future intensification, and will require the removal of a number of existing

parking spaces, which could otherwise be utilized to accommodate future redevelopment; and

2. As part of any redevelopment plan proposed by the landowner, adequate circulation, site access, and intersection analysis must be demonstrated. Any proposal needs to assess impacts to the surrounding traffic network. The reduced site access and modified circulation patterns (which will encourage reliance on Canadian Drive), may significantly reduce the intensification potential of the subject lands, should any redevelopment not be able to provide satisfactory site access or impose capacity constraints for the surrounding intersections. The impacts of the access modifications have not been adequately demonstrated to the landowner, and it remains unclear as to how the ultimate intensification opportunity on the subject lands has been impacted by the proposed modifications. In our view, it is clear that access opportunities have been reduced, which limits how much intensification could be accommodated; and also affects the continued viability of the shopping centre.

Economic Development

The Province provides direction to municipalities to support and promote economic development, including through the Provincial Policy Statement Policies 1.3.1 and 1.7.1, as well as through the Growth Plan Policies 2.2.5.1 and 2.2.5.15. The proposed preferred design does not appear to consider implications for economic development within the community, including specifically as it relates to the Bayfield Lands. Site access is proposed to be restricted and patrons rerouted, and in our view is a significant regression for ongoing and future opportunities.

The landowner has existing lease obligations to tenants, and existing tenants have certain expectations for adequate access to their place of business. The access modifications have implications not only for the landowner, but for each tenant and business that currently operates on site. Existing businesses will have reduced access based on the proposed preferred design, meaning reduced access to operate optimally.

In addition to obligations to provide existing business with adequate site access, the landowner will need to maintain a desirable and attractive property that will encourage future investment in the City and Region. A significant aspect of securing and maintaining an attractive major retail space of this nature, is site access. Reducing site access certainly has long term implications for the maintenance of business and for attracting new investment through future leasing efforts.

In our opinion, economic development should be promoted by the Region by enhancing existing access for major traffic generators. It is evident that the proposed preferred design is a regression from what exists currently, with respect to promoting economic development and the use of this major employment generator.

Narrow Focus and a Lack of Supporting Data

We understand that the scope of the EA process is to improve the functionality of Montrose Road and ensure efficient and safe movements. However, in our view there has been an evident disregard for the implications that the proposed road modifications will have for the broader road network and landowners. This letter has described the aggregate of impacts anticipated for the Bayfield Lands, including the concern regarding the loss of key access points to and from the site, resulting in significantly modified site circulation patterns, and a resulting greater reliance of the Mall access to Canadian Drive.

Bayfield has concerns that the traffic patterns that will result from the aggregate impacts have not been sufficiently analyzed. In particular, it is unclear how the intersections at Canadian Drive will operate, including the existing access to the Bayfield Lands and the intersection with Montrose Road.

The scope of the EA does not appear to have considered the implications for the broader road network and for circulation within key sites, including consideration of major traffic generators in the area (i.e. Bayfield Lands and adjacent Costco site).

We are not aware of any technical analysis for implications to the road network surrounding the Bayfield Lands, which also considers the aggregate of impact for rerouting numerous vehicle trips to Canadian Drive and the signalized access to the Bayfield lands from this. The Bayfield lands are proposed to have three key movements eliminated as part of the preferred design, being two left outbound and one left inbound movement. It remains unclear what the implications will be to the Bayfield Lands, as well as to the other intersections that would be relied upon to replace the eliminated access points. For instance, the property's driveway on Canadian Drive is a stop-controlled intersection with a single outbound lane. No analysis has been undertaken for the driveway, showing that it can accommodate the re-distributed traffic in its current configuration without delay or queueing issues.

In a recent meeting with the EA team and the Region, it was confirmed that the results of the analysis on the impacts of the traffic re-distribution to the intersection of Canadian Drive at Montrose Road would be provided to us; no such analysis has been provided at this time.

In a previous meeting with the Region and the Region's consultant, we have inquired about the impacts the proposal will have on Pin Oak Drive given the anticipated redistribution of traffic to that roadway but have been advised Pin Oak Drive is outside the scope of the EA study and analysis was not completed. It is unclear how the analysis of Pin Oak Drive is considered out of the study's scope, when it has been acknowledged that operations on that roadway will be impacted.

The lack of operational analysis to quantify the impacts associated with the proposed road network changes and access changes makes it difficult to determine whether the area road network will function safely and efficiently in future. This analysis should include all adjacent roadways and intersections that are impacted by the redistribution of traffic generated by the various alternatives.

Lack of Alternative Scenarios

At the PIC 3, it was noted that four alternatives have been considered for this area, including:

- Do Nothing (Leave as is);
- Existing Traffic Signals with continuous median;
- Implement Roundabout at the first "bend" south of McLeod Road with continuous median; and
- Implement Roundabout at Niagara Square Drive with continuous median.

We are in the view that there are numerous other scenarios, which could have been evaluated. To date, Bayfield is unclear as to why the preferred design is considered the preferred. We would encourage the project team to explore alternative scenarios, which are less impactful to property owners.

The EA process is based on the development of alternative options and their evaluation utilizing the criteria identified in your PIC 3 slides. Neither the evaluation table nor the other options considered were presented at the PIC making it difficult for us to understand the performance of the alternatives under each criteria.

Potentially Concerning Movements

It has not been demonstrated as to whether the preferred design scenario would operate under safe conditions, and in particular the proposed roundabout at Niagara Square Drive.

For instance, Parsons contend that the roundabout could replace the left in movement along Montrose, by allowing traffic to make a U-turn prior to entering the Bayfield Lands (whereas in our view, this movement would be rerouted to a left turn at Canadian Drive, being the earlier decision point). For any motorists that do complete the U-turn at the roundabout, has the weaving distance between the roundabout and our main access been analyzed? Is the distance sufficient to safely accommodate the required weave, given the u-turning vehicles will be exiting the roundabout within the inside lane and will required to change into the curbside lane and slow down before reaching our main access?

Furthermore, motorists destined for the Chapel Heights Seniors Community property coming from the north on Montrose Road will be required to make their U-turn in the roundabout as well. The site access is almost adjacent to the roundabout and will require vehicles to make an abrupt lane change into the curbside lane upon exiting the roundabout at the location of the planned pedestrian crosswalk, which we consider a significant safety issue. Also, the exiting vehicles will have to slow down quickly and the short separation between the roundabout and the private entrance would seem to be deficient from a lane change perspective.

Can analysis results be provided to support the recommendation of this location for the roundabout and the viability of the above-noted two U-turn maneuvers.

Lack of Consideration/Consultation

Bayfield is a prominent landholder within the study area. The Bayfield Lands generates a significant number of jobs and tax revenue through continued operations, and as a result of their prominence are a source of many vehicular trips. The Bayfield Lands are a destination for many within the Region and beyond. While the project team has met directly with the Bayfield Landowner on several occasions, Bayfield is of the opinion that there has been a surprising disregard for the needs of their landholdings. The overwhelming impacts to the Bayfield Lands, as has been described through this letter, should be provided further consideration.

With respect to the upcoming release of the Environmental Study Report, it is unclear how an official document for public consumption is not available for review as this forms the basis for determining the need and comparative evaluation of all options considered. Bayfield have requested that the traffic data, traffic study, considered options, and evaluations of those options, be provided for review, however this information has not been provided at this time. To-date, and at the 3rd and final PIC, no detailed alternative options have been provided. We have no understanding of the potential future performance of the roundabout, and along the surrounding road network as a result of the proposed changes, and therefore we have not been informed on how the proposal may impact traffic the operations, accessibility, and safety of the Bayfield Lands and its business establishments.

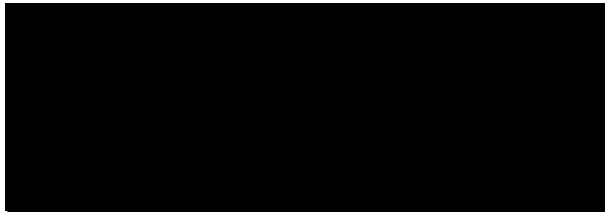
We will continue to monitor the implementation of the Montrose EA process.

We would welcome the opportunity to meet with Parson and Regional Staff to discuss our comments further.

Should you have any questions, or require further information, please do not hesitate to call.

Yours very truly,

ZELINKA PRIAMO LTD.



cc. Bayfield Realty Advisors (via email)
RVAnderson (via email)
City of Niagara Falls (via email)
Region of Niagara (via email)

November 4, 2021

Zelinka Priamo Ltd.
20 Maud Street, Suite 305
Toronto, Ontario
M5V 2M5

[REDACTED]

Dear [REDACTED]

**Re: Montrose Road and Lyons Creek Road/Biggar Road Municipal Class EA
Public Information Centre #3
7555 Montrose Road and 7449 Montrose Road
Preliminary Comments on Behalf of Bayfield Realty Advisors**

This is in response to your letter to Rick Goertz of Parsons dated May 5, 2021, in regard to the above noted subject which relates to the potential impacts to the Niagara Square Mall identified by you regarding the recommended improvements to Montrose Road as part of the Niagara Region's ongoing MCEA study. Thank you for your comments and my apologies for the delay in responding.

In your letter you identified a number of concerns relative to the preferred design including:

- a) Mall Circulation and Access
- b) Loss of Land
- c) Intensification Opportunity
- d) Economic Development
- e) Narrow Focus and Lack of Supporting Data (traffic patterns and safety)
- f) Potentially Concerning Movements (roundabout at Niagara Square)
- g) Lack of Consideration/consultation (availability of the ESR for review – traffic data, traffic study, considered option and evaluation of options).

Niagara Square Drive Intersection

The Niagara Square Retail Centre is bounded on the north and east sides by Montrose Road, by Canadian Drive on the south side and by Pin Oak Drive on the west side. The approximately 800m long section of Montrose Road from McLeod Road to Canadian Drive is characterized by two ~100m radius horizontal curves, two existing traffic signals, a right in entrance to Niagara Square and a stop sign controlled all moves entrance to Niagara Square. The road is also partially bounded by the QEW expressway along the east side. The QEW interchange at McLeod Road allows traffic from the QEW to access Montrose Road using Niagara Square Drive which is a one-

way southbound road between McLeod Road and Montrose Road that connects at the Niagara Square Drive intersection noted above.

Montrose Road is further characterized by an entrance to the Chapel Heights Seniors Residence from Montrose Road on one of the horizontal curves 60m northwest of the Niagara Square Drive intersection. That entrance is restricted to right-in/right-out movements along with awkward left turns due to the location of an opening in the existing median island. Additional developments are also expected on the vacant lands along both sides of Montrose Road immediately south of McLeod Road. These developments at 7373, 7449 and 7452 Montrose Road have been reviewed for access requirements and Niagara Region has determined that full moves access is not a feasible option for these lands due to the previously mentioned horizontal curves and inadequate sight distances.

As development occurs and intensifies along the Montrose Road corridor between McLeod Road and Lyons Creek Road in the future, vehicular traffic is anticipated to grow significantly with a general 200% or more increase in volumes along Montrose Road within the 2041 horizon year. While the substandard curvilinear alignment of Montrose Road does not exhibit abnormal traffic collisions under the existing traffic conditions, as traffic increases, Niagara Region is interested in ensuring that the road will continue to function safely while maintaining the existing road geometrics and alignment.

As part of the recommendations of the subject Environmental Assessment study ("EA"), Niagara Region intends to provide improved access management along Montrose Road as both vehicular, cycling and pedestrian traffic increases within the study area. The intent of access management is to enhance and facilitate the safe and efficient flow of traffic along Montrose Road while balancing the need and availability of local accesses along that road. Except for several locations south of Chippawa Creek Road that have existing industrial and residential entrances with good visibility and only one point of access, Niagara Region will generally require that all left turns (in and out) only occur at controlled intersections within the study corridor in the future.

In order to accomplish this safety control, the recommended preliminary design maintains and extends the continuous raised median between public road intersections along the McLeod Road to Canadian Drive segment. To facilitate safe access to lands abutting Montrose Road, the preferred design includes a roundabout at the Montrose Road and Niagara Square Drive intersection to replace the existing traffic signals. The roundabout would help cars access both sides of Montrose Road without having to make a left turn across multiple lanes of traffic, especially with the substandard sightlines caused by the horizontal curves. While traffic signals could continue to function and provide efficient intersection control at Niagara Square Drive, maintaining traffic signals at this intersection into the future would not provide for the left turn access needed along the corridor and they would cause out of the way or unanticipated redirected travel for users intending to access the opposite side of Montrose Road from their direction of travel.

The proposed roundabout at Niagara Square Drive will enable southbound traffic to safely change their direction of travel to the northbound direction (make a U-turn through the roundabout), thereby eliminating the need for the southbound left turn access through median gaps while crossing the oncoming traffic. Similarly, the roundabout would enable northbound vehicles to make a U-turn through the roundabout and safely change their direction of travel to southbound. Pedestrian crossovers (PXOs) will also be installed to facilitate safe pedestrian crossing as per OTM Book 15 and the recently updated OTM Book 18.

TRAFFIC SIGNAL OPTION

The existing traffic signalized intersection at Niagara Square drive currently includes a left turn out onto Montrose Road from the Niagara Square Mall property. A design option has been considered to provide a full move access from and to Niagara Square as a fourth leg of the existing Montrose Road and Niagara Square Drive intersection. A four-leg traffic signal would function relatively efficiently however, a roundabout feasibility assessment was also conducted for this intersection as the intersection will have a significant proportion of left turns and to allow for the access management reasons noted earlier.

While a roundabout would be able to manage traffic safely and efficiently within the four-leg scenario, there is potential for a queue spillback of traffic from the mall into the roundabout. In order to preclude any concerns associated with the operations of the roundabout due to traffic flow within the Niagara Square property, the study team has recommended that the roundabout should not provide direct access to Niagara Square.

This four-leg scenario, whether signalized or with roundabout control, was also discussed with the Bayfield representatives at a meeting earlier in 2021. The study team was informed by the representatives that a full entrance at this location was not desired by Bayfield Realty Advisors due to the impact on the viable developable lands within the Niagara Square property in this area.

ROUNDAOBT OPERATIONS/FUNCTIONALITY

Discussions with the Bayfield representatives and other stakeholders in the area along with the Bayfield memo raised a number of operational concerns regarding the implementation of a roundabout at Niagara Square Drive. One concern noted in your letter is that a traditional roundabout would cause vehicles wishing to make a U-turn in the roundabout to use the left lane causing that vehicle to be in the left lane when exiting the roundabout. That is premised on the fact that lane changes within a roundabout are not recommended. That positioning of the U-turning vehicle would not, as readily, facilitate the ability of that vehicle to make a right turn into the existing Chapel Heights entrance or to return to the Niagara Square Mall main entrance, if so desired. The EA study team has reviewed this issue and we acknowledge that this may be a concern. We have reviewed other roundabout designs, one of which is the turbo or spiral design option. The spiral design allows a U-turning vehicle to enter the roundabout in the left lane and when it exits the roundabout, it will be automatically located in the right lane without the need for a deliberate lane change by the driver. In this fashion, right turns are readily facilitated beyond the

exit points of the roundabout. While this turbo/spiral design could be another design option, the exact design type and operation of the roundabout at this location will be reviewed and confirmed during the future detailed design stage.

The other concern that was raised by stakeholders regarding the roundabout was the fact that pedestrians would not have a set of traffic signals to provide a controlled and timed crossing of Montrose Road at the Niagara Square Drive intersection. This issue was also of concern to the EA study team as it is recognized that Niagara Square Drive does provide a route for pedestrians to access Niagara Square Mall from McLeod Road in addition to the potential for clients and visitors of the Chapel Heights Seniors Residence to traverse Montrose Road at that location. As noted earlier in this letter, the study team is therefore recommending that a pedestrian crossover (PXO) be implemented on the west side of the roundabout using the design concept recommended in Ontario Traffic Manual Book 18 for a multi-lane roundabout. Further, the PXO at this roundabout would be signed and have flashing beacons as required by a Level 2 pedestrian crossover as defined with the Ontario Traffic Manual Book 15. The final design for the pedestrian crossing, including the potential to provide crossings on all legs of the roundabout, will be determined during the detailed design.

Main Entrance to Niagara Square

With the access management concept in mind, consideration has been given to converting the main direct entrance to the Niagara Square Mall from Montrose Road to a right-in/right-out (RIRO) only access. If this entrance is restricted to right-in/right-out only, all left turns out from the main entrance and from the Niagara Square Drive entrance would be shifted to the Canadian Drive intersection with Montrose Road. While the Canadian Drive intersection could be designed to function adequately, the Bayfield letter maintains that the Mall site has been designed and oriented around the main entrance and accordingly relegating it to a RIRO only access will significantly impact the internal circulation patterns. It was indicated in the letter that the redistributed traffic exiting the Niagara Square Mall at the most easterly entrance onto Canadian Drive would create internal queues because the easterly access has not been designed to the same standards as the main entrance. This cannot be confirmed by the study team as internal traffic distribution and volumes as well as future development plans for the mall have not been provided. It is also noted that the Niagara Square Mall maintains several entrances off Pin Oak Drive and Canadian Drive that motorists can use to leave the site as well. The existing full move main entrance will remain as is for now, however, the RIRO restriction will be implemented when traffic volumes increase and this section of Montrose Road is reconstructed.

The study team notes that the Niagara Square Redevelopment TIA recommended the installation of traffic signals at the current entrance to Niagara Square from Montrose Road. As an alternative to the right-in/right-out entrance design, the installation of traffic signals at this entrance with the provision of all moves at the intersection has also been reviewed within the Montrose EA study. However, due to the close proximity (only 180 m) to the signalized intersection of Canadian Drive and Montrose Road, signalizing the current entrance to Niagara Square mall is not supported by

the Region. One of the main objectives of the roundabout at Niagara Square Drive is to facilitate the northbound and southbound U-turn movements at the roundabout providing safe access to restricted entrances for the adjacent development. The Canadian Drive intersection will become the main exit to Montrose Road from Niagara Square that provides full turning movements. If future changes to this intersection are desired, Niagara Region will review future site plan applications and allow accesses in accordance with the current standards.

Roundabout Option Immediately South of McLeod Road

As part of the traffic study undertaken by the study team, the implementation of a roundabout at the first horizontal curve immediately south of McLeod Road was also considered. A roundabout at this location would provide access to both Niagara Square and to the lands on the north and east sides of Montrose Road. The analysis showed that the significant volumes of vehicles that will be turning right on McLeod Road from Montrose Road cannot be accommodated at this roundabout. Due to significant traffic on northbound Montrose Road waiting to turn right at McLeod Road, there would be queuing into the roundabout resulting in poor operation of the roundabout for any traffic wishing to make other turns using the roundabout. The construction of a fourth leg for this roundabout would utilize a significant amount of the development lands on the north side of Montrose Road. Similar to the concerns noted at the Niagara Square Drive roundabout with an entrance to Niagara Square, the potential for vehicles backing up into the roundabout on the north side of Montrose Road is also of concern. The study team has therefore determined that a roundabout at this location is not recommended due to the high potential for operational issues.

At this location, Niagara Square currently has a right-in only access point from Montrose Road. No exit to Montrose Road exists. In order to facilitate southbound movements onto Montrose Road from this portion of the Niagara Square property, the study team has identified that a right-out movement could be allowed as long as a sufficiently long acceleration/merge lane and taper are provided in the southbound direction. Allowing this right-out movement would, in part, replace the left turn out movement that is being eliminated at Niagara Square Drive and would allow drivers to connect to McLeod Road through the roundabout. It would also facilitate the movement of any traffic that is on the Niagara Square lands that wishes to access the lands on the north side of Montrose Road. This right-out would provide drivers with the opportunity to use the roundabout at Niagara Square Drive to make a safe U-turn onto northbound Montrose Road.

The study team is therefore recommending that a right-out exit from Niagara Square at this location, should be implemented as part of future road operational improvements by Niagara Region while continuing to allow the existing right-in access.

Summary

In summary, Niagara Region is recommending implementation of the following improvements as part of the Montrose Road and Lyons Creek Road / Biggar Road Environmental Assessment Study:

- Installation of a roundabout to replace the existing traffic signals at the intersection of Montrose Road and Niagara Square Drive including the elimination of the existing exit from Niagara Square at this location. Roundabout design to be confirmed during detailed design;
- Conversion of the main entrance to Niagara Square Mall from Montrose Road to a restricted RIRO entrance when traffic volumes increase and Niagara Region undertakes reconstruction of Montrose Road in this area;
- Implementation of a right-out exit from the Niagara Square lands in the vicinity of the first horizontal curve on Montrose Road immediately south of McLeod Road while maintaining the existing right-in entrance at this location.

Please note that it is Niagara Region's intention that the ESR for the Montrose Road and Lyons Creek Road / Biggar Road Environmental Assessment Study will be issued for the 30-day public review period on November 8th, 2021, and will include the recommendation noted above regarding the implementation of a roundabout in the future at the Montrose Road and Niagara Square Drive intersection.

If you feel that there is a need to have a further meeting on these issues, please advise us and a meeting will be arranged.

Sincerely,


Carolyn Ryall
Director, Transportation Services Division

- c. Erik Nickel – City of Niagara Falls
Richard Goertz – Parsons