

**MOVING  
TRANSIT  
FORWARD**

**PUBLIC INFORMATION CENTRE #2:  
EVENT SUMMARY**

**CASABLANCA BOULEVARD**

North Service Road To Main Street And Go Station Access

**WEDNESDAY JANUARY 16th, 5:30 PM TO 8:30 PM**

**CASABLANCA WINERY INN AND SPA**

**GRIMSBY, ONTARIO**

The second Public Information Centre for the **Casablanca Boulevard and GO Access Environmental Assessment (EA)** was held on Wednesday January 16<sup>th</sup>, 2019 at the Casablanca Winery Inn and Spa in Grimsby. The purpose of the event was to report back on the findings of the background studies completed for the Project, and present the Preferred Design for each segment of the Project along Casablanca Boulevard, South Service Road, and short segment of Livingston Avenue. **Figure 1** shows the Study Area for this EA.

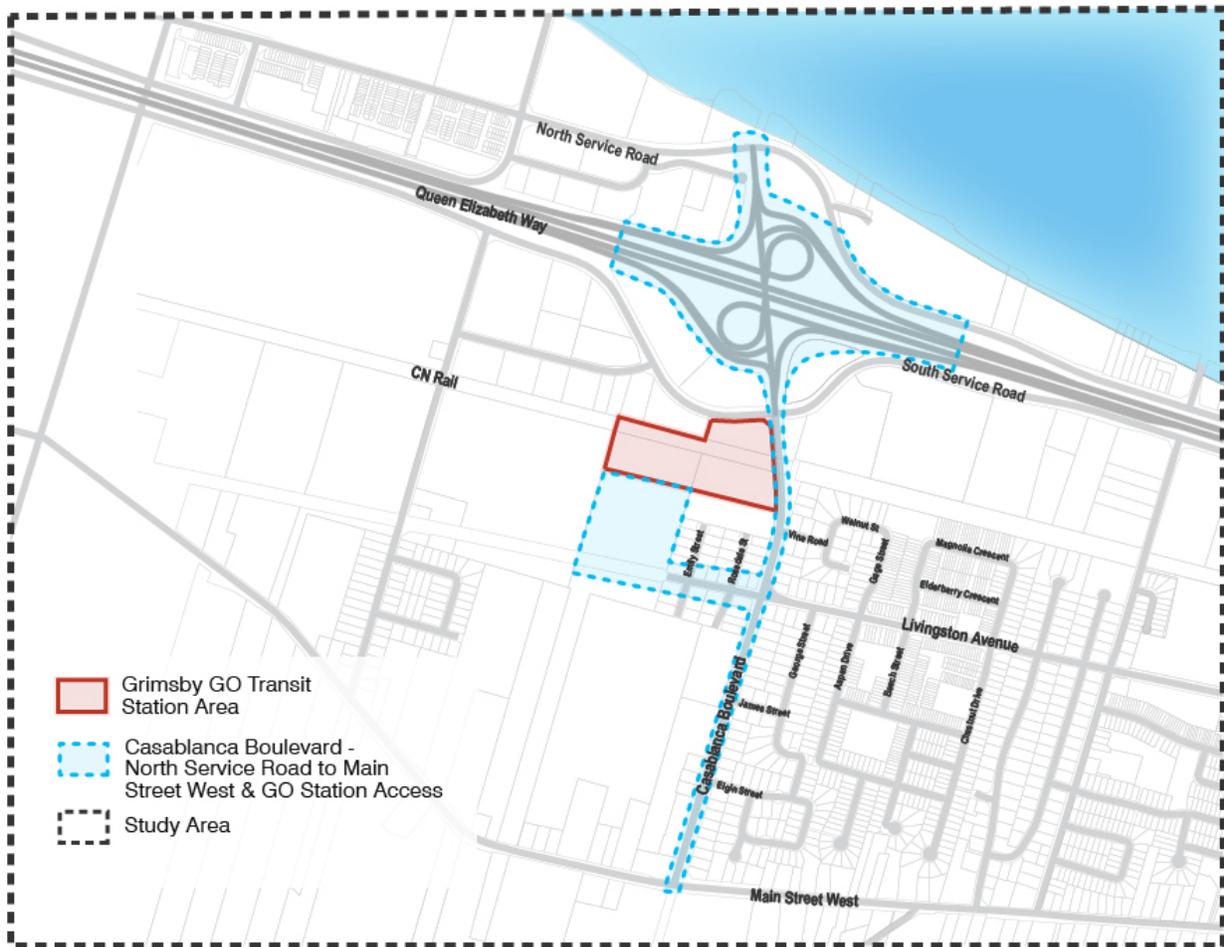


Figure 1 Study Area for the Casablanca Boulevard and GO Access EA

A total of 39 people signed in to the event, and 4 comment forms were received along with two comments submitted as separate handwritten notes. Approximately 50 people attended the event, in addition to representatives from the Region of Niagara, the Town of Grimsby, the

Consulting Team, and Metrolinx. A number of comments were also received via verbal feedback to members of the project team, and as part of the Question & Answer session that was held following the presentation from the Region's Director of Transportation Services, Carolyn Ryall, as well as the consulting team Project Manager, Paul Macleod, and the Transportation Assessment Lead, Paul Bumstead. The following sections summarize these comments based on the particular segment of the Project they pertain to.

## Comments Heard

Note: Please refer to the PIC #2 Display Panels and PIC #2 Presentation on the [Project Website](#) for more information.

### QEW Interchange Design:

- Support for the Preferred Design presented (please see the PIC Information Boards and Presentation), providing a protected multi-use path along the west side of the bridge over the QEW, and signals at the ramps on the west side.
- The need for signage directing drivers to the appropriate lane to access the QEW exit ramps was identified, and will be a part of Detailed Design.
- The potential issues with functioning of the road network and QEW Interchange in the event of an accident or other traffic delay was raised. The Region noted that the system will be monitored and an Emergency Detour Route confirmed for such events as part of Detailed Design.

### Casablanca Boulevard:

- Existing speeding concerns were a key issue along the corridor. The Region noted the concern and that mitigation of this issue through design of the roadway and reduction of the posted speed limit will be considered in the Detailed Design process to follow.
- Concerns about the impact of a widened road on safety and security for children playing in their front/back yards facing Casablanca were raised, with a suggestion to limit the widening to a total of three lanes between South Service Road and Livingston Avenue. The Region expressed a commitment to mitigating property impacts to adjacent land owners and staying within the existing Right-of-Way as much as possible. The transportation assessment completed for the EA identified the need and justification for the number of proposed lanes.
- Some support for a widening to three lanes (center turning lane) south of Livingston Avenue, with concern about how this might cause increased noise and property impacts. The Region noted this concern, and the roadway design makes every effort to limit the impact to adjacent property owners from the widening (see next comment).

- Noise was a particular concern given the potential significant increase in traffic along Casablanca Boulevard. A noise study was undertaken that concluded that the noise impacts were within the range identified by the Ministry of Environment, Conservation, and Parks without a need for physical barriers for mitigation. The consideration of a reduction in posted speed limit and design of the road for active transportation will aid in mitigating traffic noise. The Region will be consulting with property owners who have additional concerns.
- Security concerns with the addition of a sidewalk on the west side of Casablanca Boulevard for properties with yards facing this road were raised. The Region's Complete Streets guidelines are being applied to the roadway design, which provides for full active transportation connectivity along the corridor.
- Tree removal was a key concern for residents along the corridor, with respect to the loss of mature trees through the widening. The Region will be developing a mitigation and planting plan as part of the Detailed Design stage to limit the number of trees removed from the Right-of-Way and plant new trees in consultation with property owners.
- Concerns regarding the placement of utility poles closer to residences as a result of the road widening was raised. The Region noted that there will be some consolidation of utility poles, as well as effort made to limit impacts to property owners in their placement.
- The need to provide signals at the intersections along the corridor and implement signal coordination with the CN Rail crossing was noted, with attention to be paid to sightlines. The intersections of Casablanca Boulevard at North Service Road, South Service Road, Livingston Avenue, and Main Street West are proposed to be signalized, as well as on South Service Road at the GO Station access and at Industrial Drive. Signal coordination will be investigated further as part of the Detailed Design process.
- Consideration of a roundabout at intersections, particularly at Casablanca Boulevard and South Service Road was requested. The Region noted that a roundabout was considered and a layout plan developed, that identified issues with supporting safe access for cyclists and pedestrians and some spacing challenges due to the size of the roundabout.
- The visual impact of public realm design elements such as poles with signage along the corridor was noted, and this will be further looked at through the Detailed Design process to avoid increased visual noise or distractions for motorists.
- The need for the CN Rail grade separation (underpass) was raised as a potential immediate need. The Region is looking at maintaining the at-grade crossing and monitoring its performance for safety and efficiency. The grade separation is anticipated to be needed close to or beyond 2041.

- The next steps for the EA include bringing the completed Environmental Study Report to Regional Council prior to filing this winter.
- Many agreed that improvements to the corridor are needed (to improve operations, design, and potentially widening the corridor).

**Livingston Avenue segment west of Casablanca Boulevard to the edge of the Region-owned lands:**

- Concern that the extension of Livingston Avenue will introduce more traffic to this area of the neighbourhood was raised. The Region noted that traffic calming and a sensitive design of the roadway will be integrated through the Detailed Design process to follow.
- The extent of the extension was questioned, as to whether this could be provided only to just west of Emily Street where the residential area currently ends. The Region noted the need to provide flexibility as to where the access point to the Region-owned lands is ultimately located, with attention paid to avoiding impacts to the Woodlot.
- Alternative access points to the Region-owned lands were suggested, including connecting directly to Casablanca Boulevard. The Region noted issues with proximity to the CN Rail corridor with implementing a road access onto Casablanca Boulevard, and will investigate whether such an access could be considered.

**South Service Road and GO Station Access**

- The access to the GO Station on South Service Road was noted as needing to be appropriately signed to aid drivers in utilizing the 'bus loop' located opposite the entrance to the Station.
- A suggestion to create an underpass to connect the MTO Carpool lot on the north side of South Service Road to the GO Station parking on the south side of South Service road. The Region noted that this had been considered, with a number of implementation challenges identified by MTO. This option will be further looked into.
- In the short term, the existing GO Bus loop will continue to operate as is with respect to GO Bus service, and buses will not enter the GO Station.

**General Comments**

- The information was presented in a clear and legible way.
- General support from residents for the Preferred Design, with some key concerns noted in comments above.

The comments and feedback received will be utilized to refine the Preferred Design and integrated into the Detailed Design stage of the project that will follow the completion and filing of the Environmental Study Report this winter. A Notice of Completion will be posted once the document is available for public review. For more information please contact:

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